

Transportation Committee Agenda

Friday, January 19, 2024 9 a.m.

Welcome to SANDAG. The Transportation Committee (TC) meeting scheduled for Friday, December 15, 2023, will be held in person in the SANDAG Board Room. While TC members will attend in person, members of the public will have the option of participating either in person or virtually.

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

Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at clerkoftheboard@sandag.org (please reference TC 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.

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Vision Statement: Pursuing a brighter future for all

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

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

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

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

Transportation Committee

Friday, January 19, 2024

Comments and Communications

Welcome to SANDAG

The Transportation Committee meeting scheduled for Friday, January 19, 2024, will be held in person in the SANDAG Board Room. While Committee members will attend in person, members of the public will have the option of participating either in person or virtually.

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1. Non-Agenda Public Comments/Member Comments

Members of the public shall have the opportunity to address the Transportation Committee (Committee) on any issue within the jurisdiction of the Committee 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. Committee members and SANDAG staff also may present brief updates and announcements under this agenda item.

Consent

+2. Approval of Meeting Minutes

Antoinette Meier, Francesca Webb, SANDAG

The Transportation Committee is asked to review and approve the minutes from its December 15, 2023, meeting.

Meeting Minutes

+3. TransNet Grant Programs: Quarterly Status Update and Smart Growth Incentive Program Amendment Request

Susan Huntington, Jenny Russo, Lauren Lee, Aly Vazquez, Ben Gembler, SANDAG

This report provides a quarterly update on the progress and performance of projects funded through SANDAG's grant programs from July 1, 2023 – September 30, 2023. The Transportation Committee is asked to approve a 6-month time extension for the City of National City Sweetwater Road Protected Bikeway project.

Quarterly Grants Status Report

Att. 1 - Glossary of Terms

Att. 2 - Discussion Memo

Att. 3 - Project Showcase

Att. 4 - National City Request Letter

Approve

Approve

Reports

+4. Specialized Transportation Grant Program: Cycle 13 Call for Projects Kickoff

Information

Susan Huntington, Zachary Rivera, SANDAG

Staff will present an overview of the Specialized Transportation Grant Program Cycle 13 Call for Projects.

STGP Cycle 13 Call for Projects Kickoff

Att. 1 - Discussion Memo

Supporting Materials

+5. Value Capture in the San Diego Region

Information

Antoinette Meier, Tim Garrett, SANDAG

Staff will present an overview of the Regional Value Capture Study.

Value Capture in the San Diego Region

Att. - 1 Regional Value Capture Study

Att. 2 - Value Capture Screening Tool

Supporting Materials

+6. 2023 Regional Transportation Improvement Program: Amendment No. 9

Adopt

Susan Huntington, Richard Radcliffe, SANDAG

The Transportation Committee is asked to adopt Resolution No. 2024-14, approving Amendment No. 9 to the 2023 RTIP.

2023 RTIP Amendment No. 9

Att. 1 - Draft Resolution 2024-14

Att. 2 - Table 1 Summary of Changes Report Amendment No. 9

Att. 3 - Table 2 Amendment No. 9

Att. 4 - Tables 3a-3c Financial Summary Amendment No. 9

Att. 5 - Changes During Public Comment

Att. 6 - Federal Requirements Analysis

Att. 7 - Tribal Transportation Program Projects

7. Adjournment

The next meeting of the Transportation Committee is scheduled for Friday, February 16, 2024, at 9 a.m.

Message from the Clerk

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

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⁺ next to an agenda item indicates an attachment



January 19, 2024

December 15, 2023, Meeting Minutes

View Meeting Video

Chair Jack Shu (East County) called the meeting of the Transportation Committee to order at 9:02 a.m.

1. Public Comments/Communications/Member Comments

Blair Beekman, member of the public, spoke regarding security at SANDAG meetings and national security issues.

The Original Dra, member of the public, spoke regarding efforts to reduce regional vehicle miles .

2. Report from Working Group Chairs

Social Services Transportation Advisory Council Chair Alex Warner presented an update on recent working group activities.

Blair Beekman spoke regarding cross-border relations with Tijuana.

The Original Dra spoke regarding the toll road and lithium batteries.

Consent

3. Approval of Meeting Minutes

The Transportation Committee was asked to approve the minutes from its December 1, 2023, meeting. Blair Beekman spoke regarding Vision Zero goals and lithium battery use.

The Original Dra spoke regarding meeting procedures and regional teleworking data.

<u>Action</u>: Upon a motion by Councilmember Vivian Moreno (Metropolitan Transit System) and a second by Deputy Mayor Jewel Edson (North County Transit District), the Transportation Committee voted to approve the Consent Agenda.

The motion passed.

Yes: Chair Shu, Councilmember Moreno, Supervisor Joel Anderson (County of San Diego), Councilmember David Zito (North County Coastal), Deputy Mayor Jewel Edson (North County Transit District), Chairman Rafael Castellanos (Port of San Diego), and Councilmember John Duncan (South County).

No: None.

Abstain: None.

Absent: City of San Diego and San Diego County Regional Airport Authority.

Reports

4. Proposed FY 2024 Program Budget Amendment: Office of Traffic Safety Grant Award

Senior Regional Planner Marisa Mangan presented the item.

Blair Beekman spoke regarding advancements in technology as related to transportation.

Manny Rodriguez, member of the public, spoke in support of Vision Zero goals.

The Original Dra spoke in opposition to the item.

<u>Action</u>: Upon a motion by Councilmember Moreno and a second by Deputy Mayor Edson, the Transportation Committee voted to approve an amendment to the FY 2024 Program Budget, accepting \$400,000 in grant funding from the Office of Traffic Safety.

The motion passed.

Yes: Chair Shu, Councilmember Moreno, Supervisor Anderson, Councilmember Zito, Deputy Mayor Edson, Chairman Castellanos, and Councilmember Duncan.

No: None.

Abstain: None.

Absent: City of San Diego and San Diego County Regional Airport Authority.

5. Youth Opportunity Pass Comprehensive Program Report

Zaccary Bradt presented the results of the Youth Opportunity Pass program.

Manny Rodriguez spoke in support of the program.

Blair Beekman spoke in support of the program.

Alex Wong, member of the public, spoke regarding alternatives to free transportation that would support transit ridership, including increased frequency.

Ariana Federico, member of the public, spoke in support of the program.

Briseyda Cisneros, member of the public, spoke in support of the program.

The Original Dra spoke in opposition to the item.

Cristina Marquez, IBW Local 569, spoke in support of the program.

Action: Information only.

6. Zero Emission Freight Transition at the California-Baja California Border

Senior Regional Planner Andrea Hoff presented an overview of the Zero-Emission Freight Transition at the California-Baja California Border Study that explores the benefits and challenges for our border region.

Blair Beekman spoke regarding responsible mining and disposal practices for electric vehicle materials.

Tim Bilash, member of the public, spoke regarding barriers to using transit, including frequency and route coverage.

The Original Dra spoke regarding potential issues with freight movement.

Cristina Marquez spoke regarding opportunities for local electricians.

Action: Information only.

7. Upcoming Meetings

The next meeting of the Transportation Committee is scheduled for Friday, January 19, 2024, at 9 a.m.

8. Adjournment

Chair Shu adjourned the meeting at 11:31 a.m.

Attendance at Transportation Committee Meeting

Jurisdiction	Name	Member/ Alternate	Attend
San Diego County Regional	Mayor Esther Sanchez	Member	No
Airport Authority	Rafael Perez	Alternate	No
City of Can Diago	Councilmember Raul Campillo, Vice Chair	Member	No
City of San Diego	Councilmember Marni von Wilpert	Alternate	No
	Supervisor Terra Lawson-Remer	Member	No
County of San Diego	Supervisor Joel Anderson	Alternate	Yes
	Chairwoman Nora Vargas	Alternate	No
Fact County	Councilmember Jack Shu, Chair	Member	Yes
East County	Councilmember Jennifer Mendoza	Alternate	Yes
Matura alitan Transit Curtan	Councilmember Vivian Moreno	Member	Yes
Metropolitan Transit System	Councilmember Marcus Bush	Alternate	No
North County Coostal	Mayor Tony Kranz	Member	No
North County Coastal	Deputy Mayor David Zito	Alternate	Yes
North County Inland	Mayor Dane White	Member	No
North County Inland	Councilmember Ed Musgrove	Alternate	No
	Mayor Pro Tem Priya Bhat-Patel	Member	No
North County Transit District	Councilmember Jewel Edson	Alternate	Yes
	Councilmember Corinna Contreras	Alternate	No
Dark of Oar Diagram	Vacant	Member	No
Port of San Diego	Chairman Rafael Castellanos	Alternate	Yes
Court Court	Councilmember John Duncan	Member	Yes
South County	Councilmember Jose Rodriguez	Alternate	No
	Gustavo Dallarda	Member	Yes
Caltrans	Ann Fox	Alternate	No
	Mario Orso	Alternate	No
Southern California Tribal	Chairwoman Erica Pinto	Member	No
Chairmen's Association	James Hill	Member	No





January 19, 2024

TransNet Grant Programs: Quarterly Status Update and Smart Growth Incentive Program Amendment Request

Overview

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

SANDAG Board Policy No. 035 applies to all competitive grant programs administered through SANDAG and outlines competitive grant program procedures. SANDAG awards grant funds on a competitive basis that considers the grantees' ability to perform their proposed projects on time. SANDAG intends to hold grantees accountable for completing the project to ensure fairness in the competitive

Action: Approve

This report provides a quarterly update on the progress and performance of projects funded through SANDAG's grant programs from July 1, 2023 – September 30, 2023. The Transportation Committee is asked to approve a 6-month time extension for the City of National City Sweetwater Road Protected Bikeway project.

Fiscal Impact:

None.

Schedule/Scope Impact:

- During the reporting period (July 1 to September 30, 2023), eight projects were completed, and twelve projects were on the watch list.
- If approved by the Transportation Committee, the 6-month schedule extension for the Sweetwater Road Protected Bikeway SGIP project will be completed and open to the public in June 2024.

process and to encourage grantees toward implementation for public benefit on project deliverables as soon as possible. Projects are placed on a watch list if a grantee has not made timely progress toward its milestones or key project deliverables or has not implemented any SANDAG-issued corrective actions.

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

TransNet Environmental Mitigation Program Land Management Grants

Through the EMP LMG, SANDAG provides land managers with funding to help maintain and enhance the integrity and size of regional habitat preserves and protect endangered species. Eligible applicants include land managers from private nonprofit organizations, local jurisdictions, and other government agencies. Examples of land management projects include habitat restoration, habitat preservation, and non-native plant species eradication. As of the end of the reporting period, SANDAG has awarded more than \$18 million to 136 projects throughout the San Diego region, and 114 grant-funded projects have been completed and closed out.

TransNet Smart Growth Incentive Program

The SGIP provides funding to local jurisdictions for transportation-related infrastructure improvements and planning efforts that support smart growth and transit-oriented development in Smart Growth Opportunity Areas. As of the end of the reporting period, SANDAG has awarded approximately \$59 million to 73 projects throughout the San Diego region, with 44 projects completed.

Active Transportation Grant Program

The ATGP supports local efforts to increase the region's walking, biking, and transit use. The ATGP encourages local jurisdictions to plan and build facilities that promote multiple travel choices and increase biking and walking. The ATGP also is funded with Transportation Development Act funds. As of the end of the reporting period, SANDAG has awarded over \$29 million to 88 projects throughout the San Diego region, with 85 projects completed.

Specialized Transportation Grant Program

The Specialized Transportation Grant Program is funded by the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) and the *TransNet* SMG Program. The funds are used for operating, mobility management, and capital expenses associated with providing transportation services for older adults and individuals with disabilities. As of the end of the reporting period, SANDAG has awarded over \$24 million in SMGs and over \$38 million in federal funds, with 220 grants completed.

Access for All

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

Key Considerations

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

The City of National City is requesting a 6-month time extension for its Sweetwater Road Protected Bikeway project. Details of the request and the reason for the extension are included in Attachment 4.

Next Steps

The next quarterly status update on these grant programs is scheduled to be provided to the Transportation Committee and the Regional Planning Committee in March 2024, and the next biannual report to the ITOC will be in July 2024. Staff will either amend the National City project schedule or begin terminating the grant agreement upon direction from the Transportation Committee.

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

Attachments:

- 1. Glossary of Key Terms
- 2. Discussion Memo
- 3. Project Showcase
- 4. City of National City Amendment Request Letter

Glossary of Terms

Term	Applicable Grant Program(s)	Definition
Active Project	All	An ongoing project that is neither complete nor pending and will continue being funded and reported on during the next quarter.
Actual Performance	All	Refers to the grantee's performance of the project during the project term, which contrasts with the proposed performance (see definition below).
AFA	AFA	Acronym for the Access for All Program.
Amendment (AM)	All	Refers to no-cost, schedule-only extensions and scope modifications brought about by extenuating circumstances such as COVID-19. The Chief Executive Officer can approve time extension requests of up to twelve months aggregate or that do not miss Project Milestones (see definition). All such amendments are subsequently reported as a delegated action to the SANDAG Board of Directors. Amendments exceeding twelve months aggregate or that miss Project Milestones are considered by the following Policy Advisory Committees: SGIP, HAP, and EMP - Regional Planning Committee (RPC) ATGP, SGIP, STGP, EMP, AFA - Transportation Committee (TC)
Americans with Disabilities Act (ADA)	All	A federal law that prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, state and local government services, public accommodations, commercial facilities, and transportation.
ARPA	STGP	Acronym for the American Rescue Plan Act, which allocated additional funding to Section 5310.
ATGP	ATGP	Acronym for the TransNet Active Transportation Grant Program.
Capital Project	All	A project to purchase or construct real or personal property such as vehicles, computers, software, sidewalks, bulb-outs, and bike lanes that provide or enhance transportation services.
Completed Project	All	 A grantee has completed its project after providing all required deliverables in the grant agreement. Board Policy No. 035 further defines completion as: Capital Project: the prime construction contractor has been relieved from its maintenance responsibilities Planning Project: the grantee has approved the final project deliverable A project that is shaded blue in the quarterly status report connotes a project that was completed in the reporting quarter.

Consolidated	STGP	CTSAs were created under the Social Service
Transportation Services Agency (CTSA)		Transportation Improvement Act of 1979 to promote the consolidation of state social service transportation. In 2006, SANDAG selected Facilitating Access to Coordinated Transportation (FACT) as the CTSA for the San Diego region after a competitive selection process. In 2020, the SANDAG Board of Directors approved the dedication of 25% of STGP Cycle 11 funding to the CTSA for mobility management activities.
Cost per Trip	STGP	Used as a performance measure for Operating and some Capital STGP Projects. Cost Per Trip refers to the Net Project Cost (grant plus required matching funds) divided by the number of One-Way Passenger Trips provided in the reporting period.
Cost per Unit	STGP	Used as a performance measure for Mobility Management projects. Cost per Unit is the Net Project Cost (grant plus required matching funds) divided by the number of Units provided in the reporting period, such as the number of ride referrals.
CRRSAA	STGP	Acronym for Coronavirus Response and Relief Supplemental Appropriations Act of 2021, which allocated additional funding to Section 5310.
Education Encouragement and Awareness (EEA)	ATGP	Refers to a Non-Capital ATGP Project Category. These are projects or programs that raise awareness about biking and walking as viable transportation alternatives for trips to work, school, shopping, and other daily activities.
EMP	EMP	Acronym for the TransNet Environmental Mitigation Program.
HAP	HAP	Acronym for the Housing Acceleration Program.
Individuals with Disabilities	All	Individuals with disabilities as defined by the Americans with Disabilities Act.
Minimum Match Requirement	STGP	The minimum matching funds required of a grantee is represented as a percentage of the total project cost. The Minimum Match requirement varies by funding source (e.g., Section 5310 or SMG) and by project type (e.g., Capital, Operating, or Mobility Management).
Mobility Management Project	STGP	A project that improves coordination among public transportation and other transportation service providers. Mobility Management does not include operating a public transportation service and is measured in Units of Service.
Net Project Cost	STGP	The Total Project Cost less any revenue generated through the project. The Net Project Cost is paid through grant and matching funds.
Older Adult	STGP	For SMG-funded projects, refers to individuals 60 years or older. For Section 5310-funded projects, refers to individuals 65 years or older.

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On-Demand Transportation	AFA	A transportation service that does not follow a fixed route or schedule, and the provider can fulfill trip requests within twelve hours.	
One-Way Passenger Trip (OWPT)	STGP	Refers to one rider making a one-way trip from origin to destination, calculated each time a passenger boards a vehicle.	
Operating Project	STGP	Refers to an STGP Project Category. The project operates a transportation service that provides trips to seniors and individuals with disabilities.	
Performance Threshold	STGP	Refers to 130% of the proposed Cost per Trip or Cost per Unit.	
Policy Committee Oversight	All	 Independent Taxpayer Oversight Committee (ITOC): TransNet-funded grant programs. Regional Planning Committee (RPC): EMP, SGIP, and HAP grant programs. Transportation Committee (TC): ATGP, SGIP, EMP, AFA, and STGP grant programs. 	
Pre-Scheduled Transportation	AFA	A transportation service where the provider can only fulfill trip requests over 12 hours.	
Project Milestone and Completion Deadlines	All	Refers to milestone and completion deadlines following the issuance of the Notice to Proceed on the project that are required per Board Policy No. 035 and vary based on project type: • Capital Projects: completed within three and a half years if a construction contract is necessary; or open to the public within eighteen months if no construction contract is necessary. • Planning Projects: completed within three years if a consultant contract is necessary; or completed within two years if no consultant contract is necessary. • Operations Projects: operations commence within eighteen months if a service contract is necessary; or operations commence within one year if no service contract is necessary. • Equipment or Vehicle Projects: purchase contract awarded within six months and use of the equipment or vehicles for public benefit within three months of acceptance of the equipment or vehicles from the supplier.	
Proposed Performance	STGP	Refers to the level of performance a grantee proposed in its application and is required to maintain through its grant agreement.	
REAP	HAP	Acronym for the Regional Early Action Program, the funding source for the HAP program.	

Recovery Plan	STGP	A detailed plan and implementation schedule submitted by a grantee whose project is on a Watch List or is otherwise not in compliance with its grant agreement. The Recovery Plan includes how the grantee intends to achieve the Performance Threshold or comply with the grant agreement. If performance does not improve, SANDAG staff notifies the relevant Policy Advisory Committee, which may decide to discontinue project funding.
Section 5310	STGP	Refers to the Federal Transit Administration Section 5310 Program: Enhanced Mobility of Seniors & Individuals with Disabilities.
SGIP	SGIP	Acronym for the TransNet Smart Growth Incentive Program.
SMG	STGP	Acronym for the TransNet Senior Mini-Grant Program.
Specialized Transportation Grant Program	STGP	Refers to the SMG and Section 5310 grant programs collectively.
Total Project Cost	All	The sum of the funds provided by the grantee (matching funds plus revenue) and the amount of grant funding awarded.
TransNet- Funded Grant Programs	All	Competitive grant programs funded through the <u>TransNet Extension Ordinance and Expenditure Plan</u> . The status of these grant programs is reported to the Independent Taxpayer Oversight Committee on a biannual basis. Grant programs funded through TransNet include ATGP, EMP, SGIP, and SMG.
Transportation Brokerage	STGP	A member organization that provides negotiated competitive rates to facilitate trips based on the lowest price.
Units of Service	STGP	Used as a performance measure for Mobility Management projects. Examples of units of Service include web hits, referrals, and training provided to inform riders of their transportation options or facilitate coordination among specialized transportation providers.
Vehicle Trip	STGP	One vehicle makes one or more one-way trips from origin to destination with one or multiple riders.
Watch List	All	 SANDAG places a project on the Watch List for the following reasons: Cost Efficiency (STGP): If the actual, cumulative Cost per Trip or Cost per Unit exceeds the Performance Threshold. If this occurs, SANDAG requires the grantee to complete a Recovery Plan. Schedule (ALL): If the grantee will be unable to fully draw down funds or complete the project scope of work without the approval of an extension request by a Policy Advisory Committee. Compliance (ALL): If the grantee is failing to comply with the terms of their grant agreement.

WAV	STGP/AFA	Acronym for Wheelchair Accessible Vehicle, which
		provides a lift or lamp to help transport individuals with
		disabilities with mobility devices such as a non-foldable
		wheelchair or mobility scooter.

Discussion Memo

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

Environmental Mitigation Program – Land Management Grant Program

Completed Projects

None

Projects on the Watch List & Reasoning

- San Diego Audubon Society Silverwood-Anstine
 - The project is on the Watch List due to the Grantee's contractor not meeting prevailing wage requirements. SANDAG filed a complaint with the Department of Industrial Relations (DIR) in March 2022 and then refiled it in May 2023 upon request of the DIR. A case manager was assigned in August 2023, and the DIR is currently investigating.
 - The Project is complete and will be closed out once the DIR resolves the labor compliance issues. SANDAG's labor compliance consultant has indicated that this process could take two years to complete due to a backlog of cases with the DIR.

Smart Growth Incentive Program

Completed Projects

None

Projects on the Watch List & Reasoning

- City of El Cajon El Cajon Transit Center Connection Improvements
 - The project is in active construction and the City has identified a potential labor compliance issue with its contractor and requested SANDAG assistance in notifying the DIR. SANDAG is working with the City and its labor compliance consultant to investigate the issue and determine whether to file a complaint with the DIR.
- City of National City Sweetwater Road Protected Bikeway
 - At the end of November, a final site visit with the construction contractor revealed that some of the work was not completed correctly and will need to be redone. The City has requested a 6-month time extension in order to allow for the work to be redone and the project to be completed. This amendment request was received by SANDAG one week prior to the agreement expiration date of December 14, 2023.
 - The City has received two prior time extensions for this project, which have extended the project completion date an additional sixteen months from the original completion date of August 14, 2022. SANDAG Board Policy No. 035 requires extension requests beyond 12 months aggregate or that would cause the project to miss a completion deadline in the Policy to be approved by a Policy Advisory Committee. The amendment will be brought to the TransNet Independent Taxpayer Oversight Committee for review at its January 10, 2024 meeting. If the amendment is approved by the Transportation Committee, the amendment's effective date will be issued retroactively to reopen the grant agreement and extend it to June 14, 2024. If the amendment is not approved, the grant agreement will be terminated, and the City will be subject to revocation of any project costs not incurred prior to the rejection of the Transportation Committee.

- City of San Diego Downtown Mobility Cycle Way Improvement Phase I & II
 - This project is on the Watch List due to the Grantee's contractor not meeting prevailing wage requirements. The City filed a complaint with the Department of Industrial Relations (DIR) in August 2022 and received a case assignment by the DIR in November 2022.
 - o This project is complete and will be closed once the DIR resolves the labor compliance issues.
- City of Escondido Escondido General Plan Amendments and Environmental Review
 - This project is on the Watch List due to the Grantee's loss of critical staff in the Planning Department and the Grantee placing the project on hold until the vacancy can be filled. Once that occurs, the City will reassess the timing for the project and request a time extension.

Active Transportation Grant Program

Completed Projects

None

Projects on the Watch List & Reasoning

- City of Carlsbad Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project
 - The project should be 82% complete based on the current expiration date. However, the City completed 60% design in November, and the City has indicated it will be requesting another time extension in early 2024.
 - The City has received two prior amendments to the project, which have extended it an additional six years beyond the original termination date. The City has indicated it will be requesting another time extension in early 2024. The amendment request will be brought to ITOC and TC for consideration.

Specialized Transportation Grant Program

Completed Projects

- ElderHelp Seniors A Go Go Operating Senior Mini-Grant
- Travelers Aid Society RideFinder Mobility Management Senior Mini-Grant
- Travelers Aid Society SenioRide Operating Senior Mini-Grant
- Travelers Aid Society RideFinder Mobility Management Section 5310
- Jewish Family Service On the Go North County Inland Section 5310
- Jewish Family Service On the Go North County Inland Senior Mini-Grant
- Travelers Aid Society RideFinder Mobility Management Section 5310 COVID Relief
- Facilitating Access to Coordinated Transportation RideFACT Operating Senior Mini-Grant

Projects on the Watch List & Reasoning

- Facilitating Access to Coordinated Transportation CTSA Mobility Management Senior Mini-Grant
 - The Grantee is late in providing the required deliverables and has continued to submit reports with errors.
- Facilitating Access to Coordinated Transportation CTSA Mobility Management Senior Mini-Grant
 - The Grantee is late in providing the required deliverables and has continued to submit reports with errors
- Renewing Life Vehicle Section 5310 Grant
 - The project is on the watch list because the Grantee did not submit a quarterly progress report.
- Jewish Family Service Vehicle Section 5310 Grant
 - o The Grantee is operating the vehicles below the required 20-hour weekly service minimum.
- San Diego Center for the Blind Vehicle Section 5310 Grant
 - o The Grantee is operating the vehicles below the required 20-hour weekly service minimum.

- City of Vista Out and About Transportation Section 5310 Grant
 - The project is on the watch list because the Grantee is not drawing down its grant funding as anticipated and has low trip counts.

Access for All

The Grantee began providing on-demand ADA-accessible transportation services in June 2023. Work anticipated next quarter includes a Needs Assessment report, an on-demand booking mobile application for public use, finalized marketing materials, and the purchase and start of service for an additional vehicle. New data will continue to be added to future reporting to provide actionable information to help measure program performance.

Completed Projects

None

Projects on the Watch List & Reasoning

None

Attachment 3 **Project Showcase**





(EMP LMG) San Diego Habitat Conservancy -**Quarry Creek Preserve Fencing Project**







December 14, 2023

Jenny Russo Grants Program Manager SANDAG 401 B Street, Suite 800 San Diego, CA 92101

SUBJECT:

Amendment Request for Agreement Number 5005(483) Regarding the

Sweetwater Road Protected Bikeway Project

Dear Ms. Russo,

The City of National City (City) is requesting an amendment to grant agreement number 5005(483) for a 6-month extension for the Sweetwater Road Protected Bikeway project (Project). The requested extension will allow the contractor to rectify all errors and successfully close out the Project. SANDAG Board Policy No. 035, Competitive Grant Program Procedures, requires the following information to be provided to substantiate the request.

Previous efforts undertaken to maintain the project schedule.

Since the start of the Project, the City has had regular weekly meetings with the contractor to ensure the Project is built according to the schedule. However, after our punch list walk that was held at the end of November, we determined that asphalt berms installed along the City right-of-way and the striping and delineators installed in the Caltrans right-of-way were incorrectly installed and need to be reinstalled. In order to re-stripe the bike lane in the Caltrans right of way, the City is working with Caltrans to get an extension of the Caltrans permit to perform the work in their right of way. These are all issues recently brought to the City's attention.

A detailed explanation on the reason for delay, and how it was unavoidable.

This Project was scheduled to follow the previously revised schedule and meet the project completion date of December 14, 2023. However, errors by the contractor and material delays have resulted in the current project delay. The contractor has to remove and replace several enhancements (described previously) incorrectly installed, which has resulted in an extension of the project schedule.

Demonstrate the ability to succeed in the extended timeframe the grantee is requesting.

The Project is expected to take an additional four months for the contractor to correct all construction errors, obtain the Caltrans permit extension and an additional two months to process the Project closeout and file the notice of completion for a total six-month extension. The City has allocated additional staff oversight and frequent meetings to ensure the Project is correctly executed according to the plans and specifications.

Enclosed with this letter is the revised project schedule that would be included in the grant amendment, if approved. Thank you for considering this request. Please contact Steve Manganiello, Director of Public Works/City Engineer at (619) 336-4383 or smanganiello@nationalcityca.gov with any questions.

Sincerely,

Steve Manganiello, T.E.

Director of Public Works/City Engineer

Enclosure: Revised Project Schedule

Scope, Schedule, and Budget Worksheet

Grant Program: Smart Growth Incentive Program - Capital Project

Jurisdiction: City of National City

Part I: Project Overview

Project Title: Sweetwater Road Protected Bikeway

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

Plaza Bonita Road

Project Summary: The project will provide nearly 1.2 miles of protected bike facilities along Sweetwater Road and extend the Class 1 bike path on Plaza Bonita Road to Sweetwater

Road (0.4 miles). The project will include a road diet, bicycle-friendly intersection improvements, and pedestrian enhancements. The proposed bicycle facilities will

directly link the City's bike network to the regional network.

Part II: Scope of Work, Schedule, and Budget

Task No.	Task Description	Deliverables	Start Date	Current Completion Date	Endend Completion Case	Total Project Cost
1	Collect Baseline Data (REQUIRED)	Baseline Data Collection Plan; Raw Bike/Ped Data	Notice to Proceed (NTP)	19		\$ 5,000.00
2	Final Design	See Below:				
2.1	Project Management	Status Reports	3	22		\$ 32,000.00
2.2	Contract Designer	Design Contract; 100% Specifications	3	29		\$ 330,000.00
3	Complete Project Construction	See Below:				\$ -
3.1	Award Construction Contract	Bid Documents; Contract	21	44		\$ 30,000.00
3.2	Construction Management	Notice of Completion	24	58	64	\$ 270,000.00
3.3	Complete Project Construction	Notice of Completion	24	58	64	\$ 2,111,906.00

Revised Completion Date subtracted from the Current Completion Date equals the Requested Schedule Extension (example: 64-58= 6 months)

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

Part III: Summary of Funding

Total project cost:

Total grant amount requested from SANDAG:

Total match amount that will be contributed:

SANDAG grant % contribution:

Match % contribution:

Will the matching funds include TransNet Local Streets and Road (LSI)?

\$ 2,778,906.00
\$ 2,500,000.00
\$ 278,906.00

89.96%	
10.04%	

Yes	





January 19, 2024

Specialized Transportation Grant Program: Cycle 13 Call for Projects Kickoff

Overview

The SANDAG Specialized Transportation Grant Program (STGP) funds a broad range of specialized transportation services for older adults and individuals with disabilities in the San Diego region when fixed-route public transit is insufficient, unavailable, or inappropriate.

Key Considerations

The STGP Goal is to "improve mobility for older adults and individuals with disabilities by delivering effective, equitable, environmentally responsible, and coordinated specialized transportation solutions in the San Diego region." STGP funding comes from the Federal Transit Administration Section 5310 program and the TransNet Senior Mini-Grant program.

SANDAG holds a call for projects about every two

years to allocate available STGP funding. The Independent Taxpayer Oversight Committee (ITOC) and Transportation Committee (TC) are responsible for providing input on the project selection criteria used to score and prioritize proposed STGP projects and programs. To help the ITOC, TC, and the region identify the best possible project selection criteria, SANDAG staff reviewed the existing STGP project selection criteria, conducted a literature review and benchmarking analysis, and engaged stakeholders to gather initial input, as discussed in Attachment 1 and provided on the STGP web page. This item was presented to the ITOC at its January 10, 2024, meeting.

Next Steps

Outreach and refinement of the Cycle 13 Call for Projects will continue over the coming months, including through an STGP Cycle 13 stakeholder workshop in February 2024. Staff anticipates returning to the ITOC at its May 8, 2024, meeting and to the TC at its May 17, 2024, meeting with refined project selection criteria for discussion and possible action. Any recommended criteria from the ITOC and the TC would be forwarded to the SANDAG Board for its consideration. Pending Board approval in May or June 2024, staff plans to release the STGP Cycle 13 Call for Projects in July 2024, opening a 90-day application window.

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

Attachment: 1. Discussion Memo

Action: Information

Staff will present an overview of the Specialized Transportation Grant Program Cycle 13 Call for Projects.

Fiscal Impact:

About \$9.2 million in STGP funding is anticipated to be made available through the STGP Cycle 13 Call for Projects.

Schedule/Scope Impact:

Pending Board approval of the project selection criteria, SANDAG anticipates releasing the STGP Cycle 13 Call for Projects in July 2024 with a 90-day application window.

Discussion Memo

Regional Demographic Trends

In San Diego County, 10.5 percent of the total noninstitutionalized population was estimated to be disabled in 2021, or approximately 333,000 people, according to the U.S. Census Bureau's American Community Survey data. Additionally, SANDAG estimated that 16 percent of San Diego County's population was 65 and older in 2022, or approximately 519,000 people. By 2050, SANDAG forecasts that 22 percent of San Diego County's total population will be people aged 65 and older, or about 763,000 people. Thus, by 2050, the older adult population will have risen 47 percent in the region – a large demographic shift that presents a unique opportunity for SANDAG and other agencies to respond to our region's changing specialized transportation needs.

What is Specialized Transportation?

SANDAG has defined specialized transportation to mean a broad range of transportation-related services to improve mobility for older adults and individuals with disabilities when fixed-route public transit is insufficient, unavailable, or inappropriate.

Overview of the SANDAG Specialized Transportation Grant Program

The SANDAG Specialized Transportation Grant Program (STGP) funds projects and programs that improve mobility for older adults and individuals with disabilities whose needs cannot be met by fixed-route public transit. The STGP is comprised of the Federal Transit Administration Section 5310 (Section 5310) program and the TransNet Senior Mini-Grant (SMG) program. The Section 5310 program funds specialized transportation projects and programs that enhance mobility for people aged 65 and older and individuals within the large, urbanized areas of San Diego County. The SMG program, which is based on Section 4.C.2 of the **TransNet Extension and Ordinance**, funds specialized transportation services for people aged 60 and older within San Diego County. The current STGP Goal is to "improve mobility for older adults and individuals with disabilities by delivering effective, equitable, environmentally responsible, and coordinated specialized transportation solutions in the San Diego region."

Eligible STGP Applicants and Grants

Eligible applicants are nonprofit organizations as well as local governmental agencies such as local jurisdictions and the two transit operators. The Section 5310 program funds eligible capital, mobility management, and operating grants, whereas the SMG funds only mobility management and operating grants. Capital grants consist of acquiring contracted transportation services or purchasing property such as accessible vehicles. Mobility management grants consist of activities that improve coordination among public transportation and other transportation service providers. Eligible mobility management grants include travel training and information and referral services. Operating grants consist of activities to operate, maintain, and manage a transportation service for older adults and individuals with disabilities. Eligible operating grants include mileage reimbursement and volunteer driver programs.

Overview of the STGP Cycle 13 Call for Projects

SANDAG typically holds a competitive process, or call for projects, every two years to distribute available STGP funding. Since the STGP started in 2006, SANDAG has awarded over \$63 million through 12 calls for projects. SANDAG is currently developing the STGP Cycle 13 Call for Projects, which could make available about \$6.4 million in Section 5310 funding and \$2.8 million in SMG funding. The estimated \$9.2 million total is about 12% higher than was allocated during the STGP Cycle 12 Call for Projects. The forecasted increase is due to the Bipartisan Infrastructure Law, which bolstered Section 5310 funding.

Before an STGP Call for Projects is released, SANDAG sets project selection criteria for scoring proposed applications. The Transportation Committee (TC), per **SANDAG Board Policy No. 001**, and the Independent Taxpayer Oversight Committee (ITOC), in their role overseeing the TransNet Senior Mini-Grant program, are responsible for providing input on the STGP project selection criteria. To support the ITOC and TC in performing these functions and help the region identify project selection criteria that best meet its needs and facilitate effective administration of the STGP, SANDAG staff reviewed the STGP Cycle 12 Call for Projects Evaluation Criteria, performed a literature review and benchmarked SANDAG's criteria with that of eight comparable regions, and engaged stakeholders.

STGP Cycle 12 Call for Projects Evaluation Criteria

The project selection criteria approved by the SANDAG Board of Directors and used in the STGP Cycle 12 Call for Projects are available and detailed on the **STGP web page**, and summarized in the following table:

No.	Selection Criteria	Points Possible	Percentage of Total Points Possible
1	Applicant Capacity and Experience for Proposed Service	15	15%
2	Operational/Implementation Plan	20	20%
3	Stewardship of Public Funds and Assets	15	15%
4	Need and Equity	15	15%
5	Coordination	10	10%
6	Environmental Responsibility	5	5%
7	Proposed Performance	10	10%
8	Performance Monitoring, Reporting, and Outcomes	10	10%
	Total	100	100%

Literature Review and Benchmarking Analysis

SANDAG staff conducted a literature review of two recent studies that analyzed the Section 5310 program nationwide. In 2021, the National Aging and Disability Transportation Center published a Section 5310 Program Compendium, which highlighted best practices. In 2022, the Transportation Research Board (TRB) published a study on the administration of the Section 5310 program throughout the country. The TRB study found that "the level of need for transportation, particularly for services that enhance mobility for older adults and individuals with disabilities, is so great that the program cannot meet demand, and applications routinely surpass the available funding." The study also found that while the Section 5310 program is often oversubscribed, program managers have generally worked to streamline administrative processes, rather than reduce the number of grantees.

Staff selected eight regions with comparable Section 5310 apportionments to SANDAG's to benchmark their Section 5310 project selection criteria against SANDAG's STGP Cycle 12 Call for Projects selection criteria.

No.	Region
0	San Diego, CA
1	Minneapolis-St. Paul, MN
2	Seattle, WA
3	St. Louis, MO
4	Baltimore, MD
5	San Francisco-Oakland, CA
6	Denver-Aurora, CO
7	Tampa-St. Petersburg, FL
8	Washington, D.C., VA, MD

From the 53 selection criteria found in the nine studied regions, including San Diego, SANDAG staff combined similar criteria into nine simplified categories to decipher themes and analyze the proportional weights assigned by these regions.

Key Findings

Selection	Region No.										
Criteria	0	1	2*	3	4	5	6	7	8	Avg. %	
Coordination	10%	19%	N/A	47%	40%	9%	65%		45%	34%	
Performance Measures and Service Effectiveness	20%	14%	N/A		20%	35%		40%		26%	
Project Implementation Plan	20%	14%	N/A			15%		40%	15%	21%	
Applicant Experience and Capacity	15%	14%	N/A	23%	20%	16%			20%	18%	
Project Budget and Financial Sustainability	15%	30%	N/A	5%						17%	
Other	5%		N/A			15%	35%		10%	16%	
Need	7%			25%	20%			20%	5%	15%	
Communication and Outreach		9%				10%				10%	
Equity	8%								5%	7%	
Total	100%	100%	N/A	100%	100%	100%	100%	100%	100%		

^{*}The Seattle, Washington region did not assign percentages to each selection criterion, so this information was unavailable (N/A).

The analysis revealed that coordination was the most common criterion and given the most weight by the selected regions. For most of these regions, coordination encompassed the extent to which proposed Section 5310 projects would address strategies and needs identified in a locally developed Coordinated Plan. For some of these regions, coordination also encompassed the degree to which applicants would coordinate with other agencies to reduce service duplication. On average, this criterion comprised 34 percent of the selection criteria used to score proposed Section 5310 projects. The analysis also revealed that the themes of the SANDAG STGP Cycle 12 Call for Projects selection criteria were consistent with those of the eight other regions identified. The complete literature review and benchmarking analysis is available on the STGP web page.

Stakeholder Engagement

To initiate the STGP Cycle 13 Call for Projects, SANDAG staff began engaging specialized transportation stakeholders throughout the region between October and December 2023. The purpose of this initial outreach was twofold: (1) to gather input on the most pressing specialized transportation needs in our region today and (2) to solicit feedback on the STGP Goal.

On October 10, 2023, SANDAG held an STGP Cycle 13 Call for Projects Kickoff Meeting, which was attended by more than 50 stakeholders, including specialized transportation riders and providers. The meeting video, presentation slides, questions and answers, and a summary of feedback received are posted to the STGP web page.

Following the kickoff meeting, SANDAG presented to the SANDAG Mobility Working Group at its **November 9, 2023, meeting**, the SANDAG Social Equity Working Group at its **November 16, 2023, meeting**, and three other regional stakeholder groups focused on specialized transportation. Since the November 21, 2023, Social Services Transportation Advisory Council (SSTAC) meeting was cancelled, staff emailed SSTAC members, inviting feedback. SANDAG also engaged stakeholders through e-blasts, social media, and the **STGP web page**.

Themes of Feedback Received

Of the 100-plus comments received, SANDAG staff distilled five themes regarding the region's specialized transportation needs:

- · Improved availability
- More on-demand or flexible options
- Enhanced service quality
- Better coordination
- Affordable fares

When asked what, if anything, should be changed to improve the STGP Goal, some stakeholders commented that no changes were necessary, whereas others suggested that it be refined to include dependable, affordable, and on-demand service. Below are a few responses received:

- "Perhaps add a reference to affordability."
- "I would add on-demand to that to make sure it is a focal point of goal."
- "N/A the program goal aligns with our transportation goal."

A summary of the initial stakeholder engagement is available on the STGP web page.

Next Steps

STGP Cycle 13 Call for Projects Anticipated Timeline

On February 7, 2024, staff plans to hold the STGP Cycle 13 Call for Projects Workshop to focus on the project selection criteria and solicit stakeholder feedback. In the March to April 2024 timeframe, staff plans to present to SANDAG working groups and other stakeholder groups regarding the project selection criteria to gather further stakeholder input. Staff also expects that a draft report of the Fiscal Year 2024 Triennial Performance Audit will be released in March 2024. Staff will review any recommendations pertaining to the SMG program, which may inform changes to the project selection criteria and program administration. Staff anticipates returning to the ITOC at its May 8, 2024, meeting, and to the TC at its May 17, 2024, meeting, with refined evaluation criteria for discussion and possible action. Depending on the outcome of these meetings, any recommended project selection criteria from the ITOC and TC would be forwarded to the SANDAG Board for consideration. In May or June 2024 and pending SANDAG Board approval, the STGP Cycle 13 Call for Projects would be released, opening a 90-day application window.

Planning for Tomorrow: Regional Specialized Transportation Needs Assessment

The SANDAG Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan) is a five-year blueprint that inventories existing transportation services; identifies the transportation needs of older adults, individuals with disabilities, and other transportation-disadvantaged populations; provides strategies for meeting those needs; and prioritizes transportation services for funding and implementation. While the 2020 Coordinated Plan maps where older adults and individuals with disabilities live in the San Diego region, it does not indicate their travel patterns or mobility needs based on the most recent forecasts. To address this gap in data and respond to prior ITOC member comments, SANDAG anticipates conducting a Regional Specialized Transportation Needs Assessment in Fiscal Year 2025 to identify how many older adults and individuals with disabilities need specialized transportation services, where they live, and where they need to go. The assessment results are expected to inform the development of the 2025 Coordinated Plan and would allow SANDAG and other agencies across the region to apply a data-driven approach for specialized transportation planning and funding. These results would not be available for the STGP Cycle 13 Call for Projects but could be used to inform subsequent SANDAG specialized transportation Calls for Projects.



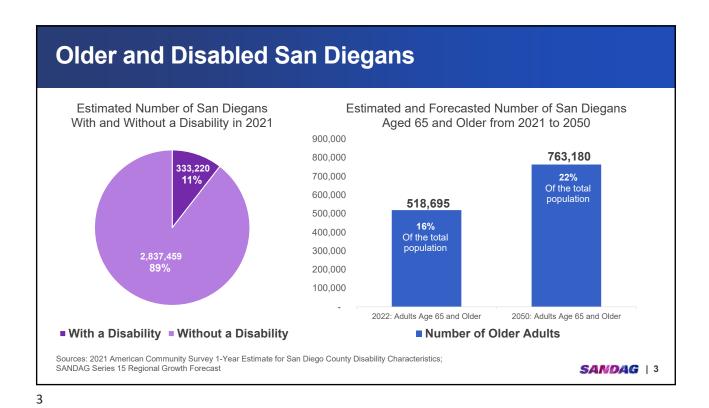
Specialized Transportation Grant Program

Cycle 13 Call for Projects Kickoff

Transportation Committee | Item 4 Zachary Rivera, Associate Grants Program Analyst January 19, 2024

1

Overview of the STGP and Cycle 13 Call for Projects STGP Cycle 12 Call for Projects Evaluation Criteria Literature Review and Benchmarking Analysis Initial Stakeholder Feedback Next Steps



What is Specialized Transportation?

"A broad range of transportation-related services to improve mobility for older adults and individuals with disabilities when fixed-route public transit is insufficient, unavailable, or inappropriate."





Overview of the Specialized Transportation Grant Program (STGP) and Cycle 13 Call for Projects

What is the STGP?

5

5



Program Goal

Improve mobility for older adults and individuals with disabilities by delivering effective, equitable, environmentally responsible, and coordinated specialized transportation solutions

6

Funding Programs & Eligible Applicants

Funding Programs





Eligible Applicants

- · Nonprofit organizations
- Local governmental agencies
- Transit operators
- Tribal governments

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Section 5310 versus Senior Mini-Grant

Section 5310

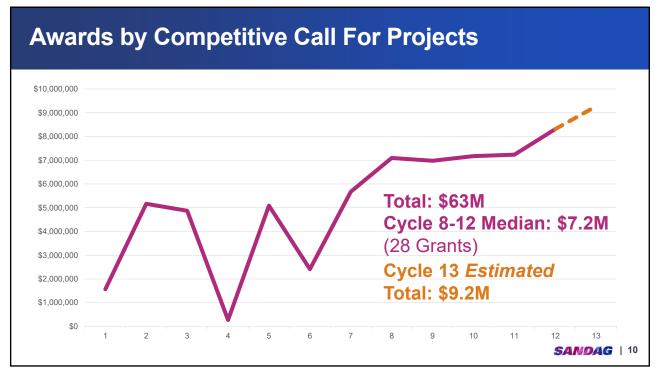
- Target population: older adults and individuals with disabilities
- Older adults: 65+
- Urbanized areas of San Diego County

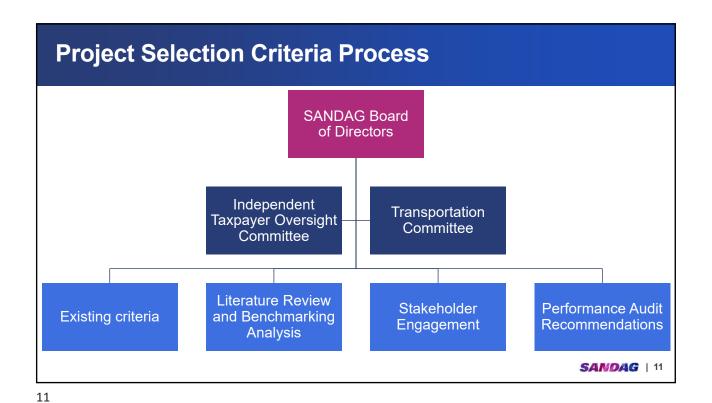
Senior Mini-Grant

- Target population: older adults
- Older adults: 60+
- San Diego County

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STGP Cycle 12 Call for Projects
Evaluation Criteria
What exists today?

STGP Cycle 12 Call for Projects Evaluation Criteria

No.	Selection Criteria	Points Possible	Percentage of Total Points Possible
1	Applicant Capacity and Experience for Proposed Service	15	15%
2	Operational/Implementation Plan	20	20%
3	Stewardship of Public Funds and Assets	15	15%
4	Need and Equity	15	15%
5	Coordination	10	10%
6	Environmental Responsibility	5	5%
7	Proposed Performance	10	10%
8	Performance Monitoring, Reporting, and Outcomes	10	10%
	Total	100	100%
			SANDAG 13

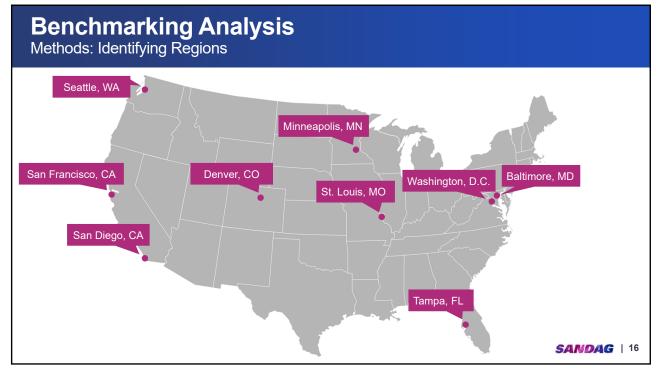
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Literature Review and Benchmarking Analysis

What are other regions doing?





Benchmarking Analysis

Methods: Simplifying Project Selection Criteria

All Criteria (53)

- · Ability of Applicant
- Additional Criteria Based on Project Type
- Applicant Capacity and Experience for Proposed Service
- · Applicant Component
- Benefits to Target Population
- Budget Report and Operational Statistics
- · Communication and Outreach
- Compatibility with the DRCOG Coordinated Transit Plan
- Coordination
- · Coordination Activities
- Coordination Among Agencies
- Coordination and Awareness
- Coordination and Cooperation
- · Coordination Planning
- · Customer Focus
- Emergency Planning and Preparedness
- · Environmental Responsibility
- · Equity Emphasis Area
- · Extent and Urgency of Local Needs
- · Financial Sustainability

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· Fiscal and Managerial Capacity

- · Innovation and Transferability Institutional Capacity to Manage and Administer an FTA Grant
- Need and Equity
- Need Assessment
- Operational/Implementation Plan
- Organizational Background
- · Partnerships/Local Match
- People Served
- Performance Component
- Performance Measures -Traditional and Nontraditional
- Performance Monitoring, Reporting, and Outcomes
- · Program Goals and Objectives
- Program Performance Indicators
- Project Budget
- Project Component
- Project Description
- Project Description
- · Project Feasibility
- · Project Implementation Plan
- Project Type (Preservation, New.)

· Proposed Performance

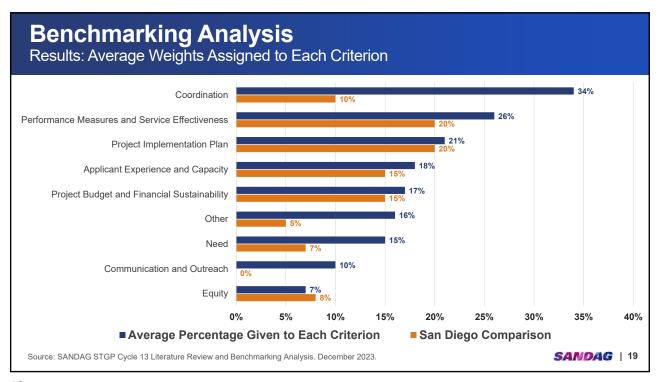
- · Public Notice and Publication
- Regional Need
- · Responsiveness to Coordinated Plan Gaps and Strategies
- Transportation Plan
- Service Effectiveness
- Sponsor Experience and Management
- Stewardship of Public Funds and Assets
- Support for Puget Sound Regional Council's Coordinated Mobility Plan
- · Transportation Service
- · Uniqueness of Service
- · Vehicle Utilization

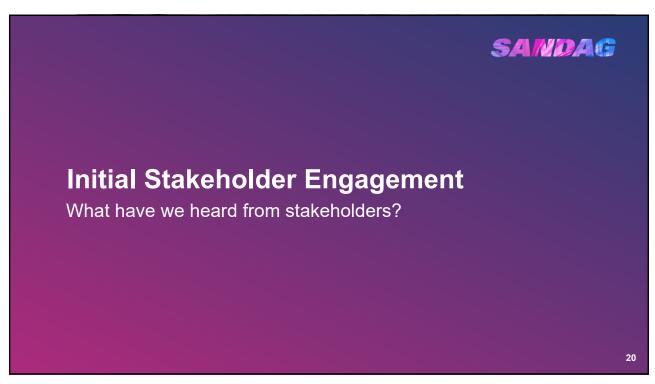
Simplified Criteria (9)

- Applicant Experience and Capacity
- · Communication and Outreach
- Coordination
- Equity
- Need
- Other
- Performance Measures and Service Effectiveness
- Project Budget and Financial Sustainability
- **Project Implementation Plan**

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Benchmarking Analysis Results: Most Common Themes of Project Selection Criteria Coordination Applicant Experience and Capacity Project Implementation Plan Performance Measures and Service Effectiveness Other' Project Budget and Financial Sustainability Equity Communication and Outreach Number of Regions *'Other selection criteria were emergency planning and preparedness, additional criteria based on project type, environmental responsibility, SANDAG | 18 innovation and transferability, program goals and objectives, uniqueness of service, and customer focus.





Initial Stakeholder EngagementMethods



Kickoff Meeting



SANDAG Working Groups and Stakeholder Groups



Email, Social Media, and STGP Web Page



100+ Participants and 100+ Comments

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Initial Stakeholder Engagement

Themes of Feedback Received

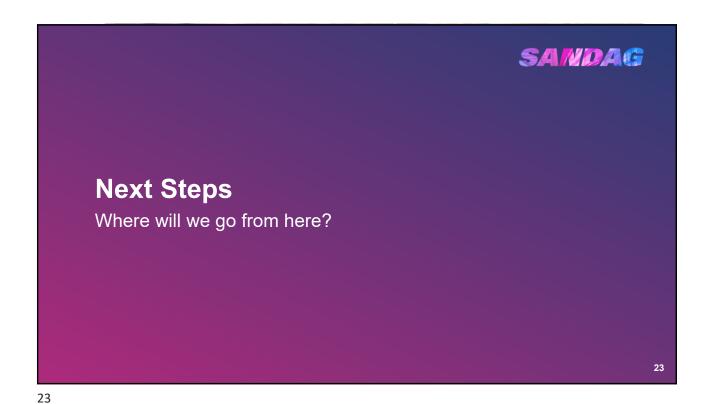
- Specialized Transportation Needs
 - Availability
 - Flexibility/On-demand service
 - Service quality
 - Coordination
 - Affordability
- STGP Program Goal Suggestions
 - Include dependability
 - Add on-demand component
 - Reference affordability
 - No change needed

"I would add on-demand to that to make sure it is a focal point of goal."

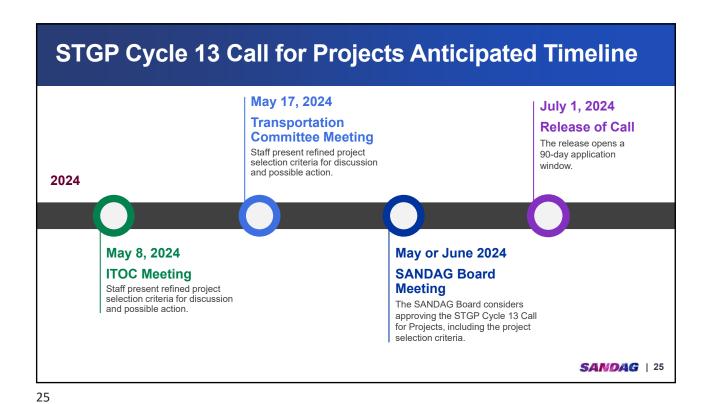
"N/A - the program goal aligns with our transportation goal."

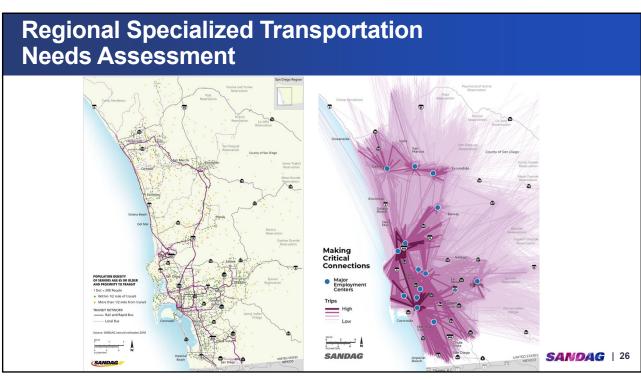
"Perhaps add a reference to affordability."

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January 19, 2024

Value Capture in the San Diego Region

Overview

Value capture and joint development are powerful tools that can provide local agencies with revenue to accelerate infrastructure development, provide housing, and create opportunities for economic development. SANDAG conducted a Regional Value Capture Study to identify and evaluate specific opportunities where value capture and joint development can be used. The study includes research of best practices, analysis of regional opportunities, policy recommendations, and a long-term strategy for implementation.

Action: Information

Staff will present an overview of the Regional Value Capture Study.

Fiscal Impact:

This study is part of SANDAG's Housing Acceleration Program and was funded in the FY 2023 Program Budget through Overall Work Program Project No. 3321900

Schedule/Scope Impact:

None.

Key Considerations

Consistent with SANDAG's Housing Acceleration Program (HAP) strategy, value capture and joint development are financing mechanisms that support housing development in coordination with infrastructure investments. Value capture is not one thing but rather a bundle of tools that empower public agencies to recover increases in the value of privately owned land that result from substantial public investment. Value capture revenues can be reinvested in communities as they are collected, or a Public Financing Authority can bond against future revenues to fund the improvement that will generate an increase in land values. Joint development similarly captures part of the economic value created by public infrastructure. With joint development, a public agency—often a transit operator—sells or leases its publicly owned land to private developers for residential and other uses.

This study documents best practices where value capture and joint development have been implemented, identifying opportunities, gaps, and challenges with respect to the context of the San Diego region. The project team then developed criteria to screen and evaluate value capture and joint development opportunities in the San Diego region. These criteria, including the project's location, regulatory context, and real estate history, were packaged into a dynamic, excel-based screening tool. This can be used to assess various projects in which public investment triggers a substantial increase in land values, ranging from a new housing development at an existing transit parking lot to a new commuter rail line or an active transportation project. The tool helps to assess the suitability of various instruments and the magnitude of potential revenue generation.

The project team applied the tool to analyze two opportunities in the San Diego Region. The value capture component was tested for a Kearny Mesa Station on the proposed Purple Line commuter rail line. Preliminary analysis suggests that the simultaneous implementation of an Enhanced Infrastructure Financing District and a Community Facilities District could generate revenue to partially offset construction costs. The joint development component was used to evaluate the Tecolote Road Station on the Blue Line, where preliminary analysis suggests that joint development of residential units at the Tecolote Road Station is feasible.

The study culminated with a Value Capture Implementation Strategy, an actionable work plan for implementing value capture and joint development in the region. It includes recommendations for regional

priorities, phasing, legislative needs, and policy templates. The Value Capture Implementation Strategy is intended to provide a roadmap and tools for both SANDAG and member agencies to leverage these powerful tools successfully to further investments in housing and infrastructure.

Next Steps

The final study and screening tool are posted on the SANDAG website. SANDAG staff plan to offer a training session with partner agency staff in 2024 and are available to explore potential applications of value capture and joint development in the region. SANDAG staff also plan to use the study findings to support ongoing and future work, including the Blue Line Transit-Oriented Development Study, San Diego Regional Rail Infrastructure Accelerator Project, and Purple Line Alternatives Analysis.

Antoinette Meier, Senior Director of Regional Planning

Attachments: 1. Regional Value Capture Study

2. Value Capture Screening Tool



Final Regional Value Capture Strategy

SANDAG Regional Value Capture Assessment Study







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INTRODUCTION

Overview of Study

The HR&A-Sperry-KPMG Team (Consultant Team) is conducting the **Regional Value Capture Assessment Study** (the Study) for the San Diego Association of Governments (SANDAG)

The purpose of this study is to:

- I. Identify and evaluate value capture instruments and joint development opportunities for SANDAG's Regional Plan projects and the challenges in their implementation;
- II. Develop a long-term strategy that can aid SANDAG and partner agencies in advancing regional housing goals and raising sustainable revenue to implement Regional Plan projects; and
- III. Produce policy recommendations for SANDAG on how to overcome these challenges, particularly in light of the multi-jurisdictional nature of addressing regional housing needs and critical infrastructure projects in the San Diego region.

Purpose of this Document

This document summarizes tasks completed to date under the study. This report also includes, as Task 5 of this study, an **Implementation Strategy** for implementing and pursuing value capture and joint development mechanisms for a pipeline of regional projects. Task 5 builds on prior study work and includes.

- Near and long-term recommendations, that encompass regional priorities, for value capture and joint development, including:
 - Leveraging existing SANDAG housing efforts;
 - Strategies to facilitate implementation of value capture/joint development;
 - Challenges associated with implementation;
 - Member agency and stakeholder outreach; and
 - Evaluation of technical assistance for local jurisdictions to support implementation.
- Sample value capture policies for local agencies

Prior Study Work: Key Take Aways from Tasks 2-4

Task 2: Summary of Case Study & Statutory Authority Review of Value Capture and Joint Development Implementation

Task 2 Purpose

In Task 2, the Consultant Team conducted a **Case Study & Statutory Authority Review of Value Capture and Joint Development Implementation** in the San Diego region. This document, located in Appendix I, contains three sections, including:

- I. An Overview of Regional Context for Value Capture and Joint Development Implementation. This sections covers:
 - A summary of key government stakeholders, statutes and legislation needed to implement VC instruments and pursue JD
 opportunities in the region that would allow to increase housing supply;
 - II. The existing gaps and challenges for implementation; and
 - III. A review of existing local taxing mechanisms in the region and whether they conflict or support SANDAG's goals of promoting VC instrument and JD opportunities.
- II. <u>Case studies of VC instruments and JD implementation</u> in the United States and abroad hat help address regional housing and infrastructure goals, as well as the existing gaps and challenges for implementation in the San Diego region.
- III. Key lessons with regards to policies that SANDAG could consider promoting to address existing gaps.

Task 2 Takeaways

- Community Facilities Districts (CFDs), Special Assessment Districts (SADs), Tax Increment Financing (TIF), Impact Fees, Joint Development (JD), and Air Rights are the most relevant value capture instruments to the San Diego Region to generate revenue and support housing goals based on potential applications.
- The Team identified the challenges and gaps in the existing legal and regulatory; institutional and governance; market and financial; and operational context to effectively implement these instruments and provided recommendations informed by case studies and best practices.
- To address legal and regulatory challenges, it is important to have regional agencies with land use and tax sharing authority and regulation enforcing county participation in instruments like EIFDs.
- Institutional and governance challenges can be alleviated by creating special purpose entities that unify land use, infrastructure, and tax authority to streamline project planning and delivery. Well-developed initial plans can also aid in getting stakeholder support for value capture instruments.
- For market and financial gaps, multiple value capture tools can be combined, and financing can be **structured to smooth out deficits** in timing or magnitude of expected revenues. Cities or counties can also offer backstops, although not without risk.
- Operational challenges like staffing needs, ringfencing funds, and obtaining necessary authority may require adaptation to internal statues or the creation of special purpose entities.

Task 3: Summary of Screening and Evaluation Criteria for Value Capture Instruments and Joint Development Opportunities

Task 3 Purpose

In Task 3, the Consultant Team produced a **Screening and Evaluation Criteria for Value Capture Instruments and Joint Development Opportunities** in the San Diego region, included in full in Appendix II. This criteria evaluates the potential to use value capture and joint development as a funding and financing source to support initiatives included in SANDAG's 2021 Regional Plan, including but not limited to transportation and mobility investments, climate adaptation and resilience strategies, digital infrastructure, and housing incentives. The criteria that the Consultant Team developed includes:

- Criteria A Value Capture Instruments, including how to screen sites or projects in which these instruments could be used and the viability of specific instruments (i.e., tax increment financing, assessment districts, impact fees), including their potential for revenue generation and ease of implementation; and
- **Criteria B Joint Development,** including how to screen sites suitable for real estate development, the viability of developing these sites, and its potential revenue generation.

Task 3 deliverable is a guide on how to use Criteria A and B, which are laid out in full detail in the following dynamic Excel model.

Task 3 Takeaways

- An entity can evaluate the **potential viability of value capture tools to generate revenue and support projects like infrastructure or housing development** by, first, asking a set of "go" and "no-go" questions to determine if value capture is possible in the area, like whether there are **drivers for land or property value appreciation**, if its **developable in the near term**, and if development is in **line with policy goals**. If determined possible, the entity can estimate the suitability of the tool through another set of more qualitative questions around the **real estate market**, **physical characteristics** of the site, and the entity's **ability to implement**.
 - Once determined suitable, there are specific criteria to assess for different types of instruments that address the **regulatory**, **governance**, **market**, **and operational needs for successful implementation**, as identified in Task 2.
 - Task 3's deliverable also lays out additional considerations for each tool around combining multiple tools and the use of proceeds, specifically for affordable housing.
- Task 3 lays out a similar framework for evaluating sites for joint development potential of publicly owned land. First, the site must be determined to be in excess to the agency's needs for normal operations and be physically developable. If both are true, the framework then assesses 1) local real estate market to approximate potential returns for the private developer; 2) potential constraints or delays to development to approximate timing of the development; and 3) potential roadblocks in implementing the joint development, factoring in agency goals and procurement rules around joint development, community sentiment and expected cooperation from local jurisdictions.

Task 4: Order-of-Magnitude Estimates from Value Capture Implementation in Kearny Mesa Station Area and Tecolote Village

Task 4 Purpose

As part of Task 4, in full in Appendix III, the Consultant Team produced an **Order-Of-Magnitude Value Capture Assessment** for one value capture pilot and one joint development pilot. The high-level planning of value capture initiatives and order-of-magnitude estimates of revenue generation can be used to understand the potential scale and effectiveness of possible value capture and joint development funding for priority projects selected by SANDAG.

For value capture, SANDAG selected the **Purple Line Commuter Rail project**. HR&A then followed the Value Capture Evaluation Framework developed in Task 3 to illustrate what station areas would be most appropriate to pilot a value capture assessment. Given the real estate market, development, and implementation conditions, SANDAG and HR&A selected **Kearny Mesa** station area. Using the instrument-specific frameworks from Task 3, HR&A selected an **Enhanced Infrastructure Financing District (EIFD)** and a **Community Facilities District (CFD)** given perceived revenue magnitude and ease of implementation. For both pilots, the Team estimated order-of-magnitude revenue projections and an analysis of potential debt issuance capacity.

For joint development, following the Joint Development Evaluation Framework developed in Task 3, SANDAG selected a **housing development** around **MTS-owned land at Tecolote Road Station**.

Task 4 Takeaways

- HR&A assessed the **revenue potential of an EIFD and CFD** in the Kearny Mesa pilot area by:
 - 1. Defining the study areas and development programs by land use
 - 2. Studying socioeconomic and real estate market trends, to inform assumptions on assessed value appreciation and property turnover rates
 - 3. Determining the amount and type of market-supportable development in the study area by looking at regional population and employment trends, capture rates of the study area, and valuations of development comps
 - 4. Projecting incremental property tax revenue and estimating possible EIFD contribution rates and CFD assessment rates based on best practices and local context
- Sperry then conducted a financing capacity assessment of these revenue streams, informed by data on similar transactions in California, estimating \$184-558 million in debt capacity from EIFD revenues and about \$70 million from CFD revenues.
- HR&A assessed the financial feasibility of joint development at the Tecolote site by conducting a Residual Land Value (RLV) model
 based on a hypothetical residential development program in line with policy and housing goals and recent rezoning plans in the area.
 The total residual land value was \$6 million, meaning a program of 240 units, 15% of which are affordable for households with
 incomes 80% below the Area's Median Income, would be financially feasible.

Task 5: Implementation Strategy

Task 5: Implementation Strategy Key Challenges Summary

Challenges the Implementation Strategy Must Address

- Fragmentation
 - The San Diego region has many local governments/agencies (e.g., the County of San Diego, 18 cities, NCTD, MTS, housing agencies) with potentially different objectives, such as revenue maximization versus providing/protecting affordable housing
 - Land use policy making, taxing authority, and land ownership sits with different entities
 - Inconsistent or lack of value capture/joint development policies across jurisdictions
 - Varying levels of knowledge and experience with value capture/joint development across jurisdictions
- High infrastructure funding/financing needs for projects that can cross jurisdictional boundaries





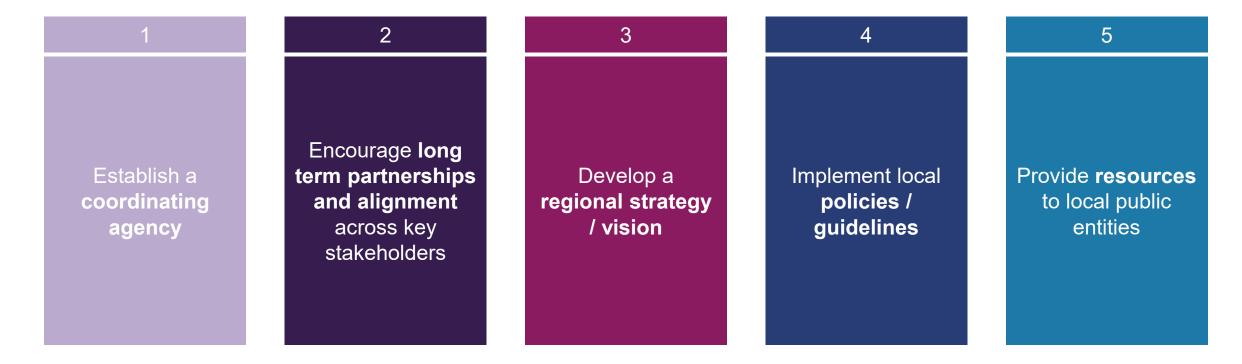


Task 5: Implementation Strategy Implementation Strategy Foundation

Implementation Strategy Foundation

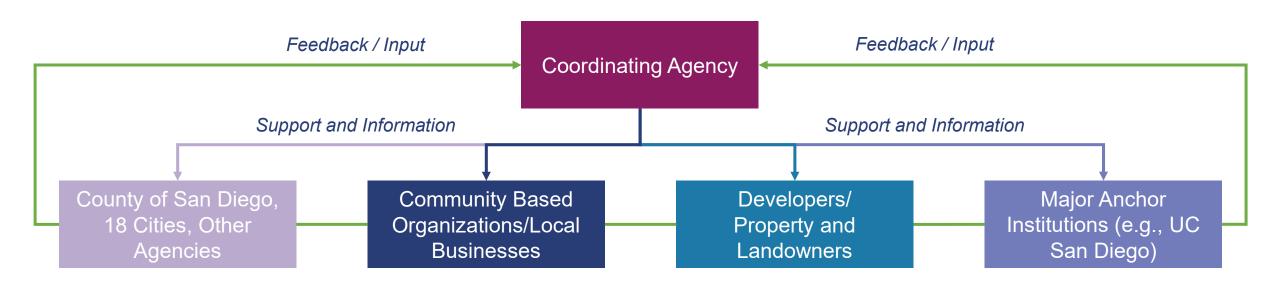
Value capture/joint development opportunities require careful and early planning, combined with long term partnerships, to realize value and meet other local/regional project infrastructure goals and other objectives

Key pillars of a value capture/joint development implementation strategy should include:



Implementation Strategy Foundation – Establish a Coordinating Agency

Strong leadership for value capture/joint development implementation is critical, particularly for the San Diego region, which has many local governments/agencies with different objectives. Establishment of a coordinating agency, to provide knowledge, support and tools and encourage collaboration, is helpful to this process.



Implementation Strategy Foundation – Establish a Coordinating Agency

Considerations for forming a new agency versus positioning an existing agency are:

	Pros	Cons
Forming a New Agency	 Easier to start fresh and create tailored policy solutions Can add accountability and transparency A new agency would have limited political history 	 Adds administrative burden (e.g., staffing, governance, formation, other resources) There may be political resistance An agency dedicated solely to value capture/joint development may contribute to overreliance on it
Positioning an Existing Agency	 Can leverage existing resources and staffing Able to use institutional knowledge and relationships Can decrease time required for implementing the role 	 Existing protocols may hinder new creation of guidelines and policies May have political resistance to an existing agency taking on this role

Implementation Strategy Foundation – Establish a Coordinating Agency

Coordinating agency activities:

- Develop in-house knowledge of and tools for best practices
- Work with stakeholders to achieve agreement on key objectives (e.g., increased density near transit, meeting housing objectives, advancing equity, sustainability and quality of life objectives)
- Coordinate stakeholder advocacy efforts
 - With the County for rational countywide policies
 - With the State regarding ease of implementation of tools (e.g., tax increment, TOD/zoning requirements)
- Assist in prioritizing regional projects
- Provide technical support to the County of San Diego, its 18 cities, and transit agencies as they evaluate and implement value capture/joint development opportunities

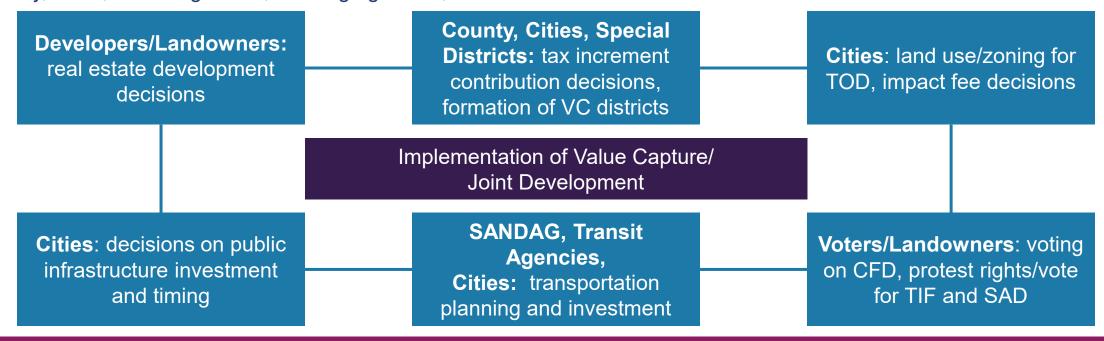
Los Angeles County Metropolitan Transportation Authority

- Plays a lead role in evaluating the potential for value to fund transportation projects.
- Implemented a value capture strategy in 2019 to help fund transit infrastructure and support transit-oriented development.
- Provided over \$350k in consulting services to local governments to evaluate the potential for and support the development of value capture districts.
- Since 2022, Metro has hosted over 17 meetings with local municipalities and organizations interested in learning more about value capture mechanisms.
- Was awarded a \$1 million federal grant in 2022 to fund value capture technical advice.

A coordinating agency could prove particularly important, especially for regional, cross jurisdictional projects. The coordinating agency itself will require dedicated staff, strong knowledge base, and tools to maintain, update, and share best practices.

Implementation Strategy Foundation – Encourage Long-Term Partnerships and Stakeholder Alignment

A successful value capture/joint development strategy requires coordination of land use planning/zoning with decisions on public infrastructure investment, value capture taxes/fees, and distribution of value/benefits (e.g., affordable housing). Authority for each of these rests with different entities. Balancing objectives will require long-term partnerships among the county, cities, transit agencies, housing agencies, other stakeholders.



Stakeholders will need to be convinced that working together will bring overall best results, locally and regionally, through business case development.

Implementation Strategy Foundation – Encourage Long-Term Partnerships and Stakeholder Alignment

Coordinating agency activities could include assistance and support for:

1. Establishing framework for ongoing coordination meetings and workshops with cities, transit agencies, housing agencies

2. Developing long-term working partnerships to develop, set and achieve common goals among key stakeholders

3. Land use planning in advance to achieve real estate development value increases to fund transit and other public infrastructure

- 4. Jointly pursuing grants and other funding sources for priority projects
 - Value capture/joint development brings a portion of the funding required for infrastructure projects
 - It can also assist in making the case for state and federal grants through building community support and providing local match

5. Reviewing partnership progress over time in collaboration with stakeholders and adjusting where needed

Case Study: Transbay Program, San Francisco, Multiple Parties, Long Term Partnerships, Stakeholder Alignment, and Planning

TJPA: created in 2001 by the City and County of San Francisco (CCSF); AC Transit; Caltrain, Caltrans, and later CHSRA joined

2003

Cooperative Agreement, executed by: the State, CCSF, and TJPA

State agreed to transfer 10 acres (State-owned parcels) to the City and TJPA with lands sales proceeds and net tax increment committed to the Transbay Program.

2005

Transbay Redevelopment Plan adopted, parties involved: CCSF, former **Redevelopment Agency** (now OCII), TJPA

Plan includes 40 acres around the Transit Center with private development to be governed by the Plan (included 36% affordable housing requirement).

Implementation Agreement, executed by: the former **Redevelopment Agency** and TJPA

Provides framework to implement, plan and sell formerly State-owned parcels to private developers.

2008

Pledge agreement, executed by: CCSF, former Redevelopment Agency, and TJPA

Pledges land sales proceeds of formerly State-owned parcels and net tax increment attributable to formerly Stateowned parcels to TJPA for the Transbay Program.

2012

Transit Center District Plan (TCDP), which laid groundwork for Mello-Roos CFD adopted, parties involved: CCSF, OCII, TJPA

TCDP removed density caps and increased height limits in an area around the Salesforce Transit Center to promote transit-oriented development. Properties taking advantage of upzoning must participate in CFD.

2014

CFD formation approved for Transbay, CCSF sponsored formation process, landowners voted

CFD formation approved in 2014. The levy of special taxes on development projects in the district that received zoning bonuses to support future issuances of up to \$1.4B in special tax bonds.

First tax increment financing in 2015, first CFD bond issuance in 2017, Salesforce Transit Center completed SANDAG Regional Value Capture Assessment Study | 26 2018, The Portal under development

Case Study: Aggie Square EIFD and UC Davis, Long-Term Partnerships and Stakeholder Alignment

- \$1.1 billion proposed multi-phase, mixed-use innovation and research district adjacent to the UC Davis Medical Center in Sacramento
- The Aggie Square EIFD was initiated through adoption of a Resolution of Intention to form the EIFD in October 2020. The EIFD is a 42-acre area and includes the funding/financing for roadway, storm water, water and sewer improvements, affordable housing elements, and other public improvements
- EIFD is expected to generate over \$250 million in revenues over the life of the EIFD
 - 20% of the EIFD tax increment is slated for affordable housing
- Additionally, the City is contemplating forming a CFD, with coterminous boundaries with the Wexford Development area, which is part of the EIFD



Rendering of Proposed Aggie Square Development

Implementation Strategy Foundation – Develop a Regional Strategy / Vision

The coordinating agency can assist with efforts to establish regional guidelines/framework for implementation, recognizing that cities and other local jurisdictions will be making decisions based on their specific needs

- Update land use policy and zoning around stations to generate value that can be captured and create good transit-oriented development (TOD) (e.g., appropriate density, increased housing and ridership, balanced with mixed use development for value creation)
 - BART has legislation specifically for development surrounding stations AB 2923 (<u>link</u>)
 - Each station has unique characteristics (e.g., real estate market, stakeholder/community support, stage of planning; however, a regional approach can provide consistency, efficiencies and alignment of objectives
- Establish housing requirements and other community considerations for TOD
 - Leverage public property, where appropriate, for affordable housing and implement policies to preserve existing housing
- Standardize screening tools to assess where value capture/joint development is appropriate and the best tools
- Promote transparency for value capture/joint development guidelines across jurisdictions

In March 2019, City of San Diego removed minimum parking requirements for multi-family residential uses in downtown San Diego and areas within ½ mile of a major transit stop following a study that determined 89% of the 41 multi-family apartment sites within ½ mile of a major transit stop had lower demand than the prevailing requirement ratio

Value capture/joint development strategies can be used to shape outcomes

Case Study – BART Transit Oriented Development (TOD) Legislation and Policy, Develop a Regional Strategy / Vision

- AB 2923 (<u>link</u>), 2018, affects zoning requirements on BART owned properties, requires cities and counties to adopt the zoning standards in BART's TOD guidelines, and establishes a streamlined approval process for certain projects
 - BART worked with local jurisdictions and stakeholders to support AB 2923 implementation
- BART's Board of Directors adopted a TOD policy in 2016, which was amended in 2020
 - Objectives include: to provide greater transparency and predictability in the development process, offer guidance to cities and developers, facilitate discussion about BART's expectations, and advance implementation of BART's strategic plan
 - TOD policy outlines goals and strategies for implementation (link)
 - Projects that best meet policies and performance standards are prioritized
- BART created a development parcel viewer (<u>link</u>) which identifies sites that can accommodate future development in its 250 acre, 27 station area
- TOD Program Work Plan was released in 2020 (<u>link</u>)



Complete Communities

Partner to ensure BART contributes to neighborhood/district vitality, creating places offering a mix of uses and incomes.

- BART's TOD projects implement locally adopted plans and are developed with extensive community input.
- Construction of BART's projects occurs under labor agreements with the local trades, using prevailing wages, and incorporates small business hiring goals.
- Every 100 units of housing built on BART property generates 450 direct and indirect local jobs.
- Residential and commercial development around transit generates more services and better livability for existing neighborhoods than parking lots.



Sustainable Communities Strategy

Lead in the delivery of the region's land use and transportation vision to achieve quality of life, economic, and greenhouse gas reduction goals.

- Locating housing and jobs near BART stations reduces per capita driving and its associated pollution and safety impacts compared with growth in autooriented areas.
- People living near BART drive 13 to 32% fewer miles each year than the countywide average.
- TOD produces 50% fewer auto trips than conventional development.¹
- Household greenhouse gas emissions from development near BART are at least 12% lower than the regional average. Coupled with BART's new transportation demand management requirements, TOD can offset up to 30% of household



Value Creation and Value Capture

Enhance the stability of BART's financial base by capturing the value of transit, and reinvesting in the program to maximize TOD goals.

- Residential property near BART commands a premium of 15 to 18% over property 5 miles or further from BART resulting in an estimated 517.3 billion added property value to residential properties that can be captured for public services by municipalities, BART and other agencies.
- BART station areas account for 13% of property tax base in the 4 counties served by BART but only 2% of the land area.
- BART has reinvested \$80 million in land value into its TOD projects, but leveraged over \$200 million in public amenities including customer parking, station improvements and public plazas.



Transportation Choice

Leverage land use and urban design to encourage non-auto transportation choices both on and off BART property, through enhanced walkability and bikeability, and seamless transit connectivity.

- TOD residents walk, bike and use transit or shared mobility at least 30% more often than non-TOD residents.²
- Almost 60% of households living within ½ mile of a BART station own 1 or fewer cars.³



Affordability

Serve households of all income levels by linking housing affordability with access to opportunity.

- Typical transportation costs are 24% lower for households near BART versus the regional average
- Building housing especially affordable housing
 is an effective anti-displacement tool.⁴ BART is
 committed to ensuring at least 35% of its units
 are affordable, with an overall goal of building at
 least 7,000 affordable homes on its land by 2040.



Ridership

Increase BART ridership, particularly in locations and times when the system has capacity to grow.

- TOD residents take BART for their daily needs 35 to 85% more often than those living further away.
- TOD residents are nearly twice as likely to commute to work on BART than non-TOD residents.⁶ (43% vs 22%)

Case Study – BART Transit Oriented Development (TOD) Legislation and Policy, Develop a Regional Strategy / Vision

BART TOD Policy Performance Measures and Targets

201101 000	STANDARDS FOR TOD ON BART LAND				STATION AREA GOALS			
POLICY GOAL	INTENT	#	Draft Performance Measures	Baseline	2025 Target	2040 Target	2040 Target	Unit of Measurement
	District Vitality and Growth	A1.	Residential Units to be produced on BART property	2,397	7,000	20,000	84%	Increase in Housing Units within 1/2 mile of BART stations from 2010 to 2040 ¹ (155,800 new units)
A. Complete		A2.	Office/Commercial Square Feet to be produced on BART property	208,682	1,000,000	4,500,000		Increase in Jobs within 1/2 mile of BART
Communities		A3.	Minimum net density threshold for units on BART property		Min 75 DU/Acre		53%	stations, 2010-2040 (277,500 new jobs) ¹
	Mix of Uses	A4.	# Station areas (1/2 mile) more than 1 mile from grocery store	9	7	0	85	Average Walkscore® for BART Stations (2016 Average: 75)
		B1.	% Units on BART Property supporting Station Area goal of 155,800 new units within 1/2 mile of BART	0.4%	3%	12%		
B. Sustainable Communities	Plan Bay Area (PBA) Implementation & Regional Quality of Life	B2.	% Planned jobs on BART Property supporting Station Area Goal of 277,500 new jobs within 1/2 mile of BART	0%	1%	5%		ns have a Station Area Plan supporting Plan Bay Area growth targets
Strategy		В3.	# Catalytic Development Projects (pushing market, using innovative materials, assembling land, etc)	8 total	1 per year	2 per year		
	Reduce Greenhouse Gas Emissions (GHG)	B4.	Regional GHG reduced by TOD on BART property (pounds/day)	TBD	TBD	TBD	TBD	% Reduction in per capita CO2 emissions, region-wide ¹
	Increase BART ridership	C1.	Estimated Weekday Riders generated from TOD on BART property (weekend ridership not included)	3,800	6,000	20,000	200,000	Added weekday ridership from growth within 1/2 mile of BART stations
C. Ridership	Increase off-peak and reverse commute ridership	C2.	TDM Programs established by cities, job centers, institutions near BART to encourage transit use	7	16 (All Regional Centers, City Centers)	33 (All Regional Centers, City Centers, Suburban Centers, Mixed-Use Corridors)	Growth in morning peak hour exits from 2015-204 greater in Centers outside San Francisco than in Do San Francisco ²	
D. Value Creation/Value Capture	Capture value of transit for infrastructure, TOD	D1.	Pilot new finance mechanisms to support transit, TOD	1: TBAD (In Progress) 2: Density Bonus for Community Benefits (El Cerrito)	TBAD, Density Bonus, EIFD, VMT Impact Fee all tested near BART stations	Test new tools as needed	Successful value capture mechanisms in widespread u finance transit, TOD	
	Reduce overall car ownership	E1.	Maximum parking spaces/residential unit	1.47	0.9 average across all BART development	lower than 2025 target of 0.9	65%	Share of HH with 0 or 1 Car within 1/2 mi of BART stations (2014: 57% with 0 or 1; 22% with 0 cars 4-County Total: 32%; 7%) ³
E. Transportation Choice		E2.	Maximum parking spaces per 1,000 square feet office/retail	1.43 (Fruitvale, Richmond, Pleasant Hill)	1.6 average across all BART development	lower than 2025 target of 1.6		Non-auto mode to work share for worker
	Reduce vehicle miles traveled	E3.	Reduction in vehicle trips from standard development via TDM-related measures (e.g. car share, bike share, transit passes) - equivalent to GreenTrip		1/2 of BART housing projects incorporate TDM to reduce vehicle trips	3/4 of BART housing projects incorporate TDM to reduce vehicle trips	65%	living within 1/2 mile of BART stations (2014: 54%; 4-County Total: 30%) ³
F. Affordability & Equity	Ensure all incomes can live near	F1.	# affordable units on BART property	764	2,450	7,000		
	transit	F2.	Share of housing units systemwide that are affordable	32%	3	5%		et loss of low income households arning less than \$50,000 living in 1/2 mile in
	Increase Opportunities for Disadvantaged Businesses (Federal) and Small Businesses	F3.	Disadvantaged Business and Small Business Utilization	TBD	TBD	TBD	2014)4	

¹ Source: Fian Bay Area 2040 Preferred Scenario. Scenario may be changed once EIR is complete in 2017. Includes stations that are currently under construction, but not planned stations. Goals for 1/2 mile are derived from evaluation of Plan Bay Area growth allocated to Priority Development Areas in Alameda, Contra Costa, San Francisco and San Mateo counties, and analysis of growth distribution to TAZ's near stations. Regional GHG goal will be aligned with forthcoming targets established by State of California.

²Consistent with Station Access Performance Targets, but extended to 2040.

³ Source: U.S. Census: 2009-2014 American Community Survey. Rolling average data across 4 year period. Data is for U.S. Census tracts clipped to 1/2 mile of BART, and proportionately adjusted.

⁶ libid. "Low income" is defined as households earning less than \$50,000. In 2016, HUD defines a 2-person "Low income" Household as earning less than \$60,150 in the East Bay, and \$78,800 in the West Bay. Data and future targets are in 2014 inflation Adjusted doilars

Implementation Strategy Foundation – Implement Local Policies / Guidelines

Encourage the County of San Diego, 18 cities, and transit agencies to develop value capture/joint development policies that are consistent with regional strategy/vision

- Developing sound policies requires specialized knowledge and alignment with
 - Other local policies and goals
 - Regional strategy/vision
- Several California governments/agencies have policies on value capture/joint development, such as
 - County of Los Angeles EIFD and CRIA Policy (<u>link</u>)
 - County of San Diego CFD Goals and Policies (<u>link</u>)
 - Los Angeles County Metropolitan Transportation Authority Joint Development Policy (<u>link</u>)
- Other SoCal local governments/agencies use consultants to provide training, develop manuals, and conduct workshops on
 - Value capture/joint development mechanisms
 - Specific tools for screening and go-no go decision making
 - Process for implementing value capture/joint development tools

Policies can bring clarity and transparency for government practitioners, developers, other key stakeholders to make the process more efficient

Implementation Strategy Foundation – Provide Resources to Local Public Entities

Successful delivery of value capture/joint development requires knowledge, tools, and systems

- The coordinating agency can support in providing knowledge and screening and other tools to assist with evaluating and implementing opportunities
- · Local governments will require dedicated, knowledgeable staff with
 - Appropriate expertise
 - Ability to work across agencies and for city staff across departments (e.g., planning, housing, community and economic development, assessor controller)
- Appropriate technology, systems and processes are required to support instrument use
 - Tools for collecting, depositing/ringfencing and using moneys should be clear and detailed







Task 5: Implementation Strategy Prioritizing and Implementing Value Capture/Joint Development for Regional Projects

Prioritizing and Implementing Value Capture/Joint Development Regional Projects

Successful implementation of value capture/joint development for regional projects requires:

High level screening of sites for key characteristics to establish selection and sequencing

Strengthening key partnerships for selected sites

Detailed screening and **business case development** for selected sites and tools

Implementation of value capture/joint development

Prioritizing and Implementing Value Capture/Joint Development for Regional Projects: High Level Screening

Value capture and joint development can potentially be used as a funding source to compliment other sources for SANDAG's 2021 Regional Plan

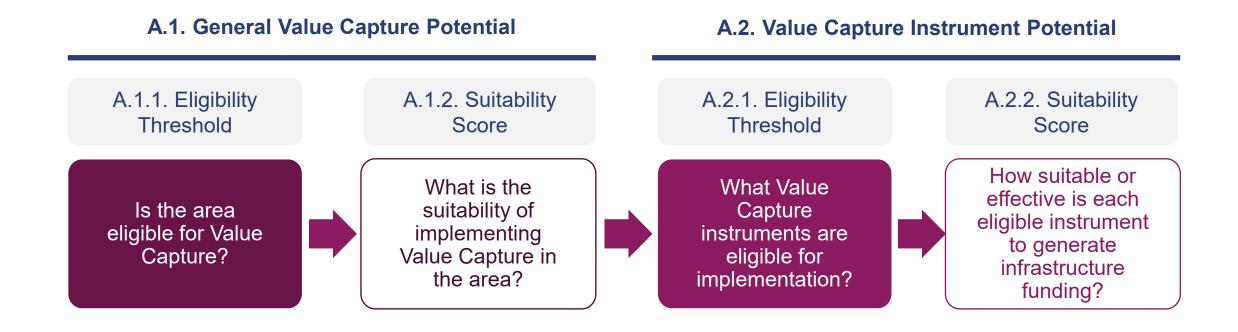
- Screening criteria, as developed by the HR&A Team, can be used
 - A: Value Capture Instruments, including how to screen sites or projects in which these instruments could be used and the viability of specific instruments (i.e., tax increment financing, assessment districts, impact fees), including their potential for revenue generation and ease of implementation; and
 - B: Joint Development, including how to screen sites suitable for real estate development, the viability of developing these sites, and its potential revenue generation.

SANDAG's 2021 Regional Plan Goals

- 1 Efficient movement of people and goods
- Access to affordable, reliable, and safe mobility options for everyone
- 3 Healthier air and reduced GHG emissions regionwide

Prioritizing and Implementing Value Capture/Joint Development for Regional Projects: High Level Screening

Criteria A for Value Capture Opportunities involve a series of sub-criteria and steps laid out below.



Prioritizing and Implementing Value Capture/Joint Development for Regional Projects: High Level Screening

Criteria B for **Joint Development Opportunities** involve a series of sub-criteria and steps laid out below.

B.1. Eligibility Threshold

Is the site eligible for Joint Development?

- Filters out sites where there is no or limited potential for joint development of residential and commercial projects given physical conditions of the site and its ability to support development.
- If eligible, move to B.1.2 to determine the degree to which joint development would be effective in generating revenues.

B.2. Suitability Score

Will Joint Development generate meaningful revenues?

- Assesses the potential success of the Joint
 Development venture by evaluating 1. Real Estate
 Market Viability; 2. Development Viability, given the
 potential of the site to be developed in the short term,
 physical constraints, and land use regulations; 3.
 Ease of Implementation, related to how prepared the
 agency is to lead the venture, the degree of
 coordination between the agency and local
 jurisdictions, and regulations that restrict the type of
 procurement that can be done for developing the site.
- The resulting score can be used to rank potential joint development opportunities.

Prioritizing and Implementing Value Capture/Joint Development for Regional Projects: Strengthening Key Partnerships

- Stakeholders consist of people, groups, and organizations that can take on different roles in the planning and project development process, working with the sponsor of the value capture-related project
 - City, County, State
 - Legislature
 - Neighbors and other community groups
 - Developers and other business groups
- Stakeholder outreach and community engagement is crucial in determining the success of projects that rely on value capture and/or joint development
- Important to identify relevant stakeholders
- Consider developing public improvement programs to increase community engagement

Example: Kearny Mesa Station

- SANDAG
- City of San Diego
- San Diego Trolley
- Private developers
- For voluntary tax increment contributions, County and City of San Diego, Special Districts (not schools)
- Landowners for new development for CFD special taxes

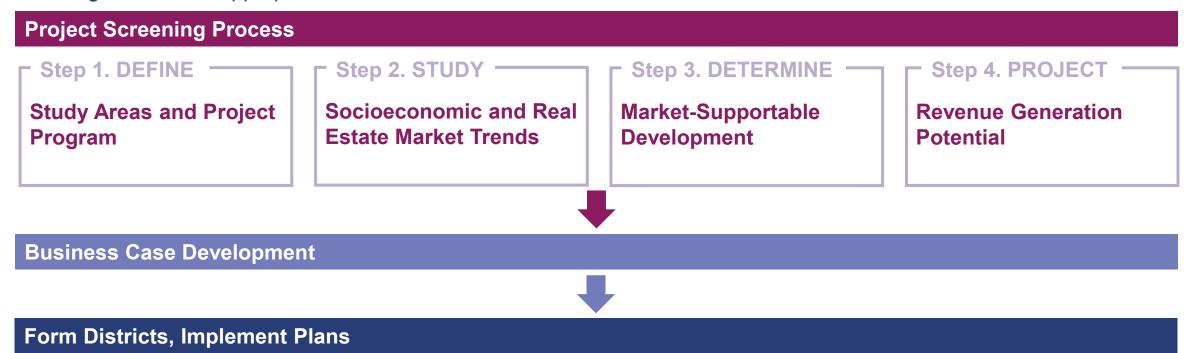
Public Involvement Program Framework

- 1. Determine goals and objectives
- 2. Identify what members of the public should be involved
- 3. Determine approach
- Ensure strategies and techniques support decision making

Source: FHWA

Prioritizing and Implementing Value Capture/Joint Development for Regional Projects: Detailed Screening and Business Case Development

- After prioritization of regional projects is completed, more detailed feasibility studies, market analyses, demand, and revenue projections are required
- Develop a project or district feasibility study, including expected build out, timeline, risks, and a contingency plan to mitigate risks, as appropriate



Prioritizing and Implementing Value Capture/Joint Development for Regional Projects: Detailed Screening and Business Case Development

Detailed screening should support the development of a business case, for example:

Tax Increment Financing

1) compare additional fiscal revenue from new development (e.g., incremental property tax net of EIFD contribution, sales, transfer, other taxes) to cost of supporting new development under different assumed tax increment scenarios 2) assess debt capacity from tax increment 3) determine other funding sources available for projects to be financed, 4) compare timing of revenue/debt with timing of need

Community **Facilities** District

1) assess revenue under different tax rate assumptions 2) consider impact of incentives (e.g., zoning bonuses in exchange for CFD participation) 3) determine costs of new development 4) assess debt capacity 5) compare timing of revenue/debt with timing of need



Business Case Development – Should demonstrate to key stakeholders that implementation:

Provides a positive net fiscal impact

Distributes in benefits equitably

Integrates land use, transportation, mobility to achieve local/regional objectives



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Task 5: Implementation Strategy Sequencing and Key Takeaways

Value Capture/Joint Development Implementation Strategy: Implementation Strategy Sequencing

Laying the Foundation

0 – 3 Years

- Establish coordinating agency
- Development partnerships
- Establish regional strategy
- Develop local guidelines and policies
- Provide resources

Prioritizing and Implementing

- Implement value capture/joint development for high scoring sites
- Work through challenges on medium scoring sites
- Identify roadblocks for lower scoring sites

Within 5 Years

- Continue to grow partnerships
- Understand lessons learned
- Review/refine strategies and policies
- Provide resources
- Implement value capture/joint development after challenges are overcome for sites
- Continue to work through sites with roadblocks, as appropriate

Longer Term

 Continue to refine strategies and policies

 Implement sites as challenges are overcome

Key Takeaways for Value Capture/Joint Development Implementation Strategy

- A coordinating agency provides technical assistance and resources for cities, agencies, other stakeholders
- Early collaboration provides the best outcomes
- A regional strategy promotes consistency, transparency, and efficiencies
- Transparent, carefully considered policies can facilitate value capture/joint development implementation
- Technical support can promote local/regional success
- One strategy/tool does not fit all circumstances













Final Regional Value Capture Strategy

SANDAG Regional Value Capture Assessment Study



Appendix I

Task 2 Deliverable: Case Study & Statutory Authority Review of Value Capture and Joint Development Implementation



Task 2 Deliverable: Case Study & Statutory Authority Review of Value Capture and Joint Development Implementation

SANDAG Regional Value Capture Assessment Study



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Overview

The HR&A-Sperry-KPMG Team (the Consultant Team) is conducting the **Regional Value Capture Assessment Study** (the Study) for the San Diego Association of Governments (SANDAG). The purpose of this study is to:

- I. Identify and evaluate value capture (VC) instruments and joint development (JD) opportunities for SANDAG's Regional Plan projects and the challenges in their implementation;
- II. Develop a long-term strategy that can aid SANDAG and partner agencies in advancing regional housing goals and raising sustainable revenue to implement Regional Plan projects; and
- III. Produce policy recommendations for SANDAG on how to overcome these challenges, particularly in light of the multi-jurisdictional nature of addressing regional housing needs and critical infrastructure projects in the San Diego region.

Introduction

As part of this study, the Consultant Team is conducting the present Case Study & Statutory Authority Review of Value Capture and Joint Development Implementation in the San Diego region (Deliverable 2). This document contains three sections, including:

- I. An Overview of Regional Context for Value Capture and Joint Development Implementation. This sections covers:
 - I. A summary of key government stakeholders, statutes and legislation needed to implement VC instruments and pursue JD opportunities in the region that would allow to increase housing supply;
 - II. The existing gaps and challenges for implementation; and
 - III. A review of existing local taxing mechanisms in the region and whether they conflict or support SANDAG's goals of promoting VC instrument and JD opportunities.
- II. <u>Case studies of VC instruments and JD implementation</u> in the United States and abroad hat help address regional housing and infrastructure goals, as well as the existing gaps and challenges for implementation in the San Diego region.
- III. Key lessons with regards to policies that SANDAG could consider promoting to address exiting gaps.

EXECUTIVE SUMMARY AND LESSONS FOR SANDAG

Key Takeaways from Gaps and Challenges Analysis

Instruments Affected	Gap/Challenge
Common to all VC	Fragmented municipal governments with competing objectives
instruments	SANDAG lacks land use control and taxing authority
	High infrastructure funding and financing needs for large transformative TOD projects
	Underleveraged opportunities to monetize non-real estate assets
	Uneven project delivery capacity across jurisdictions
Community Facilities	CFD tax levy requires 2/3rds vote of registered voters of district if 12 or more of landowners.
District (CFD)	The County of San Diego has a tax burden limit of 1.86% from all taxes on a property.
Special Assessment District	Requires special and direct benefit to properties that are assessed. The benefit must be particular and distinct as compared to general benefits received by other properties in the district.
Tax Increment Financing (TIF)	Taxing entities must agree to redirect their property tax increment away from general fund for other purposes to TIF district for its uses. Some entities do not receive a significant enough share to be meaningful participants.
	Revenue growth takes time and there is lack of bond financing precedent in California.
Impact Fees	Fees require a nexus between the development project and the cost of its impact, and the fee must be proportional to the cost/impact of the project. The timing and amount of fees are unpredictable.
Joint Development and Air Rights	Lack of robust and consistent joint development/transit-oriented development policies across cities and agencies throughout region.
	Land ownership is held by different public bodies/transit entities (NCTD, MTS, city governments, county governments) with competing timing and objectives.

Lessons from Case Studies on SANDAG's Gaps and Challenges Regarding Value Capture and Joint Development Implementation

Lessons for Legal and Regulatory Challenges

- Regional Agencies assigned with land use and tax sharing authority can be more successful in optimizing implementation of VC tools.

 This would address the issue of municipal governments in the SANDAG region having competing objectives and SANDAG's lack of land use control and taxing authority. In the case of the Metro de Medellin, acquiring a special "Urban Operator" status through new regulations allowed Metro to take over functions from different city agencies within areas close to public transit.
- There is no optimal TIF instrument in California, as taxing entities within a TIF district are not required to redirect property tax increment. This is partly due to the lack of state-level criteria and regulations on the participation of counties in EIFDs. Regulations such as the one approved in LA County, which guides county decisions over EIFD participation, could be considered in the San Diego region to help streamline the decision-making over participation of Counties in EIFD governance and funding contributions.

Lessons from Case Studies on SANDAG's Gaps and Challenges Regarding Value Capture and Joint Development Implementation (cont.)

Lessons for Institutional and Governance Challenges

- The creation and organization of special purpose entities that can work across public and private stakeholders as well as execute land use, infrastructure, and tax functions can be an effective way to streamline planning and delivery. A special purpose joint powers entity can be a valuable vehicle to drive decision-making and group resources and expertise between stakeholders with differing capabilities and desires, as in the case of the Transbay Joint Powers Authority. Through the *Operador Urbano* figure, Metro de Medellin exercises multiple functions that allows it to spearhead capital improvements, lead the revitalization of areas around Medellin's mass transit corridors, and obtain funding and financing for large infrastructure projects.
- Initial planning for a development project can include support for future land value capture instruments. For example, the initial Transbay Redevelopment Plan was approved in 2012, two years before the Transbay CFD was. This publicly-developed plan helped lay the path for the approval of the CFD.

Lessons from Case Studies on SANDAG's Gaps and Challenges Regarding Value Capture and Joint Development Implementation (cont.)

Lessons for Market and Financial Challenges

- Multiple value capture tools can be combined to balance the timing and magnitude of expected revenues. In Hudson Yards, since most revenues from Payment-in-lieu-of-taxes are not immediate, the one-time payments from density bonus sales provided revenue upfront. In the case of Transbay, the creation of a TIF district was combined with land sales and a CFD and a lease agreement over facilities that represented shorter-term sources of funding.
- Future lease payments in long-term ground leases of public property can be used to leverage upfront financing. In New York, the MTA issued \$1B in bonds against its Hudson Yards ground leases to private developers, Related and Oxford Properties, which are expected to bring in cash flows of over \$2 billion over a 99-year term.
- A backstop from city or county governments can help spearhead the implementation of VC instruments, particularly of those that can
 back debt issuances. However, backstops expose local jurisdictions to substantial market risks. For example, the City of New York's promise to
 cover interest payments for the Hudson Yards Investment Corporation (HYIC) became an expensive obligation as it supported HYIC's bonds
 during economic downturns like the Great Recession.
- Revenues obtained thus far by approved EIFDs are quite limited in magnitude, which prevents the issuance of EIFD-bonds to finance their infrastructure goals. Despite the existing limits in obtaining higher revenues, cities with approved EIFD are finding ways to use future revenues to accelerate the execution of infrastructure projects today in ways that do not necessarily include EIFD-issued bonds. In La Verne, the City is issuing bonds to pay for infrastructure works and the EIFD commits to reimbursing the City once it had a sustained revenue stream.

Lessons from Case Studies on SANDAG's Gaps and Challenges Regarding Value Capture and Joint Development Implementation (cont.)

Lessons for Operational Challenges

- Existing entities may need to adapt their internal statues and organization structure to be able to effectively exercise delegated or newly-acquired authority to implement and manage VC. As part of its conversion to an Urban Operator, Metro de Medellin changed internal processes and statutes, and created an Enterprises Management Division with attributions to sponsor and participate in business deals outside strictly transportation-related operations.
- Special purpose entities with VC revenue collection authority may allow to streamline and ringfence funds for priority projects. In the case of Hudson Yards, revenue is collected in a way that all proceeds go towards the financing of the project by avoiding passing through the City Finance Department and General Fund. PILOTs in the Hudson Yards Financing District are collected by the Industrial Development Agency, then transferred directly to HYIC as revenue to repay debt obligations.
- The creation of special purpose entities can bring operational challenges to cities, particularly when it requires new dedicated staff. In the case of EIFDs, their governance is exercised by Public Financing Authorities (PFI), where both county and city representatives are members (if the county agrees to participate in the EIFD). In all cases, PFIs are reliant on staff and technical resources from each city. This could potentially strain city operations and/or require significant existing capacity in city staff in order to support EIFD operations.

OVERVIEW OF REGIONAL CONTEXT FOR VALUE CAPTURE AND JOINT DEVELOPMENT IMPLEMENTATION

Summary of Key Government Stakeholders, Statutes and Legislation

Value Capture Instruments Definitions

The following value capture instruments are most relevant for implementation in the San Diego region:

Value Capture Mechanism	Definition	Potential Applications
Community Facilities District (CFD)	CFDs are special tax districts generally created by cities or counties in California to raise revenue to finance facilities and services through the levy of special taxes on properties in the district. The setting of district boundaries and the tax levy are flexible. The tax must be reasonable and cannot be ad valorem. Often used for new developments. CFDs are used frequently in California, and many implemented at the County and City level in San Diego.	CFDs are flexible in the type of improvements or services that can be paid for. They are used most commonly for streets, water, sewer/drainage, electricity infrastructure, schools, parks & police.
Special Assessment District (SAD)	SADs provide for annual assessments on properties within a designated district and can be applied only if those properties receive a special benefit (over and above any benefit that other properties or the general public may receive) from the public improvement. The assessment must be based on the proportional cost of the "special benefit" received by each property owner in the district. The San Diego region has several assessment districts.	The most common districts are for improvement and maintenance of roads, annexations to the Countywide Street Lighting District; and County Services Areas (CSAs) for landscape maintenance, park maintenance, fire protection services, and paramedic services.
Tax Increment Financing (TIF)	Various types of TIF can be used to fund and finance facilities and improvements of communitywide significance in California. Participating taxing entities may voluntarily agree to contribute some or all of their property tax revenues on incremental assessed value increases of properties in the district for this purpose. Due in part to Proposition 13 – which, in broad terms, limits the annual growth of assessed values to 3%, unless the property is transacted – it takes time for incremental assessed value, and as a result TIF revenue, to grow. However, growth can take place faster when properties are transferred from one party to another (e.g., from public to private ownership) and in areas of significant new private development activity. School districts are unable to participate in TIF.	TIF requirements vary by program and state to state and are most often used in areas suffering from blight or declining property values for improvements like affordable housing, utility upgrades, or infrastructure investments.

Value Capture Instruments Definitions

The following value capture instruments are most relevant for implementation in the San Diego region:

Value Capture Mechanism	Definition	Applications
Impact Fees	Also called mitigation fees, they refer to payments (not a tax or assessment) imposed by local governments on developers of proposed real estate projects to cover all or a portion of the cost of impact (i.e., the cost of provision of new public facilities/services) stemming from the development project. The impact fee must correlate to the cost of impact created by the development project. Impact fees can be included as part of development agreements or through a broader impact fee program associated with all new development to support certain area-wide improvements. Cities throughout San Diego County have development impact fees programs that provide revenue to the cities for covering costs associated with new development.	New development requiring use of public infrastructure like roadways, utilities, and schools.
Joint Development (JD)	JD consists in a partnership between a public agency, private developer, and other entities such as a local government to develop land owned or controlled by the public sector. The public agency typically maintains some control over development type and project requirements, among others. JD agreements can be structured as public-private partnerships or with other cost and profit-sharing arrangements	In addition to public facilities, projects can include mixed-use complexes, housing, or workforce developments, and can be used to address housing equity and other issues.
Air Rights	Rights sold or leased under a competitive process to a private entity to develop the air space above a new or existing public facility or infrastructure.	Any type of development, often with certain specifications from the public entity selling or leasing the rights, like affordable housing.

Value Capture Instruments

Key Stakeholders, Relevant Statutes, and Legislation

The table below provides an overview of the relevant statutes, stakeholders and enabling legislation for the value capture mechanisms in California and the San Diego region.

Value Capture Instruments	Key Stakeholders	Relevant Statutes and Legislation
CFD	Public Sponsor Entity, Landowners / Registered Voters	Authorized by the Mello-Roos Act of 1982. Requires 2/3rds of the vote by registered voters (if 12 or more) or, if less than 12, then landowners within proposed district. The County of San Diego has produced a sample policy for the implementation of CFDs.
SAD	Property Owners, Public Sponsoring Agency	Authorized under the Improvement Act of 1911 (Streets & Highways Code sect. 5000 et seq.), the Municipal Improvement Act of 1913 (Streets & Highways Code sect. 10000 et seq.), and the Improvement Bond Act of 1915 (Streets & Highways Code § 8500 et seq.). Requires voter approval—the SAD can proceed with no majority protest of property owners within proposed district.
TIF	City, County, Other Taxing Entities, Landowners / Registered Voters, when vote is applicable	Each TIF type has its own nuanced requirements. The governing body is either the sponsor's legislative body or a separate governing body and document (e.g., for an EIFD the governing body is a Public Financing Authority and governing document is an Infrastructure Financing Plan). Enabling legislation*: Infrastructure Financing District (IFD): SB 308 (1990) Infrastructure and Revitalization Financing Districts (IRFD): AB 229 (2013) Enhanced Infrastructure Financing District (EIFD): SB 628 (2014) Community Revitalization & Investment Authorities (CRIA): AB 2 (2015) Voter approval depends on form of district. For EIFD and CRIA, no vote required for district formation or bond issuances, but there is a public hearing process that must not have majority protest against formation The City of San Diego has released a set of sample policies for the implementation TIF tools within its jurisdiction.
Impact Fees	City and Developers	Primarily governed by <u>AB 1600</u> California Mitigation Fee Act passed in 1987. AB 1600 allows impact fees to be imposed by the local jurisdiction without a popular vote. However, a nexus study is required. The City of San Diego has released a set of <u>sample policies</u> for the implementation of impact fees within its jurisdiction.

¹⁰³

Value Capture Instruments
Key Stakeholders, Relevant Statutes, and Legislation (cont.)

Value Capture Instruments	Key Stakeholders	Relevant Statutes and Legislation
Joint Development	Agency, City, Developers	A public sector entity that owns or controls land in California can enter into a joint development agreement with developers (within the context of local procedures and regulations). No voter approval is required. In the San Diego region, both MTS and the North County Transit District have JD programs in place.
Air Rights	Agency and Developers (within zoning constraints)	Air rights are considered real property by Property Tax Rule 124 in California. Air rights are legal in California, but are restricted by height in local zoning codes, technologies used, and program types. No voter approval is required.

Gaps and Challenges for Value Capture and Joint Development Implementation

Gaps and Challenges Common to all VC instruments in the SANDAG region (cont.)

Gap/Challenge	Impact		Type of Gap	o/Challenge	
		Legal / Regulatory	Institutional / Governance	Market / Financial	Operational
Challenge 1: Coordination and alignment across jurisdictions	Multi-jurisdictional infrastructure projects would benefit from the implementation of VC instruments for its funding across all the jurisdictions served by transit or other investments, but not all jurisdictions might agree on their value or have the conditions to implement them.	✓	√		
Challenge 2: Lack of regional- level land use and taxing powers	Fragmentation in decision-making for VC instruments could be addressed by centralizing land use and taxing decisions in SANDAG, but the agency does not have this power and therefore needs to coordinate individually with each local jurisdiction.	✓	√		
Challenge 3: High infrastructure funding and financing needs for large transformative TOD projects (for e.g., Central Mobility Hub, High Speed Rail)	Layering of multiple tools and resources with multi- jurisdictional coordination is required to reach magnitudes that are relevant for projects with large capital costs, with VC being a significant resource only in high-value and/or dynamic markets.			√	
Challenge 4: Underleveraged ancillary sources of revenue	Missed opportunities for obtaining additional revenues from non real estate resources such as advertising, media, retail and broadband leases/concessions.		√	√	✓

Gaps and Challenges Common to all VC instruments in the SANDAG region (cont.)

Gap/Challenge	Impact	Type of Gap/Challenge			
		Legal / Regulatory	Institutional / Governance	Market / Financial	Operational
Challenge 5: Uneven project delivery and administrative capacity across jurisdictions	Not all jurisdictions can implement VC instruments that require dedicated staff as well as regularly updated land and property value assessments.				√

Gaps and ChallengesBy type of instrument: Mello-Roos CFD

Gap/Challenge	Impact	Type of Gap/Challenge			
		Legal / Regulatory	Institutional / Governance	Market / Financial	Operational
Challenge 6: Challenging approval processes.	CFD tax levy requires 2/3rds vote of registered voters of district if 12 or more of landowners, weighted by acreage, if less than 12. The approval process is more efficient and generally less challenging through a landowner vote. As a result, CFDs are often used for new (greenfield) developments. As an example, sole landowners approved the tax levy for CFDs: in 2014 in the City of Ramon and in 2020 for the Mission Rock CFD in SF. ¹ Some landowner votes have been questioned, so appropriate legal support is necessary. ²				
Challenge 7: Taxes should not be so high as to discourage development/property ownership.	The County of San Diego has a tax burden limit where the total of all taxes on property is capped at 1.86%, at the time the CFD is formed, of the estimated sales price of subject properties to an end user within the district. This tax burden cap applies at the time the CFD is adopted and is only applicable to the parcels within the region that is under the County of San Diego's land use jurisdiction. ³				√

^{1.} https://www.counties.org/csac-bulletin-article/recent-ruling-clarifies-mello-roos-issue; and https://onesanfrancisco.org/sites/default/files/2020-02/Agenda%20Items%204%20and%205%20-%20Mission%20Rock%20CFD%20Memo.pdf

^{2.} Examples: City of San Diego vs Shapiro (2014) and Horizon Capital Investments, LLC v. City of Sacramento (2019)

^{3.} https://www.sandiegocounty.gov/content/dam/sdc/grandjury/reports/2021-2022/CommunityFacilitiesDistrictReport.pdf

Gaps and ChallengesBy type of instrument: Special Assessment District

Gap/Challenge	Impact	Type of Gap/Challenge			
		Legal / Regulatory	Institutional / Governance	Market / Financial	Operational
Challenge 8: Complexities in relating an improvement to a property assessment	In determining whether to form an assessment district, the public agency must define: the services or improvements to be funded; the special benefit that properties in the district will receive; the cost of the services and improvements; and the direct connection between the share of costs each property in the district will bear in relation to the benefit it will receive. Requires special and direct benefit to properties that are assessed; with the assessment being proportional to the benefit received by the property. The benefit must be particular and distinct as compared to general benefits received by other properties in the district or the general public at large. Requires an engineer to determine the specific benefit and fair allocation of taxes. Consequently, its implementation can be more complex/time consuming, and limitations exist on applicability of this type of district and on amount of funding/financing it can raise.				

Gaps and ChallengesBy type of instrument: Tax Increment Financing (TIF) Districts

Gap/Challenge	Impact	Type of Gap/Challenge		/Challenge	
		Legal / Regulatory	Institutional / Governance	Market / Financial	Operational
Challenge 9: Alignment across tax entities on EIFD contributions.	Taxing entities (cities and counties) must agree to redirect incremental revenue from their taxes (i.e., Property tax and tax In Lieu of Vehicle License Fee) away from the general fund to an EIFD. While partnering among taxing entities can bring a larger stream of revenue, their participation is voluntary, even if their jurisdiction is benefitted by EIFD-related infrastructure works. Moreover, the decision to participate requires, at a minimum, a finding of net fiscal benefit (i.e., considering impacts to the general fund and additional costs of public service provision due to new development in the EIFD) to contributing entities.				

Gaps and ChallengesBy type of instrument: Tax Increment Financing (TIF) Districts

Gap/Challenge	Impact	Type of Gap/Challenge			
		Legal / Regulatory	Institutional / Governance	Market / Financial	Operational
Challenge 10: Revenue growth takes time and there is lack of bond financing precedent in California.	Several EIFDs (one of the more flexible types of TIF districts) have been formed in California (e.g., Otay Mesa in San Diego, West Sacramento, Fresno, LA Verne, Palmdale, Placentia) but no bonds have been issued to date. One bond issuance for Treasure Island, an IFRD, was issued in 2022 in the par amount of \$29.39M (district formed in 2017). The lack in issuances results, in large part, because revenue growth tends to be slow; it depends on, and lags assessed value growth. This tool generally works best in high assessed value/private development growth areas.			√	

Gaps and Challenges By type of instrument: Impact Fees

Gap/Challenge	Impact	Type of Gap/Challenge			
		Legal / Regulatory	Institutional / Governance	Market / Financial	Operational
Challenge 11: Unpredictable magnitude and timing of impact fees.	Impact fees are one-off fees that require a nexus between the development project and the cost of its impact, and the fee must be proportional to the cost/impact of the project. The timing and amount of fees are unpredictable. As a result of the requirements, impact fees/impact fee programs can be complex to implement. They also can be seen as a disadvantage to new property purchases/developments in relation to existing properties and generally less effective/applicable in lower growth and less populated areas. As a result of the one-off, unpredictable nature, they cannot be used to leverage upfront financing.				

Gaps and ChallengesBy type of instrument: Joint Development and Air Rights

Gap/Challenge	Impact	Type of Gap/Challenge			
		Legal / Regulatory	Institutional / Governance	Market / Financial	Operational
Challenge 12: Lack of robust and consistent joint development/transit-oriented development policies across cities and agencies throughout region.	 For instance: NCTD Joint Use and Development of Real Property Board Policy #33 has focus on maximizing revenue, minimizing risk, design and placemaking, increasing transit ridership, supporting dense uses. MTS Joint Development Program, April 2019 has focus on MTS view of property as a good candidate, support from city, sufficient parking ratios, housing affordability (minimum of 20% affordable), high density, mobility hub services, transit amenities and technologies. 				
Challenge 13: Competing timing and objectives of public landowners.	Land ownership is held by different public bodies/transit entities, NCTD, MTS, cities, other entities sometimes with. No single entity leading the effort for a coordinated joint development/TOD approach in each city to maximize value and achieve other common local/regional objectives. Examples include NCTD plans at Carlsbad Village, Poinsettia Stations, and Oceanside Transit Center and MTS at Encanto and Grantville Trolley Stations.				
	Some cities also lack TOD-supportive zoning in their station areas.	;	SANDAG Regional \	/alue Capture Asses	ssment Study 70

Existing Taxing Mechanisms and Implications for Value Capture Instruments and Joint Development Implementation

Existing Taxing MechanismsCriteria to Assess Interaction with VC and JD

The Consultant Team has assessed six taxing mechanisms suggested by SANDAG, which predominately rely on property taxation. The Consultant has assessed each tax against the following two key considerations related to the implementation of value capture instruments and joint development:

- 1. Significant revenue potential: based on precedents in the San Diego region and other markets, the Consultant Team assessed whether the taxation mechanism has the potential capacity to provide a significant revenue for reinvestment.
- 2. Potential threat of over-taxing development: the Consultant Team assessed whether the existing tax, in conjunction with additional taxes, fees, and charges brought by VC implementation, could pose a risk of over-taxing developers and/or property owners, thereby disincentivizing real estate development and negatively impacting the financial viability of potential projects and real estate supply.

Details on each taxing mechanisms are included as part of Appendix 1 – Existing Taxing Mechanisms in SANDAG Region.

Existing Taxing Mechanisms

Summary of Interaction with VC

The table below summarizes the potential interactions – either positive or negative – of existing real estate taxes in the San Diego region with value capture instruments. These conclusions are based on the descriptions of each instrument in the following pages.

	In use in		Key Con	siderations	
Name	the San Diego region?	Main Characteristics	Significant Revenue Potential	Threat of over-taxing development	Observations
Documentary Transfer Tax (California Department of Tax and Fee Administration)	YES	 Occurs when property ownership changes hands Traditionally paid by the seller Varies depending on County 	•		Expected to raise \$600M - \$1.2B annually in Los Angeles. However, the amount may be significantly less in the City of San Diego.
Parcel Tax (Local Government)	YES	 A property tax levied on owners of parcels Predominately a flat rate (not levied based on size or value), limiting its function Requires 2/3 voter support to be imposed 		•	Parcel tax is predominately a flat rate. However, it can also be levied on land size, providing a greater potential revenue stream.
Commercial Linkage Fee (Local Government)	YES	A fee levied on all new commercial and institutional developments larger than 100,000 square feet	•	•	Housing Impact Fee in the City of San Diego, as of 2019, has raised over \$65M, with funds supporting the construction of over 5,000 affordable housing units.

Existing Taxing MechanismsSummary of Interaction with VC

	In use in		Key Con	siderations	
Name	the San Diego region?	Main Characteristics	Significant Revenue Potential	Threat of over-taxing development	Observations
Vacant Property Tax (Local Government)	NO	 Precedent exists in San Francisco. Applies to owners of residential buildings with three or more units vacant for more than 182 days per year. The Commercial Vacancy Tax rate is a tax on certain commercial spaces that are vacant for more than 182 days. 	•		In San Francisco, precedent suggests that this tax mechanism has the capacity to produce over \$20M of revenue annually. No such precedent exists for the San Diego region.
Business License Tax (California Department of Tax and Fee Administration)	YES	 A tax on business owners The tax can relate to property owners, linked to an LLC or partnership, extending its reach and capacities 		•	The tax increase is expected to raise \$2.98M - \$3.45M annually with funds going towards affordable housing initiatives.
Corporate Real Estate Investor Tax (Proposed)	NO	 Proposed in the state of California May levy a 25% tax on an investor's net capital gains from the property's time of purchase until final sale or exchange 	Undet	ermined	Has potential to raise \$4B across the state but it is only a proposal at this stage.

CASE STUDIES

Case Studies

Overview

The Consultant Team conducted the four case studies highlighted below, which were identified and prioritized from a longer list in coordination with SANDAG. In each case study and following the categories of the "gaps analysis", the Consultant Team analyzed the implementation of VC instruments and JD through four lenses: a) Legal and Regulatory; b) Institutional and Governance; c) Market and Financial; and d) Operational. Each case study provides an overview of the project using these four criteria and expands on those most relevant to address the identified gaps for SANDAG.











Overview

Location	New York, NY
Start Date	Planning began in 2001 and broke ground in 2012
Project Stage	Expected to be fully completed by 2027, with much of the development already operational today.
Capital Cost	The public cost of the project was over \$3 billion, with private investment bringing the total development to over \$25 billion
Value Capture Instruments Used	PILOT, Tax Equivalents, Density Bonuses
Joint Development Agreements	Ground lease between the MTA and Private Developer, with deck built over rail yards by Private Developer
Key Stakeholders	City of New York, City-owned Economic Development Corporation, Local Transit Authority (MTA), Private Developers
Governance	Two special purpose non-profit corporations, the Hudson Yards Development Corporation ("HYDC") and Hudson Yards Investment Corporation ("HYIC")
Description of Infrastructure project	Following the rezoning of the 60-block district on the Far West Side of Manhattan, the City of New York planned and redeveloped the formerly industrial area into a high-density, mixed-use neighborhood, now called Hudson Yards. Hudson Yards became the most expensive real estate development project ever in the United States and the largest in over 80 years.

Relevance for SANDAG

Legal and Regulatory

The project is able to work around the constraints and requirements of the TIF laws in NYS through Pilot Increment Financing (PIF), a TIF-like district that involves the use of payments in lieu of taxes (PILOTs) instead of the property tax levy. Local governments enter into PILOT agreements with the owners of specific redevelopment sites and agree to use a portion of the proceeds to fund capital improvements related to the development.

Institutional and Governance

- The City created two non-profit special purpose entities to manage the project.
 - HYDC is a local development corporation that manages the implementation and ongoing operations of the public investments.
 - HYIC has the authority to issue debt to finance the public investment, separating the debt obligation from the City.

Market and Financial

- The City enhanced the credit conditions of HYIC's bonds by pledging to provide interest support when the HYIC receives insufficient funds from its primary sources of revenue, addressing the challenge of high project costs (challenge 3).
- The Metropolitan Transit
 Authority ("MTA") used its
 ground lease agreement with
 private developers, to issue
 \$1B in debt by offering the
 Hudson Yards ground leases
 as securities.

Operational

PILOTs in the Hudson Yards
 Financing District are collected
 by the Industrial Development
 agency (IDA), then transferred
 directly to HYIC as revenue.
 Since HYIC receives PILOTs
 directly, the funds do not flow
 through the City, avoiding the
 City's budget-making process
 and streamlining revenue
 collection (challenge 9).

The City formed two special purpose entities to finance and oversee the public infrastructure projects.

Governance Structure

Initial district planning and rezoning efforts for the full project district were City-led, executed by the New York City Department of City Planning and Economic Development Corporation.

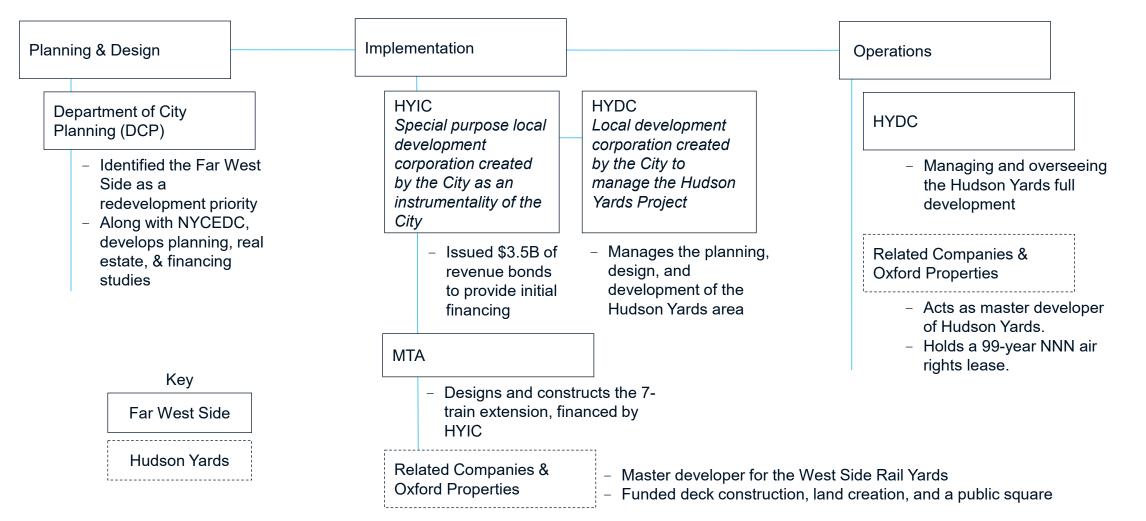
When the project went to the implementation stage, two independent local development corporations were created to manage and execute the public investments as per the Far West Side Plan:

• The Hudson Yards Development Corporation ("HYDC") is a local development corporation under the laws of the State of New York, with board members appointed by the Mayor, that was charged with managing the planning, design and development of the rezoning area (except for the 7-train extension, overseen by the MTA). Established by the City in 2005, the HYDC spearheaded the implementation of the City's

Hudson Yards development program. To accomplish its mission, HYDC collaborates with the various City and State entities and agencies that are involved in financing, planning, development and construction of the area, ensuring that the vision for the district is realized.

The Hudson Yards Infrastructure Corporation ("HYIC") is a not-for-profit corporation with the ability to issue bonds to finance capital improvements in the area. The 7-train extension was an expensive public investment that otherwise was not a capital priority for the MTA or the State but was critical to draw private investment and development to the project area. The creation of the HYIC created a designated entity responsible to take on the risk of financing the extension and other public real improvements in the plan.

Roles and Responsibilities by Entity



HYIC backs it debt issuance with a combination of recurring and non-recurring revenues.

HYIC Revenue

To finance the public investment in the 7-train and public realm, HYIC issued \$2 billion in bonds in 2007, followed by another \$1 billion in 2012.

Bonds issued by the HYIC are backed by revenue generated through new development within the 130-acre Hudson Yards Financing District (HYFD). Revenue includes a combination of recurring and non-recurring sources to address the lag in revenue growth from TIF-like sources, such as PILOTs (Challenge 10):

Payments in Lieu of Taxes (PILOT) Payments: Rather than paying real income tax to the City, developers in HYFD are given abatements and instead, make PILOTs directly to HYIC offering a "substantial discount" from typical property tax rates for up to 19 years. The level of discount was determined by the developer's site's proximity to the new train line with up to a

40 percent discount.

- Other Tax Equivalency Payments (TEPs) are made by the City to HYIC, in an amount equal to real property taxes received by the City from new and substantially renovated commercial and residential developments in the HYFD that are not covered by a PILOT agreement.
- A smaller component of expected revenue comes from the sale
 of density bonuses, known as "District Improvement Bonuses"
 in this development, where developers can contribute to HYIC
 in exchange for additional air rights. The maximum air rights is
 determined on a site level.

The project made an innovative use of a backstop from the City to further support HYIC's debt issuance.

City Backstop

Given the expected lag between infrastructure construction and tax/fee revenue to be generated by commercial development, the City agreed to make **Interest Support Payments (ISPs)** should HYIC's revenue fall short. Such "moral obligation" provided assurance to bondholders and signaled commitment to private developers and enhanced the marketability of the bonds.

The City ended up contributing \$360 million to cover interest payments from 2007 to 2017, greatly exceeding the estimated contribution required. In an initial feasibility study, Cushman and Wakefield projected City contributions to range from \$7.4 to \$205 million.

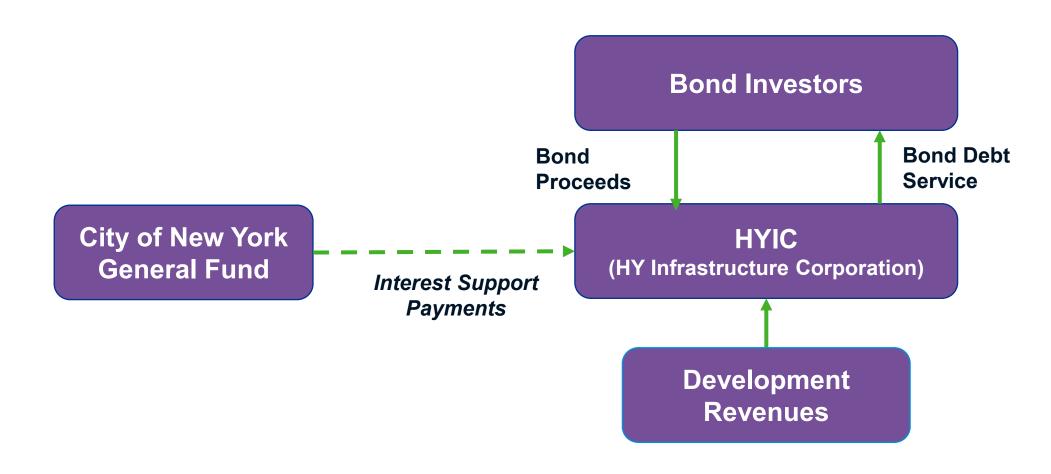
The additional expenses demonstrate the **market risk of PILOT** and other **TIF-like revenue sources**. Since property taxes depend on value appreciation from successful development, the

Great Recession in 2008 caused unanticipated delays to private development as well as the 7-train extension.

As development projects in Hudson Yards have become operational and market conditions have stabilized over the past few years, **PILOTs are now beginning to provide a steady, recurring revenue base** for HYIC's debt obligations.

In 2017, HYIC issued \$2.1 billion in additional debt to refinance the full \$2 billion of 2007 bonds and part of the 2012 issuance at a lower rate, reducing interest obligations and pushing out principal repayment requirements. In 2021, Bloomberg reported that the City estimates around \$27 billion in revenue from fiscal year 2021 to 2047.

HYIC Debt Repayment Structure



The MTA supported the private development of the West Side Rail Yard by offering private developers a ground lease of the site. Using the leases as security, the MTA was able to issue debt.

Monetization of Hudson Yards Ground Leases

In a separate transaction for development of the West Side Rail Yard, a site within the district owned by the MTA, Related Companies and Oxford Properties Group formed a joint venture as private developers on the project. In April 2013, the joint venture executed a ground lease contract with the MTA, the owner of the site.

The contract is composed of several 99-year ground leases of different parcels on the West Side Rail Yard (WSRY). The leases on the Eastern portion started at the end of 2012 with a 6-year period of phased out rent abatement, and the leases on the Western side started at the end of 2013 with a 7-year period of phased out abatements as vertical development advanced.

The ground lease payments were structured as triple-net, meaning that Related and Oxford are responsible for all operating and other expenses associated with the constructed improvements.

In 2016, for the first time in its history, the MTA pledged the Hudson Yards leases as security for the Series 2016A Hudson Yards Trust Obligations that had a face value of approximately \$1B, were graded A2 by Moody's, and which proceeds were used for capital program and repayment of outstanding debt.

The stream of cash flows that the MTA expects to collect from the ground leases as of December 2017 totals \$2.64B in nominal terms.

Developments on the WSRY now include cultural sites like the Vessel, as well as luxury office and retail space.



The private development joint venture included provisions for affordable housing



Private development included provisions for affordable housing. As part of the original Hudson Yards deal between the MTA and the Related and Oxford Properties joint venture, 107 units were set aside for affordable housing.

In 2018, 15 Hudson Yards opened its lottery for 107 affordable units catering to 50-60 % average median income (AMI) households.

In addition, the City agreed to allow developers to count affordable units created in the area serve as an in-kind contribution of their Inclusionary Housing Bonus, which is sold in exchange for higher density. This, and other incentives, have led to additional affordable units to open including 235 units in the 3ELEVEN building for households earning between 40 to 100% of AMI and 177 units in the Lyra, with affordability levels ranging from 70 to 130% AMI.

Gaps and ChallengesAddressing Gaps and Challenges

		Legal / Regulatory	Institutional / Governance	Market / Financial	Operational
	SANDAG lacks land use control and taxing authority		ecial purpose vehicles to nage the project		
General	High infrastructure funding and financing needs for large transformative TOD projects (for e.g., Central Mobility Hub, High Speed Rail)			A backstop from the City allowed HYIC to issue a large amount of debt and to cover interest payments in the case of cost overruns	
	Taxes should not be so high as to discourage development/property ownership.				Developers are offered a discount to regular property taxes through PILOT payments.
Districts	Taxing entities must agree to redirect their property tax increment away from general fund for other purposes to TIF district for its uses and some do not receive a significant enough share to be meaningful without partnering.	PILOTs in the Hudson Yards Financing District are collected by the Industrial Development agency (IDA), then transferred directly to HYIC, avoiding the City's general fund.			
Ħ	Revenue growth takes time and there is lack of bond financing precedent in California.	S		HYIC combined non-recurring revenue from instruments like impact fees with the TIF revenue to smooth cashflows	

Gaps and ChallengesAddressing Gaps and Challenges

		Legal / Regulatory	Institutional / Governance	Market / Financial	Operational
Joint Development	Land ownership is held by different public bodies/transit entities, cities, other entities sometimes with competing timing and other objectives.		To develop the transit authority-owned land above a rail yard, the MTA entered a ground lease agreement with private developers		



Overview

Location	San Francisco, CA
Start Date	The plan for both phases of the redevelopment was approved in 2005
Project Stage	Phase I has been completed and Phase II is in planning phases.
Capital Cost	\$2.26 billion for Phase I
Value Capture Instruments Used	Land Sales, TIF, Community Facilities District, Development Rights
Joint Development Agreements	Master Lease Agreement ("MLA") with a private developer for O&M of commercial/non-transit program
Key Stakeholders	City and County of San Francisco, Multi-Jurisdictional Transit Agencies, Private Developers and Asset Managers
Governance	Joint Powers Authority, the Transbay Joint Powers Authority ("the TJPA")
Description of Infrastructure project	The redevelopment of the former San Francisco Transbay Terminal was divided into two phases. Phase I included the demolition of the old terminal and the construction of a transportation hub, bus terminal, rooftop park, and subsequent adjacent private real estate redevelopment, like the Salesforce Tower and three other towers above 700 feet in height. Phase II, in planning is the extension of Caltrain service from its current San Francisco terminus at 4th and King Streets to the Transit Center, and eventual California High Speed Rail service.

Relevance for SANDAG

Legal and Regulatory

 The formation of a Joint Powers allows the City, County, and transit agencies to jointly exercise common powers, giving the project's governing entity the authority to influence land use and taxation.

Institutional and Governance

 Procurement of a private developer through a master lease agreement ("MLA") allows the TJPA to retain ownership of private assets while delegating certain operational risk to a thirdparty, addressing of maximizing value through Joint Developments.

Market and Financial

 An incentive-based revenue sharing agreement in the MLA motivates the joint venture partner to maximize the economic capacity of the asset, which also helps align partners in maximizing value without needing to be the asset owner.

Operational

 The State was able to transfer state-owned parcels to TJPA which allowed TJPA to generate revenue from sales proceeds and value capture tools.

The creation of the Transbay Joint Powers Authority ("TJPA") aligned interests and grouped authorities of the multijurisdictional public agencies involved.

Governance

To construct a new transit center on top of the old Transbay
Terminal site, stakeholders formed a new special-purpose joint
entity under the 2001 Joint Powers Agreement, named the
Transbay Joint Powers Authority (TJPA). The Joint Exercise of
Powers Act codified by California Government Code section 6500
allows two or more public agencies to jointly exercise common
powers or form a separate legal entity with its own independent
rights. The TJPA is the former, and, most valuably, has the funding
and approvals power of the City and the County.

Shareholders from the City, the County, and various transit agencies had representation in the JPA as voting board members. TJPA board members use staff from their respective home agencies to support them in their role as board members.

The TJPA as an agency has its own staff of about twenty individuals that handle the day-to-day advancement of the project.

The TJPA was formed in part to address Challenge 5 where **no individual partner agency had the capacity, resources, and desire to run the entire Transbay project or take on the responsibility of a special-purpose joint entity.** Each partner agency, including the City, the County, and three separate transit agencies, had its own interests, concerns, and jurisdictions that were not all aligned.

TJPA brought together each partner and their relative resources and authority under one roof and provided a devoted vehicle for decision making and dispute resolution through its Board of Directors. The TJPA has met regularly since its inception and continues to meet regularly as Phase II continues in its planning phase.

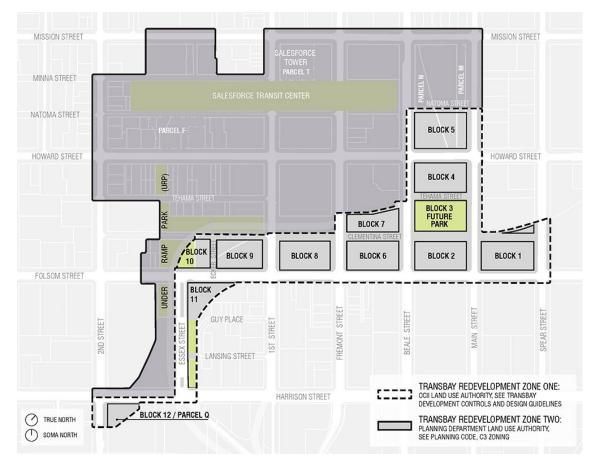
Salesforce Transit Center The Transbay Redevelopment Project Area

The Transbay Redevelopment Plan

The Transbay Redevelopment Plan ("Transbay Plan") was adopted in June 2005. The Transbay Plan calls for the redevelopment, rehabilitation, and revitalization of the area generally bounded by Mission, Main, Second and Folsom Streets in downtown San Francisco.

Along with TJPA, the Office of Community Investment and Infrastructure (OCII) is a state-authorized local entity serving as the successor to the former San Francisco Redevelopment Agency, is also responsible for executing the plan, as per a 2005 Implementation Agreement.

OCII has authority of Zone One of the Project Area, while the San Francisco Planning Department has control of Zone Two.



Salesforce Transit Center Housing goals of the Transbay Plan

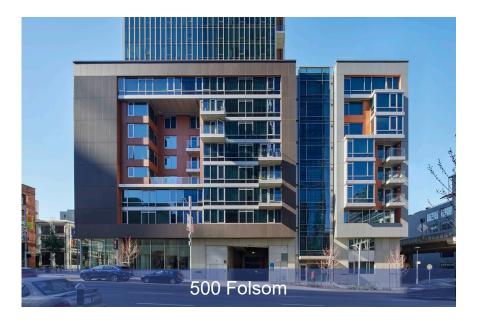
When fully built out, the Project will deliver new construction in the Project Area as per the numbers below:

Total Housing	3,800 units
Affordable Housing	1,400 units
Parks and Open Space	3.5 acres
Office and Retail Space	800,000 square feet

Affordable Housing

The Project has a goal that 35% of all housing units delivered will be affordable to low- and moderate-income households. These units will be in both market-rate housing developments as well as stand-alone, 100% affordable housing developments by OCII.

A number of developments have already been completed. For example,. Transbay Block 9 was developed into 500 Folsom Street, a combined market- and affordable-rate building. It was 100% occupied in August of 2020 and includes 108 affordable units by lottery.



Nearly half of required funding for phase I was financed through value capture tools, including land scales, TIF, and CFD special tax proceeds.

Phase I required \$2.26 billion in funding, part of which was generated using the following value capture sources:

Land Sales

In 2004, the state government agreed to transfer to the City and County of San Francisco 12 acres of underutilized state-owned land surrounding the old Transbay Terminal, free of charge. Development would be subject to by-parcel development agreements, with parameters (e.g., building height, land use) defined by the TJPA in partnership with the San Francisco Planning Department during the environmental review process. Land sales generated \$515.6 million in proceeds and were ringfenced for the transit center development.

TIFIA Loan

In 2010, the TJPA secured a \$171 million Transportation
Infrastructure Finance and Innovation Act (TIFIA) loan for the
finding of the phase I. To repay the loan, with a term of 35 years

after substantial project completion, TJPA pledged net tax increment revenues from certain State-owned parcels in the designated "Transbay Redevelopment Project Area" along with passenger facility charges ("PFCs") received from use of the new Transit Center.

Gap financing provided by San Francisco, secured by TIF and Community Facility District Special Taxes

In 2015, the Metropolitan Transit Commission (MTC) recommended a Phase I budget increase bringing the total cost to \$2.26 billion, leaving TJPA with a budget gap. **The City and County of San Francisco plugged the budget gap with \$260 million in interim financing.** This indebtedness was an obligation of the City and County's general fund but was expected to be repaid through TIF and "Mello-Roos" Community Facility District special taxes from the Transbay Redevelopment Project Area. The TJPA fully repaid this debt to San Francisco in May 2020.

Proceeds from the Transbay Community Facility District (CFD) have been able to support over \$500 million in bond issuance

Terms of the Transbay Transit Center Community Facilities ("Mello-Roos") District

The Transbay Transit Center CFD was approved by the City of San Francisco in 2014 following the City's adoption of the Transit Center District Plan in 2012 that set the stage for the development of the area around the Transit Center.

The CFD allows the levy of special taxes, up to \$1.4 billion, on properties within the District, approximately 15 acres in Downtown San Francisco around the Transit Center. There is also a provision for properties to be annexed into the CFD if they use density bonuses and are located within the "Future Annexation Area". The benefit of the Future Annexation Area is the expansion of the special tax base with fewer procedural requirements.

The special tax was low enough that it did not deter development in the District or the Future Annexation Area.

For example, in 2018, 250 Howard (Park Tower) was annexed in due it is use of zoning bonuses.

The proceeds of the CFD are split between the City and the TJPA, pursuant to a Joint Community Facilities Agreement.

The Agreement dictates that 82.6% of proceeds from the special tax to TJPA to finance the project, while the remaining 17% go to general streetscape and transportation enhancements in the District, including a portion allocable to the San Francisco Bay Area Rapid Transit ("BART").

As of December 2022, proceeds from the Transbay CDF have been pledged as securities for **five bond issuances with an aggregate par amount of \$593 million.**

Joint Venture through a Master Lease Agreement

Master Lease Agreement with Third-Party Asset Manager

After the completion of the Salesforce Transit Center, the TJPA sought a partner to:

- 1. Fit-out, lease, and manage the retail space;
- 2. Develop and operate the promotional platform;
- 3. Manage and produce private and public events; and
- 4. Operate and maintain facilities and capital improvements.

Through an RFP process, the TJPA contracted a private third-party entity, the Lincoln Property Company, as the asset manager of the Transit Center.

The TPJA and Lincoln Property Company entered into a master lease agreement. Through the agreement, Lincoln Property Company is responsible for operations and management of the Transit Center's assets, with limited oversight from the TJPA.

This agreement also allows the TPJA to transfer a share of risk while maintaining ownership of the Center and receiving a share of generated revenues through a pre-negotiated rent from the private party.

Revenue Generation

Lincoln Property company receives a combination of flat management fees, commission, and revenue share as specified in the agreement.

Over 64% of fees, commissions, and revenue sharing are incentive-based, designed to **incentivize Lincoln Property Company to maximize the economic capacity** of the Transit Center, one of the TJPA's goals for the partnership.

Joint Venture through a Master Lease Agreement

Ancillary Revenue Generation

In addition to generating revenue off the leasing of the real estate space, the high volume of foot traffic throughout the facility, and the opportunity to coordinate promotional content across the facility, results in **strong advertising sales and naming rights potential**.

As part of the master lease, a private media company is responsible for programing and managing the promotional platform, leveraging the opportunity for additional income (Challenge 4). Responsibilities include developing and managing the content management system, running content on the Transit Center's digital screens, as well as managing the sale of advertising, sponsorship, and naming rights agreements. The promotional platform will also include, potentially as a part of the above items, promotional events.

To incentivize performance, the TJPA and the private partner, Pearl Media, follow the following revenue sharing structure:

Pearl Media is committed to providing the greater of i) \$1.25 million or ii) 80% of the prior year's digital advertising net revenue to the TJPA as a **minimum annual guarantee (MAG)**. This guarantee will be backed by a letter of credit, to be drawn on in the case that Pearl misses this target in any given year. Each year, Lincoln will provide a reconciliation of promotional platform revenues to ensure that this MAG was reached. In any case in which the MAG is not reached, Pearl will owe the TJPA the remaining amount.

Gaps and ChallengesAddressing Gaps and Challenges

		Legal / Regulatory	Institutional / Governance	Market / Financial	Operational
General	Fragmented municipal governments with competing objectives	The formation of a Joint Powers Authority with board representation from all stakeholders served as a dedicated decision-making vehicle for the project.			
	SANDAG lacks land use control and taxing authority	The Joint Powers Authority includes both the City and the County and allows them to exercise their common powers.			
	High infrastructure funding and financing needs for large transformative TOD projects (for e.g., Central Mobility Hub, High Speed Rail)			Combination of a number of funding sources including debt supported by value capture tools.	
	Underleveraged opportunities to monetize non-real estate assets		specializing in advertising,	e by entering a master lease agreement events, and leasing. Private partners wer assets through incentive-based revenue	e incentivized to maximize
Mello-Roos CFD	CFD tax levy requires 2/3rds vote of registered voters of district if 12 or more of landowners, weighted by acreage, if less than 12.	The approval of a district plan helped set the stage for the approval of the CFD			
	Taxes should not be so high as to discourage development/property ownership.			The district is in a desirable part of downtown and the special tax levy did not deter development.	

Gaps and ChallengesAddressing Gaps and Challenges

		Legal / Regulatory	Institutional / Governance	Market / Financial	Operational
TIF Districts	Taxing entities must agree to redirect their property tax increment away from general fund for other purposes to TIF district for its uses and some do not receive a significant enough share to be meaningful without partnering.	The TIF is pledged under a pledge agreement through 2050, after which the property taxes will no longer be allocated to TJPA.			
	Revenue growth takes time and there is lack of bond financing precedent in California.			TIF was not used for bond financing but was used to partially repay part an interim financing debt obligation to the City of San Francisco.	



Overview

Location	Medellin, Colombia
Start Date	Metro Medellin was granted the status of Urban Operator (<i>Operador Urbano</i>) in 2019, which provided it with special attributions to advance urban regeneration projects for infrastructure development, land use, value capture, and joint development.
Project Stage	Metro de Medellin has used its faculties as Urban Operator in the redevelopment of Parque Berrio, a central historic area in Medellin home to one of the system's most important stations. Moreover, Metro de Medellin is currently using its new attributions on the redevelopment of the "Corredor 80" mass transit corridor, which is in planning stage and will involve the construction of a new metro line, bike lanes, sidewalks, and an overall revitalization of the area.
Capital Cost	The redevelopment of Parque Berrio had a cost of approximately \$9.4 million (2022 dollars) As of 2022, Carrera 80 has a projected cost of 3,540 COP billion / \$782 million.
Value Capture Instruments Used	Metro de Medellin can implement a variety of VC instruments, including tax increment financing, density bonuses, and special assessments.
Joint Development Agreements	Metro de Medellin can implement JD agreements.
Key Stakeholders	Metro de Medellin, Medellin City Government.
Description of Governance Mechanism	Through an agreement between Metro de Medellin and the Medellin City Government, Metro de Medellin was granted in 2019 the status of "Urban Operator", a new legal figure regulated in the city in 2017. As Urban Operator, Metro de Medellin is a state-owned enterprise with attributions of both a government agency and a private enterprise, including sponsoring real estate development deals, participating in land use decisions around mass transit corridors, and implementing value capture to fund its own capital investments and operations.

Relevance for SANDAG

Legal and Regulatory

- Local Decree 893/2017
 established and regulated
 the legal figure of Urban
 Operator in Medellin
- 2019 Inter-administrative agreement between City and Metro de Medellin assigned Metro de Medellin its status as Urban Operator and jurisdiction over "areas of influence" around mass transit corridors, bridging the challenges presented by fragmented jurisdictions.

Institutional and Governance

 As Operador Urbano, Metro de Medellin centralizes several functions and powers otherwise spread out across different agencies, including participating in business deals, manage land use decisions, implementing value capture, and receiving revenue from value capture tools, among others

Market and Financial

N/A

Operational

Enterprises Management
 Division within Metro de
 Medellin has attributions to
 sponsor and participate in
 business deals outside
 transportation-related
 operations (Challenge 4).

Legal figure of Operador Urbano

Municipalities in Colombia have created institutions that act as "Urban Operators" (*Operadores Urbanos*) with budget and legal autonomy to make land transactions, invest in specific areas defined in their statutes, capture public and private capital for project development, and issue bonds. A prominent case of Urban Operator is Metro de Medellin, which operates and invests on the city's metro and gondola lines, and invests and promotes investments in areas around the stations

The genesis of Metro de Medellin's designation as an Urban Operator in 2019 is directly related to the limited resources it faced to build 16 new mass transit corridors, the need to obtain non-fare related revenues, and its reliance on discretionary federal funding to pursue major projects. Metro de Medellin found that leveraging its own asset to engage real estate development around mass transit corridors and capturing increases in land value around the stations could provide substantial resources in the mid- and long-term to fund

its new mass transit corridors. Its designation as *Operador Urbano* was needed for Metro de Medellin to be able to undertake those activities.

Legal figure of Operador Urbano

As Urban Operator, Metro de Medellin can capture the increase in land values from the construction of new lines and from the unlocked real estate potential around its stations. As an *Operador Urbano*, Metro de Medellin can jointly lead network improvements, engage in real estate projects, receive contributions from private investors in public-private partnership agreements, and receive revenue from the implementation of value capture instruments. While the main purpose of Metro de Medellin continues to be the management and operation of Medellin's mass transit system, as an Urban Operator Metro de Medellin can now also manage land use decisions around its corridors, pursue real estate deals and other businesses, and promote the revitalization of areas adjacent to the stations.

As part of its conversion to an Urban Operator, Metro de Medellin underwent a deep institutional and operational re-structuring, including the change of internal processes and statutes, as well as the creation of an Enterprises Management Division (*Gerencia de*

Desarrollo de Negocios) with attributions to sponsor and participate in business deals outside strictly transportation-related operations.

As *Operador Urbano*, Metro de Medellin gained four additional functions for overall administration priorly distributed among other stakeholder and three specific roles related to VC and JD implementation.

Metro de Medellin's new functions as *Operador Urbano* include:

- <u>Land and real estate management</u>: Metro de Medellin guides the process of land use regulations around the system stations and corridors;
- <u>Financial management:</u> Metro de Medellin collects, administrates, executes and directs public and private resources towards capital investments, including those coming from VC instruments and

real estate deals.

- Management of social issues: Metro de Medellin manages and coordinates policies to benefit residents around transit corridors; and
- Interinstitutional coordination: Metro de Medellin integrates the economic, government, and social stakeholders relevant to its capital investments and real estate developments.

With regards to implementing value capture and joint development, Metro de Medellin also has specific roles and attributions, including:

Participation in Business Deals

- Structuring of real estate deals
- Partnering with real estate developers
- Exchange, bailment, concession, and leasing of properties

Management of Stakeholders and Land Use

- Implementation of land use decisions and value capture instruments
- Administration of revenues from value capture instruments
- Managing relations among community groups, utilities, government agencies and property-owners

Management of Public Resources

- Conduct investments in public infrastructure and social projects
- Manage a land bank

As Operador Urbano, Metro de Medellin participates in businesses like a private entity, while administrating taxes and receiving revenues like a government agency.

As a private-like entity, metro can make land and property transactions, participate in business deals, and partner with real estate developers.

over government projects and resources. For .e.g., they are the sponsors of the *Metro de la 80*, a new subway line, and can implement value capture tools and receive the revenue arising from them.

As a government entity, Metro de Medellin has direct management

From participation in Business Deals

Metro de Medellin Revenues

From government interventions

Metro de Medellin acts like a private company

Metro de Medellin acts like a government entity

Private resources:

- Real estate deals
- Land and property transactions
- Advertising
- Donations
- Fees from administering assets
- Bonuses from good performance in service provisions

Public resources:

- Land value capture proceeds (for e.g., revenues from tax increment financing or improvement district assessments)
- User fees
- Proceeds from public financing instruments
- Transfers from local and national government

Implementation of Parque Berrío Project



The City of Medellin is pursuing the revitalization of Parque Berrío, an area located in the city's historic center. This Project involves:

- Renovating the Parque Berrío Metro station
- Intervening public spaces in Plaza Botero, the main public park in the area
- Renovation of building facades and the city's historic heritage.
- Building public art installations

As Urban Operator, Metro de Medellin is guiding this redevelopment project, particularly by:

- <u>Land and real estate management</u>: the City of Medellin delegated in Metro de Medellin the administration of public spaces in the area, as well as the creation of partnership with concessionaries in order to reactivate and revitalize these spaces.
- <u>Financial management</u>: Metro de Medellin is leading the formation of a Business Improvement District (*Áreas para Revitalización Económica*). The BID will involve a system of voluntary contributions from landowners to fund the project, mostly provided by large institutions and commercial developments in the area. Revenue from these contributions will go to Metro de Medellin for its use in the revitalization of the Parque Berrío area.
- Interinstitutional coordination: Metro de Medellin leads an alliance of institutional, government, and market stakeholders in the Parque Berrío Area in order to formulate planning strategies and the management of public spaces in the Parque Berrío area.

Gaps and ChallengesAddressing Gaps and Challenges

		Legal / Regulatory	Institutional / Governance	Market / Financial	Operational
	Fragmented municipal governments with competing objectives	Urban Operator designation gave Metro de Medellin jurisdiction over "areas of influence" around mass transit corridors, bridging the challenges presented by fragmented jurisdictions			
	SANDAG lacks land use control and taxing authority	The legal status of Urban Medellin the authorities of land use control are	a government agency, like		
General	High infrastructure funding and financing needs for large transformative TOD projects (for e.g., Central Mobility Hub, High Speed Rail)			Metro de Medellin has access to a number of revenue generating opportunities, like land value capture and private partnerships.	
	Underleveraged opportunities to monetize non-real estate assets		· · · · · · · · · · · · · · · · · · ·	tor designation, Metro de Medellin creat usiness deals outside of strictly transpor	
	Uneven project delivery capacity across jurisdictions			1 i	Metro de Medellin centralizes functions like value capture mplementation that were otherwise spread between agencies

Gaps and ChallengesAddressing Gaps and Challenges

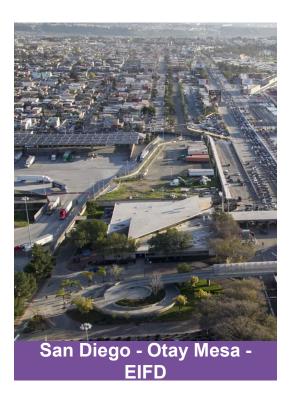
		Legal / Regulatory	Institutional / Governance	Market / Financial	Operational
TIE Dietriote		The Urban Operator de responsibilities from the cities areas around tra	to Metro de Medellin in the		
oint Doyologuant	Lack of robust and consistent joint development/transit-oriented development policies across cities and agencies throughout region.	Metro de Medellin has the authority across the multiple jurisdictions where it operates to			
you taio!	Land ownership is held by different public bodies/transit entities, sometimes with competing timing and other objectives.		execute real estate transactions and private partnerships, unifying policies.		



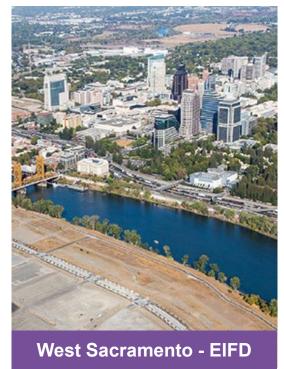
Approved EIFDs

Overview

Since the regulation of Enhanced Infrastructure Financing Districts in 2014, only three districts have been approved in the State of California, and only one county has regulated its participation. This subsection provides an overview of the characteristics and regulations concerning their operations, sources and destination of revenues, as well as amount of funds obtained to date











CHIEF EXECUTIVE OFFICE

'To Enrich Lives Through Effective And Caring Service

KATHRYN BARGER

August 01, 2017

The Honorable Board of Supervisor County of Los Angeles 383 Kenneth Hahn Hall of Administration 500 West Temple Street Los Angeles, California 90012

APPROVAL OF BOARD POLICY FOR EVALUATING ENHANCED INFRASTRUCTURE FINANCING DISTRICT AND COMMUNITY REVITALIZATION ND INVESTMENT AUTHORITY PROJECTS

The Chief Executive Officer recommends approval of a new Board of Supervisors policy establishing evaluation criteria for proposed Enhanced Infrastructure Financing District and Community Revitalization and Investment Authority projects

Approve the attached Board of Supervisors policy (Board Policy) entitled, Evaluating Enhanced Infrastructure Financing District (EIFD) and Community Revitalization and Investment Authority

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Los Angeles County EIFD **Participation Policy**

San Diego – Otay Mesa

Category		Characteristics
Date of formation		July 2017
Operations		The Public Financing Authority (PFI) has no staff and therefore relies on the City to provide for its operational staffing needs. This is accomplished via a Memorandum of Understanding between the PFI and the City outlining how the City provides operational staff services to the PFI, and how the PFI reimburses the City for those services. The board has five members, all of which are appointed by City Council.
Origin of Tax	Type of tax	Property tax in-lieu of vehicle license fee increment, otherwise allocable to the City.
Increment revenue	Who contributes?	No taxing entity other than the City will allocate tax increment revenues to the EIFD.
	Maximum contribution (%)	The maximum portion of the City's property tax increment revenue allocation to be committed to the EIFD will be 50% through June 30, 2022, and 100% throughout the remaining duration of the EIFD.
	Revenue collected (\$)	\$2.7 million (cumulated till FY 2021)
Use of Tax Increment revenue	Regulations on destination of funding	As sufficient EIFD proceeds are collected by County of San Diego and deposited at the City, staff pursues the necessary actions to appropriate the funds to the designated project part of the local capital improvement program CIP.
	Current use of funds	Funds are allocated to La Media Road project (\$1.1 million). This improvement is part of an integrated transportation network that will provide mobility and accessibility to the residents and businesses of the community. It is also part of the designated Truck Route for the Otay Mesa Port of Entry, and once completed will accommodate future development and commercial traffic.
	Has the EIFD issued debt?	No, but in August 2022 the Board approved the first issuance of bonds by the district for \$57 million. The issuance of bonds is imminent.

La Verne

Category		Characteristics
Date of formation		2017
Operations		There is no publicly available information on the internal operations of the PFI, but all staff mentioned across external documents belongs to the City of La Verne government. The board has five members, two from the County of Los Angeles and three from the City of La Verne.
Origin of Tax	Type of tax	Property tax in-lieu of vehicle license fee increment, otherwise allocable to the City
Increment revenue	Who contributes?	City of La Verne and Los Angeles County allocate tax increment revenues to the EIFD.
	Maximum contribution (%)	The maximum portions of the City's property tax increment revenue allocation to be committed to the EIFD will be 100% throughout the duration of the District, and 50% for the County of Los Angeles.
	Revenue collected (\$)	\$155,000
Use of Tax Increment revenue	Regulations on destination of funding	EIFD will be used to pay for the cost of installing various public improvements in the City's Old Town Area in advance of opening Metro's Foothill Gold Line station at an estimated cost of \$33 million.
	Current use of funds	The Authority has entered into a reimbursement agreement with the City in order to fund street improvements on E and 2nd Streets. The City is responsible for these costs initially, with the Authority being responsible to repay those expenses once the fund balance can support the repayment.
	Has the EIFD issued debt?	No. However, in order to fund works in E and 2nd Streets, the City is issuing bonds to pay for this work with the EIFD reimbursing the City once it had a sustained revenue stream.

West Sacramento

Category		Characteristics		
Date of formation		June 2017 (oldest EIFD in the state)		
Operations		There is no publicly available information on the internal operations of the PFI, but all staff mentioned across external documents belongs to the West Sacramento government. The board has five members, two from the County of Los Angeles and three from the City of La Verne.		
Origin of Tax Increment revenue Tax EIFD receives		Portion of existing Redevelopment Property Tax Trust Fund (RPTTF) revenues and, potentially, incremental property tax in-lieu of motor vehicle license fee (VLF). The City does not intend to deposit property tax in-lieu of motor VLF revenues into the EIFD but retains the right to do so over the term of the EIFD.		
	Who contributes?	The City of West Sacramento is the only taxing entity in the EIFD.		
	Maximum contribution (%)	100% of the City's share of incremental property tax increment generated by properties within the EIFI		
	Revenue collected (\$)	\$7.0 million (cumulated till FY 2021)		
Use of Tax Increment revenue	Regulations on destination of funding	The EIFD covers approximately 25% of the entire City with a diverse set of land uses. Expenditure of the EIFD revenues will provide community-wide benefits, including housing, economic development, mobility, and parks and recreation.		
	Current use of funds	Detailed information on current uses is not available. The City's 2021-2023 Operations & Maintenance Budget recommends use of EIFD revenue for a new neighborhood park and street improvements along the riverfront, but there is no further confirmation of how funds are being effectively used.		
	Has the EIFD issued debt?	At this time, the City does not intend to secure voter approval for the issuance of bond debt. The City intends to fund improvements on a "pay-go" basis or to use non-bond debt instruments.		

Los Angeles County EIFD Participation Policy Key characteristics

In 2017, the County of Los Angeles Board of Supervisors approved a policy for evaluating the County's potential participation in proposed EIFDs from city governments, including the following minimum requirements:

- The City's share of the general property tax must equal at least 15% for every dollar captured in the EIFD Project Area.
- The City's contribution of property tax must be at least equal to the contribution from the County and its special districts.
- The County must not contribute 100 percent of its property tax increment
- There must be a positive impact to the County General Fund from the EIFD, demonstrated through a fiscal analysis conducted by the County Chief Executive Office.
- In addition to supporting economic development, the proposed EIFD Project must align with established Board priorities in one or more of the following areas: 1) affordable housing; 2) homeless prevention; 3) workforce development; or 4) sustainability
- Any rental housing proposed for the EIFD must allocate a minimum of 20 percent of all units for affordable housing. In certain
 circumstances, this requirement may be satisfied through payment of an in-lieu fee, or through provision of an equivalent number of
 affordable housing units at a separate location in proximity to the economic development site.
- The EIFD must be consistent with State EIFD law.

The County has since participated in EIFDs like that with the City of La Verne.

Experience from Existing EIFDs Concerning Identified Gaps and Challenges

	Challenge	Legal / Regulatory	Institutional / Governance	Market / Financial	Operational
၃	Fragmented municipal governments with competing objectives	_	EIFDs must be governed by a newly created entity named Public Financing Authority (PFI).		
ting all VC	SANDAG lacks land use control and taxing authority	Taxing authorities within the E in the PFIs and cor	IFDs must agree to participate tribute to the EIFD.		
Challenges Affecting Instruments	High infrastructure funding and financing needs for large transformative TOD projects			Revenues obtained thus far by approved EIFDs are quite limited in magnitude.	
Challen	Uneven project delivery capacity across jurisdictions				Public Financing Authority can operate across multiple jurisdictions, but relies on the staffing capacities of jurisdictions involved
Challenges Affecting EIFDs specifically	Taxing entities must agree to redirect their property tax increment away from general fund for other purposes to TIF district for its uses and some do not receive a significant enough share to be meaningful without partnering.		y where the City's contribution e County's and other special icts'.		
Challen	Revenue growth takes time and there is lack of bond financing precedent in California.			The Otay Mesa EIFD has received board approval to issue bonds.	160

APPENDIX I.I - EXISTING TAXING MECHANISMS IN SANDAG REGION

Existing Taxing MechanismsDocumentary Transfer Tax & Parcel Tax

Documentary Transfer Tax

Overview

When the ownership of a property changes hands, the ownership transfer document needs to be recorded in the County Recorder's office where the property is located. The County Recorder, under the Revenue and Taxation Code, collects a "transfer fee" on behalf of the State Board of Equalization. This fee is the Documentary Transfer Tax and is part of the revenue that is generated for the individual counties and cities. The tax is traditionally paid by the seller. Changes to the documentary transfer tax rate require a simple majority voter approval.

Calculation

\$1.10 per \$1,000 (or \$0.55 per \$500.00 to be exact per the Code) of the transfer value (sales price) of the property to be transferred.¹

Key Precedents

Los Angeles Measure ULA (2022); San Francisco Proposition I (2020)

Relevance to VC

The "Homelessness and Housing Solutions Tax" recently approved in Los Angeles will impose a new and additional transfer tax on real estate valued at more than \$5 million to fund affordable housing initiatives. This tax can provide additional funding for affordable housing and other purposes without imposing additional taxes on new property owners and developers, on whom additional LVC taxes may be imposed. Mechanisms such as this can support new development while not imposing additional burden on developers and disincentivizing housing supply.

Parcel Tax

Overview

The parcel tax is a tax on parcels of real property collected as part of a property tax bill. Unlike the property tax, the parcel tax cannot be based on property value. Typically, it is a flat tax that does not vary with the size or characteristics of a parcel. To impose a parcel tax, governments must win support from two-thirds of voters.² However, if a parcel tax is put on the ballot by a citizen's initiative, it can be passed with only a simple majority.³

Calculation

In San Diego, parcel tax reflects a type of property tax that is based on units of property rather than assessed value—of up to \$1,400 per parcel for the first 10 years, and up to \$500 per parcel thereafter, to provide road maintenance services.

Key Precedents

San Diego Permanent Road Division Zone No. 117 (2017)

Relevance to VC

Parcel tax predominately reflects a flat rate and can not be reformed to be levied on land value (as property tax already does this). However, there is potential for it to be based on size. This would enable it to be a more useful long-term revenue option to local governments.

Existing Taxing MechanismsVacant Property Tax & Commercial Linkage Fee

Vacant Property Tax

Overview

There is currently no Vacant Property Tax (VPT) in the City of San Diego. However, a recently passed VPT in San Francisco is a helpful for reference for what its implementation could look like.

Residential properties: a vacant property tax, commencing January 2024 and start applying to owners of buildings with three or more units vacant for more than 182 days per year.

Commercial properties: the Commercial Vacancy Tax rate is a tax on certain commercial spaces that are vacant for more than 182 days.

Enactment of a VPT requires simple majority voter approval.

Calculation

Residential: between \$2,500 and \$5,000 per empty unit for the first two years of vacancy, with up to \$10,000 for any at three or more years.1

Commercial: calculated based on a building's frontage, to the nearest foot. \$250-\$1,000 per foot of frontage (based on vacant years)²

Key Precedents

San Francisco Proposition M (2022), Proposition D (2020); Oakland Measure W (2018)

Relevance to VC

Precedent suggests that this tax mechanism has the capacity to produce over \$20M of revenue annually in San Francisco. It is unclear how developers would incorporate a potential tax like this into their feasibility analyses.

Commercial Linkage Fee

Overview

In the City of San Diego, new non-residential developments in the categories of office, retail, research and development, and hotel development are required to pay a fair share of the costs of subsidy necessary to house the low- and very lowincome employees who will occupy the jobs new to the region that are related to such development, in the form of a commercial linkage fee. A nexus study which demonstrates the link between new commercial development and the need for additional affordable housing is required to adopt a commercial linkage fee.³

Calculation

The fee charged per square foot and building type is specified in the City of San Diego Municipal Code. Linkage fees vary based on the type of property and range from \$0.80 per square foot (PSF) for R&D facilities to \$2.12 PSF for new office space.4

Key Precedents

San Diego Housing Impact Fee; Los Angeles Affordable Housing Linkage Fee

Relevance to VC

The commercial linkage fee, also known as the Housing Impact Fee is charged to commercial developments to help finance affordable housing for low-income workers whose jobs were created by commercial, industrial or retail development. Additionally, need to consider the potential of "over-taxing" developers to the point of disincentivizing development.

Existing Taxing Mechanisms

Business License Tax & Corporate Real Estate Investor Tax

Business License Tax

Overview

The City of San Diego Municipal Code Section 31.0121 states that no person shall engage in any business, trade calling, or occupation until a certificate of payment of a Business License Tax is obtained. Self-employed persons and independent contractors are also required to pay the Business Tax.¹ Changes to the business license tax rate require a simple majority voter approval. This tax can change depending on each City.

Calculation

- \$34.00 for a business with 12 employees or fewer.
- \$125.00 plus \$5.00 per employee for a business with 13 employees or more.

Key Precedents

Berkeley Measure U1 (2016)

Relevance to VC

Relevance to VC appears unclear. Berkeley, CA saw an amendment to the City's business license tax ordinance, which increased the gross receipts tax on owners of five or more residential rental units from 1.081% to 2.880%. This amendment is estimated to raise approximately \$3.9M annually, increasing with rents. However, should a tax like this cause rents to increase to a level that is perceived as above market, it would negatively impact demand.

Corporate Real Estate Investor Tax

Overview

California Assembly member Chris Ward recently introduced the California Housing Speculation Act. It would impose a 25% state tax on an investor's net capital gains from the property's time of purchase until final sale or exchange. The tax could create an estimated revenue of \$4.02 billion. That money would be put back into the community, benefiting infrastructure, schools and affordable housing, according to the bill.²

Calculation

25% tax on an investor's net capital gains from the property's time of purchase until final sale or exchange.

Key Precedents

San Diego Housing Impact Fee; Los Angeles Affordable Housing Linkage Fee

Relevance to VC

The potential revenue that a tax like this could provide is substantial and therefore makes its relevant for VC. However, the introduction of such a tax could disincentive development. The mechanism is not yet in motion.

Existing Taxing MechanismsPrecedents of implementation

Name	City/County/State	Relevant Taxation Mechanism	Key Takeaways
Measure ULA (2022)	Los Angeles	Documentary Transfer Tax	Taxes transfers of residential and commercial property valued in excess of \$5M to fund affordable housing initiatives. Properties valued at \$5M - \$10M are taxed at 4%, and properties valued in excess of \$10M are taxed at 5.5%. Expected to raise \$600M - \$1.2B annually.
Proposition I (2020)	San Francisco	Documentary Transfer Tax	Increased the transfer tax rate on real estate sales and leases of 35 years or more for transactions of \$10M and higher. The tax increase is expected to generate \$196M annually.
Permanent Road Division Zone No. 117 Measure A (2017)	City of San Diego	Parcel Tax	This measure – the most recent parcel tax measure to be enacted in San Diego – levies a parcel tax of \$1400 per parcel for the first 10 years, and up to \$500 per parcel thereafter, on parcels located within the Permanent Road Division Zone No. 117 boundaries in order to provide road maintenance services for the zone.
Proposition M (2022)	San Francisco	Vacant Property Tax	Taxes property owners of three or more residential units if any unit is left vacant for more than 182 days in a year. Tax rate is \$2500-\$5000 per vacant unit starting in 2024 with adjustments for inflation in future years. The tax is expected to generate \$20M - \$37M annually until 2053 with funds going towards rent subsidies and affordable housing.

Existing Taxing MechanismsPrecedents of implementation (cont.)

Name	City/County/State	Relevant Taxation Mechanism	Key Takeaways
Proposition D (2020)	San Francisco	Vacant Property Tax	Taxes retail property owners who keep commercial space vacant for more than 182 days at rates between \$250 - \$1000 per linear foot of frontage. The tax is expected to generate up to \$5M annually.
Measure W (2018)	Oakland	Vacant Property Tax	Taxes properties that are deemed to be vacant (in use for less than 50 days per year) at annual rates of \$3000 - \$6000 depending on property type. The tax is expected to generate \$10M annually for 20 years to fund resources to address homelessness and illegal dumping.
Housing Impact Fee	City of San Diego	Commercial Linkage Fee	The City of San Diego established a housing impact fee in 1990. As of 2019, the fee has raised over \$65M, with funds supporting the construction of over 5000 affordable housing units. Linkage fees range from \$0.80 per square foot (PSF) for R&D facilities to \$2.12 PSF for new office space.
Affordable Housing Linkage Fee	Los Angeles	Commercial Linkage Fee	Los Angeles implemented linkage fees in 2017. Fees range from \$3.11 to \$18.69 PSF, depending on property type and market area. The linkage fee program is expected to generate \$104.4M annually with funds used to finance the construction/preservation of ~1,700 affordable housing units per year.
Measure U1 (2016)	Berkeley	Business License Tax	Permanently increases the business license tax from gross receipts on owners of five or more residential units from 1.081% to 2.880%. The tax increase is expected to raise \$2.98M - \$3.45M annually with funds going towards affordable housing initiatives.



Task 2 Deliverable: Case Study & Statutory Authority Review of Value Capture and Joint Development Implementation

SANDAG Regional Value Capture Assessment Study



Appendix II

Task 3 Deliverable: Screening and Evaluation Criteria for Value Capture Instruments and Joint Development Opportunities



Task 3 Deliverable: Screening and Evaluation Criteria for Value Capture Instruments and Joint Development Opportunities

SANDAG Regional Value Capture Assessment Study



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Additional Considerations on Implementing Value Capture Instruments		
B. Joint Development Opportunities		
Appendix I – TIF Tools		

Overview of the Study

The HR&A-Sperry-KPMG Team (the Consultant Team) is conducting the **Regional Value Capture Assessment Study** (the Study) for the San Diego Association of Governments (SANDAG). The purpose of this study is to:

- I. Identify and evaluate value capture (VC) instruments and joint development (JD) opportunities for SANDAG's Regional Plan projects and the challenges in their implementation;
- II. Develop a long-term strategy that can aid SANDAG and partner agencies in advancing regional housing goals and raising sustainable revenue to implement Regional Plan projects; and
- III. Produce policy recommendations for SANDAG on how to overcome these challenges, particularly in light of the multi-jurisdictional nature of addressing regional housing needs and critical infrastructure projects in the San Diego region.

Purpose of this Document

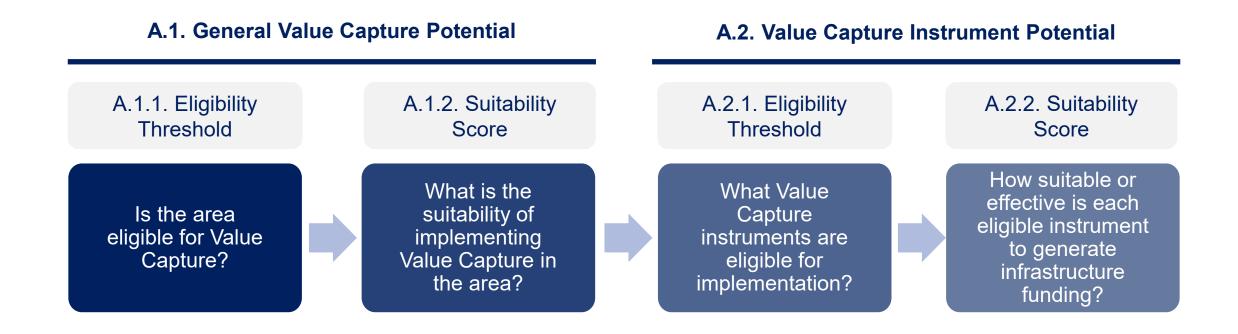
As part of Task 3 of this study, the Consultant Team has produced a **Screening and Evaluation Criteria for Value Capture Instruments and Joint Development Opportunities** in the San Diego region. This criteria evaluates the potential to use value capture and joint development as a funding and financing source to support initiatives included in SANDAG's 2021 Regional Plan, including but not limited to transportation and mobility investments, climate adaptation and resilience strategies, digital infrastructure, and housing incentives. The criteria that HR&A has developed includes:

- Criteria A Value Capture Instruments, including how to screen sites or projects in which these instruments could be used and the viability of specific instruments (i.e., tax increment financing, assessment districts, impact fees), including their potential for revenue generation and ease of implementation; and
- Criteria B Joint Development, including how to screen sites suitable for real estate development, the viability of developing
 these sites, and its potential revenue generation.

This presentation is a guide on how to use Criteria A and B, which are laid out in full detail in the following <u>dynamic Excel model</u>. In the next phase of this study (i.e., Task 4), HR&A will test these criteria over the portfolio of infrastructure projects included in SANDAG's 2021 Regional Plan and select two pilot projects for further analysis. The test in Task 4 may allow HR&A to refine the questions and scores included in the current screening and evaluation framework.

Criteria A: Overview

Criteria A for Value Capture Opportunities involves a series of sub-criteria and steps laid out below.



Criteria A: Characteristics of Evaluation Steps

A.1.1 Is the area eligible for Value Capture?

- Filters out areas where value capture would not be possible, based on whether there is a trigger for valuation increases and if development is physically possible in the area.
- If value capture is possible on the area, move to A.1.2 to determine the degree to which value capture would be effective in generating revenue.

A.1.2 What is the suitability of implementing Value Capture in the area?

- Evaluates the potential success of a value capture initiative by checking: 1) Real Estate Market Viability; 2) Development Viability, given potential of the area to be developed in the short term, physical constraints, and land use regulations; and 3) Ease of Implementation, given degree of existing support from stakeholders and experience of the jurisdiction implementing value capture.
- Rank sites/areas with resulting scores and proceed to A.2.1 to assess which type of value capture instrument would be most effective in those sites/areas with the highest scores.

A.2.1 What Value Capture instruments are eligible for implementation?

- Evaluates whether each value capture instrument (Tax Increment Financing, Community Facilities District, Special Assessment Districts, and Impact Fees) can be implemented on the site given its regulatory and procedural requirements and the ability of the initiating jurisdiction to comply with them.
- If implementation of value capture instrument is possible, move to A.2.2 to determine the degree to which they would be effective in generating revenue for infrastructure funding.

A.2.2 How suitable or effective is each eligible instrument to generate infrastructure funding?

• Evaluates how effective each instrument may be in providing funding and financing for infrastructure

Criteria B: Overview and Evaluation Steps

Criteria B for Joint Development Opportunities involves a series of sub-criteria and steps laid out below.

B.1. Eligibility Threshold

Is the site eligible for Joint Development?

- Filters out sites where there is no or limited potential for joint development of residential and commercial projects given physical conditions of the site and its ability to support development.
- If eligible, move to B.1.2 to determine the degree to which joint development would be effective in generating revenues.

B.2. Suitability Score

Will Joint Development generate meaningful revenues?

- Assesses the potential success of the Joint
 Development venture by evaluating 1. Real Estate
 Market Viability; 2. Development Viability, given the
 potential of the site to be developed in the short term,
 physical constraints, and land use regulations; 3.
 Ease of Implementation, related to how prepared the
 agency is to lead the venture, the degree of
 coordination between the agency and local
 jurisdictions, and regulations that restrict the type of
 procurement that can be done for developing the site.
- The resulting score can be used to rank potential joint development opportunities.

A.1. GENERAL VALUE CAPTURE POTENTIAL

Value Capture Evaluation: General Potential

The evaluation of Value Capture general potential involves two steps:

A.1.1 Eligibility Threshold asks a set of "go" or "no-go" questions to determine if value capture is possible in the area; if the threshold if met, the area is then evaluated for potential success of value capture implementation (step A.1.1);

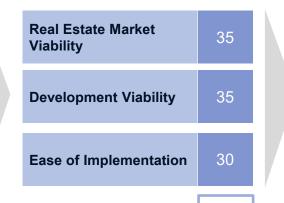
A.1.2 Suitability Score estimates how successful value capture implementation could be by evaluating the area in three ways: 1) Analysis of the local real estate market demand to approximate potential revenue generation; 2) Analysis of potential constraints or delays to pursue development and timing of revenue generation; and 3) Analysis of potential roadblocks in implementing the value capture initiative, factoring in community sentiment and the track record of the leading entity.

The final score from A.1.2 can be used to compare and prioritize between different areas for value capture. Areas that score highest should go to the next round of assessment: **Value Capture Instrument Potential (A.2).**

A.1.1 Eligibility Threshold









100

Value Capture Evaluation

A.1.1. Eligibility Threshold

Are there planned or existing infrastructure projects that may trigger increases in land or property value in the project area?

Is the project area developable in the near term?

If all answers are "Yes"

Is development of the project area aligned with local policy goals?

A.1.2. Suitability Score

Real Estate Market Viability	Is there demand for development in the project area?	35%		
Development	Are there physical constraints on the development of the project area?	35%		
Viability	Is current zoning aligned with market demand?	35%		
Ease of Implementation	Is there public support for value capture and its intended proceeds?			
	Has the leading entity implemented any value capture before?	30%		
	Does the implementing jurisdiction have a strong fiscal track record?			
= Total Score for Value Capture Potential				

Highest scores proceed to A.2, instrument specific evaluation

A.2. VALUE CAPTURE INSTRUMENT POTENTIAL

Suitability of Value Capture Instruments: Overview

The evaluation of the potential of each value capture instruments involves two steps:

A.2.1 Eligibility Threshold includes a set of questions covering the legal and procedural requirements for implementation of each instrument, and whether the jurisdiction looking to implement the instrument can comply with them; if this is the case, then the evaluation should proceed to the next step (A.1.2 Suitability Score);

A.1.2 Suitability Score estimates how successful the implementation of the instrument could be. This analysis contemplates several dimensions that differ depending on the instrument evaluated. At a high level, these dimensions cover the capacity and timing for revenue generation to fund infrastructure needs, the presence of incentives for real estate development, and the capacity of the jurisdiction to lead the implementation process. Each dimension is informed by a set of questions, each of which is assigned a weight depending on the answer provided that ultimately informs a Low, Medium, or High grade for each dimension. Unlike Step A.1., scoring/grading is assigned only by dimension and does not include an aggregate score for the site.

A.2.1.
Eligibility
Threshold Question 2
Threshold Question 2
Threshold Question n

Dimension 2
Score

Dimension 2

I ow / **Question 1** Medium / **Dimension 1** High Question n **Question 1** Low / **Dimension 2** Medium / Question n High **Question 1** Low / Dimension n Medium / High Question n

A.2. TAX INCREMENT FINANCING

Overview of Evaluation Criteria for Tax Increment Financing

There are several TIF tools enabled by California law, including: Enhanced Infrastructure Improvement Districts (EIFD), Community Revitalization & Investment Authorities (CRIA), Infrastructure Financing District (IFD), and Infrastructure and Revitalization Financing District (IRFD). Each has its own nuanced requirements concerning governance, voter approval for district adoption and bond issuances, time limits, type of properties that can be included in the district, low- and moderate-income housing requirements, inclusionary housing requirements, and type of facilities that can be funded, among others. However, they all share a set of factors that informs their suitability for implementation on a certain site, which is addressed in the current Evaluation Criteria. Appendix I includes further details on each instrument.

A.2.1. Eligibility of Area for TIF

Critical Questions

Does the TIF District align with the city or county TIF policy, provided there is one in place?

Is there likely to be a fiscal net benefit to contributing entities?

Do the intended uses of TIF revenues comply with the limitations of State statutes over the type of infrastructure that can be funded with TIF proceeds?

Is public buy-in likely such that there will not be a majority protest during protest hearings?

Suitability of TIF

A.2.2.

(if critical questions are addressed)

Revenue Magnitude Capacity

Timing of Revenues and Capacity to Target Infrastructure Needs

Political and Community Buy-in

Capacity to Lead the Process and Engage Multiple Jurisdictions

Questions on Suitability of Tax Increment Financing

Dimension	Question	Possible Answer
Revenue Magnitude Capacity	Is the current share of property taxes received by the taxing jurisdictions interested in participating in the TIF or other potential revenues for a TIF District enough to support accumulation of TIF revenues over time?	1 = Yes; 0 = No
	Is there high enough new development potential, expected increases in assessed value of existing properties, and/on a high enough turnover rate that can produce significant tax increment revenue?	1 = Yes; 0 = No
Timing of Revenues and Capacity to	How compatible is the timing over which tax increment revenues are likely to build up versus when the jurisdiction expects to be able to fund investment needs?	1 = Timing mostly overlaps; 0.5 = Timing partly overlaps; 0 = Timing does not overlap.
Target Infrastructure Needs	Is the potential TIF District included within the boundaries of a prior Redevelopment Agency (RDA) to which tax increments are partly committed to in order to service its obligations?	0 = No impact; 0.5 = TIF area overlaps with RDA and impacts its potential revenues without compromising the ability of the TIF to fund the area's most pressing infrastructure needs; 0 = TIF area overlaps with RDA and substantially reduces its revenue potential.
Political and Community Buy- in	Is there buy-in from more than one jurisdiction to participate in the TIF District and is (are) the entity(ies) able to commit to a share of increment tax that is high enough to provide meaningful revenues for the TIF District?	1 = Tax increment is high enough to cover cost of targeted works; 0.5 = Tax increment is moderate and partly cover cost of targeted works; 0 = Tax increment is low and cannot produce meaningful revenues for infrastructure funding.
Capacity to Lead the Process and Engage Multiple Jurisdictions	Does the leading entity have enough staff and resources to put together a case for other jurisdictions to participate in the TIF district, support negotiations with them, and/or obtain political buy-in within its own departments?	1 = Yes; 0 = No
Jurisulctions	Does the leading entity have an TIF policy in place?	1 = Yes; 0 = No

A.2. COMMUNITY FACILITIES DISTRICTS

Overview of Evaluation Criteria for Community Facilities Districts

CFDs are special tax districts generally created by cities or counties in California to raise revenue to finance facilities and services through the levy of special taxes on properties in the district. The setting of district boundaries and the tax levy are flexible. The tax must be reasonable and cannot be ad valorem. CFDs are often used for new developments.

A.2.1.
Eligibility of
Area for
CFD

Critical Questions

If the CFD boundaries are likely to extend over multiple local jurisdictions, are all jurisdictions involved willing to enter into a Joint Powers Agreement?

Is the CFD aimed at mitigating the impacts of new development?

Do the intended uses of CFD revenues comply with the limitations of the State statute over the type of infrastructure that can be funded with CFD proceeds?

Is there enough buy-in from voters/landowners to pass a threshold vote to form the district?

Is there sufficient voter/landowner support (i.e., 10%) to compel the CFD formation process? Otherwise, is the County/city interested in forming it and gathering their support?

A.2.2.
Suitability of
CFD
(if critical questions are addressed)

Revenue Magnitude Capacity

Timing of Revenues and Capacity to Target Infrastructure Needs

Incentives for Development

Capacity to Lead the Process

Questions on Effectiveness of Community Facilities Districts

Dimension	Question	Possible Answer
Revenue Magnitude Capacity	Is the proposed special tax enough to support accumulation of CFD revenues over time?	1 = Yes; 0 = No
Сарасіту	Is there high enough new development potential in the area that can pay the special CFD tax?	1 = Yes; 0 = No
	Are there additive, existing taxes such that a new CFD special tax would impose too much of a burden on property owners?	1 = No; 0 = Yes
Timing of Revenues and Capacity to Target Infrastructure Needs	How compatible is the timing over which tax increment revenues are likely to build up versus how the jurisidiction expects to be able to fund investment needs?	1 = Timing mostly overlaps; 0.5 = Timing partly overlaps; 0 = Timing does not overlap
Incentives for Development	Are there mechanisms (e.g., up-zoning) that can provide incentives for participation of property owners/new developments in a CFD and potentially increase its revenue?	1 = Yes; 0.5 = No, but there is potential for rezoning over time, given nature of rezoning process and community preferences; 0 = No, and rezoning is not feasible

A.2. SPECIAL ASSESSMENT DISTRICTS

Overview of Evaluation Criteria for Special Assessment District

Local agencies, including cities, counties, and special districts, may establish Special Assessment Districts (SADs) for the purposes of financing all or a portion of the cost of certain public improvements and services. SADs can be initiated by a local government or by a petition from property owners.

A.2.1.
Eligibility of
Area for
SAD

Critical Questions

Is there a clear understanding of the works that the SAD will fund and whether they comply with the limitations of Proposition 218, especially with regards to the assessment having a special direct benefit to properties being assessed that is not available to other properties or to the general public?

Does the sponsoring jurisdiction have resources to accommodate the required engineering studies needed to support the special benefits requirement?

Is weighted majority (in proportion to the benefit/assessment) of property owners likely to be achieved?

A.2.2.
Suitability of
SAD
(if critical questions are

addressed)

Revenue Magnitude Capacity

Timing of Revenues and Capacity to Target Infrastructure Needs

Incentives for Development

Capacity to Lead the Process

Questions on Effectiveness of Special Assessment District

Dimension	Question	Possible Answer	
Revenue Magnitude Capacity	Is the proposed assessment enough to support accumulation of revenues over time?	1 = Yes; 0 = No	
Сарастсу	Is there high enough new development potential in the area or enough existing properties in need of additional improvements/services that can pay the SAD assessment?	1 = Yes; 0 = No	
	Are there additive, existing taxes such that a new SAD special tax would impose too much of a burden on property owners?	1 = No; 0 = Yes	
Timing of Revenues and Capacity to Target Infrastructure Needs	How compatible is the timing over which tax increment revenues are likely to build up versus how the jurisdiction expects to be able to fund investment needs?	1 = Timing mostly overlaps; 0.5 = Timing partly overlaps; 0 = Timing does not overlap	
Incentives for Development	Are there mechanisms (e.g., up-zoning) that can provide incentives for growth in a SAD area and potentially increase its revenue?	1 = Yes; 0.5 = No, but there is potential for rezoning over time, given nature of rezoning process and community preferences; 0 = No, and rezoning is not feasible	
Capacity to Lead the Process Does the leading entity have experience in implementing SADs?		1 = Yes; 0 = No	

A.2. IMPACT FEES

Overview of Evaluation Criteria for Impact Fees

Cities or county administrations can implement, with agreement from their local council, ordinances establishing an impact fee program that can be targeted towards different types of infrastructure, including affordable housing; transportation; environmental mitigation programs, fire and public safety, libraries, parks, capital improvements of local facilities and existing works, and expansions of water, sewer, electricity, and gas infrastructure.

A.2.1.
Eligibility of
Area for
Impact Fee
Program

Critical Questions

Does the impact program comply with legal conditions required by State statutes (for e.g., California's Mitigation Fee Act)?

Have land use assumptions for growth areas been determined?

Can a Nexus Study be prepared in the near term?

Does the impact fee required to cover the cost of the works compromise the financial viability of new development? Revenue Magnitude Capacity

A.2.2.
Suitability of Impact Fees

(if critical questions are addressed)

Incentives for Development

Capacity to Lead the Process

Questions on Effectiveness of Impact Fees

Dimension	Question	Possible Answer	
Revenue Magnitude Capacity	Is the proposed fee enough to cover the full cost of public facilities related to the development project?	1 = Yes; 0.5 = Partly; 0 = No	
Capacity	Is there high enough planned development potential in the area that can pay the impact fee?	1 = Yes; 0 = No	
	Are there additive, existing taxes such that an impact fee would impose too much of a burden on property owners?	1 = No; 0 = Yes	
Incentives for Development	Are there mechanisms (e.g., up-zoning) that can enable additional development and reduce the cost/unit or SF of the mitigation works (and therefore the impact fee per unit or SF)?	1 = Yes; 0.5 = No, but there is potential for rezoning over time, given process involved and community preferences; 0 = No, and rezoning is not feasible	
Capacity to Lead the Process	Does the leading entity have experience in implementing impact fees?	1 = Yes; 0 = No	
	Has the local jurisdiction drafted a capital improvement program (CIP) in concert with the proposed fee program?	1 = Yes; 0 = No	

ADDITIONAL CONSIDERATIONS ON IMPLEMENTING VALUE CAPTURE INSTRUMENTS

Overview of Additional Considerations

Following the screening criteria on site eligibility threshold, suitability of value capture, and potential of value capture instruments, there are three groups of additional considerations related to implementation of these instruments.

#	Consideration	Rationale
1	Potential for Implementation of Multiple Value Capture Instruments Can multiple value capture instruments be implemented on a certain site or area at the same time? Under which conditions is this advisable?	The revenue generation mechanisms of each value capture instrument combined with the pace of development in a certain area results in each instrument delivering revenues for infrastructure funding across different timelines. For example, TIF often generates revenues over time as development takes place, while impact fees are one-time payments often charged to developers upon obtaining construction permits. Under certain conditions, instruments can be implemented simultaneously in order to maximize revenue for infrastructure funding and accelerate the timing in which funding becomes available.
2	Value Capture Instruments and Affordable Housing What are the interactions between the implementation of value capture instruments and the production of affordable housing?	Implementation of certain value capture instruments may require the production, support, or replacement of affordable housing units. Moreover, proceeds from some of these instruments may be used to fund affordable housing development.
3	Use of Proceeds from Value Capture Implementation What aspects should be considered with regards to use of proceeds from value capture instruments for funding of infrastructure works and/or subsidizing affordable housing production?	Revenues from value capture can be used to support a wide range of infrastructure works, including the production and preservation of affordable housing.

Potential for Implementation of Multiple VC Instruments

Instrument	Compatibility with Simultaneous Implementation of Other Value Capture Instruments	Considerations for Simultaneous Implementation of Instruments
Tax Increment Financing	Can be implemented jointly with all other value capture instruments.	TIF involves the earmarking of tax increment for specific infrastructure works and does not involve creation of new taxes. Therefore, there is no conflict from a project financial viability to implement TIF in conjunction with other instruments. Moreover, existing regulations do not prevent implementation of TIF in conjunction with other value capture instruments.
		Simultaneous implementation of TIF and CFD is especially helpful when development is likely to occur over the long-term. In the ramp-up phase of tax increment, revenue from CFD taxes can be allocated to a TIF district fund and accelerate the financing of infrastructure projects. The CFD may expire, or its revenues complemented with tax increment revenue once substantial development has taken place.
Community Facilities Districts	Can be implemented jointly with TIF and Impact Fees. Unlikely to be implemented in conjunction with a Special Assessment District.	Impact fees and CFDs can be used together to finance the infrastructure and services needed to support new development. Impact fees can be used to finance the initial construction or expansion of public facilities, while CFDs can provide ongoing funding for maintenance and operations. However, special consideration needs to be given as to the effect the combination of these charges would put into the financial viability of new development.
	7.55035III.CITE DISCITE.	Both CFDs and SADs involve new recurring assessments and are unlikely to be overlapped. A jurisdiction would likely implement one or the other.
Special Assessment Districts	Can be implemented jointly with TIF and Impact Fees.	Idem CFDs.
	Unlikely to be implemented in conjunction with a Community Facilities Districts.	
Impact Fees	Can be implemented jointly with all other value capture instruments.	There are no regulatory barriers to implementing Impact Fees with other instruments. However, special consideration needs to be given as to the effect the combination of these charges would put into the financial viability of new development.

VC Instruments and Affordable Housing

Instrument	Implementation Requirements Related to Affordable Housing	Potential to promote affordable housing development	
Tax Increment Financing	Some TIF instruments include requirements around creation of low- and moderate-income housing. See Appendix I for further details.	While TIF instruments are not specifically designed for affordable housing, they can be used to fund a wide range of public infrastructure and facilities that are necessary to support the development of affordable housing and that can lower the cost of affordable housing development. Moreover, the tax revenue generated by new development within a TIF district can be used to fund ongoing maintenance and operations of affordable housing units.	
Community Facilities Districts	None.	Similar to TIF, works funded with CFD proceeds can help enable affordable housing. Moreover, CFD special taxes can exempt or have special tax rates on affordable housing units.	
Special Assessment Districts	None.	None. SAD revenues can only be used for improvements that benefits those units that are paying the special assessment.	
Impact Fees	Impact fees can be designed so that their revenues are assigned to an affordable housing fund, as long as a nexus is established between new development and a negative impact on an area's housing affordability. Moreover, local agencies sometimes waive or lower impact fees on affordable units as well as on Accessory Dwelling Units. The latter is aimed at incentivizing the production of a naturally affordable housing type		

Use of Proceeds from Value Capture Implementation

Revenues from value capture instruments can often be used for a variety of purposes, including general infrastructure works and to support affordable housing development. The latter may happen either through direct funding of housing or through the construction of horizontal infrastructure that can enable new housing development. Key considerations around the use of value capture funds for either of these purposes include:

- 1. The **magnitude of revenue generated** from value capture instruments and the extent to whether they can fund general infrastructure works, affordable housing production, or both.
- 2. The **ability to acquire or issue debt** leveraging revenues from value capture, which may determine whether value capture is effective at funding capital works versus acting as a "pay as you go" subsidy or in support of operations and maintenance.
- 3. The **effectiveness of value capture**, defined as the relative institutional effort to generate net revenue for housing initiatives, compared to the effectiveness of direct jurisdiction contributions to housing funds, tax abatements, and credits that may yield a greater number of new or preserved units than indirect funding through value capture.
- 4. The ultimate decision on how to use these funds depends upon a policy decision from the city or county implementing value capture. Such policy will be aligned with the jurisdictions' comprehensive land use plans, capital improvements plans, and capital improvement programs, among others.

B. JOINT DEVELOPMENT OPPORTUNITIES

Joint Development Evaluation

The evaluation of joint development potential involves two steps:

B.1.1 Eligibility Threshold asks a set of "go" or "no-go" questions to determine if joint development is possible on the site in question; if this is the case, it is then evaluated for its potential effectiveness (Step B.1.2)

B.1.2 Suitability Score estimates how successful the joint development could be by evaluating the site in three ways: 1) Analysis of local real estate market to approximate potential returns for the private developer; 2) Analysis of potential constraints or delays to development to approximate timing of the development; and 3) Analysis of any potential roadblocks in implementing the joint development, factoring in agency goals and procurement rules around joint development, community sentiment and expected cooperation from local jurisdictions.



Joint Development Evaluation

B.1.1 Joint Development Suitability

Is the site not needed by the public agency to sustain agency operations? In other words, is the site "excess property"?

Is development of the site physically possible?

If all answers are "Yes"

B.1.2 Suitability Score

	Is there demand for new development in the area?	
Real Estate Market Viability	Is there a need for tax abatements or other incentives for the project to be financially feasible? If so, are they available?	35%
Davidanmant	Is the site developable in the near term?	
Development Viability	Is rezoning required given the type of real estate development needed to make the JD feasible?	35%
	Does development of the area have community support? Has the public agency defined goals or a stragety for the disposition of excess land/ potential joint development? Does the public agency have clear guidelines that can orient the JD process, including selection of developers, community engagement, and use of proceeds?	
Ease of Implementation		
	How cooperative is the local jurisdiction with the public agency or on joint development ventures?	
	= Total Score for Joint Development Potential	

APPENDIX II.I – TIF TOOLS

Comparison of TIF tools

	CRIA	IFD	EIFD	IRFD
Governance	Separate governing board	Sponsoring jurisdiction's legislative body	PFA appointed by sponsoring jurisdiction's TIF legislative body	Sponsoring jurisdiction's legislative body
Voter approval required for adoption	No, but subject to protest	Yes, 2/3rds vote of registered voters if at least 12 otherwise landowners with 1 vote per acre	No, but subject to protest	Yes, 2/3rds vote of registered voters if at least 12; otherwise, landowners with 1 vote per acre
Voter approval required to issue bonds	No	Yes, 2/3rds vote of registered voters if at least 12 otherwise landowners with 1 vote per acre	No	Yes, 2/3rds vote of registered voters if at least 12; otherwise, landowners with 1 vote per acre
Entity time limits	30 years to establish debts; 45 years to repay debts; and 45 years to complete activities.	District must cease to exist 30 years from adoption of ordinance forming the district	District must cease to exist within 45 years of PFA's approval of bond issuance or first loan issuance.	District must cease to exist within 40 years from adoption of ordinance forming the district or a later date if specified by ordinance.
Property to be included	No blight findings required but some income and unemployment and/or other restrictions on a portion of properties.	No blight or other specific restrictions	No blight or other specific restrictions	No blight or other specific restrictions
Low/moderate income housing requirement	25% of taxes allocated	No	No	No
Inclusionary housing requirement	Yes	Yes	No	Yes
Examples of facilities that can be funded	Rehab/upgrade/ construct infrastructure; low- and moderate-income housing; hazardous substance removal/ remediation; seismic retrofits; construct foundations/ platforms for air rights sites	Highways, streets, parking facilities, transit facilities; sewage, solid waste, and water treatment plants; flood control infrastructure; childcare facilities; libraries; parks and open space	Highways, streets, parking facilities, transit facilities; sewage, solid waste, and water treatment plants; flood control infrastructure; childcare facilities; libraries; parks and open space; environmental mitigation; former military base development projects; affordable housing; planning and design work	Highways, streets, parking facilities, transit facilities; sewage, solid waste, and water treatment plants; flood control infrastructure; childcare facilities; libraries; parks and open space; environmental mitigation; former military base development projects; affordab 202 housing



Task 3 Deliverable: Screening and Evaluation Criteria for Value Capture Instruments and Joint Development Opportunities

SANDAG Regional Value Capture Assessment Study



Appendix III

Task 4 Deliverable: Order-of-Magnitude Estimates from Value Capture Implementation in Kearny Mesa Station Area and Tecolote Village



Task 4 Deliverable: Order-of-Magnitude Estimates from Value Capture Implementation in Kearny Mesa Station Area and Tecolote Village

SANDAG Regional Value Capture Assessment Study



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INTRODUCTION

Overview of Study

The HR&A-Sperry-KPMG Team (Consultant Team) is conducting the **Regional Value Capture Assessment Study** (the Study) for the San Diego Association of Governments (SANDAG). The purpose of this study is to:

- I. Identify and evaluate value capture (VC) instruments and joint development (JD) opportunities for SANDAG's Regional Plan projects and the challenges in their implementation;
- II. Develop a long-term strategy that can aid SANDAG and partner agencies in advancing regional housing goals and raising sustainable revenue to implement Regional Plan projects; and
- III. Produce policy recommendations for SANDAG on how to overcome these challenges, particularly in light of the multi-jurisdictional nature of addressing regional housing needs and critical infrastructure projects in the San Diego region.

Purpose of this Document

As part of Task 4 of this study, the Consultant Team has produced an **Order-Of-Magnitude Value Capture Assessment** for one value capture pilot and one joint development pilot. The high-level planning of value capture initiatives and order-of-magnitude estimates of revenue generation can be used to understand the potential scale and effectiveness of possible value capture and joint development funding for priority projects selected by SANDAG.

For value capture, SANDAG selected the **Purple Line Commuter Rail** project. HR&A then followed the Value Capture Evaluation Framework developed in Task 3 to illustrate what station areas would be most appropriate to pilot a value capture assessment. Given the real estate market, development, and implementation conditions, SANDAG and HR&A selected **Kearny Mesa** as the pilot station. Using the instrument-specific frameworks, HR&A selected an **Enhanced Infrastructure Financing District (EIFD)** and a **Community Facilities District (CFD)** given perceived revenue magnitude and ease of implementation.

For joint development, following the Joint Development Evaluation Framework developed in Task 3, SANDAG selected a **housing development** around **MTS-owned land at Tecolote Road Station**.

Value Capture Analysis – Kearny Mesa

Enhanced Infrastructure Financing District (EIFD) Assessment

EIFD Assessment: Methodology

Step 1. DEFINE

Study Areas and Project Program

STUDY AREA

Kearny Mesa Station Area

LAND USES

- Residential (Multifamily)
- Commercial (Office, Industrial, and Retail)

Step 2. STUDY ———

Socioeconomic and Real Estate Market Trends

- Historic real estate and demographic trends
- Assessed values appreciation
- Property turnover

Step 3. DETERMINE

Market-Supportable Development

- Population and employment trends in County and City
- Capture of County and City demand in Study Area
- New development valuations and comps

Step 4. PROJECT

Incremental Property Tax Revenue and EIFD Contributions

- Distribution of property taxes collected to relevant jurisdictions
- Sensitivity analysis of contributions from relevant jurisdictions to the EIFD
- Sensitivities on demand capture and market and assessed value premiums as a result of transit investment

EIFD Assessment: District Area



EIFD Area: Kearny Mesa Station Area

The boundaries for the projected EIFD assessment were determined in line with the station area proposed in the planning of the Purple Line, at the intersection of Convoy Street and Ronson Road.

Bound by I-805 to the west, SR-52 to the north, SR-163 to the east, and Balboa Ave to the south, the area aligns with the commercial district of Kearny Mesa, including industrial space, office parks, and retail, including the Convoy District centered along Convoy St.

An updated Community Plan was passed in 2020, which approved rezoning for the area to promote new, mixed-use development.

The area is 19.4 square miles, or 12,416 acres, and includes 804 parcels, assessed at a total value of \$1.5B as of the 2022-2023 assessor year.

EIFD Assessment: Real Estate Market Trends



APPRECIATION

 Existing properties appreciate a maximum of 2% annually, as per Proposition 13. When turned over, values are reassessed on par with new assessments.



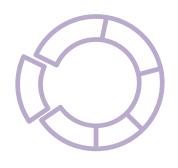
TURNOVER

 5% of properties turnover and are therefore reassessed each year, in line with historical sales trends for properties in the area.



DEMAND TRENDS

 Demand for new residential and nonresidential development is estimated at the City level, based on household and employment projections by SANDAG.



DEMAND CAPTURE

 Demand for new development in the District is estimated as an average 3% capture of residential demand and 6% of nonresidential in the City, in line with the historical capture trends of the Zip Code.



DEVELOPMENT

Projected new developments are valued in line with comparable properties in the area. When the Purple Line is expected to open, the market values factors in a premium of 25%, supported by existing TOD efforts in the country.

EIFD Assessment: Market-Supportable Development

HR&A estimated residential and non-residential* real estate demand in the City of San Diego over a 45-year period, the maximum EIFD term, using demographic projections of household and employment growth.

To estimate how much of that demand will be take place within the EIFD, HR&A used the zip code's specific demographic projections¹ to calculate capture rates of the city over then next 45-years. Non-residential capture is higher in this area than residential since Kearny Mesa is a large employment center.

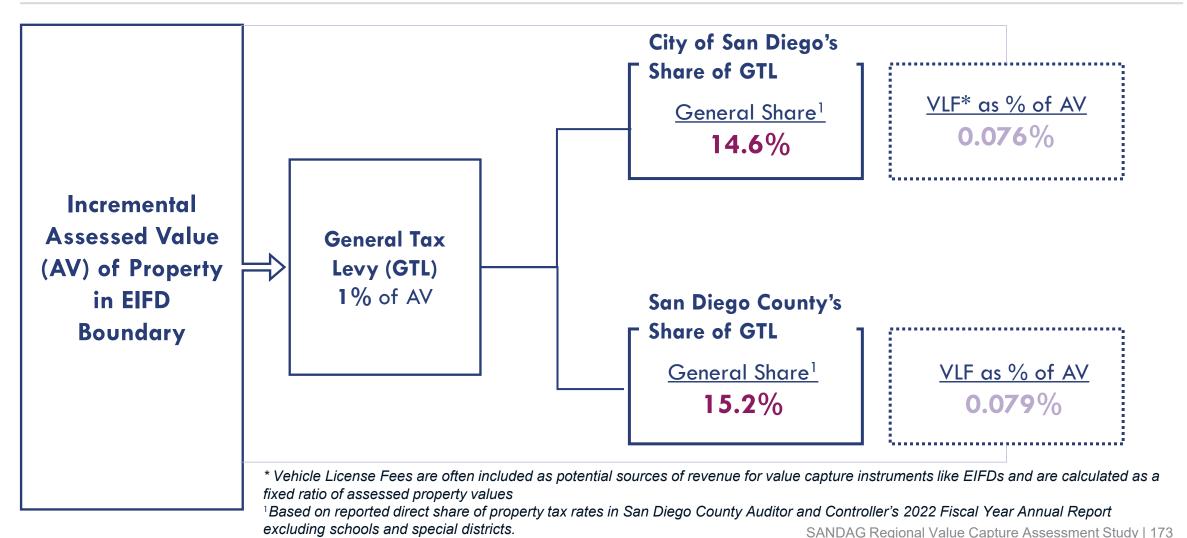
Demand is translated to development capacity by making assumptions on average household size and average commercial square foot per employee and factoring in long-term vacancy rates for the San Diego area.

		EIFD Area	
Development Type	Citywide 45-Year Demand	Avg. Capture Rate	45-Year Demand
Residential Units	132,100 Units	3.4%	5,400 Units
Non-Residential SF	168,230,000 SF	6.4%	12,170,000 SF

^{*} Includes office, retail, and industrial properties

¹SANDAG Series 14 Regional Growth Forecast

EIFD Assessment: Tax Revenue Assumptions

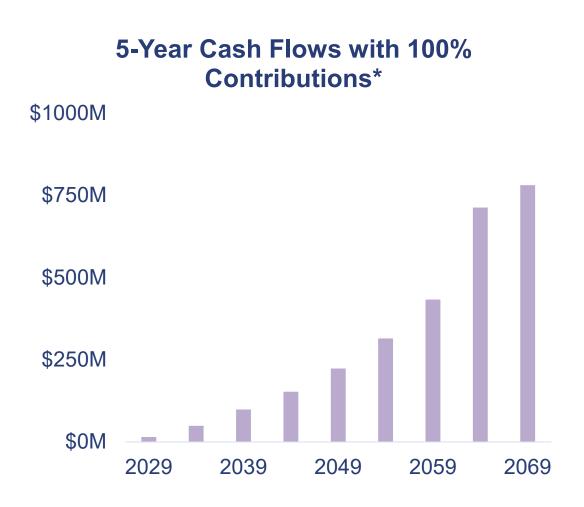


EIFD Assessment: Summary of Revenue to EIFD by Source

	NPV* of Rev	enue from 45 Year	rs (2025-2069)	
Incremental Assessed Value	\$248.9B			
General Tax Levy Revenue	\$2.5B			
Contributions to EIFD	100%	75%	50%	
City Share	\$364.2M	\$273.2M	\$182.1M	
City's Share of VLF	\$188.9M	\$141.7M	\$70.9M	
County Share	\$378.6M	\$283.9M	\$189.3M	
County's Share of VLF	\$196.3M	\$147.3M	\$98.2M	
Total EIFD Revenue	\$1.13B	\$846.M	\$540.4M	

^{*} Discounted at a 3% rate to adjust for inflation

EIFD Assessment: 100% Contribution from All Sources Scenario



5 Years Ending	Revenue*
2029	\$15.0M
2034	\$49.0M
2039	\$98.6M
2044	\$152.6M
2049	\$223.0M
2054	\$314.6M
2059	\$432.9M
2064	\$712.8M
2069	\$780.7M
Total 45-Year Revenue*	\$1.13 Billion

^{*} Discounted at a 3% rate to adjust for inflation

Revenue from Special Assessments

Typology of Assessment Districts

Assessment Districts are created by cities and counties in California to raise revenue to finance facilities and services through the levy of special taxes on properties in the district. The two most common Assessment Districts are Community Facilities Districts (CFDs) and Special Assessment Districts (SAD). CFDs are more flexible with regards to setting the district's boundaries, its assessment, and the purpose of the revenues. Therefore, the revenue analysis conducted considers the implementation of a CFD as opposed to a SAD as a proxy for a more flexible scenario in terms of revenue generation.

Community Facilities Districts

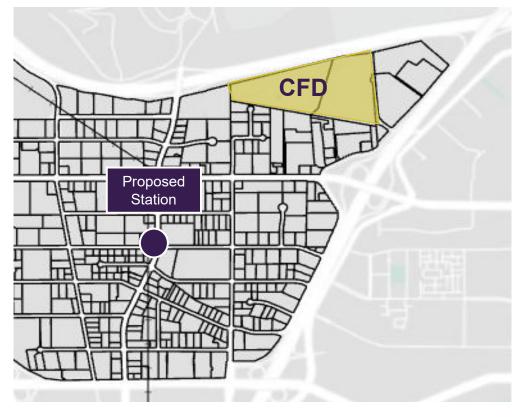
- Setting of district boundaries and the tax levy are flexible.
- The tax must be reasonable and cannot be ad valorem.
- Often used for new developments.
- CFDs are flexible in the type of improvements or services that can be paid for. They are used most commonly for streets, water, sewer/drainage, electricity infrastructure, schools, parks & police.

Special Assessment Districts

- Can be applied only if properties receive a special benefit (over and above any benefit that other properties or the general public may receive) from the public improvement.
- Assessment must be based on the proportional cost of the "special benefit" received by each property owner in the district.
- The most common districts are for improvement and maintenance of roads, annexations to the Countywide Street Lighting District; and County Services Areas (CSAs) for landscape maintenance, park maintenance, fire protection services, and paramedic services.

Geography and Program of CFD

The evaluation of potential CFD revenues was conducted over the two parcels in the Station Area rather than the whole Station Area given its size and the existence of multiple landowners. The parcels are currently zoned for open space but were <u>selected for illustrative purposes</u> given their size, unified ownership, and greenfield opportunity. Moreover, the analysis assumes mixed-use zoning to illustrate greenfield development potential. It is worth noting that parcels in a CFD do not necessarily need to be contiguous.



Indicator	Value
Estimated Development Capacity	
Total Acreage	57 Ac.
Assumed Zoning	Mixed-Use (MX-1)
% of Land for Construction	50%
Developable Acreage	29 Ac.
FAR	2.5
Total Gross Developable SF	3.1 Million GSF
% Net Developable Land*	80%
Total Net Developable SF	2.5 Million NSF
Assumed Program	
Residential	2,300 Units
Non-Residential	(54% of Area Demand) 0.5 Million SF (5% of Area Demand)

Methodology of CFD Revenue Estimates

To arrive to a potential assessment for the parcels considered, the analysis first estimates the financial feasibility of various type of development typologies. This includes estimating the "Excess Value" remaining from developing each property, after accounting for Land Acquisition Costs, Construction and Operating Costs, Revenues, and Developer Returns.

Income-producing typologies

Indicator per GSF		Residential Rental	Office	Retail	Industrial
Net Operating Income*	(a)	\$28	\$29	\$37	\$21
Loaded Capitalized Rate**	(b)	6.2%	7.4%	6.8%	6.5%
Capitalized Value	(c) = (a) / (b)	\$444	\$397	\$541	\$327
Development Costs***	(d)	(\$370)	(\$444)	(\$432)	(\$118)
Excess Value	(e) = (c) + (d)	\$74	(\$47)	\$109	\$209

For-sale typologies

Indicator per GSF		Residential for Sale
Gross Sale Price	(a)	\$431
Costs of Sale	(b)	(\$9)
Net Sale Price	(c) = (a) + (b)	\$422
Development Cost***	(d)	(\$370)
Developer Profit Margin****	(e)	(\$42)
Excess Value	(f) = (c) + (d) + (e)	\$10

Based on the feasibility assessment, a developer would pursue a combination of residential (rental and for-sale), retail, and industrial development. Office use is not financially feasible in the parcels of study and would likely not be considered in a potential program.

^(*) Includes income from rents minus vacancies, operating expenses, and property tax payments.

^(**) Applies 150 bps premium to average capitalization rates to account for developer's return on development cost

^(***) Includes cost of land acquisition, hard and soft costs of construction, cost of financing, and cost of parking.

²²²

CFD Assessments

Having determined the financial feasibility of each development prototype, the analysis determines a potential assessment for each feasible prototype under two scenarios:

- Base Scenario: the annual assessment plus the annual property tax payment cannot exceed 2% of the properties' Assessed Value.
 This is a common benchmark used by developers to decide whether to proceed with development within the area of a new assessment district.
- 2. Aggressive Scenario: the CFD or SAD assessment is maximized to the point where the "Excess Value" for each typology approaches zero.

Given that the Base Scenario yields the most conservative estimate, its assessments were considered to estimate potential CFD revenues. For simplicity and in order to compare proceeds from implementing a special assessment with EIFD proceeds, the assessments can be averaged for "Residential" and "Non-Residential" uses, depending on the mix of development pursued on the site. These rates are summarized below.

CFD Assessments by Typology per GSF

Scenario for CFD/SAD Assessment per GSF	Base Scenario
Residential Rental	\$0.9
Residential for Sale	\$2.6
Retail	\$4.5
Industrial	\$1.8

Average CFD Assessments by Use per GSF

Use	Typology	Breakdown of Development by Use	Avg. Base Scenario Assessment
Residential	Rental	90%	\$1.05
Residential	Sale	10%	φ1.03
Non-	Retail	70%	\$3.68
Residential	Industrial	30%	φ3.00

CFD and EIFD Revenues Over Parcels of Study

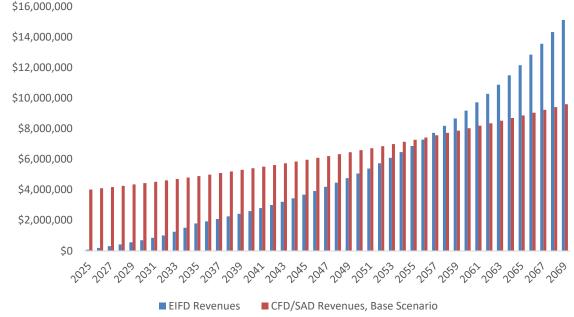
The CFD revenues estimate assumes that the collection of assessments would begin once the district is approved in Year 1 (2025) of the period studied and consider the full development program, which is assumed to be developed and completed between Years 1 and 10. During these years, payment of the assessment is distributed between the developer and the new owners of residential and commercial space. After Year 10, all CFD payments would stem from owners of finalized commercial and residential program.

The table below summarizes the net present value of revenues from implementing a CFD and an EIFD. Both mechanisms can be implemented simultaneously. After ~20 years the magnitude of EIFD revenues would be equal to CFD's and the CFD debt could eventually be "retired" as EIFD revenues should be enough to cover CFD-related debt service.

Net Present Value of Revenues over 45 Years, by Instrument

Use	Residential	Non- Residential	Total	
Total Development	2,300 Units	500,000 SF	-	
CFD/SAD Revenues, Base Scenario	\$76.1 M	\$66.7 M	\$142.8 M	
EIFD Revenues	\$60.5 M	\$34.5 M	\$95.0 M	

Annual Nominal Revenue by Source



Debt Financing Capacity Analysis

Debt Capacity Methodology

Based on the EIFD tax increment and CFD special tax revenue projections conducted by HR&A, Sperry conducted a financing capacity assessment of these revenue streams. This assessment considered the following assumptions:

- The analysis is informed by California Debt and Investment Advisory Commission Debt Watch database of recent transactions of par amount of at least \$12.5M, including:
 - For CFD, ten recent CFD transactions and their rounded average credit spread of the 20- to 30-year maturities for those issuances
 as a credit spread approximation;
 - For EIFD, recent tax increment transactions (there have been no EIFD bond financings to date¹) over the past year, with credit spreads comparable to the CFD transactions;
- Bonds assumed to be senior lien, tax exempt, non-rated;
- Each issuance assumes par bonds with interest rate based on current market GO AAA scale from the Municipal Market Data (MMD) as of 6/5/23 with an added a premium of 25 basis points (0.25%)² plus credit spread;
- Debt service reserve fund sized based on three prong test³; and
- Debt structure sized based on minimum required debt service cover ratios and other assumptions.

^{1.} Treasure Island (SF) did issue IRFD bonds, also secured by tax increment, par amount of \$24M for 2022A bonds and \$5M for 2022B bonds

^{2.} Over the past 15 years, premium bonds (the coupon rate exceeds the yield) have been the market standard. For the purposes of this analysis the bonds were structured as par bonds and given current interest rates par bonds require increased yield. As such a 25 bp premium was added

^{3.} The three-prong test is the lesser of: (i) 10% of par amount of the bonds, (ii) maximum annual debt service, or (iii) 125% of average annual debt service.

Key Debt Financing Assumptions

Assumption*	EIFD	CFD
Bond Type	Senior lien, tax exempt, nonrated bonds	Senior lien, tax exempt, nonrated bonds
Issuance costs (% of par)	2%	2%
Yield/coupon (sold at par)**	MMD GO AAA Scale + 25 bps par adjustment	MMD GO AAA Scale + 25 bps par adjustment
Term	Earlier of 30 Years and 1 Year Before EIFD Termination	21 Years
Credit spread	200 bps	200 bps
Debt service coverage ratio (min.)	1.5x	1.1x
Debt structure	Level debt service until the last transaction which is ascending	Ascending; structured to min DSCR
Debt service reserve fund***	Three prong test	Three prong test
Issuance frequency	Every 8 years, commencing 2029	Two issuances, in 2026 and 2047

^{*}Among other assumptions

- EIFD tax increment and CFD special tax revenue projections provided by HR&A
- MMD AAA GO based on current market (6/5/23)
- CFD assumptions are based on 10 recent CFD transactions with a par amount greater than \$12.5M and a rounded average spread of the 20–30-year maturities for those issuances
- No EIFD transactions to date. Based on recent tax increment transactions (over the past year). Credit spread were similar to CFD transactions described above.

^{**}Over the past 15 years, premium bonds (the coupon rate exceeds the yield) have been the market standard. For the purposes of this analysis the bonds were structured as par bonds and given current interest rates par bonds require increased yield. As such a 25 bp premium was added

^{***}The three-prong test is the lesser of: (i) 10% of par amount of the bonds, (ii) maximum annual debt service, or (iii) 125% of average annual debt service. Notes:

EIFD DEBT CAPACITY | Debt capacity from EIFD bonds based on revenue projections, scenario and other assumptions*

Kearny Mesa (19.4 square miles) 804 parcels with current assessed value of \$1.5B

Estimated Bond Proceeds for Projects	2029 Issuance (\$M)	2037 Issuance (\$M)	2045 Issuance (\$M)	2053 Issuance (\$M)	Total
City and County contribute 50% each of tax increment share (no VLF)	\$17	\$45	\$53	\$69	\$184
City and County contribute 100% each of tax increment and VLF shares	\$51	\$136	\$160	\$211	\$558

Indicates project fund amounts.

Note: After debt service payments are made, remaining revenue can be used on a pay-go basis.

CFD DEBT CAPACITY | Debt capacity from CFD bonds based on revenue projections, scenario and other assumptions*

2 undeveloped parcels northeast of the proposed Kearny Mesa Purple Line station totaling 57.8 acres

Estimated Bond Proceeds for Projects	2026 Issuance (\$M)	2047 Issuance (\$M)	Total
CFD - Base Scenario (Max 1.8% aggregate tax)	\$28	\$42	\$70

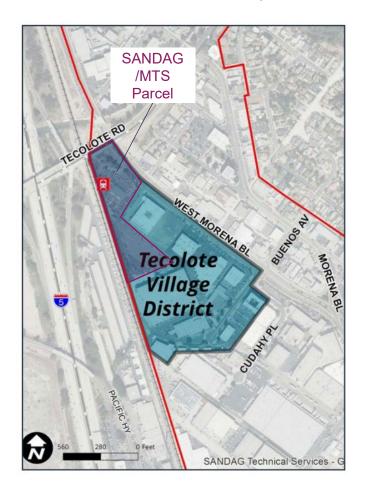
Indicates project fund amounts.

Note: After debt service payments are made, remaining revenue can be used on a pay-go basis

Joint Development Assessment – MTS/SANDAG Parcel in Tecolote Village

Geography and Program of JD

The evaluation of potential proceeds from a Joint Development Agreement was conducted over a parcel owned by SANDAG and MTS in the "Tecolote Village" site at Tecolote Road Station, considering a hypothetical development program that is based on the new zoning regulations established in the Morena Corridor Specific Plan.



Indicator	Value
Developable Land	
Total Acreage	2.75 Ac.
% Developable	80%
Developable Acreage	2.20 Ac.
Assumed Program	
Max. Density of DU per Acre Permitted	109
% of Affordable Units Required	15%
Max Number of DU Permitted	240 Units
Affordable Units	36 Units
Market Units	204 Units
Retail Program	10,000 SF

JD Revenues

In order to determine the feasibility of Joint Development, the Residual Land Value (RLV) of the site was estimated, assuming the hypothetical development program outlined prior. The RLV is estimated as the difference between the Project's Value – determined by rents and the developer's required capitalization rate – and Costs (including Costs of Development, Developer Profit, and Administrative Costs).

Indicator	Residential Rental: Market	Residential Rental: Affordable	Retail
Annual Net Operating Income Per NSF	\$26.94	\$14.32	\$30.61
Capitalization Rate	4.7%	4.7%	5.3%
Total Project Value	\$573	\$305	\$578
Cost of Sale	(\$11)	(\$6)	(\$12)
Net Project Value per NSF	\$562	\$299	\$566
Net Project Value per GSF	\$477	\$254	\$481
Developer Profit Margin	(\$48)	(\$25)	(\$48)
Development Cost	(\$370)	(\$370)	(\$432)
RLV per GSF	\$60	(\$142)	\$1
SF per Unit	842	842	
Units or SF	204 Units	36 Units	10,000 SF
RLV per Use (\$M)	\$10.3	(\$4.3)	\$0.0

Key Takeaways:

- Total Residual Land Value for Tecolote Village is positive, at \$6.0 million.
- The RLV estimate is based on a program of 240 units, 15% of which are affordable for households with incomes 80% below the Area's Median Income. The positive RLV obtained from market products can subsidize the development of affordable housing units.
- Each 5% increase in the affordable housing requirements decreases total RLV by approximately \$2 million. An affordability requirement of over 30% of units results in a negative RLV and turns the development financially unfeasible.

Disclaimers

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Task 4 Deliverable: Order-of-Magnitude Estimates from Value Capture Implementation in Kearny Mesa Station Area and Tecolote Village

SANDAG Regional Value Capture Assessment Study



HR&A Advisors, Inc.

SANDAG Value Capture Study

Task 3 B.1: Joint Development Evaluation

The evaluation of joint development potential involves two steps:

- B.1.1 Eligibility asks a set of go or no-go questions to determine if joint development is possible on the site in question; if the site passes, it is evaluated for potential success, step B.2
- B.1.2 Suitability Score estimates how successful the joint development could be by evaluating the site in three ways. First, it analyzes local real estate market to approximate potential returns for the private developer. Second, it analyzes potential constraints or delays to development to approximate timing of the development. Lastly, it analyzes any potential roadblock in implementing the joint development, factoring in community sentiment and expected cooperation from local jurisdictions.

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Site

Location

Site Ownership

Development Program

Evaluation Summary

B.1.1 Joint Development Eligibility

Criteria	Score
Eligibility	Proceed to Viability Evaluation

B.1.2 Joint Development Suitability Score

Category	Score	Score	Weight*
Market Viability	High	35	35
Development Viability and Timeline	High	35	35
Ease of Implementation and Longevity	High	30	30
Total Score for Joint Development Potential	High	100	100

(*) Weights per dimension are suggested; jurisdictions using this tool can adjust them as they see fit. Weights should total 100.

Evaluation Criteria

B.1.1 Joint Development Eligibility

Eligibility

Eligibility				
Criteria	Importance to Joint Development	Evaluation Metrics	Required Analysis	Score Rationale
Is the site not needed by the public agency to sustain agency operations; in other words, is the site "excess property"?	Public agencies are required to use land for necessary operations; if lanc is not necessary, it can be utilized and monetized through joint development.	d operations and footprint	Assessment of agency operations	Yes
Is development of the site physically possible?	Determining is the site can support a new build or improvement, determining if the JD is logistically feasible	Size, shape, topography, accessibility of the site to utilities and ROW	Analysis of the parcel and surrounding area	Yes
				Proceed to Viability Evaluation

B.1.2 Joint Development Suitability Score

Real Estate Market Viability

Redi Esidie Marker Viability							
Criteria	Importance to Joint Development	Evaluation Metrics	Required Analysis	Score	Scoring Guide	Weight	Rationale Source
Is there demand for new development in the area?	Ability to attract private investment	Historical absorption, rent growth,	Market scan to determine if there is	1	1 = Yes, strong demand; 0.5 =	50%	
		sales price growth; current	demand for development in the area over	r	Yes, moderate demand; 0 =		
		development pipeline; projected	a specified number of years into the future	е	No, little to no demand		
		household and employment growth					

If the project is not financially feasible, is there a need for tax	Capacity for revenue generation	Development cost and revenue	Financial feasibility analysis of the project	1	1 = Yes, necessary tax	50%
abatements or other incentives? If so, are they available?		projection; Site owner JD policy	and scan of available development		abatements are available or	
			incentives		project is feasible without tax	
					abatements; 0 = No, necessary	
					tax abatements are not	
					available	
				35		35

Development Viability

Criteria	Importance to Joint Development	Evaluation Metrics	Required Analysis	Score	Scoring Guide	Weight	Rationale Source
Is the site developable in the near term?	Timing of revenue generation	Current use of site, future use plans	Analysis of regulations and plans on or around the site	1	1 = Yes, within the next 1-3 years; 0.5 = Yes, within the next 3-5 years; 0 = No, over 5 years from now	50%	
Is rezoning required given the type of real estate development needed to make the JD feasible?	Zoning could limit the value of potential development in the project area.	Area density parameters (for e.g., max. dwelling units, floor area ratio) compatible with the amount of real estate development needed; rezoning process; historic community reactions to rezoning		1	1 = No; 0.5 = Yes, but rezoning is feasible; 0 = Yes, and rezoning is not feasible	50%	
			***************************************	35		35	

Criteria	Importance to Joint Development	Evaluation Metrics	Required Analysis	Score	Scoring Guide	Weight	Rationale Source
	Protest from the community will provide obstacles to development.	Community sentiment, political sentiment	Community engagement and analysis of recent elections or interviews	1	1 = Yes; 0 = No	25%	
disposition of excess land/ potential joint development?	Being strategic about the use of agency assets can help further the value of the development.	Prioritization of transit experience, affordable housing, etc.	Analysis of JD policy or past initiatives	1	1 = Yes; 0 = No	25%	
	. ,		Comparison of agency's JD policy and that of other comparable agency's or other best practices.	1	1 = Yes; 0 = No	25%	
on joint development in general?	The developer needs to acquire entitlements from the local jurisdiction in order to start building.	City entitlement process and attitude towards joint development	Analysis of policy and past participation i joint developments in the City	n 1	1 = Local jurisdiction is cooperative and works in tandem with transit agency on JD; 0.5 = Local jurisdiction is not cooperative but does interfere with JD ventures; 0 = Local jurisdiction is usually opposed to ID		



Value Capture in the San Diego Region



Transportation Committee | Item 5 Tim Garrett, Regional Planner II January 19, 2024

1

Study Objectives



Evaluate value capture instruments and joint development opportunities



Advance regional housing goals

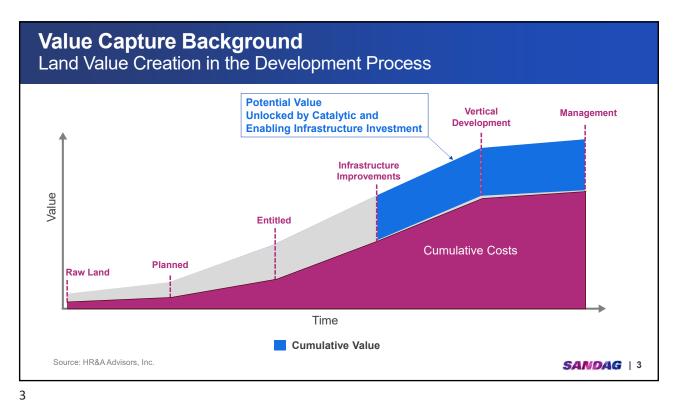


Generate sustainable revenue to implement Regional Plan



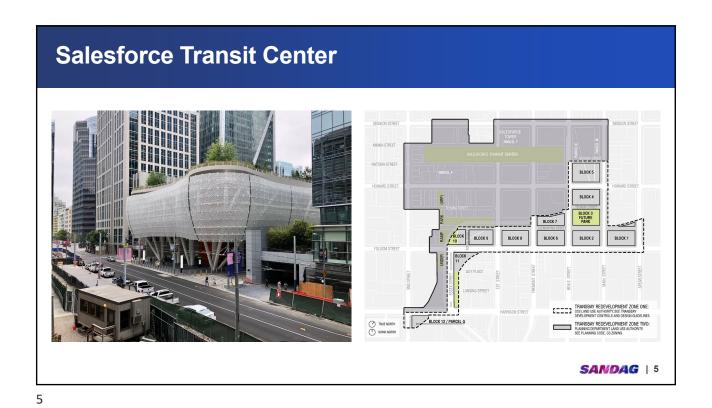
Develop policy recommendations

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nstruments	Reviewed		
Instruments	Key Stakeholders	Description	Applications
Community Facilities District (CFD)	Public entity, district property owners/voters	Special tax on properties (additive tax)	New development, cannot be based on value
Special Assessment District (SAD)	Public entity, district property owners	Similar to CFD but assessments must relate to specific benefit to properties assessed	Special benefits
Impact Fees	City, developers	Fee to mitigate cost of impact of new developments	New developments, based on impact
Tax Increment Financing (TIF)	City, county	Contribution of property tax increment to projects of communitywide significance	Communitywide improvements in areas of high real estate value growth
Joint Development (JD)	Agency, city, developers	Arrangement between public entities and private developers to develop properties	Mixed-use, affordable housing
			SANDAG



Value Capture Screening General Value Capture Potential Value Capture Instrument Potential Eligibility Threshold Suitability Score Eligibility Threshold Suitability Score How suitable or What Value What is the effective is each suitability of Is the area Capture eligible eligible for Value implementing instruments are instrument to Value Capture in eligible for Capture? generate implementation? the area? infrastructure funding? SANDAG | 6

Joint Development Screening

Eligibility Threshold

Suitability Score

Is the site eligible for Joint Development?

- Excess property
- Physical development constraints



Will Joint Development generate meaningful revenues?

- · Real estate market viability
- Development viability
- Ease of implementation

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Value Capture Pilot Assessment: Kearny Mesa Station Area

Key Takeaways

- · Potential Purple Line station area
- Recently updated Community Plan
- Projected 45-year development demand
 - 5,400 residential units
 - ~12 million square feet nonresidential
- 45-year potential Enhanced Infrastructure Financing District revenue up to \$1.1 billion
- Additional Community Facilities District potential for two greenfield parcels

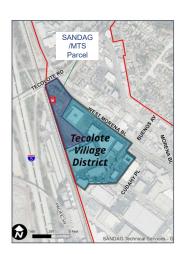


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Joint Development Pilot Assessment: Tecolote Village

Key Takeaways

- New Blue Line Station
- · Morena Corridor Specific Plan
- Residual Land Value (RLV) estimate of \$72.4 million
 - \$6 million on publicly owned parcel
- · Assume 2,908 units, 15% affordable
 - Each 5% increase in affordability requirement decreases total RLV by approximately \$2 million
 - Affordability requirement >30% is financially unfeasible



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9

Implementation Strategy Foundation 3 5 1 4 Encourage long term Develop a Provide Establish a Implement partnerships regional resources to coordinating local policies / and alignment strategy / local public agency guidelines across key vision entities stakeholders SANDAG | 10

Prioritizing and Implementing

- High level screening of sites for key characteristics to establish selection and sequencing
- Strengthening key partnerships for selected sites
- Detailed screening and business case development for selected sites and tools
- Implementation of value capture/joint development

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Next Steps

- Study and Screening Tool available online
- Continue conversations with partner agencies
- Apply findings to SANDAG projects



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January 19, 2024

2023 Regional Transportation Improvement Program: Amendment No. 9

Overview

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

The 2023 RTIP covers FY 2023 – FY 2027 and is fiscally constrained, meaning that enough revenue is

Action: Adopt

The Transportation Committee is asked to adopt Resolution No. 2024-14, approving Amendment No. 9 to the 2023 RTIP.

Fiscal Impact:

Amendment No. 9 reflects an increase of \$354.5 million to the total amount programmed in the 2023 RTIP.

Schedule/Scope Impact:

Amendment No. 9 reflects the addition of 9 new projects and 3 deleted projects.

committed or reasonably assumed to be available from local, state, and/or federal sources for each phase of the project that is included in the RTIP. Amendments are made to the RTIP on a quarterly (or asneeded) basis to reflect funding or scope changes.

Key Considerations

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

Key changes in Amendment No. 9 include:

- Programming updates based on the FY2024 SANDAG Program Budget amendments approved by the Board of Directors on October 27, 2023, including:
 - \$100,000,000 of Transit and Intercity Rail Capital Program (TIRCP) funds programmed on the San Dieguito Lagoon Double Track and Platform (SAN30 – Part of SAN114)
 - \$82,000,000 of TIFIA swapped for Local Funds (AC) in Construction phase of State Route 11 (V11)
- Programming updates requested by Member Agencies

Tables 3a through 3c (Attachment 4) provide updated program financial summaries. Attachment 5 summarizes changes made during the public comment period. Attachment 6 summarizes the federal requirements analysis for projects contained in this amendment. Attachment 7 is a listing of the Tribal Transportation Program (TTP) projects currently under construction in the San Diego Region and is included for information only. The 2023 RTIP can be found in its entirety at sandag.org/RTIP.

The Independent Taxpayer Oversight Committee reviewed the TransNet projects included in this amendment at its meeting on January 10, 2024. Any significant comments received will be brought to the Transportation Committee.

Next Steps

Pending Transportation Committee adoption, the Board will be asked to ratify the Transportation Committee's action at its meeting on January 26, 2024. TransNet funds will be made available following Board ratification.

Susan Huntington, Director of Financial Planning, Budgets and Grants

Attachments:

- 1. Draft Resolution 2024-14
- 2. Table 1 Summary of Changes Report Amendment No. 9
- 3. Table 2 Amendment No. 9
- 4. Tables 3a-3c Financial Summary Amendment No. 9
- 5. Changes During Public Comment
- 6. Federal Requirements Analysis
- 7. Tribal Transportation Program Projects (SANDAG)



Resolution No. 2024-14

Adopting Amendment No. 9 to the 2023 Regional Transportation Improvement Program

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

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

WHEREAS, Amendment No. 9 is consistent with the metropolitan transportation planning regulations per 23 CFR Part 450 including the performance-based planning requirements; and

WHEREAS, Amendment No. 9 is consistent with San Diego Forward: The 2021 Regional Plan (2021 Regional Plan), which conforms to the applicable SIP and to the emissions budgets from the 2020 Plan for Attaining the National Ozone Standards Plan for San Diego County, which were found adequate for transportation conformity purposes by the U.S. Environmental Protection Agency effective October 2021; and

WHEREAS, Caltrans, MTS, NCTD, the cities of Chula Vista, Imperial Beach, San Diego, Solana Beach, Vista, and SANDAG have requested various changes to existing projects for inclusion into the 2023 RTIP, as shown in Table 2; and

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

WHEREAS, Amendment No. 9 to the 2023 RTIP continues to provide for timely implementation of transportation control measures contained in the adopted RAQS/SIP for air quality and a quantitative emissions analysis demonstrates that the implementation of the RTIP projects and programs meet all the federally required emissions budget targets; and

WHEREAS, projects in Amendment No. 9 satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450 including all performance-based planning requirements; and

WHEREAS, all other projects in Amendment No. 9 are either non-capacity increasing or exempt from the requirements to determine conformity; and

WHEREAS, the projects in 2023 RTIP Amendment No. 9 are fiscally constrained; and

WHEREAS, the projects in 2023 RTIP Amendment No. 9 are consistent with the Public Participation Policy adopted by the SANDAG Board of Directors

WHEREAS, the SANDAG Board of Directors has delegated the approval of RTIP amendments to the Transportation Committee; NOW THEREFORE

BE IT RESOLVED that the SANDAG Transportation Committee, does hereby adopt Amendment No. 9 to the 2023 RTIP; and

BE IT FURTHER RESOLVED that the SANDAG finds the 2023 RTIP, including Amendment No. 9, is consistent with the 2021 Regional Plan, is in conformance with the applicable SIP, and with the 2016 RAQS for the San Diego region, is consistent with SANDAG Intergovernmental Review Procedures, and is consistent with SANDAG Public Participation Policy, as amended.

PASSED AND ADOPTED this 19th of January 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.

LEGEND:

Table 1 - Summary of Changes Report (\$000) 2023 RTIP Amendment No. 9

	2023 RTIP Amendment No. 9						↑ Increase	
Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	↓ Reduce ← Revise + Add new	Change Description
CAL09	Caltrans	Interstate 5 - HOV/Managed Lanes	\$907,455	\$907,455	\$0	0%	→ TransNet - MC Conversion	AC between fiscal years; \leftrightarrow CMAQ and CMAQ
CAL44	Caltrans	Grouped Projects for Bridge Rehabilitation and Reconstruction - Highway Bridge Program	\$218,472	\$218,472	\$0	0%	↔ Revised HBP b	etween fiscal years per listing dated 10/20/2023
CAL46A	Caltrans	Grouped Projects for Safety Improvements - SHOPP Mobility Program	\$173,814	\$173,830	\$16	0%	个 TransNet - MC	
CAL46B	Caltrans	Grouped Projects for Safety Improvements - SHOPP Collision Reduction (CR) Program	\$0	\$6,504	\$6,504	N/A	Carried over from	2021 RTIP and ↑ SHOPP - CR - NHS (AC)
CAL68	Caltrans	SR 94/125 Interchange and Arterial Operational Improvements	\$34,240	\$34,240	\$0	0%	↔ Revised RSTP	between fiscal years
CAL78D	Caltrans	I-805 South Soundwalls - Unit 1	\$87,461	\$87,461	\$0	0%	↔ Revised RSTP	between fiscal years
CAL105	Caltrans	Grouped Projects for Highway Safety Improvement - HSIP Program	\$23,530	\$23,779	\$249	1%	个 HSIP per listing	dated 11/16/2023
CAL277	Caltrans	I-15/SR 78 ML Connectors	\$32,937	\$35,937	\$3,000	9%	RSTP and STIP	Net - MC; ↑ and ↔ Local Funds - Agency for 23 Budget Amendment)
CAL277A	Caltrans	I-5 HOV/SR 78 Connector	\$16,118	\$16,118	\$0	0%		et - MC and removed RSTP 23 Budget Amendment)
CAL278	Caltrans	SR78 HOV/Managed Lanes	\$40,683	\$39,000	-\$1,683	-4%		and removed CMAQ 23 Budget Amendment)
CAL398A	Caltrans	La Jolla Village Drive to Genesee Avenue Auxiliary Lane	\$6,750	\$6,876	\$126	2%	+ TransNet - MC	
CAL536	Caltrans	SR-52 Operational Improvements	\$12,070	\$15,070	\$3,000	25%	↑ TransNet - MC (Part of 10/27/20)	23 Budget Amendment)
CAL571	Caltrans	I-805 Transit Priority Lanes (SR 94 to SR 52)	\$30,000	\$30,000	\$0	0%	↔ Revised RSTP	between fiscal years

Table 1 - Summary of Changes Report (\$000) 2023 RTIP Amendment No. 9

LEGEND: ↑ Increase

_	2023 KHF Amendment No. 5							
Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	↓ Reduce↔ Revise+ Add new	Change Description
CAL572	Caltrans	I-15 Transit Priority Lanes	\$12,000	\$12,000	\$0	0%	↔ Local Funds -	Agency for RSTP
CAL615	Various Agencies	Harbor Drive 2.0 & I-15 Operational Improvements (Vesta St)	\$27,300	\$27,300	\$0	0%	↔ Revised CBI b	etween fiscal years
CAL620	Caltrans	SR-75 Sea Level Rise Adaptation Planning Study	\$0	\$600	\$600	N/A	New PROTECT pr	oject
CHV69	Chula Vista, City of	Heritage Road Bridge	\$48,342	\$48,342	\$0	0%	← Revised HBP a dated 10/20/2023 dated 10/20/2023 dated 10/20/2023 dated 10/20/2023 dated 10/20/2023 dated 10/20/2023 dated 10/20/2023 dated 10/20/2023 dated 10/20/2023 dated 10/20/2023 dated 10/20/2023 dated 10/20/2023 dated 10/20/2023 dated 10/20/2023 dated 10/20/2023 dated 10/20/2023 dated 10/20/2023 dated 10/20/2023 dated 10/20/2023 dated 10/20/2023 dated 10/20/2023 dated 10/20/2023 dated 10/	and Local Funds between fiscal years per listing
CHV88	Chula Vista, City of	F Street Promenade	\$125	\$15,836	\$15,711	12569%	+ ATP - R and Loc	al Funds
MTS28	San Diego Metropolitan Transit System	Bus & Rail Rolling Stock purchases and Rehabilitations	\$339,851	\$343,343	\$3,492	0%	↑ FTA 5337	
MTS31	San Diego Metropolitan Transit System	Bus & Rail Electrification and Power	\$80,123	\$76,631	-\$3,492	-4%	↓ FTA 5337	
NCTD05	North County Transit District	Bus Revenue Vehicle Purchases & Related Equipment	\$142,864	\$149,957	\$7,093	5%	↑ FTA 5339	
SAN11A	San Diego Association of Governments	Regional Rideshare Program	\$46,253	\$52,753	\$6,500	9%	↑ CMAQ	
SAN40	San Diego Association of Governments	Metropolitan Planning	\$85,197	\$85,327	\$130	0%	↑ TransNet - SS (Part of 10/27/20	23 Budget Amendment)
SAN114	San Diego Association of Governments	Grouped Projects for Rehabilitation or Reconstruction of Track Structures, Track, and Trackbed in Exisiting Rights-of-Way: Coastal Rail Corridor	\$338,288	\$438,536	\$100,248	30%	↑ TransNet - MC (Part of 10/27/20	; 个 SB1 - TIRCP 23 Budget Amendment)
SAN115	San Diego Association of Governments	San Onofre to Pulgas Double Track	\$73,233	\$73,683	\$450	1%	+ Local Funds (Part of 10/27/20	23 Budget Amendment)
SAN129	San Diego Association of Governments	Downtown Multiuse and Bus Stopover Facility	\$45,975	\$57,975	\$12,000	26%	↑ TransNet - MC (Part of 10/27/20	; 个 RSTP 23 Budget Amendment)

LEGEND:

Table 1 - Summary of Changes Report (\$000) 2023 RTIP Amendment No. 9

↑ Increase ↓ Reduce \leftrightarrow Revise **Total Programmed** Total Programmed Percent Project ID **Lead Agency Project Title Cost Difference** + Add new **Change Description Before** Revised Change Grouped Projects for Bicycle and Pedestrian Facilities -↑ CRP; ↓ TransNet - BPNS **SAN147** San Diego Association of Governments \$81,349 \$81,349 \$0 Bayshore Bikeway (Part of 10/27/2023 Budget Amendment) Grouped Projects for Bicycle and Pedestrian Facilities -SAN148 San Diego Association of Governments \$37.643 \$37,643 \$0 + CRP; ↓ TransNet - BPNS Coastal Rail Trail ↑ CRP; ↑ SB1 - LPP Formula; ↑ RSTP SAN153 \$88,050 \$92,012 \$3,962 San Diego Association of Governments The Inland Rail Trail (Part of 10/27/2023 Budget Amendment) ↑ TransNet - BPNS; ↑ RSTP; ↑ ATP - R; + ATP - S; + SB1 - LPP Grouped Projects for Bicycle and Pedestrian Facilities - North **SAN227** San Diego Association of Governments \$72,874 \$91,729 \$18,855 26% Park/Mid-City Bikeways (Part of 10/27/2023 Budget Amendment) Grouped Projects for Bicycle and Pedestrian Facilities -↑ TransNet - MC SAN228 San Diego Association of Governments \$65,681 \$74,681 \$9,000 14% Uptown Bikeways (Part of 10/27/2023 Budget Amendment) + CMAQ **SAN258** San Diego Association of Governments Central Mobility Hub \$42,921 \$74,921 \$32,000 75% (Part of 10/27/2023 Budget Amendment) **SAN261** San Diego Association of Governments Palomar Street Rail Grade Separation \$7,000 \$7,000 \$0 SAN262 San Diego Metropolitan Transit System Low-Floor Light Rail Transit Vehicles \$72.260 \$72.260 \$0 ↑ TransNet - MC; ↓ RSTP **SAN265** San Diego Association of Governments Flexible Fleet Pilots \$4,700 \$9,736 \$5,036 107% ↑ RSTP SAN300 San Diego Association of Governments I-8/Willows Road Interchange Improvements \$3,000 \$3,000 \$0 New project for OWP# 3322501 **SAN308** San Diego Association of Governments Purple Line Alternatives Analysis \$0 \$20,000 \$20,000 (Part of 10/27/2023 Budget Amendment) New project for OWP# 3322302 \$0 SAN309 San Diego Association of Governments South County Rapid Transit \$7,000 \$7,000 (Part of 10/27/2023 Budget Amendment)

Table 1 - Summary of Changes Report (\$000)

LEGEND: 2023 RTIP Amendment No. 9 ↑ Increase ↓ Reduce \leftrightarrow Revise **Total Programmed** Total Programmed Percent Project ID **Lead Agency Project Title Cost Difference** + Add new **Change Description Before** Revised Change **SAN311** San Diego Association of Governments Transportation Performance Monitoring and Reporting \$0 \$439 \$439 New project for OWP# 3311700 New project for CIP# 1147101 SAN312 San Diego Association of Governments Del Mar Bluffs Access Improvements \$0 \$9,000 \$9,000 N/A (Part of 10/27/2023 Budget Amendment) SB23 Solana Beach, City of Traffic Signal Equipment Replacements and Upgrades \$0 \$61 \$61 N/A New RTCIP project SD09 San Diego, City of Sidewalks - Citywide \$28,587 \$28,685 \$98 ↑ TransNet - LSI Carry Over; ↓ TransNet - LSI San Diego, City of Traffic Signals - Citywide \$57,555 SD16A \$58,443 \$888 ↑ TransNet - LSI **SD18** San Diego, City of **Traffic Control Measures** \$11,765 \$11,661 -\$104 ↓ TransNet - LSI Flood Resilience Infrastructure - Roadway Drainage SD23 \$33,391 \$33,413 \$22 San Diego, City of ↑ TransNet - LSI Carry Over Improvements **SD34** \$61,723 San Diego, City of El Camino Real \$65,973 \$4,250 ↑ Local Funds SD49 \$22,923 \$20,833 San Diego, City of Median Improvements Citywide -\$2,090 ↓ TransNet - LSI SD96 San Diego, City of Street Resurfacing and Reconstruction Citywide \$127,663 \$129,767 \$2,104 ↑ TransNet - LSI SD166 \$28,198 \$48,198 \$20,000 San Diego, City of **Bicycle Facilities** 71% ↑ TransNet - LSI SD237 Coastal Rail Trail \$21,423 \$20,673 San Diego, City of -\$750 ↓ TransNet - LSI SD266 San Diego, City of Normal Street Promenade \$2,100 \$3,855 \$1,755 ↑ TransNet - LSI

LEGEND:

Table 1 - Summary of Changes Report (\$000) 2023 RTIP Amendment No. 9

		2023	RTIP Amendm	ent No. 9			↑ Increase	
Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	↓ Reduce ↔ Revise + Add new	Change Description
SNT26	Santee, City of	SR-67 Improvements/Woodside Avenue Interchange Improvements	\$4,125	\$0	-\$4,125	-100%	Deleted project - of FY 2024-28 CIP	Project cancelled by City Council during adoption
SNT30	Santee, City of	Smart Traffic Signals	\$500	\$2,114	\$1,614	323%	↑ Local RTCIP	
SNT32	Santee, City of	Cuyamaca Street Right Turn Lanes at Mission Gorge Road	\$0	\$1,210	\$1,210	N/A	New RTCIP projec	t
SNT33	Santee, City of	State Route 52 Improvements between SR-125 and I-15	\$0	\$8,500	\$8,500	N/A	New CPF project	
SNT34	Santee, City of	Broadband Infrastructure Improvements	\$0	\$1,232	\$1,232	N/A	New RTCIP projec	t
V07	Various Agencies	Biological Mitigation Program	\$462,000	\$462,000	\$0	0%	↔ Revised RSTP	between fiscal years
V10	Various Agencies	Grouped Projects for TransNet Smart Growth Incentive Program	\$39,285	\$41,077	\$1,792	5%	↑ TransNet - SGII)
V11	Various Agencies	State Route 11	\$1,052,770	\$1,109,594	\$56,824	5%	↓ TransNet - MC;	↑ TIFIA; ↑ RSTP; ↓ Local Funds
V12	Various Agencies	Grouped Projects for Bicycle and Pedestrian Facilities.	\$46,902	\$56,124	\$9,222	20%	↓ TransNet - BPN ↑ CRP; ↑ TDA - E	S; + ATP - S; + Cap & Trade; + SB1 - LPP Formula; bicycles
V14	Various Agencies	Grouped Projects for Bicycle and pedestrian facilities - Active Transportation Program (ATP)	\$133,105	\$124,453	-\$8,652	-7%	Funds; Deleted SA	S; + TransNet - MC; ↑ ATP - R; ↓ ATP - S; ↑ Local N292 and SAN293 from Grouped Listing; ATP nmed on SAN204 (Central Ave Bikeway) and Ave Bikeway)
V20	Various Agencies	Grouped Projects for Engineering - Complete Corridor Studies	\$34,365	\$34,365	\$0	0%	↔ Revised RSTP	between fiscal years

Abbreviation	Fund Type

ATP-R Active Transportation Program - Regional
ATP-S Active Transportation Program - Statewide

BIP/CBI Border Infrastructure Program/Corridors and Borders Infrastructure Program

CMAQ Congestion Mitigation and Air Quality

LEGEND:

↑ Increase

Table 1 - Summary of Changes Report (\$000) 2023 RTIP Amendment No. 9

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	↓ Reduce← Revise+ Add new	Change Description

CRP	Carbon Reduction Program
Fed Disc CPF - Transit Infra	Community Project Earmark Funds
Fed Disc CPF - Highway Infra	Community Project Earmark Funds
FTA 5337	Federal Transit Administration State of Good Repair Grant Program
FTA 5339	Federal Transit Administration Bus and Bus Facilitites Grant Program
НВР	Highway Bridge Program under SAFETEA-LU
HSIP	Highway Safety Improvement Program
Local Funds	Funds available from other sources such as developer fees, fare revenue or general fund
PROTECT	PROTECT Planning Set-Aside
RSTP	Regional Surface Transportation Block Grant
RTCIP	Regional Transportation Congestion Improvement Program
SHOPP - CR	State Highway Operation and Protection Program - Collision Reduction
SB1 - LPP	Senate Bill 1 - Local Partnership Program
TIFIA	Transportation Infrastructure Finance and Innovation Act
Toll Credits	Local funds that can be used to match federal funds
TransNet - BPNS	Prop A Extension - Bicycle, Pedestrian and Neighborhood Safety Program
TransNet - LSI	Prop A Extension - Local System Improvements
TransNet - MC	Prop A Extension - Major Corridors
TransNet - SGIP	Prop A Extension - Smart Growth Incentive Program

Table 2

2023 Regional Transportation Improvement Program Amendment No. 9 San Diego Region (in \$000s)

Caltrans

										RTIP #:	23-09
Project Title:	Interstate 5 - H	HOV/Mana	ged Lane	S				EA	NO: 2358	00, 2T21	7,
, , , , , , , , , , , , , , , , , , , ,	on I-5; construct Phase 1: Construct HOV from Lomas Santa Fe to Birmingham and replace San Elijo Bridge; Construct Phase 2: construct HOV lanes and soundwall on private property from Birmingham to Palomar Airport Rd; Construct Phase 3: Construct HOV lanes and soundwalls on private property from Palomar Airport Rd to SR-78. Toll Credits will be used to match federal funds for the PE phase, ROW phase and for the CON phase Reason: Revise funding between fiscal years, Revise funding between phases										, 2T258, 2T172, 2T358 5) , 00510,
						etween ph	ases				
	city Status:CI										
Est Total Cost: \$954	,293	0	pen to Tra	iffic: Phase	e 1: Mar 20)22 Pha	ase 2: Ma	ar 2022	Phase 3:	Dec 2022	2
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$168,841										
		\$155,708	\$6,378	\$3,348	\$3,407				\$122,240	\$36,118	\$10,483
TransNet - MC AC	\$0	\$350	\$6,378 \$(350)	\$3,348	\$3,407					\$36,118	\$10,483
CBI	\$0 \$416	\$350 \$416	\$(350)		\$3,407				\$416	. ,	
	\$0 \$416 \$173,751	\$350 \$416 \$162,791	\$(350) \$7,848	\$3,348 \$3,111	\$3,407				\$416 \$27,721	\$36,118 \$3,645	\$142,385
СВІ	\$0 \$416 \$173,751 \$5,718	\$350 \$416 \$162,791 \$5,226	\$(350)		\$3,407				\$416 \$27,721 \$1,220	. ,	
CBI CMAQ	\$0 \$416 \$173,751 \$5,718 \$3,886	\$350 \$416 \$162,791 \$5,226 \$3,886	\$(350) \$7,848		\$3,407				\$416 \$27,721	. ,	\$142,385 \$4,498
CBI CMAQ Earmark Repurposing	\$0 \$416 \$173,751 \$5,718 \$3,886 \$25,654	\$350 \$416 \$162,791 \$5,226 \$3,886 \$25,654	\$(350) \$7,848		\$3,407				\$416 \$27,721 \$1,220 \$3,886	\$3,645	\$142,385 \$4,498 \$25,654
CBI CMAQ Earmark Repurposing IM	\$0 \$416 \$173,751 \$5,718 \$3,886 \$25,654 \$102,520	\$350 \$416 \$162,791 \$5,226 \$3,886 \$25,654 \$102,519	\$(350) \$7,848		\$3,407				\$416 \$27,721 \$1,220 \$3,886 \$48,169	. ,	\$142,385 \$4,498
CBI CMAQ Earmark Repurposing IM Other Fed - HIP	\$0 \$416 \$173,751 \$5,718 \$3,886 \$25,654 \$102,520 \$751	\$350 \$416 \$162,791 \$5,226 \$3,886 \$25,654 \$102,519 \$751	\$(350) \$7,848		\$3,407				\$416 \$27,721 \$1,220 \$3,886	\$3,645	\$142,385 \$4,498 \$25,654 \$44,233
CBI CMAQ Earmark Repurposing IM Other Fed - HIP RSTP	\$0 \$416 \$173,751 \$5,718 \$3,886 \$25,654 \$102,520	\$350 \$416 \$162,791 \$5,226 \$3,886 \$25,654 \$102,519 \$751 \$195,000	\$(350) \$7,848 \$492		\$3,407				\$416 \$27,721 \$1,220 \$3,886 \$48,169 \$751	\$3,645	\$142,385 \$4,498 \$25,654 \$44,233 \$195,000
CBI CMAQ Earmark Repurposing IM Other Fed - HIP RSTP STP	\$0 \$416 \$173,751 \$5,718 \$3,886 \$25,654 \$102,520 \$751	\$350 \$416 \$162,791 \$5,226 \$3,886 \$25,654 \$102,519 \$751	\$(350) \$7,848		\$3,407				\$416 \$27,721 \$1,220 \$3,886 \$48,169	\$3,645	\$142,385 \$4,498 \$25,654 \$44,233
CBI CMAQ Earmark Repurposing IM Other Fed - HIP RSTP STP SB1 - CCP	\$0 \$416 \$173,751 \$5,718 \$3,886 \$25,654 \$102,520 \$751 \$195,000	\$350 \$416 \$162,791 \$5,226 \$3,886 \$25,654 \$102,519 \$751 \$195,000	\$(350) \$7,848 \$492		\$3,407				\$416 \$27,721 \$1,220 \$3,886 \$48,169 \$751	\$3,645	\$142,385 \$4,498 \$25,654 \$44,233 \$195,000 \$219,523
CBI CMAQ Earmark Repurposing IM Other Fed - HIP RSTP STP STP SB1 - CCP STIP-RIP AC	\$0 \$416 \$173,751 \$5,718 \$3,886 \$25,654 \$102,520 \$751 \$195,000 \$229,084	\$350 \$416 \$162,791 \$5,226 \$3,886 \$25,654 \$102,519 \$751 \$195,000 \$190,021	\$(350) \$7,848 \$492		\$3,407				\$416 \$27,721 \$1,220 \$3,886 \$48,169 \$751	\$3,645	\$142,385 \$4,498 \$25,654 \$44,233 \$195,000

^{* \$5.324}M programmed in CAL46A; \$299K provided outside of the RTIP; \$12.035M programmed in CAL443; \$22.616M programmed in CAL468; \$6.744M programmed in CAL491

PROJECT LAST AMENI	PROJECT LAST AMENDED 23-01											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON	
TransNet - MC	\$168,841	\$155,708	\$6,378	\$3,348	\$3,407				\$122,240	\$36,118	\$10,483	
TransNet - MC AC	\$0	\$10,935	\$(10,935)									
CBI	\$416	\$416							\$416			
CMAQ	\$163,308	\$163,308							\$27,721	\$8,800	\$126,787	
CMAQ - Conversion	\$10,443		\$10,443						\$350		\$10,093	
Earmark Repurposing	\$5,718	\$5,226	\$492						\$1,220		\$4,498	
IM	\$3,886	\$3,886							\$3,886			
Other Fed - HIP	\$25,654	\$25,654									\$25,654	
RSTP	\$102,520	\$102,519							\$48,169	\$10,118	\$44,233	
STP	\$751	\$751							\$751			
SB1 - CCP	\$195,000	\$195,000									\$195,000	
STIP-RIP AC	\$229,084	\$190,021	\$39,063						\$9,561		\$219,523	
STIP-RIP State Cash	\$628	\$628							\$628			
Local Funds	\$1,206	\$1,206									\$1,206	
TOTAL	\$907,455	\$855,258	\$45,441	\$3,348	\$3,407				\$214,942	\$55,036	\$637,477	

Caltrans

MPO ID: CAL44 RTIP #:23-09

Project Title: Grouped Projects for Bridge Rehabilitation and Reconstruction - Highway

Bridge Program

Project Description: Countywide - projects are consistent with 40 CFR Part 93.126 Exempt

Table 2 categories - widen narrow pavements or reconstructing bridges (no additional travel lanes). Toll Credits will be used to match federal

funds for the CON phase

Change Reason: Revised funding between fiscal years

Capacity Status:NCI Exempt Category:Safety - Non capacity widening or bridge reconstruction

Est Total Cost: \$218,472

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
НВР	\$212,639	\$51,697	\$5,554	\$4,421	\$10,199	\$19,600	\$121,168				\$212,639
Prop 1B - LBSRA	\$2,214				\$1,319		\$895				\$2,214
Local Funds	\$3,619	\$3,619									\$3,619
TOTAL	\$218,472	\$55,316	\$5,554	\$4,421	\$11,518	\$19,600	\$122,063				\$218,472

^{*} Local Funds are programmed separately for Cities of Carlsbad, Del Mar, San Diego and San Marcos

PROJECT LAST AMENDED 23-04												
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON	
НВР	\$212,639	\$51,697	\$4,938	\$1,536	\$4,387	\$15,232	\$134,850				\$212,639	
Prop 1B - LBSRA	\$2,214						\$2,214				\$2,214	
Local Funds	\$3,619	\$3,619									\$3,619	
TOTAL	\$218,472	\$55,316	\$4,938	\$1,536	\$4,387	\$15,232	\$137,064				\$218,472	

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Caltrans														
MPO ID: CAL46A										RTIP #:	23-09			
Project Title:	Grouped Proj	ects for S	Safety Impro	vements -	- SHOPP	Mobility Pro	ogram	SAN	NDAG ID: 12	280516				
Project Description:	Table 3 cates system roads operating ass signalization demonstratio	ble 3 categories - Railroad/highway crossing, Safer non-Federal-aid stem roads, Shoulder improvements, traffic control devices and erating assistance other than signalization projects, Intersection inalization projects at individual intersections, Pavement marking monstration, Truck climbing lanes outside the urbanized area, Lighting provements, Emergency truck pullovers irrease funding												
Change Reason:	Increase fund	ling												
RT:Var Capac	city Status:NC	l Exen	npt Catego	y:Safety -	Shoulder	Improveme	ents							
Est Total Cost: \$173	,830													
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	COI			
TransNet - MC	\$45	\$26	\$19								\$45			
SHOPP (AC)-Mobility	\$49,137		\$25,496			\$23,641					\$49,137			
SHOPP-SB1-RMRA	\$112,420	\$10,764	\$101,656								\$112,420			
SHOPP-State Cash-Mob	ility \$8,028		\$684	\$1,062	\$6,282						\$8,028			
STIP-RIP AC	\$4,200	\$4,200									\$4,200			
TOTAL	\$173,830	\$14,990	\$127,855	\$1,062	\$6,282	\$23,641					\$173,830			
PROJECT LAST AM	1ENDED 23-0	3												
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON			
TransNet - MC	\$29	\$19	\$10								\$29			
SHOPP (AC)-Mobility	\$49,137		\$25,496			\$23,641					\$49,137			
SHOPP-SB1-RMRA	\$112,420	\$10,764	\$101,656								\$112,420			
SHOPP-State Cash-Mob	ility \$8,028		\$684	\$1,062	\$6,282						\$8,028			
STIP-RIP AC	\$4,200	\$4,200									\$4,200			
TOTAL	\$173,814	\$14.983	\$127,846	\$1,062	\$6,282	\$23,641					\$173,814			

Caltrans

MPO ID: CAL46B										DTID #.	22.00		
WIFU ID: CAL40B										RTIP #:2	.3-09		
Project Title:	Grouped Proje Program	ects for Sa	afety Impro	vements -	SHOPP (Collision R	eduction	(CR)					
Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers													
Change Reason:	Increase fund		, ,					1 1 1					
	city Status:NCI	🗸 ,	pt Category	v:Safetv -	Hazard eli	mination r	orogram						
Est Total Cost: \$6,5	04			,			0						
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON		
SHOPP-CR-NHS(AC)	\$6,504	\$913	\$5,591								\$6,504		
TOTAL	\$6,504	\$913	\$5,591								\$6,504		
PROJECT LAST AN	MENDED												
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON		
TOTAL													

Caltrans

MPO ID: CAL68										RTIP #:23	3-09
Project Title: S	R 94/125 In	terchange	and Arteria	al Operatio	nal Impro	vements		EA	NO: 1466	5	
Project Description: Interchange on SR 94 at SR 94 and SR125 Milepost begins at 1 ends at 2 - In San Diego County in and near La Mesa on Route 94 from Spring Street Undercrossing to Kenwood Drive Undercrossing and on Route 125 from Spring Street Undercrossing to 0.1 mile north of Murray Drive Undercrossing. Design and Right-Of-Way of southbound 125 to eastbound SR 94 direct connector. Change Reason: Revise funding between fiscal years											2021)
		· · · · · · · · · · · ·									
RT:94 Capacit	y Status:CI	Exem	pt Categor	y:Non-Exe	mpt						
Est Total Cost: \$34,24	0	(Open to Tra	ffic: Feb 2	025						
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$3,914	\$2,045	\$29	\$877	\$574	\$389			\$2,053	\$1,861	
RSTP	\$6,000	\$4,000						\$2,000	\$1,673	\$4,327	
SB1 - LPP Formula	\$4,000	\$4,000								\$4,000	
STIP-RIP AC	\$13,948	\$7,948	\$6,000						\$13,948		
State Cash	\$26	\$26								\$26	
TCRP	\$6,352	\$6,352							\$5,000	\$1,352	
TOTAL	\$34,240	\$24,371	\$6,029	\$877	\$574	\$389		\$2,000	\$22,674	\$11,566	
PROJECT LAST AME	NDED 23-0	5							I.		
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$3,914	\$2,045	\$29	\$877	\$574	\$389			\$2,053	\$1,861	
RSTP	\$6,000	\$4,000	\$2,000						\$1,673	\$4,327	
SB1 - LPP Formula	\$4,000	\$4,000								\$4,000	
STIP-RIP AC	\$13,948	\$7,948	\$6,000						\$13,948		
State Cash	\$26	\$26								\$26	
TCRP	\$6,352	\$6,352							\$5,000	\$1,352	
TOTAL	\$34,240	\$24,371	\$8,029	\$877	\$574	\$389			\$22,674	\$11,566	

Caltrans

MPO ID: CAL78D RTIP #:23-09

Project Title: I-805 South Soundwalls - Unit 1

Project Description: Palomar to SR 54 - construct soundwalls (phase 1 and 2) and design

Sweetwater River Bridge improvements.. Toll Credits will be used to

SANDAG ID: 1280515 EARMARK NO: CA643;

EA NO: 2T260, 43018, 2T343

match federal funds for the PE phase, ROW phase, and the CON phase $\,$

CA604

Change Reason: Revise funding between fiscal years

RT:805 Capacity Status:NCI Exempt Category:Other - Noise attenuation

Est Total Cost: \$113,810

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$14,388	\$5,535	\$2,283	\$3,332	\$1,413	\$1,641	\$97	\$87	\$6,111	\$549	\$7,728
TransNet - MC AC	\$0		\$28,000	\$(5,700)	\$(11,300)	\$(11,000)					
HPP Conversion	\$1,080		\$1,080								\$1,080
RSTP	\$43,993	\$31,993	\$12,000						\$14,961	\$2,402	\$26,630
RSTP - Conversion	\$28,000			\$5,700	\$11,300	\$11,000					\$28,000
TOTAL	\$87,461	\$37,528	\$43,363	\$3,332	\$1,413	\$1,641	\$97	\$87	\$21,072	\$2,951	\$63,438

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

Griot Finding for owectwater bridge Constitution is programmed on Criteron - 420-410													
PROJECT LAST AMENDED 23-05													
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON		
TransNet - MC	\$14,388	\$5,535	\$2,283	\$3,332	\$1,413	\$1,641	\$97	\$87	\$6,111	\$549	\$7,728		
TransNet - MC AC	\$0		\$28,000	\$(9,500)	\$(4,000)	\$(7,000)	\$(7,500)						
HPP Conversion	\$1,080		\$1,080								\$1,080		
RSTP	\$43,993	\$31,993	\$12,000						\$14,961	\$2,402	\$26,630		
RSTP - Conversion	\$28,000			\$9,500	\$4,000	\$7,000	\$7,500				\$28,000		
TOTAL	\$87,461	\$37,528	\$43,363	\$3,332	\$1,413	\$1,641	\$97	\$87	\$21,072	\$2,951	\$63,438		

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Ca	IT	ra	n	S

MPO ID: CAL105										RTIP #:	23-09
Project Title:	Grouped Proje	ects for Hi	ghway Sat	fety Impro	vement - I	HSIP Progr	am				
Project Description:	Projects are of Tables 2 and non-federal-a devices and of intersection simarking demolighting impro	3 categori id system perating a gnalizatio pnstration,	les - railroa roads, sho assistance n projects truck clim	ad/highwa oulder imp other thar at individu bing lanes	y crossing rovements n signaliza nal interse s outside t	, safer s, traffic co ition projec ctions, pav	ntrol ts, ement				
Change Reason:	Increase fund		JJ.	,							
	city Status:NCI		pt Categor	nu Cofoty	Sofoty Im	provement	Drogran				
, Oupu	only olalaon to.	- EXCIII	pi Calegoi	y.Salety -	Salety IIII	provement	riogian	I .			
Est Total Cost: \$23,		Exem	pi Calegoi	y.Salety -	Salety III	provement	riogian				
		PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
	779								PE	RW	CON \$22,117
Est Total Cost: \$23,	779 TOTAL	PRIOR	22/23	23/24	24/25	25/26			PE	RW	
Est Total Cost: \$23,	779 TOTAL \$22,117	PRIOR \$2,475	22/23 \$5,620	23/24 \$2,857	24/25 \$3,381	25/26 \$7,783			PE	RW	\$22,117
Est Total Cost: \$23, HSIP Local Funds TOTAL	779 TOTAL \$22,117 \$1,662 \$23,779	PRIOR \$2,475 \$94 \$2,569	22/23 \$5,620 \$252	23/24 \$2,857 \$212	24/25 \$3,381 \$331	25/26 \$7,783 \$772			PE	RW	\$22,117 \$1,662
Est Total Cost: \$23, HSIP Local Funds TOTAL	779 TOTAL \$22,117 \$1,662 \$23,779	PRIOR \$2,475 \$94 \$2,569	22/23 \$5,620 \$252 \$5,872	23/24 \$2,857 \$212 \$3,069	24/25 \$3,381 \$331 \$3,712	25/26 \$7,783 \$772 \$8,555	26/27		PE PE	RW	\$22,117 \$1,662
Est Total Cost: \$23 , HSIP Local Funds TOTAL	779 TOTAL \$22,117 \$1,662 \$23,779 MENDED 23-05	PRIOR \$2,475 \$94 \$2,569	22/23 \$5,620 \$252	23/24 \$2,857 \$212	24/25 \$3,381 \$331	25/26 \$7,783 \$772		FUTURE			\$22,117 \$1,662 \$23,779
Est Total Cost: \$23, HSIP Local Funds TOTAL PROJECT LAST AM	779 TOTAL \$22,117 \$1,662 \$23,779 MENDED 23-05 TOTAL	PRIOR \$2,475 \$94 \$2,569 PRIOR	22/23 \$5,620 \$252 \$5,872	23/24 \$2,857 \$212 \$3,069	24/25 \$3,381 \$331 \$3,712	25/26 \$7,783 \$772 \$8,555	26/27	FUTURE			\$22,117 \$1,662 \$23,779 CON

MPO ID: CAL277										RTIP #:23	-09
Project Title:	I-15/SR 78 M	L Connect	ors						NO: 2T240	, ,	
r reject Becomption.	SR-78 from F to R31.56 - p SR-78 and ea operational in	reliminary astbound \$	engineerir SR-78 to se	ng for nort	bound		P REF: CC0 NDAG ID: 1				
	Increase fund	🍑 ,									
RT:15 Capac	city Status:CI	Exem	pt Categor	y:Non-Ex	empt						
Est Total Cost: \$340,	000	C	open to Tra	affic: Oct 2	2027						
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$4,207	\$1,000	\$61	\$1,442	\$253	\$1,451			\$4,207		
STIP-RIP AC	\$12,000	\$7,000	\$5,000						\$12,000		
Local Funds	\$19,730			\$7,700	\$12,030				\$19,730		
TOTAL	\$35,937	\$8,000	\$5,061	\$9,142	\$12,283	\$1,451			\$35,937		
PROJECT LAST AMI	ENDED 23-05	5									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$4,907	\$1,000	\$158	\$324	\$598	\$1,175	\$1,632	\$20	\$4,907		
CMAQ	\$0										
RSTP	\$12,030				\$12,030				\$12,030		
SB1 - LPP Formula	\$4,000					\$4,000			\$4,000		
STIP-RIP AC	\$12,000	\$7,000	\$5,000						\$12,000		
TOTAL	\$32,937	\$8,000	\$5,158	\$324	\$12,628	\$5,175	\$1,632	\$20	\$32,937		

Caltrans

MPO ID: CAL277	4									RTIP #:23	3-09
Project Title:	I-5 HOV/SR 7	8 Connect	or					RT	P REF: CC0	64 (2021))
Project Description	In Oceanside begins at 0 er for high-occup I-5	ids at 2 - e	9	ndag id: 1:	207803						
Change Reason:	Revise Fund S	Source, Re	vise fund	ing betwee	en fiscal y	ears		1 1			
RT:78 Capa	acity Status:NCI	Exemp	ot Categor	y:Other -	Engineeri	ng studies					
Est Total Cost: \$16	118										
Lat Total Cost. #10	,										
Lat Total Coat. Tre	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC		PRIOR \$2,627	22/23 \$1	23/24 \$505	24/25 \$4,763	25/26 \$3,876	26/27 \$1,976	FUTURE \$2,369	PE \$16,118	RW	CON
	TOTAL									RW	CON
TransNet - MC	**TOTAL \$16,118 ***16,118	\$2,627 \$2,627	\$1	\$505	\$4,763	\$3,876	\$1,976	\$2,369	\$16,118	RW	CON
TransNet - MC	**TOTAL \$16,118 ***16,118	\$2,627 \$2,627	\$1	\$505	\$4,763	\$3,876	\$1,976	\$2,369	\$16,118	RW	CON
TransNet - MC	**TOTAL \$16,118 ***********************************	\$2,627 \$2,627	\$1 \$1	\$505 \$505	\$4,763 \$4,763	\$3,876 \$3,876	\$1,976 \$1,976	\$2,369 \$2,369	\$16,118 \$16,118		
TransNet - MC TOTAL PROJECT LAST A	**TOTAL \$16,118 ***********************************	\$2,627 \$2,627 PRIOR	\$1 \$1 22/23	\$505 \$505 23/24	\$4,763 \$4,763 24/25	\$3,876 \$3,876 25/26	\$1,976 \$1,976 26/27	\$2,369 \$2,369 FUTURE	\$16,118 \$16,118 PE		

MPO ID: CAL278										RTIP #:23	-09
Project Title: Project Description:	SR78 HOV/M SR 78 from I- environmenta	5 to I-15 N	/lilepost b	•	,	RT	NO: 2T241 P REF: CC0 21))36/CC037			
	vehicle/mana for the PE ph	ged lanes	•	, ,	•	•			NDAG ID: 1)7804	207801,	
Change Reason:	Reduce fundir	ng									
RT:78 Capac	ity Status:NCI	Exem	pt Catego	ry:Other -	Enginee	ring studies	,				
Est Total Cost: \$39,0	000										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$30,000	\$1,677	\$2	\$9,698	\$8,400	\$5,670	\$3,475	\$1,078	\$30,000		
RSTP	\$4,000	\$4,000							\$4,000		
SB1 - LPP Formula	\$5,000			\$5,000					\$5,000		
TOTAL	\$39,000	\$5,677	\$2	\$14,698	\$8,400	\$5,670	\$3,475	\$1,078	\$39,000		
PROJECT LAST AM	ENDED 23-05	; ;									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$9,662	\$1,677	\$22	\$2,568	\$2,646	\$1,800	\$275	\$674	\$9,662		
CMAQ	\$22,021			\$6,000	\$5,000	\$11,021			\$22,021		
RSTP	\$4,000	\$4,000							\$4,000		
SB1 - LPP Formula	\$5,000			\$5,000					\$5,000		
TOTAL	\$40,683	\$5,677	\$22	\$13,568	\$7,646	\$12,821	\$275	\$674	\$40,683		

Caltrans

Caitrans											
MPO ID: CAL398A										RTIP #:2	3-09
Project Title:	La Jolla Village	e Drive to	Genesee A	Avenue Au	ıxiliary Laı	ne			NO: 2T215		
Project Description:	I-5 from La Joi 28.6 ends at 2 one-half mile s	9.3 (.7 mi	les) - in the	city of Sa				RT	NO: 1136 P REF: A-5, NDAG ID: 12	' '	,B-30
Change Reason:	Increase fundi	ng									
RT:5 Capa	city Status:CI	Exemp	ot Category	:Non-Exe	mpt						
Est Total Cost: \$6,87	76	0	pen to Traf	ffic: Jul 20	21						
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$126		\$126								\$126
SHOPP (AC)-Mobility	\$6,750	\$6,750							\$1,000		\$5,750
TOTAL	\$6,876	\$6,750	\$126						\$1,000		\$5,876

* Environmental Clearance completed under I-5/Genesee project (CAL75); additional \$499K of state funds outside of the RTIP

PROJECT LAST AMENDED 18-30											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
SHOPP (AC)-Mobility	\$6,750	\$6,750							\$1,000		\$5,750
TOTAL	\$6,750	\$6,750							\$1,000		\$5,750

MPO ID: CAL536										RTIP #:23	-09
Project Title:	SR-52 Operat	ional Imp	rovements					EA	NO: 43012		
1	SR 52 from I- miles) - opera from Mast Bo Santo Road	itional imp	rovements	RT	NO: 1351 P REF: T-3 NDAG ID: 1	` '					
Change Reason: I	ncrease fund	ing									
RT:52 Capac	ity Status:CI	Exem	pt Categor	y:Non-Exe	mpt						
Est Total Cost: \$45,0	00	C	pen to Tra	ffic: Sep 2	024						
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$6,000			\$70	\$1,658	\$3,749	\$523		\$6,000		
SB1 - LPP Formula	\$3,000					\$3,000			\$3,000		
Local Funds	\$6,070	\$3,084	\$2,986						\$6,070		
TOTAL	\$15,070	\$3,084	\$2,986	\$70	\$1,658	\$6,749	\$523		\$15,070		
PROJECT LAST AME	ENDED 23-05	5									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$3,000		\$55	\$70	\$103	\$2,772			\$3,000		
SB1 - LPP Formula	\$3,000					\$3,000			\$3,000		
Local Funds	\$6,070	\$3,084	\$2,986						\$6,070		
TOTAL	\$12,070	\$3,084	\$3,041	\$70	\$103	\$5,772			\$12,070		

Caltrans

MPO ID: CAL571										RTIP #:23	3-09
Project Title:	I-805 Transit F	Priority La	nes (SR 9	4 to SR 52	2)				NO: 2T371		
Project Description	On I-805 from SR-94 and SF		CC	P REF: 019/CC020/ NDAG ID: 1:	•	(021)					
Change Reason:	Revise funding	g betweer	n fiscal yea	ars				1			
RT:805 Capa	acity Status:NCI	Exem	pt Catego	ry:Other -	Engineeri	ng studies					
Est Total Cost: \$30	,000										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$24,000			\$3,801	\$5,362	\$5,689	\$5,597	\$3,551	\$24,000		
RSTP	\$6,000				\$6,000				\$6,000		
TOTAL	\$30,000			\$3,801	\$11,362	\$5,689	\$5,597	\$3,551	\$30,000		
PROJECT LAST AI	MENDED 23-05	j									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$24,000			\$3,801	\$5,362	\$5,689	\$5,597	\$3,551	\$24,000		
RSTP	\$6,000			\$6,000					\$6,000		
TOTAL	\$30,000			\$9,801	\$5,362	\$5,689	\$5,597	\$3,551	\$30,000		

MPO ID: CAL572										RTIP #:23	-09	
Project Title:	I-15 Transit P	riority Lane	es.					RTI	P REF: CC	110 (2021)		
	Construct two transit lanes and a south facing Direct Access Ramp (DAR) at Clairemont Mesa Blvd. Environmental and Design phases Toll Credits will be used to match federal funds for the PE phase											
Change Reason:	Revise Fund	Source										
RT:15 Capaci	ty Status:NCI	Exem	ot Categor	y:Other - I	Engineeri	ng studies						
Est Total Cost: \$12,0	00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON	
RSTP	\$3,354					\$3,354			\$3,354			
SB1 - LPP Formula	\$1,546					\$1,546			\$1,546			
Local Funds	\$7,100					\$7,100			\$7,100			
TOTAL	\$12,000					\$12,000			\$12,000			
PROJECT LAST AMI	ENDED 23-05	;										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON	
RSTP	\$10,454 \$10,454											
SB1 - LPP Formula	\$1,546 \$1,546											
TOTAL	\$12,000					\$12,000			\$12,000			

Caltrans

MPO ID: CAL620										RTIP #:23	-09
Project Title:	SR-75 Sea Le	vel Rise A	daptation F	Planning S	Study			1 1 1 1			
Project Description: Change Reason:	The adaptation resilient plann will complete a Coastal Communication design alternations surge.	ing approa a coastal h nission Co	ach for SR- nazards ass pastal Deve	75 in San sessment lopment F	Diego Co required f Permit and	ounty. This for a Califo I identify fo	study ornia easible				
Capa	city Status:NCI	Exemp	ot Category	:Other - E	Engineerir	ng studies					
Est Total Cost: \$600)										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
Other Fed - PROTECT	\$480			\$480					\$480		
PTA	\$120			\$120					\$120		
TOTAL	\$600			\$600					\$600		

Chula Vista, City of

MPO ID: CHV69										RTIP #:	23-09
Project Title:	Heritage Road	d Bridge							P REF: A-6	0; C-50 (2021)
	Bridge 57C06 lane to six lar median; proje to Entertainm accommodate Nirvana Aven	ne bridge tect is on Hent Circle at third e	that accom leritage Ro . Also inclu astbound t	modates ad from thudes des Main ravel lane	shoulders he interse Street w	s, sidewalk ection of Ma idening to	and in Street		S (T2-1)		
Change Reason:	Revise fundin	g betweer	n fiscal yea	ars							
Capac	ity Status:CI	Exem	pt Categoi	y:Non-Ex	empt						
Est Total Cost: \$48,3	42	C	Open to Tra	affic: Sep	2026						
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
HBP	\$37,119	\$4,138	\$3,045	\$14,968	\$14,968				\$6,829	\$354	\$29,936
Local Funds	\$11,223	\$536	\$6,808	\$3,878					\$885	\$46	\$10,292
Local Funds AC	\$0			\$14,968	\$(14,968)						
TOTAL	\$48,342	\$4,674	\$9,853	\$33,814					\$7,714	\$400	\$40,228
PROJECT LAST AME	ENDED 23-05	5							I.		
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
HBP	\$37,119	\$4,138		\$3,045	\$14,968	\$14,968			\$6,829	\$354	\$29,936
Local Funds	\$11,223	\$536	\$6,414	\$395	\$3,878				\$885	\$46	\$10,292
	\$0				\$14,968	\$(14,968)					
Local Funds AC	ΨΟ										

MPO ID: CHV88										RTIP #:	23-09
Project Title:	F Street Prom	nenade						Tr	ansNet - LSI	: CR	
Project Description:	F Street from design and complete stree modifications improvement 6 (Regional)	onstructior eets facilitie , street ligl s and roac	n of F Stree es such as hting, pede lway resurf	et Promena bicycle pa estrian ligh	ade Phase ths, traffic ting, sidev	e 1 which i c signal valk/crossi	ncludes ng	þ			
Change Reason:	Add new fund	ling source	9					1			
Сара	city Status:NC	I Exem	pt Categor	y:Air Quali	ty - Bicyc	le and peo	destrian f	acilities			
Est Total Cost: \$15	,836										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - LSI	\$125		\$100	\$25					\$125		
ATP - R	\$9,762			\$78	\$1,295	\$8,389			\$1,373		\$8,389
Local Funds	\$5,949					\$5,949					\$5,949
TOTAL	\$15,836		\$100	\$103	\$1,295	\$14,338			\$1,498		\$14,338
PROJECT LAST AN	MENDED 23-0										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - LSI	\$125		\$100	\$25					\$125		
TOTAL	\$125		\$100	\$25					\$125		

North County Transit District

TDA

MPO ID: NCTD05 RTIP #:23-09 Bus Revenue Vehicle Purchases & Related Equipment Project Title: Project Description: NCTD service area - This project funds the programmatic replacement of fixed route buses that have reached the end of their service life, and the programmatic rebuild of fixed route buses engines and transmissions. The twenty-two (22) non-revenue vehicle purchase includes: Five (5) standard cab trucks with service body, One (1) stake bed standard cab truck, One (1) shop truck with combination body and lift gate, One (1) crew cab four-wheel drive truck, Two (2) extended cab, service body, four-wheel drive trucks, Six (6) standard SUVs, Six (6) four-wheel drive, small SUVs. The eight (8) Hydrogen Fuel Cell Electric Bus purchase includes: Eight (8) New Flyer Xcelsior CHARGE H2 40 foot, 37 passenger, hydrogen fuel cell electric buses. Change Reason: Increase funding Capacity Status:NCI Exempt Category: Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet Est Total Cost: \$149,957 TOTAL PRIOR **FUTURE** 22/23 23/24 24/25 25/26 26/27 PΕ RW CON \$1,509 \$1,509 \$1,509 TransNet - MC \$1,155 \$1,155 \$1,155 TransNet - Transit (Cash) FTA 5307 \$49,104 \$49,104 \$49,104 \$4,622 \$4,622 \$4,622 FTA 5309 (Bus) \$2,036 \$2,036 \$2,036 FTA 5311 \$8,478 \$42,719 FTA 5339 \$42,719 \$5,270 \$27,563 \$470 \$470 \$470 \$578 \$578 \$578 FTA Funds - AR-5311 \$15,124 \$5,220 \$1,200 \$2,901 \$2,901 \$15,124 Other State - LCTOP \$2,901 \$1,604 \$1,604 SB1 - SGR \$1,604 \$3,237 \$2,650 \$117 \$117 \$117 \$117 \$117 \$3,237 STA \$7,700 **TCRP** \$7,700 \$7,700 \$13,060 \$13,060 \$13,060 Local Funds \$7,509 \$7,509 \$7,509

TOTAL	\$149,957	\$105,225	\$6,587	\$30,581	\$3,488	\$3,488	\$587				\$149,957
PROJECT LAST AMENE	DED 23-07	7									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$1,509	\$1,509									\$1,509
TransNet - Transit (Cash)	\$1,155	\$1,155									\$1,155
FTA 5307	\$49,104	\$49,104									\$49,104
FTA 5309 (Bus)	\$4,622	\$4,622									\$4,622
FTA 5311	\$2,036	\$2,036									\$2,036
FTA 5339	\$35,626	\$8,478	\$5,270	\$20,470	\$470	\$470	\$470				\$35,626
FTA Funds - AR-5311	\$578	\$578									\$578
Other State - LCTOP	\$15,124	\$5,220	\$1,200	\$2,901	\$2,901	\$2,901					\$15,124
SB1 - SGR	\$1,604	\$1,604									\$1,604
STA	\$3,237	\$2,650	\$117	\$117	\$117	\$117	\$117				\$3,237
TCRP	\$7,700	\$7,700									\$7,700
Local Funds	\$13,060	\$13,060									\$13,060
TDA	\$7,509	\$7,509									\$7,509
TOTAL	\$142,864	\$105,225	\$6,587	\$23,488	\$3,488	\$3,488	\$587				\$142,864

MPO ID: SAN11A										RTIP #:	23-09
Project Title:	Regional Ride	share Pro	ogram					R	TP REF: A-	72 (2021)	
Project Description:	Countywide - Management CON phase	•		· ·	•			33	ANDAG ID: 310704, 331 501001		•
Change Reason:	Add new fund	ing sourc	e, Increase	funding							
Capad	city Status:NCI	Exem	pt Categor	ry:Air Qual	ity - Ride	-sharing a	nd van-po	ooling pro	gram		
Est Total Cost: \$52,	753										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
CMAQ	\$51,253		\$12,753	\$13,500	\$7,000	\$9,000	\$9,000				\$51,253
Local Funds	\$1,500		\$1,500								\$1,500
TOTAL	\$52,753		\$14,253	\$13,500	\$7,000	\$9,000	\$9,000				\$52,753
PROJECT LAST AM	MENDED 23-05	,									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
CMAQ	\$44,753		\$12,753	\$7,000	\$7,000	\$9,000	\$9,000				\$44,753
Local Funds	\$1,500		\$1,500								\$1,500
TOTAL	\$46.253		\$14.253	\$7.000	\$7.000	\$9.000	\$9.000				\$46.253

MPO ID: SAN40										RTIP #:23	3-09
Project Title:	Metropolitan F	Planning						100	NDAG ID:		
Project Description:	Countywide - administrative Toll Credits w	oversigh	t for variou	ıs <i>TransN</i> e	et and FTA	-funded p	rograms.	00-)20,33201,3 7,35040,331		00,31
Change Reason:	Increase fund	ing									
Capac	city Status:NCI	Exem	pt Categoi	ry:Other -	Non const	ruction rel	ated acti	vities			
Est Total Cost: \$85,3	327	'									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	COI
TransNet - BPNS	\$851	\$730	\$121						\$851		
TransNet - MC	\$395	\$395							\$395		
TransNet - SGIP	\$825	\$704	\$121						\$825		
TransNet - SS	\$809	\$579	\$230						\$809		
CBI	\$250	\$250							\$250		
FTA 5307	\$65,457	\$45,960	\$6,499	\$6,499	\$6,499				\$65,457		
FTA 5309TOD	\$239	\$239							\$239		
FTA 5310	\$442	\$442							\$442		
ITS	\$231	\$231							\$231		
RSTP	\$991	\$991							\$991		
Local Funds	\$14,133	\$10,407	\$1,242	\$1,242	\$1,242				\$14,133		
TDA	\$704		\$213	\$279	\$213				\$704		
TOTAL	\$85,327	\$60,928	\$8,426	\$8,020	\$7,954				\$85,327		
PROJECT LAST AM	1ENDED 23-05	5									
11002012/01/11	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - BPNS	\$851	\$730	\$121	20/24	24/20	20/20	ZOIZI		\$851		
TransNet - MC	\$395	\$395							\$395		
TransNet - SGIP	\$825	\$704	\$121						\$825		
TransNet - SS	\$679	\$579	\$100						\$679		
CBI	\$250	\$250							\$250		
FTA 5307	\$65,457	\$45,960	\$6,499	\$6,499	\$6,499				\$65,457		
FTA 5309TOD	\$239	\$239							\$239		
FTA 5310	\$442	\$442							\$442		
ITS	\$231	\$231							\$231		
RSTP	\$991	\$991							\$991		
Local Funds	\$14,133	\$10,407	\$1,242	\$1,242	\$1,242				\$14,133		
		,			0040				470		

TDA

TOTAL

\$704

\$60,928

\$85,197

\$213

\$8,296

\$279

\$8,020

\$213

\$7,954

\$704

\$85,197

San Diego Association MPO ID: SAN114	oi Govern	illelits									RTIP #:2	23-09
Project Title: Gr	ouped Proj ack, and Tr							1	239810	G ID: 12 , 1239	239805, 813, 123	39822,
Ta str ind	ojects are obles 2 and ructures, tractures, tractures, tractures, tractures, tractures, tractures, des	3 catego ack, and t rom Ocea	ries: rehab rackbed in anside to S	oilitation or existing rig an Diego a	reconstruc ght-of-way	tion of trac (non-capa	k city	1		, 1239	822, 123 815, 123 821	
	crease fund	_	•									
Capacity	Status:NC	I Exen	npt Catego	ry:Mass T	ransit - Tra	ck rehabilit	ation in	existing	right of	way		
Est Total Cost: \$438,53	86											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTUR	E	PE	RW	CON
TransNet - MC	\$54,919		\$4,095	\$2,588	\$1,244							\$54,919
TransNet - MC AC	\$0	\$500	\$(500)									
CMAQ	\$76,754		,	\$12,600								\$76,754
FTA 5307	\$24,266		\$5,500	\$6,736	\$6,264							\$24,266
FTA 5339	\$2,600		72,522	7-,	**,=*							\$2,600
Fed Rail Admin (FRA-PRIIA)	1 1 1 1 1 1 1 1											\$7,085
,			\$1,000									\$1,000
Federal DiscCPF-TransInfra	\$28,136		ψ1,000									\$28,136
	\$4,017											\$4,017
CAP-TRADE	\$104,000		\$104,000									\$104,000
Coastal Conservancy			\$104,000									\$4,831
SB1 - LPP Formula	\$4,831		\$30,528									\$30,528
SB1 - TCEP	\$30,528				¢400.000							
SB1 - TIRCP	\$100,200		\$200	0000	\$100,000							\$100,200
Local Funds	\$200		6444.000	\$200	£407 F00							\$200
TOTAL	\$438,536	\$164,080	\$144,823	\$22,124	\$107,508							\$438,536
PROJECT LAST AMEN	IDED 23-0	5										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	:	PE	RW	CON
TransNet - MC	\$54,671	\$46,991	\$4,824	\$1,791	\$1,064							\$54,671
TransNet - MC AC	\$0	\$500	\$(500)									
CMAQ	\$76,754	\$64,154		\$12,600								\$76,754
FTA 5307	\$24,266	\$5,766	\$5,500	\$6,736	\$6,264							\$24,266
FTA 5339	\$2,600	\$2,600										\$2,600
Fed Rail Admin (FRA-PRIIA)												\$7,085
` '	04.000	, ,	\$1,000									\$1,000
Federal DiscCPF-TransInfra	\$28,136	\$28,136	7.,000									\$28,136
CAP-TRADE	\$4,017	\$4,017										\$4,017
Coastal Conservancy	\$104,000	Ψ-1,017	\$104,000									\$104,000
•	\$4,831	\$4,831	Ψ104,000									\$4,831
SB1 - LPP Formula		φ4,001	¢20 530									
SB1 - TCEP	\$30,528		\$30,528									\$30,528
SB1 - TIRCP	\$200		\$200	0.555								\$200
Local Funds	\$200			\$200								\$200
TOTAL	\$338,288	\$164,080	\$145,552	\$21,327	\$7,328							\$338,288

MPO ID: SAN115										RTIP #:2	23-09
Project Title:	San Onofre to	Pulgas [Double Trac	k				į.	PNO: 2190		
Project Description:	From CP at S passing track of second ma replacements add additiona	on the L0 in track a and a un	OSSAN Cor nd will inclu iiversal cros	ridor; this de signals	project wi , retaining	ll provide : g walls and	5.8 miles d bridge		ANDAG ID: 1 [.] 146600	144200,	
	Increase fund	7									
	city Status:NCI	Exem	pt Categor	y:Mass Tra	ansit - Tra	ck rehabili	tation in	existing r	ight of way		
Est Total Cost: \$73,6	683										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
Other Fed-NHPP	\$28,863		\$28,863								\$28,863
RSTP	\$299	\$299							\$299		
Prop 1B - Intercity Rail	\$30,000	\$30,000							\$3,146		\$26,854
SB1 - TCEP	\$5,497	\$567	\$4,930						\$567		\$4,930
STIP-IIP AC	\$8,574	\$8,574							\$5,377		\$3,197
Local Funds	\$450		\$24	\$426							\$450
TOTAL	\$73,683	\$39,440	\$33,817	\$426					\$9,389		\$64,294
PROJECT LAST AM	1ENDED 23-05	5									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
Other Fed-NHPP	\$28,863		\$28,863								\$28,863
RSTP	\$299	\$299							\$299		
Prop 1B - Intercity Rail	\$30,000	\$30,000							\$3,146		\$26,854
	\$5,497	\$567	\$4,930						\$567		\$4,930
SB1 - TCEP	Ψ0, .σ.										
SB1 - TCEP STIP-IIP AC	\$8,574	\$8,574							\$5,377		\$3,197

MPO ID: SAN129										RTIP #:	23-09
Project Title:	Downtown Mu	ltiuse and	Bus Stope	over Facili	ty			R	ΓP REF: A-	52	
Project Description:	Downtown Sa Street and Un for bus stopov include office,	ion Street er facility	- environn and potent	nental cert	tification ar Iti-use faci	nd land ac	quisition		andag id:	1201514	
Change Reason:	Increase fundi	ng									
Capac	city Status:NCI	Exemp	ot Categor	y:All Proje	cts - Bus te	erminal an	nd transfe	er points			
Est Total Cost: \$57,	975										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$36,290	\$18,358	\$3,134	\$8,798	\$6,000				\$3,979	\$14,379	\$17,932
RSTP	\$20,285	\$12,837			\$7,448					\$20,285	
Local Funds	\$1,400		\$1,400							\$1,400	
TOTAL	\$57,975	\$31,195	\$4,534	\$8,798	\$13,448				\$3,979	\$36,064	\$17,932

^{*} Federal funding is matched with *TransNet*.

PROJECT LAST AMEND	DED 23-0	5									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$30,290	\$18,358	\$4,245	\$7,687					\$3,979	\$14,379	\$11,932
RSTP	\$14,285	\$12,837		\$1,448						\$14,285	
Local Funds	\$1,400	\$1,400								\$1,400	
TOTAL	\$45,975	\$32,595	\$4,245	\$9,135					\$3,979	\$30,064	\$11,932

San Diego Association of Governments

MPO ID: SAN147	RTIP #:23-09

Project Title: Grouped Projects for Bicycle and Pedestrian Facilities - Bayshore Bikeway

SANDAG ID: 1129900,

1223055, 1223055, 1223096,

1223056

Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and

Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)

Change Reason: Revise funding between fiscal years

Capacity Status:NCI Exempt Category:Air Quality - Bicycle and pedestrian facilities

Est Total Cost: \$81,349

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - BPNS	\$20,269	\$11,061	\$1,098	\$4,688	\$2,100	\$1,067	\$230	\$25			\$20,269
CRRSAA	\$10,895	\$10,895									\$10,895
Federal DiscCPF-HwyInfra	\$5,650		\$5,650								\$5,650
RSTP	\$11,683	\$11,683									\$11,683
ATP - R	\$21,509	\$15,165		\$6,344							\$21,509
Coastal Conservancy	\$350		\$350								\$350
STIP-RIP STP TE	\$287	\$287									\$287
STIP-RIP State Cash	\$37	\$37									\$37
CRP	\$7,925		\$3,543		\$1,882	\$2,500					\$7,925
Local Funds	\$80	\$80									\$80
TDA - Bicycles	\$2,664		\$2,664								\$2,664
TOTAL	\$81,349	\$49,208	\$13,305	\$11,032	\$3,982	\$3,567	\$230	\$25			\$81,349

PROJECT LAST AMEND	DED 23-0	7									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - BPNS	\$22,769	\$11,061	\$1,098	\$7,188	\$2,100	\$1,067	\$230	\$25			\$22,769
CRRSAA	\$10,895	\$10,895									\$10,895
Federal DiscCPF-HwyInfra	\$5,650		\$5,650								\$5,650
RSTP	\$11,683	\$11,683									\$11,683
ATP - R	\$21,509	\$15,165		\$6,344							\$21,509
Coastal Conservancy	\$350		\$350								\$350
STIP-RIP STP TE	\$287	\$287									\$287
STIP-RIP State Cash	\$37	\$37									\$37
CRP	\$5,425		\$5,425								\$5,425
Local Funds	\$80	\$80									\$80
TDA - Bicycles	\$2,664		\$2,664								\$2,664
TOTAL	\$81,349	\$49,208	\$15,187	\$13,532	\$2,100	\$1,067	\$230	\$25			\$81,349

MPO ID: SAN148										RTIP #:	23-09
Project Title:	Grouped Proj	ects for Bio	cycle and F	Pedestrian	Facilities	- Coastal	Rail Trai		SANDAG II 1223017, 3	D: 1223016 301100	•
Project Description:	Projects are o					-		torized)			
Change Reason:	Revise fundin	•	•		`			,			
Capac	city Status:NCI	Exem	ot Category	y:Air Quali	ty - Bicycl	le and peo	destrian f	acilities			
Est Total Cost: \$37,6	643										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTUR	E P	E RW	CON
TransNet - BPNS	\$31,406	\$30,920	\$280	\$206							\$31,406
ATP - R	\$1,025	\$1,025									\$1,025
STIP-RIP STP TE	\$587	\$587									\$587
STIP-RIP State Cash	\$47	\$47									\$47
CRP	\$238			\$238							\$238
Local Funds	\$219	\$219									\$219
TDA - Bicycles	\$4,121	\$4,121									\$4,121
TOTAL	\$37,643	\$36,919	\$280	\$444							\$37,643
PROJECT LAST AM	IENDED 23-05	5									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTUR	E P	E RW	CON
TransNet - BPNS	\$31,644	\$30,920	\$512	\$212							\$31,644
ATP - R	\$1,025	\$1,025									\$1,025
STIP-RIP STP TE	\$587	\$587									\$587
STIP-RIP State Cash	\$47	\$47									\$47
Local Funds	\$219	\$219									\$219
TDA - Bicycles	\$4,121	\$4,121									\$4,121
TOTAL	\$37,643	\$36,919	\$512	\$212							\$37,643

San Diego Association of Governments

MPO ID: SAN153 RTIP #:23-09

PPNO: 7421W

RTP REF: AT003 (2021)

SANDAG ID: 1223023,

EARMARK NO: CA832

1223094, 1223095

Project Title: The Inland Rail Trail

Project Description: On and along the North County Transit District rail corridor from North

Melrose Drive in Oceanside to North Pacific Street in San Marcos - environmental clearance for 7.0 miles of new bike path. Construction of 4.0 miles of new bike path; and final design and construct one new mile of Class I bike path (Phase 3). Construction is funded through phase 3 (3.0 miles in Vista). Phase 4 (Oceanside) will be constructed when funding is identified.. Toll Credits will be used to match federal funds for

the CON phase

Change Reason: Increase funding

Capacity Status:NCI Exempt Category:Air Quality - Bicycle and pedestrian facilities

Est Total Cost: \$92,404

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - BPNS	\$22,632	\$21,735	\$687	\$114	\$47		\$49		\$10,178	\$1,880	\$10,574
Earmark Repurposing	\$92	\$92									\$92
RSTP	\$9,640		\$6,940	\$2,700							\$9,640
ATP - R	\$17,660	\$500	\$6,339		\$10,821				\$1,736		\$15,924
SB1 - LPP Formula	\$6,201		\$6,201								\$6,201
STIP-RIP AC	\$16,322	\$16,322									\$16,322
STIP-RIP STP TE	\$1,414	\$1,414							\$1,414		
STIP-RIP State Cash	\$2,298	\$2,298							\$183		\$2,115
CRP	\$4,394		\$3,882		\$512						\$4,394
Local Funds	\$1,080	\$1,080							\$1,080		
TDA - Bicycles	\$10,279	\$10,279							\$2,025		\$8,254
TOTAL	\$92,012	\$53,720	\$24,049	\$2,814	\$11,380		\$49		\$16,616	\$1,880	\$73,516

* \$1.461M of BTA programmed under County of San Diego CNTY78; RSTP will be matched with SB1-LPP Funds when allocated by CTC

PROJECT LAST AMENI	DED 23-0	5									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - BPNS	\$22,632	\$21,735	\$687	\$114	\$47		\$49		\$10,178	\$1,880	\$10,574
Earmark Repurposing	\$92	\$92									\$92
RSTP	\$6,940		\$6,940								\$6,940
ATP - R	\$17,660	\$500	\$6,339		\$10,821				\$1,736		\$15,924
SB1 - LPP Formula	\$5,451		\$5,451								\$5,451
STIP-RIP AC	\$16,322	\$16,322									\$16,322
STIP-RIP STP TE	\$1,414	\$1,414							\$1,414		
STIP-RIP State Cash	\$2,298	\$2,298							\$183		\$2,115
CRP	\$3,882		\$3,882								\$3,882
Local Funds	\$1,080	\$1,080							\$1,080		
TDA - Bicycles	\$10,279	\$10,279							\$2,025		\$8,254
TOTAL	\$88,050	\$53,720	\$23,299	\$114	\$10,868		\$49		\$16,616	\$1,880	\$69,554

San Diego Association of Governments

TOTAL

\$72,874

\$35,061

\$6,665

\$20,082

\$4,774

\$450

\$5,842

MPO ID: SAN227										I	RTIP #:	23-09
Project Title:	Grouped Proje Bikeways	ects for Bi	cycle and	Pedestriar	n Facilities	- North F	Park/Mid-C		22307	G ID: 12 9, 12230	′	
Project Description:	Projects are of Table 3 categon Non-motorize	ories - Bio				•		1	122308	7		
Change Reason:	Increase fund	ing										
Сара	city Status:NCI	Exem	pt Catego	ry:Air Qual	lity - Bicyc	le and pe	edestrian f	acilities				
Est Total Cost: \$91	,729											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTUR	E	PE	RW	CON
TransNet - BPNS	\$36,755	\$32,454	\$1,065	\$1,597	\$696	\$500	\$329	\$1	14			\$36,755
RSTP	\$8,590			\$4,040	\$4,550							\$8,590
ATP - R	\$19,446		\$4,317	\$13,733	\$1,396							\$19,446
ATP - S	\$6,741			\$6,741								\$6,741
SB1 - LPP Formula	\$2,000				\$2,000							\$2,000
SB1 - TIRCP	\$9,990			\$9,990								\$9,990
CRP	\$5,600			\$5,600								\$5,600
TDA - Bicycles	\$2,607	\$2,607										\$2,607
TOTAL	\$91,729	\$35,061	\$5,382	\$41,701	\$8,642	\$500	\$329	\$11	4			\$91,729
PROJECT LAST AN	MENDED 23-07	7										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTUR	≣	PE	RW	CON
TransNet - BPNS	\$36,113	\$32,454	\$1,490	\$1,531	\$196	\$200	\$242					\$36,113
RSTP	\$4,290		\$858		\$3,182	\$250						\$4,290
ATP - R	\$14,274		\$4,317	\$8,561	\$1,396							\$14,274
SB1 - TIRCP	\$9,990			\$9,990								\$9,990
CRP	\$5,600						\$5,600					\$5,600
TDA - Bicycles	\$2,607	\$2,607										\$2,607

\$72,874

MPO ID: SAN228										RTIP #:	23-09
Project Title: Gro	ouped Proj	ects for B	icycle and	Pedestriar	n Facilities	- Uptown	Bikeways		IDAG ID: 12 3083, 1223	′	
Ta	•	ories - Bi		FR Part 93 pedestrian		•					
Change Reason: Inc	rease fund	ing									
Capacity	Status:NCI	Exem	pt Catego	ry:Air Qual	ity - Bicyc	le and peo	destrian f	acilities			
Est Total Cost: \$74,681											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - BPNS	\$28,328	\$26,354	\$1,478	\$243	\$74	\$51	\$1	\$127			\$28,328
TransNet - MC	\$15,156		\$33	\$1,491	\$7,742	\$5,119	\$772				\$15,156
TransNet - SGIP	\$648	\$648									\$648
ATP - R	\$982			\$982							\$982
SB1 - LPP Formula	\$7,000		\$7,000								\$7,000
STIP State Cash-Augmn RIP	\$7,000		\$7,000								\$7,000
Local Funds	\$14,317	\$1,592	\$265	\$2,160	\$6,008	\$4,257	\$35				\$14,317
TDA - Bicycles	\$1,250	\$1,250									\$1,250
TOTAL	\$74,681	\$29,844	\$15,776	\$4,876	\$13,824	\$9,427	\$808	\$127			\$74,681
PROJECT LAST AMEN	DED 23-08	\ }									
THOOLOT EXCT AWILT	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - BPNS	\$28,328	\$26,354	\$1,478	\$243	\$74	\$51	\$1	\$127	<u>-</u>		\$28,328
TransNet - MC	\$6,156		\$136	\$3,092	\$2,543	\$275	\$111				\$6,156
TransNet - SGIP	\$648	\$648									\$648
ATP - R	\$982			\$982							\$982
SB1 - LPP Formula	\$7,000		\$7,000								\$7,000
STIP State Cash-Augmn RIP	\$7,000		\$7,000								\$7,000
Local Funds	\$14,317	\$1,856		\$5,818	\$6,008	\$600	\$35				\$14,317
TDA - Bicycles	\$1,250	\$1,250									\$1,250
TOTAL	\$65,681	\$30,108	\$15,614	\$10,135	\$8,625	\$926	\$147	\$127			\$65,681

MPO ID: SAN258										RTIP #:23	-09
Project Title:	Central Mobili	ty Hub						1	TP REF: MHL	A1; TL56	
Project Description:	In San Diego 12th and Impo Preliminary E Connectivity. phase	erial Trolle	ey Center g for Cen	- Environm tral Mobility	nental Ana Station a	lysis and nd Airport	•		2021) Andag ID: 1 ⁻	149000	
Change Reason:	Increase fund	ing									
Capac	city Status:NCI	Exem	pt Catego	ory:Other -	Engineeri	ng studies					
Est Total Cost: \$74,9	921										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$2,035	\$2,035							\$2,035		
TransNet - MC AC	\$0	\$13,638	\$(13,638)								
CMAQ	\$51,400	\$5,000	\$14,400	\$4,000	\$12,000	\$16,000			\$51,400		
RSTP	\$18,565	\$18,565							\$18,565		
Local Funds	\$2,921			\$2,921					\$2,921		
TOTAL	\$74,921	\$39,238	\$762	\$6,921	\$12,000	\$16,000			\$74,921		
PROJECT LAST AM	1ENDED 23-05	,									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$2,035	\$2,035							\$2,035		
TransNet - MC AC	\$0	\$13,638	\$(2,669)	\$(10,969)							
CMAQ - Conversion	\$19,400		\$12,846	\$6,554					\$19,400		
RSTP	\$18,565	\$18,565							\$18,565		
Local Funds	\$2,921			\$2,921					\$2,921		
TOTAL	\$42,921	\$34,238	\$10,177	\$(1,494)					\$42,921		

MPO ID: SAN261										RTIP #:23	3-09
Project Title: Pa	omar Stree	et Rail Gra	ade Separ	ation					ANDAG ID: 1	210091	
r rojout Boodinption.	the City of ie Line Tro								AS (M-39)		
	used to ma	,	-		•	OII. TOII C	icuits wii	'			
	vise fundin			•	11400						
	Status:NCI	~ ,			Railroad/h	ighway cr	ossing				
Est Total Cost: \$7,000											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	COI
TransNet - MC	\$70	\$45	\$2	\$4	\$20				\$70		
TransNet - MC AC	\$0	\$3,430	\$(605)		\$(2,825)						
CMAQ	\$2,105	\$1,500	\$605						\$2,105		
CMAQ - Conversion	\$2,825				\$2,825				\$2,825		
Federal DiscCPF-TransInfra	\$2,000		\$2,000						\$2,000		
TOTAL	\$7,000	\$4,975	\$2,002	\$4	\$20				\$7,000		
PROJECT LAST AMEN	DED 23-05	5									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$70	\$45	\$2	\$4	\$20				\$70		
TransNet - MC AC	\$0	\$3,430		\$(3,430)							
CMAQ - Conversion	\$4,930	\$1,500		\$3,430					\$4,930		
Federal DiscCPF-TransInfra	\$2,000		\$2,000						\$2,000		
TOTAL	\$7,000	\$4,975	\$2,002	\$4	\$20				\$7,000		

MPO ID: SAN265										RTIP #:2	3-09
Project Title:	Flexible Fleet	Pilots						SA	NDAG ID: 3	501000	
Project Description:	In key employ operate, and mobility service identified that services, and considered. T phase	monitor fle: ces enable are an opt different o	xible fleet d by new t imal testir ptions suc	pilot projectechnological g environi ch as micro	cts aimed es. Pilot a ment for flo otransit an	to test nev reas will b exible flee d ridehailii	w shared e t ng will be				
Change Reason:	Increase fund	ing						1			
Capac	city Status:NCI	Exemp	t Categor	y:Air Quali	ty - Ride-	sharing ar	nd van-po	polina proa	ram		
Est Total Cost: \$9,7	00							010			
	36										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
RSTP		PRIOR \$4,700	22/23	23/24	24/25 \$5,036	25/26	26/27			RW	CON \$9,736
RSTP TOTAL	TOTAL		22/23	23/24		25/26	26/27			RW	
	**************************************	\$4,700 \$4,700	22/23	23/24	\$5,036	25/26	26/27			RW	\$9,736
TOTAL	**************************************	\$4,700 \$4,700	22/23	23/24	\$5,036	25/26 25/26	26/27			RW	\$9,736
TOTAL	\$9,736 \$9,736 \$9,736	\$4,700 \$4,700			\$5,036 \$5,036			FUTURE	PE		\$9,736 \$9,736

MPO ID: SAN300										RTIP #:23	3-09
Project Title:	I-8/Willows Ro	oad Interc	hange Imp	rovements				SA	NDAG ID: 1	147900	
Project Description:	Preliminary de improvements PE phase	Ŭ				•	or the				
Change Reason:	Revise fundin	g betweer	n fiscal yea	ırs							
Capac	city Status:NCI	~			Engineerir	ng studies					
Est Total Cost: \$3,0	00										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
RSTP	\$3,000		\$3,000						\$3,000		
TOTAL	\$3,000		\$3,000						\$3,000		
PROJECT LAST AM	MENDED 23-05	5									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
RSTP	\$3,000			\$3,000					\$3,000		
TOTAL	\$3,000			\$3,000					\$3,000		

MPO ID: SAN308										RTIP #:23	3-09
Project Title:	Purple Line Alt	ernatives	Analysis					SA	NDAG ID: 3	322501	
Project Description:	Use data analy preferred align connection bet employment co federal funds f	ment and ween den enters nor	mode of s sely popul th of I-8 T	ervice that ated com	at provides imunities a	direct and along I-805	d fast 5 to majo	,			
Change Reason:	New Project										
Capa	city Status:NCI	Exemp	t Category	:Other -	Engineerii	ng studies					
Est Total Cost: \$20,	000										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
RSTP	\$20,000				\$10,500	\$9,500			\$20,000		
TOTAL	\$20,000				\$10,500	\$9,500			\$20,000		

MPO ID: SAN309										RTIP #:23	-09
Project Title:	South County	Rapid Tra	nsit					SAI	NDAG ID: 3	322302	
Project Description:	The objective implementing between San to match feder	express-le Ysidro and	evel transit d Downtow	service al n San Die	ong the B	lue Line c					
Change Reason:	New Project										
Сара	city Status:NCI	Exemp	ot Category	:Other - E	Engineerin	ng studies					
Est Total Cost: \$7,0	00										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
RSTP	\$7,000			\$7,000					\$7,000		
TOTAL	\$7,000			\$7,000					\$7,000		

MPO ID: SAN311										RTIP #:23	-09			
Project Title:	Transportation	Performa	nce Monito	oring and F	Reporting			SAN	SANDAG ID: 3311700					
Project Description: Change Reason:	Provides regul transportation New Project		•	• .		~								
Capa	city Status:NCI	Exemp	t Category	:Other - N	lon constr	ruction rela	ated activ	vities						
Est Total Cost: \$439														
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	COI			
TransNet - MC	\$439		\$161	\$278					\$439					
TOTAL	\$439		\$161	\$278					\$439					

MPO ID: SAN312										RTIP #:23	3-09		
Project Title:	Del Mar Bluffs	Access Ir	nprovemer	nts				SA	SANDAG ID: 1147101				
Project Description:	Point location a clearance, des which are antic crossing and a Credits will be	ign, and originated to vertical a	constructio include a l accessway	n of pedes ateral (No (East-We	strian acce rth-South) st) to the b	ess improv trail, a ra beach To	rements, ilroad						
Change Reason:	New Project							1					
Capac	city Status:NCI	Exem	ot Category	/:Safety - I	Hazard eli	mination p	rogram						
Est Total Cost: \$9,0	00												
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON		
RSTP	\$9,000			\$9,000					\$9,000				
TOTAL	\$9,000			\$9,000					\$9,000				

San Diego Metropolitan Transit System

MPO ID: MTS28									I	RTIP #:	23-09
Project Title:	Bus & Rail Ro	lling Stoc	k purchas	es and Re	habilitatio	ns		1			
Project Description: Change Reason: Capa	MTS service a Fleet procured CNG buses - SD100 light ra materials and components, Increase fundicity Status:NCI	ment and 31 x Mini ail vehicle services electrical ng Exem	replacements repla	ents: - 38 x 3 x 40' Bat et Fleet pro nabilitation nts of buse	x 40' CNG tery elect ocuremen or retrofit es and-or l	buses - 5 ric buses - ts may inc of mechal _RVs.	x 60' 47 x lude nical	and rail cars t	o replace	existing	J
Est Total Cost: \$34	3,343	veriic	les of filling	or expansi	ons or nee	ξ ι					
·	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	COI
FTA 5307	\$115,902		\$22,073	\$22,203	\$23,356	\$23,534	\$24,737				\$115,902
FTA 5337	\$26,492		\$10,492	\$16,000							\$26,492
FTA 5339	\$21,842		\$4,278	\$4,323	\$4,368	\$4,414	\$4,460				\$21,842
Other State - LCTOP	\$31,751			\$12,427	\$9,324	\$5,000	\$5,000				\$31,751
SB1 - SGR	\$25,048		\$4,952	\$5,096	\$5,000	\$5,000	\$5,000				\$25,048
STA	\$21,486		\$19,669	\$1,817							\$21,486
Local Funds	\$29,321		\$9,273	\$12,048	\$4,000	\$4,000					\$29,321
TDA	\$71,501		\$14,104	\$1,919	\$15,151	\$18,276	\$22,052				\$71,501
TOTAL	\$343,343		\$84,841	\$75,833	\$61,199	\$60,224	\$61,249				\$343,343
			\$84,841	\$75,833	\$61,199	\$60,224	\$61,249				\$343,343
TOTAL		PRIOR	\$84,841 22/23	\$75,833 23/24	\$61,199	25/26	\$61,249	FUTURE	PE	RW	\$343,343 CON

PROJECT LAST AMEND	DED 23-03	3									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
FTA 5307	\$115,902		\$22,073	\$22,203	\$23,356	\$23,534	\$24,737				\$115,902
FTA 5337	\$23,000		\$7,000	\$16,000							\$23,000
FTA 5339	\$21,842		\$4,278	\$4,323	\$4,368	\$4,414	\$4,460				\$21,842
Other State - LCTOP	\$31,751			\$12,427	\$9,324	\$5,000	\$5,000				\$31,751
SB1 - SGR	\$25,048		\$4,952	\$5,096	\$5,000	\$5,000	\$5,000				\$25,048
STA	\$21,486		\$19,669	\$1,817							\$21,486
Local Funds	\$29,321		\$9,273	\$12,048	\$4,000	\$4,000					\$29,321
TDA	\$71,501		\$14,104	\$1,919	\$15,151	\$18,276	\$22,052				\$71,501
TOTAL	\$339,851		\$81,349	\$75,833	\$61,199	\$60,224	\$61,249				\$339,851

San Diego Metropolitan Transit System

MPO ID: MTS31										RTIP #:	23-09
Project Title: Bus	& Rail Ele	ctrificatio	n and Pov	wer				1 1 1			
Pro Co Infr Ov De Re Change Reason: Rec	pjects Incluinstruction, astructure erhead Chasign: - Downlacements	de: - Zero and Equi - IAD Tire arging Ma Intown Pa s - Sicas S	Emissior pment: - I. e storage aster Plan arallel Fee	ROW) - With Charging AD and KN design - Ender Cable on Wide Re	Infrastructure Infras	cture Desig ead Charg y Storage , Replacer ary and Su	gn, jing - ECD ments, and				
Capacity S	Status:NCI	Exem	pt Catego	ry:Mass T	ransit - Tr	ack rehab	ilitation in	existing rig	ht of way		
Est Total Cost: \$76,631											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
FTA 5307	\$1,600	\$1,600									\$1,600
FTA 5337	\$38,645				\$12,880	\$12,965	\$12,800				\$38,645
Federal DiscCPF-TransInfra	\$2,630	\$750	\$1,880								\$2,630
SB1 - SGR	\$4,462	\$4,462									\$4,462
SB1 - TIRCP	\$8,064			\$8,064							\$8,064
STA	\$1,746	\$1,746									\$1,746
TDA	\$19,484	\$1,355	\$3,555	\$7,319		\$3,220	\$4,035				\$19,484
TOTAL	\$76,631	\$9,913	\$5,435	\$15,383	\$12,880	\$16,185	\$16,835				\$76,631
PROJECT LAST AMENI	DED 23-05										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
FTA 5307	\$1,600	\$1,600									\$1,600
FTA 5337	\$42,137		\$3,492		\$12,880	\$12,965	\$12,800				\$42,137
Federal DiscCPF-TransInfra	\$2,630	\$750	\$1,880								
SB1 - SGR	\$4,462	\$4,462									\$4,462
SB1 - TIRCP	\$8,064			\$8,064							\$8,064
STA	\$1,746	\$1,746									\$1,746
TDA	\$19,484	\$1,355	\$3,555	\$7,319		\$3,220	\$4,035				\$19,484
TOTAL	\$80,123	\$9,913	\$8,927	\$15,383	\$12,880	\$16,185	\$16,835				\$80,123

San Diego Metropolitan Transit System

MPO ID: SAN262										RTIP #:	23-09
Project Title:	Low-Floor Lig	ht Rail Tra	ansit Vehic	cles				5	SANDAG ID: 1	1210090	
Project Description:	In the San Did 47 LRVs to re enhancement	eplace exi			•	•					
Change Reason:	Revise Fund	Source						1			
Capa	city Status:NCI	1		•	ransit - Pur ons of fleet		v buses a	and rail o	ars to replace	existing	
Est Total Cost: \$72,	260										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTUR	E PE	RW	CON
TransNet - MC	\$30,260	\$1	\$60	\$15,125	\$15,074						\$30,260
RSTP	\$42,000	\$30,000	\$12,000								\$42,000
TOTAL	\$72,260	\$30,001	\$12,060	\$15,125	\$15,074						\$72,260
PROJECT LAST AN	ИENDED 23-05	5									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$260	\$1	\$60	\$125	\$74						\$260
RSTP	\$72,000	\$30,000	\$12,000	\$15,000	\$15,000						\$72,000
TOTAL	\$72,260	\$30,001	\$12,060	\$15,125	\$15,074						\$72.260

San Diego, City of

MPO ID: SD09									I	RTIP #:	23-09
r roject ride.	Sidewalks - C	•							S (M-39)	CR	
	Wabaska, La to Fairmount; to Euclid; RT Ave, 70th St- Brooklyn St-6 Blvd-Cuvier S Howard Ave- Ysidro Blvd & citywide (CIP funding to this in the RAS: O Increase fund	Mission \ CIP funde Alvarado t 31 St to 63 St to Coasi Village Pir 3 Sunset L # AIK000 s project fo Genesee A	Village Side d locations to Saranac ord Chateau t S Franklin ne to IrisSa n - Provide 01/ AIK000 or the insta	walk, Ger Genesee 73rd St-E I Dr-Derrio Ave-49th turn Blvd- s for the c 103), inclu	Ave, Univident Ave, Univident Ave, Univident Ave, University A	uk, Market versity Ave vd to Sara bernathy (James Jor oundary V on of new s ddition of on streets	St-47th e, Balboa anac Coast nes V. San sidewalks		ansNet - LSI:	CR	
	ity Status:NC	9 ,	pt Categor	y:Air Qual	ity - Bicy	cle and pe	destrian f	acilities			
Est Total Cost: \$28,6			!								
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L	\$2,150	\$2,150									\$2,150
TransNet - L (Cash)	\$329	\$329									\$329
TransNet - LSI	\$15,983	\$11,659	\$789	\$535	\$1,000	\$1,000	\$1,000				\$15,983
TransNet - LSI (Cash)	\$75	\$75									\$75
TransNet - LSI Carry Ove	er \$6,990	\$4,257	\$2,734								\$6,990
Local Funds	\$1,053	\$1,053									\$1,053
Local RTCIP	\$2,105	\$2,105									\$2,105
TOTAL	\$28,685	\$21,628	\$3,523	\$535	\$1,000	\$1,000	\$1,000				\$28,685
PROJECT LAST AM	ENDED 23-07	7									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L	\$2,150	\$2,150									\$2,150
TransNet - L (Cash)	\$329	\$329									\$329
TransNet - LSI	\$16,031	\$11,659	\$789	\$583	\$1,000	\$1,000	\$1,000				\$16,031
TransNet - LSI (Cash)	\$75	\$75									\$75
TransNet - LSI Carry Ove	er \$6,844	\$4,257	\$2,588								\$6,844
Local Funds	\$1,053	\$1,053									\$1,053
Local RTCIP	\$2,105	\$2,105									\$2,105
Local RTCIP	7-,	. ,									

San Diego, City of

										RTIP #:	23-09		
Project Title:	Traffic Signals	s - Citywid	е					R/	AS (M-43 & 4	14)			
Project Description:	New traffic sig	nal instal	lation at m	ultiple loca	ations:31s	t &		Tr	ansNet - LS	: CR			
1 Tojout Boodiption.	NationalBerna	-		•			woodTraff	ic					
	signal mods (Citywide:N	lission Vill	age & Ruf	finCivita &	Mission (Center1st						
	& Ash11th &	Broadway	Cass & Tu	ırquoiseLa	ke Murray	/ & Turnbr	idge47th						
	& Imperial3rd	Ave @ W	/ashington	St 4th Av	e & Date			1					
	St15th/Broad	way15th/F	15th/Mar	ket 17th/G	31th St. 8	& National	Ave.	1					
	41st St @ Na			_		_							
	Calle P Beyer	_	•		~								
	Interconnects		-	•	-								
	Rancho Berna					•	nstall nev	V					
	traffic signals												
	upgrade/mod		_		•								
	signal system		_	•		. •							
	citywide (CIP				,		-						
	work related t RAMS of \$68		_			on <i>Trans</i>	sivet - LSI						
Change Reason:	Increase fund		iiiiieu iiii	Jugii F i Z	123								
	increase iunu	IIIQ											
Canad	ity Status NCI	7 ,					.						
	city Status:NCI	7 ,	pt Catego	ry:Other -	Intersecti	on signaliz	zation pro	jects					
Capac Est Total Cost: \$58,	443	Exem	pt Catego	ry:Other -	Intersecti	on signaliz	zation pro						
Est Total Cost: \$58,	443 TOTAL	Exem	pt Catego	ry:Other - 23/24	Intersecti	on signaliz 25/26	zation pro 26/27	jects FUTURE	PE	RW	CON		
Est Total Cost: \$58,	443 TOTAL \$4,280	PRIOR \$4,280							PE	RW	\$4,280		
Est Total Cost: \$58,4 TransNet - L TransNet - L (Cash)	443 TOTAL \$4,280 \$45	PRIOR \$4,280 \$45	22/23	23/24	24/25	25/26	26/27	FUTURE		RW	\$4,280 \$45		
Est Total Cost: \$58, TransNet - L TransNet - L (Cash) TransNet - LSI	\$4,280 \$45 \$27,976	PRIOR \$4,280 \$45 \$9,112	22/23 \$4,318							RW	\$4,280 \$45 \$27,976		
Est Total Cost: \$58, TransNet - L TransNet - L (Cash) TransNet - LSI TransNet - LSI Carry Ove	### TOTAL \$4,280 \$45 \$27,976 er \$18,577	PRIOR \$4,280 \$45 \$9,112 \$14,104	22/23	23/24	24/25	25/26	26/27	FUTURE		RW	\$4,280 \$45 \$27,976 \$18,577		
Est Total Cost: \$58,4 TransNet - L TransNet - L (Cash) TransNet - LSI TransNet - LSI Carry Over Local RTCIP	443 TOTAL \$4,280 \$45 \$27,976 \$18,577 \$7,565	PRIOR \$4,280 \$45 \$9,112 \$14,104 \$7,565	\$4,318 \$4,473	23/24 \$4,675	24/25 \$3,218	25/26 \$2,218	26/27 \$2,218	FUTURE \$2,218		RW	\$4,280 \$45 \$27,976 \$18,577 \$7,565		
Est Total Cost: \$58, TransNet - L TransNet - L (Cash) TransNet - LSI TransNet - LSI Carry Ove	### TOTAL \$4,280 \$45 \$27,976 er \$18,577	PRIOR \$4,280 \$45 \$9,112 \$14,104	22/23 \$4,318	23/24	24/25	25/26	26/27	FUTURE		RW	\$4,280 \$45 \$27,976 \$18,577		
Est Total Cost: \$58,4 TransNet - L TransNet - L (Cash) TransNet - LSI TransNet - LSI Carry Over Local RTCIP	443 TOTAL \$4,280 \$45 \$27,976 \$18,577 \$7,565 \$58,443	PRIOR \$4,280 \$45 \$9,112 \$14,104 \$7,565 \$35,106	\$4,318 \$4,473	23/24 \$4,675	24/25 \$3,218	25/26 \$2,218	26/27 \$2,218	FUTURE \$2,218		RW	\$4,280 \$45 \$27,976 \$18,577 \$7,565		
Est Total Cost: \$58,4 TransNet - L TransNet - L (Cash) TransNet - LSI TransNet - LSI Carry Over Local RTCIP	443 TOTAL \$4,280 \$45 \$27,976 \$18,577 \$7,565 \$58,443	PRIOR \$4,280 \$45 \$9,112 \$14,104 \$7,565 \$35,106	\$4,318 \$4,473	23/24 \$4,675	24/25 \$3,218	25/26 \$2,218	26/27 \$2,218	FUTURE \$2,218		RW	\$4,280 \$45 \$27,976 \$18,577 \$7,565		
Est Total Cost: \$58,4 TransNet - L TransNet - L (Cash) TransNet - LSI TransNet - LSI Carry Over Local RTCIP	\$4,280 \$4,280 \$45 \$27,976 \$18,577 \$7,565 \$58,443	PRIOR \$4,280 \$45 \$9,112 \$14,104 \$7,565 \$35,106	\$4,318 \$4,473 \$8,791	23/24 \$4,675 \$4,675	24/25 \$3,218 \$3,218	25/26 \$2,218 \$2,218	\$2,218 \$2,218	\$2,218 \$2,218	3		\$4,280 \$45 \$27,976 \$18,577 \$7,565 \$58,443		
Est Total Cost: \$58,4 TransNet - L TransNet - L (Cash) TransNet - LSI TransNet - LSI Carry Ove Local RTCIP TOTAL PROJECT LAST AN	443 TOTAL \$4,280 \$45 \$27,976 \$18,577 \$7,565 \$58,443 IENDED 23-07	PRIOR \$4,280 \$45 \$9,112 \$14,104 \$7,565 \$35,106	\$4,318 \$4,473 \$8,791	23/24 \$4,675 \$4,675	24/25 \$3,218 \$3,218	25/26 \$2,218 \$2,218	\$2,218 \$2,218	\$2,218 \$2,218	3		\$4,280 \$45 \$27,976 \$18,577 \$7,565 \$58,443		
Est Total Cost: \$58,4 TransNet - L TransNet - L (Cash) TransNet - LSI TransNet - LSI Carry Ove Local RTCIP TOTAL PROJECT LAST AM TransNet - L	### TOTAL \$4,280 \$45 \$27,976 \$18,577 \$7,565 \$58,443 ### TOTAL \$4,280	PRIOR \$4,280 \$45 \$9,112 \$14,104 \$7,565 \$35,106 PRIOR \$4,280	\$4,318 \$4,473 \$8,791	23/24 \$4,675 \$4,675	24/25 \$3,218 \$3,218	25/26 \$2,218 \$2,218	\$2,218 \$2,218	\$2,218 \$2,218	PE		\$4,280 \$45 \$27,976 \$18,577 \$7,565 \$58,443		
Est Total Cost: \$58,4 TransNet - L TransNet - L (Cash) TransNet - LSI TransNet - LSI Carry Ove Local RTCIP TOTAL PROJECT LAST AN TransNet - L TransNet - L TransNet - L (Cash)	### TOTAL \$4,280 \$45 \$27,976 \$18,577 \$7,565 \$58,443 ### TOTAL \$4,280 \$45 \$27,088	PRIOR \$4,280 \$45 \$9,112 \$14,104 \$7,565 \$35,106 PRIOR \$4,280 \$45	\$4,318 \$4,473 \$8,791	\$4,675 \$4,675	\$3,218 \$3,218 \$24/25	\$2,218 \$2,218 \$2,218	\$2,218 \$2,218 \$2,218	\$2,218 \$2,218 FUTURE	PE		\$4,280 \$45 \$27,976 \$18,577 \$7,565 \$58,443 CON \$4,280 \$45		
Est Total Cost: \$58,4 TransNet - L TransNet - L (Cash) TransNet - LSI TransNet - LSI Carry Ove Local RTCIP TOTAL PROJECT LAST AM TransNet - L TransNet - L TransNet - L (Cash) TransNet - LSI	### TOTAL \$4,280 \$45 \$27,976 \$18,577 \$7,565 \$58,443 ### TOTAL \$4,280 \$45 \$27,088	PRIOR \$4,280 \$45 \$9,112 \$14,104 \$7,565 \$35,106 PRIOR \$4,280 \$45 \$9,112	\$4,318 \$4,473 \$8,791 22/23	\$4,675 \$4,675	\$3,218 \$3,218 \$24/25	\$2,218 \$2,218 \$2,218	\$2,218 \$2,218 \$2,218	\$2,218 \$2,218 FUTURE	PE		\$4,280 \$45 \$27,976 \$18,577 \$7,565 \$58,443 CON \$4,280 \$45 \$27,088		

San	Diego,	City of	

MPO ID: SD18										RTIP #:	23-09
Project Title:	raffic Contro	l Measure	es					Tra	ansNet - LSI:	CR	
a ra p T s th	niversity Avind calming rapid flashing rovides for in hese improving edding mother constructions for the constructions of the construct	measures beacons; nstalling tr rements re orists and on of rect	in multiple 10 V-Calm raffic contro espond to a I shortcuttir angular rap	locations on signs - In signs - In ol measure a variety of old flashing traffic. So	citywide: 2 San Dieg s on an as traffic cor Solutions to beacons	20 rectang go, this pro s-needed l ncerns suc used may i and geom	ular ojects basis. ch as nclude	,i			
	educe fundii										
Capacity	/ Status:NCI	Exem	pt Categor	y:Safety -	Non signa	lization tra	affic conti	rol and ope	erating		
Est Total Cost: \$11,66	1										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L	\$1,600	\$1,600									\$1,600
TransNet - L (Cash)	\$741	\$741									\$741
TransNet - LSI	\$3,313	\$1,501	\$200	\$112	\$500	\$500	\$500				\$3,313
TransNet - LSI Carry Over	\$4,525	\$3,525	\$1,000						\$466		\$4,059
Local Funds	\$621	\$621									\$621
Local RTCIP	\$861	\$861									\$861
TOTAL	\$11,661	\$8,849	\$1,200	\$112	\$500	\$500	\$500		\$466		\$11,195
PROJECT LAST AME	NDED 23-07	7									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L	\$1,600	\$1,600									\$1,600
TransNet - L (Cash)	\$741	\$741									\$741
TransNet - LSI	\$3,417	\$1,501	\$200	\$216	\$500	\$500	\$500				\$3,417
TransNet - LSI Carry Over	\$4,525	\$3,525	\$1,000						\$466		\$4,059
Local Funds	\$621	\$621									\$621
Local RTCIP	\$861	\$861									\$861
TOTAL	\$11,765	\$8,849	\$1,200	\$216	\$500	\$500	\$500		\$466		\$11,299

San Diego, City of MPO ID: SD23 RTIP #:23-09 Flood Resilience Infrastructure - Roadway Drainage Improvements TransNet - LSI: CR Project Title: Project Description: B11013 Jean Drive Storm Drain B12021 Huntington & Wilbee Storm Drain B12032 Mobley Ave Storm Drain B12078 Preece St Storm Drain B14108 Uptown Storm Drain Replacement (Affected Streets: Johnson St, Pennsylvania Ave, 1st Ave, Hunter St, Hawk St, Kite St, Rhode Island St, Cypress Ave, and Randolph St.) B14066 Otay Mesa Storm Drain Upgrade (Affected Streets: Arruza St, Del Sol Ln, Del Sur Blvd, Pequena St, 30th St, W San Ysidro Blvd, and Coronado Ave), S11002-Hayes Ave SD - Roadway drainage projects for the purpose of improving traffic impeding conditions and alleviating significant and frequent flooding (CIP ACA00001/S11002). Change Reason: Increase funding Capacity Status:NCI Exempt Category: Safety - Hazard elimination program Est Total Cost: \$33,413 TOTAL PRIOR 22/23 23/24 24/25 25/26 26/27 **FUTURE** RW CON \$3,302 \$3,302 \$3.302 TransNet - L \$445 \$445 \$445 TransNet - L (Cash) \$1,550 \$11,519 TransNet - LSI \$11,519 \$9,969 \$102 \$102 \$102 TransNet - LSI (Cash) \$3,921 \$28 \$3,949 \$3,949 TransNet - LSI Carry Over \$14,096 \$14,096 \$14,096 Local Funds \$33,413 \$31,835 \$1,578 \$33,413 TOTAL PROJECT LAST AMENDED 23-07 PRIOR TOTAL **FUTURE** RW CON PΕ 22/23 23/24 24/25 25/26 26/27 \$3,302 \$3,302 \$3,302 TransNet - L \$445 \$445 \$445 TransNet - L (Cash) \$11.519 \$9,969 \$1.550 \$11.519 TransNet - LSI \$102 \$102 TransNet - LSI (Cash) \$102 \$3,927 \$3,921 \$3,927 TransNet - LSI Carry Over

\$14,096

\$33,391

Local Funds TOTAL \$14,096

\$31,835

\$1,556

\$14,096

\$33,391

San Diego, City of MPO ID: SD34										RTIP #:	23-09
Project Title:	Camino Re	al							P REF: A-6	2; C-51 ((2021)
R e:	ridge 57C00 oad to Via c xtend transit CIP 52-479.0	le la Valle ion lane a	- reconstr and additio	ruct & wide	en from 2 to	4 lanes	and		S (M - 46) <i>nsNet</i> - LS	I: CR	
Change Reason: In	crease fund	ing									
Capacit	y Status:CI	Exem	pt Catego	ry:Non-Ex	empt						
Est Total Cost: \$65,97	3	(Open to Tr	affic: Jul 2	025						
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - LSI	\$491	\$491							\$491		
TransNet - LSI Carry Over	\$334	\$334							\$334		
HBP	\$36,220	\$3,420					\$32,800		\$1,420	\$2,000	\$32,800
HBRR	\$1,700	\$1,700							\$1,700		
RSTP	\$2,560	\$2,560							\$2,560		
Local Funds	\$23,668	\$7,370	\$12,048		\$4,250				\$1,955	\$2,165	\$19,548
Local Funds AC	\$0				\$32,800		\$(32,800)				
Local RTCIP	\$1,000	\$1,000									\$1,000
TOTAL	\$65,973	\$16,875	\$12,048		\$37,050				\$8,460	\$4,165	\$53,348
PROJECT LAST AME	NDED 23-01										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - LSI	\$491	\$491							\$491		
TransNet - LSI Carry Over	\$334	\$334							\$334		
HBP	\$36,220	\$3,420					\$32,800		\$1,420	\$2,000	\$32,800
HBRR	\$1,700	\$1,700							\$1,700		
RSTP	\$2,560	\$2,560							\$2,560		
Local Funds	\$19,418	\$7,370	\$12,048						\$1,955	\$2,165	\$15,298
Local Funds AC	\$0			\$32,800			\$(32,800)				
	¢4.000	\$1,000									\$1,000
Local RTCIP	\$1,000	φ1,000									ψ.,σσσ

MPO ID: SD49									l	RTIP #:	23-09				
Project Title:	Median Impro	vements	Citywide					Tra	nsNet - LSI:	CR					
r reject 2 eeenpaen.	Morena BI - <i>A</i> 5thTraffic Circ Point Dr at M Boulevard & I improvement	cles at va oorland A Loring Str	rious locatio ve; Crown eet - Provid	ons; Crow Point Dr a les for the	n Point Di at Lamont e installatio	r at La Cin St; Foothil on and	na Crown I	1							
Change Reason:	Reduce fundi	ng													
Capaci	ty Status:NCI	Exem	npt Categor	y:Safety -	Adding m	edians									
Est Total Cost: \$20,8	33														
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON				
TransNet - L (Cash)	\$894	\$894									\$894				
TransNet - LSI	\$11,632	\$2,547	\$6,085		\$1,000	\$1,000	\$1,000				\$11,632				
TransNet - LSI Carry Over	\$6,230	\$3,464	\$2,766								\$6,230				
Local Funds	\$2,077	\$2,077							\$1,102		\$975				
TOTAL	\$20,833	\$8,982	\$8,851		\$1,000	\$1,000	\$1,000		\$1,102		\$19,731				
PROJECT LAST AME	ENDED 23-07	7													
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON				
TransNet - L (Cash)	\$894	\$894									\$894				
TransNet - LSI	\$13,722	\$2,547	\$8,175		\$1,000	\$1,000	\$1,000				\$13,722				
TransNet - LSI Carry Over	\$6,230	\$3,464	\$2,766								\$6,230				
Local Funds	\$2,077	\$2,077							\$1,102		\$975				
TOTAL	\$22,923	\$8,982	\$10,941		\$1,000	\$1,000	\$1,000		\$1,102		\$21,821				

MPO ID: SD96										ı	RTIP #:	23-09
Project Title:	Street Resurfa	acing and	Reconstru	uction City	wide			į	FransNet -	LSI:	CR	
	Citywide - Thi reconstruction greater than	n including	g the repai	ir and reco	nstruction	of concre		1				
Change Reason: I	ncrease fund	ing										
Capaci	ty Status:NCI	Exem	pt Catego	ry:Safety -	Paveme	nt resurfac	ing and/o	rehabili	tation			
Est Total Cost: \$129,	767											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTUR	E I	PE	RW	CON
TransNet - L	\$4,000	\$4,000										\$4,000
TransNet - L (Cash)	\$149	\$149										\$149
TransNet - LSI	\$97,913	\$23,846	\$9,118	\$10,965	\$7,334	\$14,495	\$15,560	\$16,5	95			\$97,913
TransNet - LSI (Cash)	\$1,340	\$1,340										\$1,340
TransNet - LSI Carry Over	\$9,118	\$9,118										\$9,118
Local Funds	\$17,247	\$17,247										\$17,247
TOTAL	\$129,767	\$55,700	\$9,118	\$10,965	\$7,334	\$14,495	\$15,560	\$16,59	5			\$129,767
PROJECT LAST AME	ENDED 23-07	,										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURI	 	PE	RW	CON
TransNet - L	\$4,000	\$4,000										\$4,000
TransNet - L (Cash)	\$149	\$149										\$149
TransNet - LSI	\$95,809	\$23,846	\$7,868	\$10,111	\$7,334	\$14,495	\$15,560	\$16,59)5			\$95,809
TransNet - LSI (Cash)	\$1,340	\$1,340										\$1,340
TransNet - LSI Carry Over	\$9,118	\$9,118										\$9,118
Local Funds	\$17,247	\$17,247										\$17,247
TOTAL	\$127,663	\$55,700	\$7,868	\$10,111	\$7,334	\$14,495	\$15,560	\$16,5	95			\$127,663
									_			

MPO ID: SD166										RTIP #:2	23-09
Project Title:	licycle Facilit	ies						EAI	RMARK NO	: 317/90	
(E	Citywide inclu S00981); SR Bikeway Strip Tracks - insta	56 Bike In ing Impro	nterchange vements C	es (S00955 Citywide (A	5) Downto IA00001)i	wn Bicyle	Loop;	Tra	nsNet - LSI:	CR	
Change Reason: Ir	ncrease fund	ing	·	·							
Capacit	y Status:NCI	Exem	pt Catego	ry:Air Qual	ity - Bicy	cle and pe	destrian f	acilities			
Est Total Cost: \$48,19	18										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L	\$15	\$15									\$15
TransNet - L (Cash)	\$136	\$136									\$136
TransNet - LSI	\$40,079	\$679	\$3,650	\$1,550	\$8,550	\$8,550	\$8,550	\$8,550	\$15		\$40,064
TransNet - LSI Carry Over	\$4,164	\$2,973	\$1,190						\$241		\$3,923
Federal DiscCPF-HwyInfr	a \$3,144				\$3,144						\$3,144
HPP	\$360	\$360							\$53		\$307
Local Funds	\$300	\$300									\$300
TOTAL	\$48,198	\$4,463	\$4,840	\$1,550	\$11,694	\$8,550	\$8,550	\$8,550	\$309		\$47,889
PROJECT LAST AME	NDED 23-07	7									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L	\$15	\$15									\$15
TransNet - L (Cash)	\$136	\$136									\$136
TransNet - LSI	\$20,079	\$679	\$3,650	\$1,550	\$3,550	\$3,550	\$3,550	\$3,550	\$15		\$20,064
TransNet - LSI Carry Over	\$4,164	\$2,973	\$1,190						\$241		\$3,923
Federal DiscCPF-HwyInfr	a \$3,144				\$3,144						\$3,144
HPP	\$360	\$360							\$53		\$307
Local Funds	\$300	\$300									\$300
TOTAL	\$28,198	\$4,463	\$4,840	\$1,550	\$6,694	\$3,550	\$3,550	\$3,550	\$309		\$27,889

MPO ID: SD237										RTIP #:	23-09
Project Title:	Coastal Rail	Гrail						Trai	nsNet - LSI:	CR	
Project Description:	The proposed of Carmel Values to focusing on the Road/Carme is the Gilman proposed alignorive and Interction and CIP# S-0095	lley Road Union Stat he norther I Valley to Drive seg nment wil erstate 5, i a continue	and Sorrel tion Downt ly ten mile: the Gilmar gment of th Il follow Gil installing a	nto Valley I down San D s of the train Drive/I-5 e regional man Drive n one-way p	Road to the liego. The ill from the intersection 40-mile bis between I protected of	e north ar City is cur Sorrento ons This cycle corri La Jolla Vi cycle-track	nd rrently Valley project dor. The llage t in each				
	CIF# 3-0093	1)						i i			
Changa Paggan:		na									
Change Reason:	Reduce fundi		unt Cotogor	n. Air Quali	ty Dioyo	lo and no		acilitica			
Сара	Reduce fundi city Status:NC		pt Categor	ry:Air Quali	ty - Bicyc	le and peo	destrian t	acilities			
	Reduce fundi city Status:NC 673	l Exem									
Capa	Reduce fundi city Status:NC 673	l Exem	pt Categor	23/24	ty - Bicyc	le and peo 25/26	destrian f	acilities	PE	RW	CON
Capa Est Total Cost: \$20	Reduce fundicity Status:NC 673 TOTAL \$9,300	PRIOR \$350	22/23						\$350	RW	\$8,950
Capa Est Total Cost: \$20 TransNet - LSI TransNet - LSI Carry Ov	Reduce fundicity Status:NC 673 TOTAL \$9,300 ser \$4,149	PRIOR \$350 \$3,140		23/24						RW	\$8,950 \$1,009
Capa Est Total Cost: \$20	Reduce fundicity Status:NC 673 TOTAL \$9,300	PRIOR \$350 \$3,140	22/23	23/24					\$350	RW	\$8,950
Capa Est Total Cost: \$20 TransNet - LSI TransNet - LSI Carry Ov	Reduce fundicity Status:NC 673 TOTAL \$9,300 ser \$4,149	PRIOR \$350 \$3,140 \$7,224	22/23	23/24					\$350	RW	\$8,950 \$1,009
Capa Est Total Cost: \$20 TransNet - LSI TransNet - LSI Carry Ov Local RTCIP	Reduce fundicity Status:NC 673 TOTAL \$9,300 \$4,149 \$7,224 \$20,673	PRIOR \$350 \$3,140 \$7,224 \$10,714	\$1,009	23/24 \$8,950					\$350 \$3,140	RW	\$8,950 \$1,009 \$7,224
Capa Est Total Cost: \$20 TransNet - LSI TransNet - LSI Carry Ov Local RTCIP TOTAL	Reduce fundicity Status:NC 673 TOTAL \$9,300 \$4,149 \$7,224 \$20,673	PRIOR \$350 \$3,140 \$7,224 \$10,714	\$1,009	23/24 \$8,950					\$350 \$3,140	RW	\$8,950 \$1,009 \$7,224
Capa Est Total Cost: \$20 TransNet - LSI TransNet - LSI Carry Ov Local RTCIP TOTAL	Reduce fundicity Status:NC 673 TOTAL \$9,300 94,149 \$7,224 \$20,673 MENDED 23-0	PRIOR \$350 \$3,140 \$7,224 \$10,714	\$1,009 \$1,009	23/24 \$8,950 \$8,950	24/25	25/26	26/27	FUTURE	\$350 \$3,140 \$3,490		\$8,950 \$1,009 \$7,224 \$17,183
Capa Est Total Cost: \$20 TransNet - LSI TransNet - LSI Carry Ox Local RTCIP TOTAL PROJECT LAST AN	Reduce fundicity Status:NC 673 TOTAL \$9,300 \$4,149 \$7,224 \$20,673 MENDED 23-0 TOTAL \$10,050	PRIOR \$350 \$3,140 \$7,224 \$10,714	\$1,009 \$1,009	23/24 \$8,950 \$8,950	24/25	25/26	26/27	FUTURE	\$350 \$3,140 \$3,490 PE		\$8,950 \$1,009 \$7,224 \$17,183
Capa Est Total Cost: \$20 TransNet - LSI TransNet - LSI Carry Ov Local RTCIP TOTAL PROJECT LAST AN TransNet - LSI	Reduce fundicity Status:NC 673 TOTAL \$9,300 \$4,149 \$7,224 \$20,673 MENDED 23-0 TOTAL \$10,050	PRIOR \$350 \$3,140 \$7,224 \$10,714 1 PRIOR \$350	\$1,009 \$1,009	23/24 \$8,950 \$8,950	24/25	25/26	26/27	FUTURE	\$350 \$3,140 \$3,490 PE \$350		\$8,950 \$1,009 \$7,224 \$17,183 CON \$9,700

MPO ID: SD266										RTIP #:2	23-09
Project Title:	Normal Street	Promena	de					Tra	ansNet - LSI	: CR	
Project Description:	Normal Stree This complete bike facility or Washington S	street pro Normal S	oject will ins Street betw	stall hard-s een Unive	scape imp	orovement nue and	s and a				
Change Reason:	Increase fund	ing									
Capac	city Status:NCI	Exem	pt Category	y:Air Quali	ty - Bicyc	le and peo	destrian f	acilities			
Est Total Cost: \$3,8	55										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - LSI	\$2,455			\$2,455							\$2,455
Local Funds	\$1,400		\$1,400						\$1,400		
TOTAL	\$3,855		\$1,400	\$2,455					\$1,400		\$2,455
PROJECT LAST AM	MENDED 23-07	,									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - LSI	\$700			\$700							\$700
Local Funds	\$1,400		\$1,400						\$1,400		
TOTAL	\$2,100		\$1,400	\$700					\$1,400		\$700

DELETED Santee, City of MPO ID: SNT26 RTIP #:23-09 SR-67 Improvements/Woodside Avenue Interchange Improvements RAS (T2-11) Project Title: Project Description: Intersection at SR-67 and Woodside Ave - This project proposes to improve traffic circulation at the intersection of Woodside Avenue at State Route 67 and make a sidewalk connection to North Woodside Avenue. It includes replacing the stop sign controlled intersection with medians, sidewalks, roundabout and/or other traffic signal improvements. The project will also require improvements within the Caltrans right-of-way on the State Route 67 off-ramp. Change Reason: Delete project Capacity Status:NCI Exempt Category: Other - Changes in vertical and horizontal alignment Est Total Cost: \$0 TOTAL PRIOR FUTURE PΕ RW CON 22/23 23/24 24/25 25/26 26/27 \$0 Local Funds \$0 Local RTCIP TOTAL PROJECT LAST AMENDED 23-00 TOTAL **PRIOR** CON 22/23 23/24 24/25 25/26 26/27 **FUTURE** RW \$484 \$484 Local Funds \$484 \$3,642 \$787 \$2,855 \$787 \$2,855 Local RTCIP TOTAL \$4,126 \$787 \$3,339 \$787 \$3,339

MPO ID: SNT30										RTIP #:2	23-09
Project Title:	Smart Traffic	Signals						RAS	S (T2-11)		
N	All signalized Mission Gorg oadways in t	e Road - l	nstall smar	•	•		•	1			
	ncrease fund y Status:NCI										
Est Total Cost: \$2,114	1										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
Local Funds	\$66			\$66							\$66
Local RTCIP	\$2,048			\$1,098				\$950	\$122		\$1,926
TOTAL	\$2,114			\$1,164				\$950	\$122		\$1,992
PROJECT LAST AME	NDED 23-00)									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
Local Funds	\$66			\$66					\$30		\$36
Local RTCIP	\$434		\$50	\$384					\$50		\$384
TOTAL	\$500		\$50	\$450					\$80		\$420

Santee, City of

MPO ID: SNT32										RTIP #:2	3-09
Project Title:	Cuyamaca Stre	eet Right	Turn Lanes	s at Missio	n Gorge F	Road		1			
Project Description:	Intersection at right-of-way ar dedicated right	nd widen r	orthbound	l Cuyamad	a Street t	o provide	а				
Change Reason:	New Project			J		J					
Capac	city Status:NCI	Exemp	t Category	:All Projec	cts - Inters	ection cha	annelizat	ion projects			
Est Total Cost: \$1,2	10										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
Local Funds	\$90			\$90					\$45		\$45
Local RTCIP	\$1,120			\$1,120							\$1,120
TOTAL	\$1,210			\$1,210					\$45		\$1,165

MPO ID: SNT33										RTIP #:23	-09
Project Title:	State Route 52	Improve	ments bet	ween SR-	125 and I-1	5					
Project Description: SR 52 from SR-125 to I-15 Milepost begins at 7.4 ends at 14.6 (7.2 miles) - This project will improve Highway 52 between State Route 125 and Interstate 15 to alleviate congestion on the freeway and on Santee streets. The project will add a westbound lane from Mast Boulevard to the summit, relocate the bike lane to the south side of the freeway, add an additional lane to the westbound on-ramp at Mast Boulevard, and restripe the section between Mast Boulevard and SR 125 to add an additional lane in each direction. Change Reason: New Project											
	city Status:Cl	Evemr	t Categor	v:Non-Exe	mnt						
Est Total Cost: \$8,50				ffic: Dec 2							
LSt Total Cost. \$0,50	TOTAL	PRIOR				05/00	20/27	FUTURE	PE	RW	CON
Fadaral Diag. ODF Usuali		PRIOR	22/23	23/24	24/25 \$2,500	25/26	26/27	FUTURE	\$2,500	RVV	CON
Federal DiscCPF-Hwylr			#700	¢4.000							
Local Funds	\$6,000		\$720	\$1,000	\$4,280				\$6,000		
TOTAL	\$8,500		\$720	\$1.000	\$6,780				\$8,500		

Santee, City of

MPO ID: SNT34									ı	RTIP #:2	3-09
Project Title:	Broadband Infr	astructure	e Improver	ments				1 1 1 1			
Project Description:	Mission Gorge for the final ste implementation should City Ha cables will be i Boulevard, Ma provide a secu Public Works C operate an offs connections to Community Ce	p in the C n of a red Il become nstalled to gnolia Av red, wired Operations site "satell Fire Stat	city's disas undant, off unusable o connect enue and d fiber opti s Center w ite City Ha	ter recove f-site locati In addition existing transfers Mission Good connection with the requal!" to serve	r plan, whi on to cont in fiber opt affic signal orge Road on from Ci uired band e the comr	ich is the inue operatic commus on Mast I. The projety Hall to dwidth near munity and	ations inication ect will the City's eded to	S			
Change Reason:	New Project										
Capa	city Status:NCI	Exemp	t Categor	y:Other - T	Γraffic sigr	nal synchr	onization	n projects			
Est Total Cost: \$1,2	32										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
ARPA 2021	\$1,069		\$30	\$1,039					\$30		\$1,039
Local RTCIP	\$163			\$163							\$163
TOTAL	\$1,232		\$30	\$1,202					\$30		

Solana Beach, City of

MPO ID: SB23									ı	RTIP #:23	-09
Project Title:	Traffic Signal E	Equipment	t Replacen	nents and	Upgrades						
Project Description:	Lomas Santa l		_	-	_		ent				
Change Reason:	New Project							1			
Capa	city Status:NCI	Exemp	ot Category	:Other - I	ntersectio	n signaliza	ation proj	ects			
Est Total Cost: \$61											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
Local RTCIP	\$61			\$25	\$36						\$61
TOTAL	\$61			\$25	\$36						\$61

Va	rin	us	Δα	ıΔn	cı	26

MPO ID: CAL615										RTIP #:23	3-09
Project Title:	Harbor Drive	2.0 & I-15	Operation	al Improve	ments (Ve	esta St)		EA	NO: 43131	, 43105	
Project Description:	Harbor Drive	(I-5) from	9.800 to F	R 14.70 (4.9	miles), H	arbor Driv	e (I-15)	PP	'NO: 1447,	1417	
, '	from 0.400 to	R 0.500 (.1 miles),	Vesta St (I-	15) from (0.400 to 0.	400 -				
	Vesta St- In S	,		•							
	Drive (Vesta	_	-	_							
	Updating CAI		•	•	-		,				
	CAL107 will b		•	•	•						
	federal funds		•					ı			
	funds for the		-								
Change Reason:	Other, Revise	•		I Indated I	ead agen	cy and Pos	et Milee (to PPF	2 document		
	city Status:NC								Cuocument		
		Exelli	pi Calego	ry.Other -	Παπορυπα	auon emia	ncemen	activities			
Est Total Cost: \$67,	700										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
CBI	\$8,800	\$3,800	\$5,000						\$8,800		
SB1 - TCEP	\$18,500			\$18,500					\$13,000	\$5,500	
TOTAL	\$27,300	\$3,800	\$5,000	\$18,500					\$21,800	\$5,500	
PROJECT LAST AM	1ENDED 23-05	5									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
CBI	\$8,800	\$3,800		\$5,000					\$8,800		
SB1 - TCEP	\$18,500			\$18,500					\$13,000	\$5,500	
TOTAL	\$27,300	\$3,800		\$23,500					\$21,800	\$5,500	

Various Agencies

MPO ID: V07										RTIP #:	23-09
Project Title: Bi	ological Mit	igation Pr	ogram					};	SANDAG ID): 120020	0
m re P	anagement equirements	and moni ; mitigatio ects, then	itoring ned n efforts w	essary for	r meeting on <i>TransN</i>	n, enhancer project mitiq et Early Act n (RTP) Rev	gation ion				
Change Reason: R	evise fundir	ng betwee	n fiscal ye	ars							
Capacity	Status:NC	I Exem	npt Catego	ry:Other	- Advance	land acqui	sitions				
Est Total Cost: \$462,0	00										
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE PE	RW	CON
TransNet - REMP	\$399,063	\$359,072	\$20,437	\$12,095	\$7,459				\$63,141	\$131,547	\$204,375
TransNet - Regional EMP (A	AC) \$0	\$14,517			\$(7,317)	\$(7,200)					
CMAQ - Conversion	\$37,284	\$37,284									\$37,284
RSTP	\$6,683	\$6,683									\$6,683
RSTP - Conversion	\$14,517	•			\$7,317	\$7,200					\$14,517
Local Funds	\$4,453	\$453	\$4,000								\$4,453
TOTAL	\$462,000	\$418,009	\$24,437	\$12,095	\$7,459				\$63,141	\$131,547	\$267,312
PROJECT LAST AME	NDED 23-0	5									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - REMP	\$399,063	\$359,072	\$20,437	\$12,095	\$7,459				\$63,141	\$131,547	\$204,375
TransNet - Regional EMP (A	AC) \$0	\$21,200			\$(10,700)	\$(10,500)					
CMAQ - Conversion	\$37,284	\$37,284									\$37,284
RSTP - Conversion	\$21,200				\$10,700	\$10,500					\$21,200
Local Funds	\$4,453	\$453	\$4,000								\$4,453
TOTAL	\$462,000	\$418,009	\$24,437	\$12,095	\$7,459				\$63,141	\$131,547	\$267,312

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MPO ID: V10										RTIP #:2	3-09			
Project Title:	Grouped Proj	ects for T	ransNet Sr	mart Grow	th Incentiv	e Program	1	12240	AG ID: 1: 047, 1224	049, 122				
Project Description:	Table 3 categories - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) 1224055, 1224056, 1224058, 1224060, 1224061, 1224062, 1224064, 1224065, 1224067, 1224067, 1224068, 1224069, 1224071, 3321900, 1224072, 1224073													
Change Reason:	Increase fund	ling												
Capac	ity Status:NC	l Exem	npt Categoi	ry:Other -	Transport	ation enha	ncement	activities						
Est Total Cost: \$41,0)77													
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON			
TransNet - LSI	\$3,588	\$185		\$1,153	\$750	\$500	\$500	\$500			\$3,588			
TransNet - LSI Carry Ove	er \$653	\$653									\$653			
TransNet - SGIP	\$20,435	\$5,995	\$12,731	\$1,410	\$150	\$150					\$20,435			
Local Funds	\$16,401	\$7,987	\$8,114	\$100	\$100	\$100					\$16,401			
TOTAL	\$41,077	\$14,820	\$20,845	\$2,663	\$1,000	\$750	\$500	\$500			\$41,077			
PROJECT LAST AM	ENDED 23-0	5						,						
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON			
TransNet - LSI	\$3,588	\$185		\$1,153	\$750	\$500	\$500	\$500			\$3,588			
TransNet - LSI Carry Ove	er \$653	\$653									\$653			
TransNet - SGIP	\$18,643	\$5,995	\$10,938	\$1,410	\$150	\$150					\$18,643			
Local Funds	\$16,401	\$7,987	\$8,114	\$100	\$100	\$100					\$16,401			
TOTAL	\$39,285	\$14,820	\$19,052	\$2,663	\$1,000	\$750	\$500	\$500			\$39,285			

Various Agencies

MPO ID: V11 RTIP #:23-09 State Route 11 EA NO: 05631, 05632, 05633, Project Title: 05634, 05638, 05639 Project Description: On new alignment from SR 125 to the U.S.-Mexico Border - Construction PPNO: 0999 of four-lane toll highway facility, CVEF and POE in three segments: RTP REF: A-5; A-30; B-24 Segment 1: SR-11/905 to Enrico Fermi; Segment 2: SR-11 from Enrico SANDAG ID: 1201101, Fermi to Siempre Viva; Segment 3: POE from Siempre Viva to Mexico 1201102, 1201103, 1201105 Border. Toll Credits will be used to match federal funds for the PE phase, EARMARK NO: CA393/740 the ROW phase, and the CON phase.. Toll Credits will be used to match federal funds for the PE phase, Toll Credits will be used to match federal funds for the CON phase Change Reason: Increase funding, Revise Fund Source, Revise funding between fiscal years Capacity Status:CI **Exempt Category:Non-Exempt** RT:11 Est Total Cost: \$1,109,594 Open to Traffic: Phase 1: Mar 2016 Phase 2: Sep 2021 Phase 3: Nov 2022 **PRIOR FUTURE** CON TOTAL 22/23 23/24 24/25 25/26 26/27 PΕ RW \$5,150 \$28,325 \$30,686 \$2,789 TransNet - Border \$33,475 \$5,018 TransNet - MC \$9,141 \$616 \$3,507 \$7,612 \$1,529 \$15,000 \$(15,000) TransNet - MC AC \$0 \$195,287 \$195,287 \$52,139 \$104,091 \$39,057 CBI HPP \$800 \$800 \$800 \$199,278 \$49,278 \$150,000 \$199,278 **INFRA** \$439 \$439 \$439 ITS \$325,000 \$325,000 \$325,000 Other Fed -TIFIA **RSTP** \$32,500 \$2,500 \$15,000 \$15,000 \$17,500 \$15,000 \$73,385 \$73,385 \$73,385 Prop 1B - TCIF \$224,688 \$84,688 \$140,000 \$172,308 SB1 - TCEP \$14,610 \$37,770 STIP-IIP NHS \$6,882 \$6,882 \$6,882 \$5,200 \$5,200 \$5,200 STIP-IIP Prior State Cash \$919 STIP-IIP State Cash \$919 \$919 Local Funds \$2,600 \$2,600 \$2,600 \$325,000 \$(325,000) Local Funds AC \$0 \$1,109,594 \$429,646 \$61,832 \$139,387 \$146,179 TOTAL \$3,116 \$940,000 \$(325,000) \$824,028

^{*} Environmental Document funded from STIP-IPP prior to CIP

PROJECT LAST AMENDED 23-05												
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON	
TransNet - Border	\$33,475	\$5,150		\$28,325					\$30,686	\$2,789		
TransNet - MC	\$9,317	\$5,018	\$4,298						\$7,788	\$1,354	\$175	
CBI	\$195,287	\$195,287							\$52,139	\$104,091	\$39,057	
HPP	\$800	\$800							\$800			
INFRA	\$199,278	\$49,278		\$150,000							\$199,278	
ITS	\$439	\$439							\$439			
Other Fed -TIFIA	\$243,000				\$243,000						\$243,000	
RSTP	\$2,500		\$2,500						\$2,500			
Prop 1B - TCIF	\$73,385	\$73,385									\$73,385	
SB1 - TCEP	\$224,688	\$84,688		\$140,000					\$14,610	\$37,770	\$172,308	
STIP-IIP NHS	\$6,882	\$6,882							\$6,882			
STIP-IIP Prior State Cash	\$5,200	\$5,200							\$5,200			
STIP-IIP State Cash	\$919	\$919							\$919			
Local Funds	\$57,600	\$2,600			\$55,000				\$2,600		\$55,000	
Local Funds AC	\$0			\$243,000	\$(243,000)							
TOTAL	\$1,052,770	\$429,646	\$6,798	\$561,325	\$55,000				\$124,563	\$146,004	\$782,203	

MPO ID: V12 RTIP #:23-09 Grouped Projects for Bicycle and Pedestrian Facilities. SANDAG ID: 1223054, Project Title: 1223057, 1223058 Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized) Change Reason: Increase funding Capacity Status:NCI Exempt Category: Air Quality - Bicycle and pedestrian facilities Est Total Cost: \$56,124 TOTAL **PRIOR FUTURE** PΕ RW CON 22/23 23/24 24/25 25/26 26/27 TransNet - BPNS \$26,760 \$11,702 \$6,198 \$6,474 \$1,557 \$725 \$95 \$10 \$26,760 \$4,100 \$4,100 \$4,100 CRRSAA \$1,863 \$1,863 \$1,863 **RSTP** ATP - R \$4,450 \$4,450 \$4,450 \$2,834 \$2,834 \$2,834 ATP - S \$791 \$791 \$791 CAP-TRADE SB1 - LPP Formula \$3,450 \$3,450 \$3,450 \$6,043 \$6,043 \$2,593 \$3,450 **CRP** \$5,833 \$2,853 \$2.980 \$5,833 TDA - Bicycles TOTAL \$56,124 \$11,702 \$22,057 \$16,529 \$95 \$10 \$56,124 \$5,007 \$725 PROJECT LAST AMENDED 23-05 **TOTAL PRIOR** RW 22/23 23/24 24/25 25/26 26/27 **FUTURE** PΕ CON \$27,410 \$11,702 \$6,855 \$1,216 \$1,050 \$205 \$27,410 TransNet - BPNS \$6,383 \$4,100 \$4,100 \$4,100 CRRSAA **RSTP** \$1,863 \$1,863 \$1,863 ATP - R \$7,284 \$4,450 \$2,834 \$7,284 \$2,593 \$2,327 \$2,593 \$266 **CRP** \$799 \$799 \$799 Local Funds \$2,853 \$2,853 \$2,853 TDA - Bicycles

TOTAL

\$46,902

\$11,968

\$21,976

\$10,488

\$1,216

\$1,050

\$205

\$46,902

Various Agencies

MPO ID: V14										RTIP#	:23-09
i rojoot rido.	ouped Proj ogram (ATF		icycle and	pedestriar	facilities	- Active T	ransportal	1	SANDAG ID 223093, 12		1,
, Ta	ojects are o ble 3 categ on-motorize	jories - Bi				-					
Change Reason: Re	duce fundi	ng									
Est Total Cost: \$124,45	Status:NCI	Exem	npt Catego	ry:Air Qual	ity - Bicy	cle and pe	edestrian f	acilities			
ESt Total Cost. \$124,45		1									
T	TOTAL	PRIOR	22/23	23/24 \$149	24/25 \$98	25/26 \$40	26/27 \$440	FUTURI	E PE	RW	CON
TransNet - BPNS	\$4,385		\$157	\$149	\$98	\$40	\$440				\$4,385
TransNet - LSI	\$4,533		\$250								\$4,533 \$50
TransNet - LSI (Cash)	\$50 \$3,618		\$1,005								\$3,618
TransNet - LSI Carry Over TransNet - MC	\$2,000		\$1,003		\$1,000	\$1,000					\$2,000
	\$300		\$300		Ψ1,000	Ψ1,000					\$300
Federal DiscCPF-HwyInfra ATP - R	\$49,456	\$16,145	\$5,185	\$8,023	\$1,724	\$8,924	\$9,455				\$49,456
ATP-S	\$51,734		\$7,381	\$7,819	\$1,665	ψ0,02-	\$24,645				\$51,734
Local Funds	\$7,417		\$372	\$398	\$226	\$550	Ψ2 1,0 10				\$7,417
Local RTCIP	\$960		\$960	Ψοσο	422 0	4000					\$960
TOTAL	\$124,453			\$16,389	\$4,713	\$10,514	\$34,540				\$124,453
TOTAL	+ 1 = 1,100	¥ :=,00:	710,010	* 1.0,000	V 1,1 1 0	4.0,0	40.,0.0				V 1.2 1, 1.00
PROJECT LAST AMEN	DED 23-07	7									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - BPNS	\$3,845	\$3,501	\$157	\$129	\$58						\$3,845
TransNet - LSI	\$4,533	\$4,283	\$250								\$4,533
TransNet - LSI (Cash)	\$50	\$50									\$50
TransNet - LSI Carry Over	\$3,618	\$2,613	\$1,005								\$3,618
Federal DiscCPF-HwyInfra	\$300		\$300								\$300
ATP - R	\$44,842	\$16,145	\$5,185	\$3,409	\$1,724	\$8,924	\$9,455				\$44,842
ATP - S	\$62,705	\$10,224	\$7,381	\$18,790	\$1,665		\$24,645				\$62,705
Local Funds	\$12,252	\$5,871	\$372	\$3,233	\$1,226	\$1,550					\$12,252
Local RTCIP	\$960		\$960								\$960
TOTAL	\$133,105	\$42,687	\$15,610	\$25,561	\$4,673	\$10,474	\$34,100				\$133,105

Va	rini	16	Aae	nc	20

MPO ID: V20 RTIP #:23-09														
Project Title: G	rouped Proj	ects for E	ngineering	- Complete	e Corrido	r Studies		SA	NDAG ID: 16	500001,				
T e n	rojects are of able 3 cated on the capacity hase.	jories - En il effects c	igineering t of the propo	o assess s sed action	ocial, ec or altern	onomic, an	nd hat action	160 , 160 , 160	00101, 1600 ² 00503, 1600 00801, 1601 05601, 1606 09401, 1612	504, 160 501, 160 701, 160	0505, 5201, 7801,			
Change Reason: Revise funding between fiscal years														
Capacity Status:NCI Exempt Category:Other - Engineering studies														
Est Total Cost: \$34,365														
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON			
TransNet - MC	\$8,192	\$5,553	\$2,035	\$354	\$150	\$50	\$50				\$8,192			
RSTP	\$25,775	\$16,406	\$6,269			\$3,100					\$25,775			
TDA	\$98	\$82	\$16								\$98			
Toll - Managed Lanes	\$300		\$300								\$300			
TOTAL	\$34,365	\$22,041	\$8,620	\$354	\$150	\$3,150	\$50				\$34,365			
PROJECT LAST AME	NDED 23-07	7												
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON			
TransNet - MC	\$8,192	\$5,553	\$2,035	\$354	\$150	\$50	\$50				\$8,192			
RSTP	\$25,775	\$16,406	\$6,269			\$2,000	\$1,100				\$25,775			
TDA	\$98	\$82	\$16								\$98			
Toll - Managed Lanes	\$300		\$300								\$300			
TOTAL	\$34,365	\$22,041	\$8,620	\$354	\$150	\$2,050	\$1,150				\$34,365			

RTIP Fund Types

Kill Fullu Types	
<u>Federal Funding</u>	
BIP/CBI	Border Infrastructure Program/Corridors and Borders Infrastructure Program
CMAQ	Congestion Mitigation and Air Quality
DEMO-Sec 117/STP	Surface Transportation Program under FHWA Administrative Program (congressionally directed appropriations)
EARREPU	Earmark Repurposing
INFRA/FASTLANE	Infrastructure for Rebuilding America (INFRA) Grant
FRA-PRIIA	Federal Railroad Administration Passenger Rail Investment and Improvement Act of 2008
FTA Section 5307	Federal Transit Administration Urbanized Area Formula Program
FTA Section 5309 (Bus)	Federal Transit Administration Discretionary Program
FTA Section 5310	Federal Transit Administration Elderly & Disabled Program
FTA Section 5311	Federal Transit Administration Rural Program
FTA Section 5337	Federal Transit Administration State of Good Repair Grant Program
FTA Section 5339	Federal Transit Administration Bus and Bus Facilities Formula Grant Program
HBP	Highway Bridge Program under SAFETEA-LU
HPP	High Priority Program under SAFETEA-LU
HSIP	Highway Safety Improvement Program
ITS	Intelligent Transportation System
NHS	National Highway System (administered by Caltrans)
CRRSAA	Other Fed - Coronavirus Response and Relief Supplemental Appropriations Act
RSTP	Regional Surface Transportation Program
STP-RL	Surface Transportation Program - Highway Railway Crossings Program (Section 130)
TE	Transportation Enhancement Program
TIFIA	Transportation Infrastructure Finance and Innovation Act (Federal Loan Program)
CMAQ/RSTP Conversion	Reimbursement of advanced federal funds which have been advanced with local funds in earlier years
State Funding	
ATP	Active Transportation Program (Statewide and Regional)
Coastal Conservancy	California Coastal Conservancy Fund
LBSRA	Local Bridge Seismic Retrofit Account (State Prop. 1B)
PTA	Public Transportation Account
SB1 - CCP	Senate Bill 1 - Congested Corridors Program
SB1 - TCEP	Senate Bill 1 - Trade Corridor Enhancement Program
SB1 - LPP Formula	Senate Bill 1 - Local Parternship Formula Program
SB1 - SGR	Senate Bill 1 - State Transit Assitance State of Good Repair
SB1 - TIRCP	Senate Bill 1 - Transit and Intercity Rail Program
SHOPP (AC)	State Highway Operation & Protection Program

STA	State Transit Assistance
STIP-IIP	State Transportation Improvement Program - Interregional Program
STIP-RIP	State Transportation Improvement Program - Regional Improvement Program
TCIF	Trade Corridor Improvement Fund (State Prop. 1B)
TIRCP	Transit and Intercity Rail Capital Program
TCRP	Traffic Congestion Relief Program
Local Funding	
Local Funds AC	Local Funds - Advanced Construction; mechanism to advance local funds to be reimbursed at a later fiscal year with federal/state funds
RTCIP	Regional Transportation Congestion Improvement Program
TDA	Transportation Development Act
TransNet-Border	Prop. A Extension Local Transportation Sales Tax - Border
TransNet-BPNS	Prop. A Extension Local Transportation Sales Tax - Bicycle, Pedestrian and Neighborhood Safety Program
TransNet-L	Prop. A Local Transportation Sales Tax - Local Streets & Roads
TransNet-L (Cash)	TransNet - L funds which agencies have received payment, but have not spent
TransNet-LSI	Prop. A Extension Local Transportation Sales Tax - Local System Improvements
TransNet-LSI Carry Over	TransNet - LSI funds previously programmed but not requested/paid in year of allocation
TransNet-LSI (Cash)	TransNet - LSI funds which agencies have received payment, but have not spent
TransNet-MC	Prop. A Extension Local Transportation Sales Tax - Major Corridors
TransNet-MC AC	TransNet - Major Corridors - Advanced Construction; mechanism to advance TransNet funds to be reimbursed at a later fiscal year with federal/state funds
TransNet-REMP	Prop. A Extension Local Transportation Sales Tax - Regional Environmental Mitigation Program
TransNet-SGIP	Prop. A Extension Local Transportation Sales Tax - Regional Smart Growth Incentive Program
TransNet-SS	Prop. A Extension Local Transportation Sales Tax - Senior Services

Legend Indicates change from prior amendment

San Diego Association of Governments (SANDAG) 2023 Regional Transportation Improvement Program (in \$000s) - Amendment No. 9

		Prior Years	2022/2		2023/		2024,	/2025	2025	/2026	2026	/2027	TOTA	
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current
	Sales Tax	\$4,314,982	\$588,610	\$583,508	\$406,153	\$428,152	\$277,100	\$317,444	\$222,378	\$238,980	\$245,968	\$250,214	\$6,061,867	\$6,133,280
	County	\$4,314,982	\$588,610	\$583,508	\$406,153	\$428,152	\$277,100	\$317,444	\$222,378	\$238,980	\$245,968	\$250,214	\$6,061,867	\$6,133,280
	Other Local Funds	\$809,736	\$330,095	\$332,899	\$188,413	\$193,888	\$178,151	\$138,832	\$36,043	\$51,749	\$58,047	\$58,047	\$1,602,150	\$1,585,151
LOCAL	City General Funds	\$777,062	\$319,722	\$321,806	\$183,413	\$187,731	\$103,213	\$114,614	\$36,043	\$51,749	\$58,047	\$58,047	\$1,479,165	\$1,511,009
ŏ	Street Taxes and Developer Fees	\$32,674	\$10,373	\$11,093	\$5,000	\$6,156	\$74,938	\$24,218					\$122,985	\$74,142
_	RSTP Exchange funds													
	Other	\$1,033,854	\$163,817	\$160,428	\$116,350	\$121,286	\$105,228	\$105,264	\$104,363	\$104,363	\$108,805	\$108,805	\$1,633,205	\$1,634,001
	Local Total	\$6,158,572	\$1.082.522	\$1,076,835	\$710.917	\$743.326	\$560,479	\$561,541	\$362.784	\$395.092	\$412,820	\$417,066	\$9,297,222	\$9.352.432
	State Highway Operations and Protection Program	\$134,267	\$454,125	\$459,716	\$102,550	\$102,550	\$140,049	\$140,049	\$108,027	\$108,027			\$931,355	\$944,609
	SHOPP (Including Augmentation)	\$134,267	\$454,125	\$459,716	\$102,550	\$102,550	\$140.049	\$140.049	\$108.027	\$108.027			\$931,355	\$944,609
	SHOPP Prior												*,	4 -1.7
	State Transportation Improvement Program	\$712,311	\$58.047	\$58,047	\$20,010	\$20,010	\$1,193	\$1,193	\$1,183	\$1,183	\$82,082	\$82,082	\$874,826	\$874,826
	STIP (Including Augmentation)	\$670,562	\$58,047	\$58,047	\$20,010	\$20,010	\$1,193	\$1,193	\$1,183	\$1,183	\$82,082	\$82,082	\$833,077	\$833,077
	STIP Prior	\$41,749		+==,=	4,	, , , , , ,	+-,	7.,	4.,	7.1	+,	4,	\$41,749	\$41,749
	Proposition 1 A	\$41,843											\$41,843	\$41,843
ш	Proposition 1 B	\$653,252						\$1,319			\$2,214	\$895	\$655,466	\$655,466
STATE	Active Transportation Program	\$45,287	\$29,448	\$29,448	\$44.738	\$50,372	\$15.606	\$16.901	\$8.924	\$17.313	\$34,100	\$34,100	\$178,103	\$193,421
S	Highway Maintenance (HM)	Ψ 10,207		Ţ_3, 3	÷ 1 1,7 50	Ţ00,07Z	Ţ.5,550	\$10,501	+0,52 T	ψιησισ	Ţ3 1,100	÷5 1,100	Ţ., J,.J	Ţ.55, 121
	Highway Bridge Program (HBP)	\$131,987	\$38,921	\$42,582	\$14,904	\$29,711	\$19,354	\$25,166	\$30,199	\$19,600	\$167,650	\$153,968	\$403,015	\$403,015
	Road Repair and Accountability Act of 2017 (SB1)	\$515,958	\$128.015	\$128,765	\$199,440	\$62,890	\$37,967	\$279,967	\$22.827	\$18.827	\$13,129	\$13,129	\$917,337	\$1,019,537
	Traffic Congestion Relief Program (TCRP)	\$95,298	Ţ.20,0.0	Ţ.25,755	ŢS, 1 10	+32,030	+57,507	+=15,507	+,/	+10,027	7.0,125	4.0,123	\$95,298	\$95,298
	State Transit Assistance (e.g., population/revenue based, Prop		4	A	A /	A	4	4	4270 000	dan	4	4		
	42)	\$225,279	\$31,746	\$31,746	\$40,984	\$40,984	\$39,167	\$39,167	\$132,667	\$132,667	\$39,167	\$39,167	\$509,011	\$509,011
	Other	\$136,582	\$264,213	\$264,213	\$22,369	\$23,280	\$16,925	\$16,925	\$22,894	\$22,894	\$9,467	\$9,467	\$472,450	\$473,361
	State Total	\$2,692,063	\$1,004,515	\$1,014,517	\$444,995	\$329,797	\$270,262	\$520,688	\$326,722	\$320,512	\$347,809	\$332,809	\$5,078,704	\$5,210,387
	5307 - Urbanized Area Formula Program	\$930,663	\$99,194	\$99,194	\$94,746	\$94,746	\$96,726	\$96,726	\$98,748	\$98,748	\$100,811	\$100,811	\$1,420,887	\$1,420,887
	5309a - Fixed Guideway Modernization	\$97,086											\$97,086	\$97,086
IS	5309b - New and Small Starts (Capital Investment Grants)	\$824,980	\$100,000	\$100,000	\$100,000	\$100,000	\$41,396	\$41,396					\$1,066,376	\$1,066,376
₹	5309c - Bus and Bus Related Grants	\$57,734											\$57,734	\$57,734
FEDERAL TRANSIT	5310 - Mobility of Seniors and Individuals with Disabilities	\$13,820	\$105	\$105	\$3,951	\$3,951	\$1,456	\$1,456					\$19,332	\$19,332
≴	5311 - Nonurbanized Area Formula Program	\$12,690	\$488	\$488	\$904	\$904	\$1,112	\$1,112	\$1,112	\$1,112	\$1,112	\$1,112	\$17,418	\$17,418
딾	5337 - State of Good Repair	\$398,012	\$62,944	\$62,944	\$62,946	\$62,946	\$63,965	\$63,965	\$65,000	\$65,000	\$66,052	\$66,052	\$718,919	\$718,919
岸	5339 - Bus and Bus Facilites Program	\$49,334	\$11,690	\$11,690	\$35,506	\$35,506	\$6,240	\$6,240	\$6,305	\$6,305	\$6,371	\$6,371	\$115,446	\$115,446
	Other	\$100,306	\$8,483	\$8,483	\$17,000	\$17,000							\$125,789	\$125,789
	Federal Transit Total	\$2,484,623	\$282,905	\$282,905	\$315,053	\$315,053	\$210,895	\$210,895	\$171,165	\$171,165	\$174,346	\$174,346	\$3,638,987	\$3,638,987
	Congestion Mitigation and Air Quality (CMAQ)	\$468,211	\$44,843	\$44,843	\$40,153	\$41,898	\$36,140	\$42,736	\$40,128	\$43,591	\$40,128	\$43,591	\$669,602	\$684,871
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$312,606		\$5,000	\$5,000								\$317,606	\$317,606
	GARVEE Bonds (Includes Debt Service Payments)													
€	Highway Infrastructure Program (HIP)	\$38,730	\$19,716	\$19,716									\$58,446	\$58,446
ź	High Priority Projects (HPP) and Demo	\$88,662	\$1,080	\$1,080									\$89,742	\$89,742
<u>0</u>	Highway Safety Improvement Program (HSIP)	\$2,475	\$5,471	\$5,620	\$2,757	\$2,857	\$3,381	\$3,381	\$7,783	\$7,783			\$21,868	\$22,117
_ <u>_</u>	National Significant Freight & Highway Projects	¢ (0.370			\$150,000			\$150,000					\$199,278	\$199,278
₹	(FASTLANE/INFRA)	\$49,278			\$15U,UUU			\$150,000					⊅199,∠78	Φ133,278
FEDERAL HIGHWAY	Public Lands Highway	\$8,152	\$816	\$816									\$8,968	\$8,968
뿐	Recreational Trails				\$849	\$849							\$849	\$849
	Surface Transportation Program (Regional)	\$547,923	\$49,325	\$49,683	\$45,821	\$50,870	\$44,926	\$52,225	\$44,031	\$53,525	\$44,913	\$53,525	\$765,555	\$807,750
	Other	\$163,424	\$49,214	\$49,244	\$41,400	\$48,793	\$3,144	\$11,518		\$5,874			\$257,448	\$278,854
	Federal Highway Total	\$1,679,461	\$170,464	\$176,001	\$285,980	\$145,268	\$87,592	\$259,861	\$91,941	\$110,773	\$85,041	\$97,116	\$2,389,362	\$2,468,481
	Passenger Rail Investment and Improvement Act of 2008	\$37,440			\$35,343	\$35,343							\$72,783	\$72,783
_ ≼	(PRIIA)	٠٠٠٠,١٥٠			د4-د,ددب	C+C,CC#							Ψ/2,/65	Ψ/2,/33
FRA	Other													
	Federal Railroad Administration Total	\$37,440			\$35,343	\$35,343							\$72,783	\$72,783
	Federal Total	\$4.201.525	\$453,369	\$458.906	\$636.376	\$495,665	\$298.487	\$470,756	\$263,106	\$281.938	\$259.387	\$271,462	\$6.101.133	\$6,180,251
	reacial rotal	\$4 ,201,525	ψ -1 33,369	4-30,900	4030,370	\$495,005	- φ230, 4 0/	\$4 70,756	J203,100	\$201,930	J2.35,36/	φ2/1, 4 02	\$0,101,133	\$0,100,231
INNOVATIVE FINANCE														
A N	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$537,484					\$243,000	\$325,000					\$780,484	\$862,484
INOVA	. '													
Z E														
	Innovative Financing Total						\$243,000	\$325,000					\$780,484	\$862,484
REVENU	IES TOTAL	\$13,589,644	\$2,540,405	\$2,550,258	\$1,792,289	\$1,568,788	\$1,372,229	\$1,877,985	\$952,612	\$997,542	\$1,020,016	\$1,021,337	\$21,253,060	\$21,605,554

2023 Regional Transportation Improvement Program (in \$000s) - Amendment No. 9



	Funding Source	Prior Years	2022/2		2023/2		2024/		2025/		2026/2		TOTA	
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current
	Sales Tax	\$4,314,982	\$563,013	\$558,041	\$372,702	\$396,456	\$266,749	\$312,093	\$148,733	\$170,334	\$183,746	\$200,046	\$5,856,601	\$5,951,953
	TransNet	\$4,314,982	\$563,013	\$558,041	\$372,702	\$396,456	\$266,749	\$312,093	\$148,733	\$170,334	\$183,746	\$200,046	\$5,856,601	\$5,951,953
뒥	Other Local Funds	\$809,736	\$330,095	\$332,899	\$188,413	\$193,888	\$178,151	\$138,832	\$36,043	\$51,749	\$58,047	\$58,047	\$1,602,150	\$1,585,151
LOCAL	City General Funds	\$777,062	\$319,722	\$321,806	\$183,413	\$187,731	\$103,213	\$114,614	\$36,043	\$51,749	\$58,047	\$58,047	\$1,479,165	\$1,511,009
2	Street Taxes and Developer Fees Other	\$32,674 \$1.033.854	\$10,373 \$163,817	\$11,093 \$160,428	\$5,000 \$116,350	\$6,156 \$121,286	\$74,938 \$105,228	\$24,218 \$105,264	\$104.363	\$104.363	\$108.805	\$108.805	\$122,985 \$1,633,205	\$74,142 \$1,634,001
						. ,		. ,	. ,					
	Local Total	\$6,158,572	\$1,056,925	\$1,051,369	\$677,466	\$711,630	\$550,129	\$556,190	\$289,139	\$326,446	\$350,598	\$366,898	\$9,091,956	\$9,171,105
	State Highway Operations and Protection Program	\$134.267	\$454.125	\$459.716	\$102.550	\$102.550	\$140.049	\$140.049	\$108.027	\$108.027			\$931,355	\$944,609
				' '			' '							
	SHOPP (Including Augmentation)	\$134,267	\$454,125	\$459,716	\$102,550	\$102,550	\$140,049	\$140,049	\$108,027	\$108,027			\$931,355	\$944,609
	State Transportation Improvement Program	\$712,311	\$58,047	\$58,047	\$20,010	\$20,010	\$1,193	\$1,193	\$1,183	\$1,183	\$82,082	\$82,082	\$874,826	\$874,826
	STIP (Including Augmentation)	\$670,562	\$58,047	\$58,047	\$20,010	\$20,010	\$1,193	\$1,193	\$1,183	\$1,183	\$82,082	\$82,082	\$833,077	\$833,077
	STIP Prior	\$41,749											\$41,749	\$41,749
	Proposition 1 A	\$41,843											\$41,843	\$41,843
	Proposition 1 B	\$653,252						\$1,319			\$2,214	\$895	\$655,466	\$655,466
STATE	Active Transportation Program	\$45,287	\$29,448	\$29,448	\$44,738	\$50,372	\$15,606	\$16,901	\$8,924	\$17,313	\$34,100	\$34,100	\$178,103	\$193,421
Į.	Highway Maintenance (HM)													
0,	Highway Bridge Program (HBP)	\$131,987	\$38,921	\$42,582	\$14,904	\$29,711	\$19,354	\$25,166	\$30,199	\$19,600	\$167,650	\$153,968	\$403,015	\$403,015
	Road Repair and Accountability Act of 2017 (SB1)	\$515,958	\$128,015	\$128,765	\$199,440	\$62,890	\$37,967	\$279,967	\$22,827	\$18,827	\$13,129	\$13,129	\$917,337	\$1,019,537
	Traffic Congestion Relief Program (TCRP)	\$95,298											\$95,298	\$95,298
	State Transit Assistance (STA)(e.g., population/revenue based,	\$225,279	\$31,746	\$31,746	\$40,984	\$40,984	\$39,167	\$39,167	\$132,667	\$132,667	\$39,167	\$39,167	\$509,011	\$509,011
	Prop 42)	\$225,279	\$31,746	\$31,746	\$40,984	\$40,984	\$39,167	\$39,167	\$132,667	\$132,667	\$39,167	\$39,167	\$509,011	\$509,011
	State Emergency Repair Program													
	Other	\$136,582	\$264,213	\$264,213	\$22,369	\$23,280	\$16,925	\$16,925	\$22,894	\$22,894	\$9,467	\$9,467	\$472,450	\$473,361
	State Total	\$2.692.063	\$1.004.515	\$1,014,517	\$444.995	\$329,797	\$270.262	\$520.688	\$326,722	\$320.512	\$347,809	\$332.809	\$5,078,704	\$5.210.387
	5307 - Urbanized Area Formula Program	\$930,663	\$99,000	\$99,000	\$94,610	\$94,610	\$96,451	\$96,451	\$91,832	\$91,832	\$93,752	\$93,752	\$1,406,309	\$1,406,309
⊢ ⊢	5309a - Fixed Guideway Modernization	\$97,086											\$97,086	\$97,086
FEDERAL TRANSIT	5309b - New and Small Starts (Capital Investment Grants)	\$824,980	\$100,000	\$100,000	\$100,000	\$100,000	\$41,396	\$41,396					\$1,066,376	\$1,066,376
₹	5309c - Bus and Bus Related Grants	\$57,734											\$57,734	\$57,734
片	5310 - Elderly & Persons with Disabilities Formula Program	\$13,820	\$105	\$105	\$3,951	\$3,951	\$1,456	\$1,456					\$19,332	\$19,332
₹	5311 - Nonurbanized Area Formula Program	\$12,690	\$488	\$488	\$904	\$904	\$1,112	\$1,112	\$1,112	\$1,112	\$1,112	\$1,112	\$17,418	\$17,418
뚭	5337 - State of Good Repair	\$398,012	\$61,944	\$61,944	\$62,946	\$62,946	\$63,965	\$63,965	\$65,000	\$65,000	\$65,670	\$65,670	\$717,537	\$717,537
	5339 - Bus and Bus Facilites Program	\$49,334	\$11,690	\$11,690	\$35,506	\$35,506	\$6,240	\$6,240	\$6,305	\$6,305	\$6,371	\$6,371	\$115,446	\$115,446
ш	Other	\$100,306	\$8,483	\$8,483	\$17,000	\$17,000							\$125,789	\$125,789
	Federal Transit Total	\$2,484,623	\$281,711	\$281,711	\$314,918	\$314,918	\$210,621	\$210,621	\$164,249	\$164,249	\$166,904	\$166,904	\$3,623,027	\$3,623,027
	Congestion Mitigation and Air Quality (CMAQ)	\$468,211	\$44,843	\$44,407	\$35,584	\$33,211	\$15,000	\$24,825	\$38,611	\$43,590	\$10,000	\$10,000	\$607,765	\$624,244
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$312,606		\$5,000	\$5,000								\$317,606	\$317,606
	GARVEE Bonds (Includes Debt Service Payments)													
€	Highway Infrastructure Program (HIP)	\$38,730	\$19,716	\$19,716									\$58,446	\$58,446
≨	High Priority Projects (HPP) and Demo	\$88,662	\$1,080	\$1,080									\$89,742	\$89,742
<u> </u>	Highway Safety Improvement Program (HSIP)	\$2,475	\$5,471	\$5,620	\$2,757	\$2,857	\$3,381	\$3,381	\$7,783	\$7,783			\$21,868	\$22,117
ᄑ	Public Lands Highway	\$8,152	\$816	\$816					. ,				\$8,968	\$8,968
₹	National Significant Freight & Highway Projects		· ·											
造	(FASTLANE/INFRA)	\$49,278			\$150,000			\$150,000					\$199,278	\$199,278
EDERAL HIGHWAY	Recreational Trails				\$849	\$849							\$849	\$849
ш	Surface Transportation Program (Regional)	\$547,923	\$49,229	\$49,371	\$45,785	\$50,865	\$44,912	\$52,150	\$43,947	\$47,897	\$46,031	\$52,431	\$766,443	\$800,637
	Other	\$163,424	\$49,214	\$47.628	\$41,400	\$48,757	\$3,144	\$11,488	=,= .7	\$2,500	\$5,600	,	\$263,048	\$273,797
	Federal Highway Total	\$1,679,461	\$170,368	\$173,637	\$281,375	\$136,539	\$66,437	\$241,845	\$90,341	\$101,770	\$61,631	\$62,431	\$2,334,013	\$2,395,684
	Passenger Rail Investment and Improvement Act of 2008		, ,	, ,			, ,	,,	, /		, ,			
	(PRIIA)	\$37,440			\$35,343	\$35,343							\$72,783	\$72,783
FR A	Other													
ш.														
	Federal Railroad Administration Total	\$37,440			\$35,343	\$35,343							\$72,783	\$108,126
	Federal Total	\$4,201,525	\$452,079	\$455,348	\$631,636	\$486,800	\$277,058	\$452,466	\$254,590	\$266,019	\$228,535	\$229,335	\$6,029,823	\$6,126,836
ш		ψ- ₁ -201,323	Ψ-132,073	- 	Ψου1,0υ0	\$400,000	— — \$277,03 6	Ψ+0Z,+00	Ψ <u>2</u> 3-1,330	Ψ230,013	\$220,555	Ψ <i>ΣΣ3,</i> 333	Ψ0,023,023	Ψ0,120,030
INNOVATIVE	TIFIA (Transportation Infrastructure Finance and Innovation													
₹ž	A a+1	\$537,484					\$243,000	\$325,000					\$780,484	\$862,484
6 ₹	Act)													
¥ ¤	Innevetive Financine Total	¢577.484					\$243.000	\$325.000					\$780.484	\$862.484
	Innovative Financing Total RAM TOTAL	\$537,484 \$13,589,644	\$2,513,519	\$2,521,234	\$1,754,097	\$1,528,228			\$870,451	\$912,978	\$926,943	\$929,042	\$780,484	\$862,484 \$21,335,470
- 200	TO WITH OWNER	\$10,003,0 44	サと,ごご,ごご	ΨZ,JZ1,ZJ4	φ1,734,U37	φ1,020,ZZ8	Φ1,J+U,449	φ1, 034,344	φ0/0, 4 31	φυ12,378	φ <i>3</i> 20,343	φ323,U4Z	φ20,900,90 <i>1</i>	φ21,535,47U

FY26/27 includes programming for future years and is included here for reference only

San Diego Association of Governments (SANDAG)

2023 Regional Transportation Improvement Program (in \$000s) - Amendment No. 9



Funding Source		2022/2023		2023/2024		2024/2025		2025/2026		2026/2027		TOTAL	
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current
LOCAL	Local Total	\$25,597	\$25,466	\$33,451	\$31,696	\$10,351	\$5,351	\$73,645	\$68,645	\$62,222	\$50,168	\$205,266	\$181,327
STATE	State Highway Operations and Protection Program SHOPP (Including Augmentation) SHOPP Prior State Transportation Improvement Program STIP (Including Augmentation) STIP Prior Proposition 1 A Proposition 1 B Active Transportation Program Highway Maintenance (HM) Highway Bridge Program (HBP) Road Repair and Accountability Act of 2017 (SB1) Traffic Congestion Relief Program (TCRP) State Transit Assistance (STA)(e.g., population/revenue based, Prop Other												
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program 5309a - Fixed Guideway Modernization 5309b - New and Small Starts (Capital Investment Grants) 5309c - Bus and Bus Related Grants 5310 - Elderly & Persons with Disabilities Formula Program 5311 - Nonurbanized Area Formula Program 5337 - State of Good Repair 5339 - Bus and Bus Facilites Program Other Federal Transit Total	\$1,000 \$1,194	\$1,000 \$1,000	\$136 \$136	\$136 \$136	\$275 \$275	\$275 \$275	\$6,915 \$6,915	\$6,915 \$6,915	\$7,060 \$382 \$7,442	\$7,060 \$382 \$7,442	\$14,579 \$1,382 \$15,961	\$14,579 \$1,382 \$15,961
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Coordinated Border Infrastructure (SAFETEA-LU Sec.1303) GARVEE Bonds (Includes Debt Service Payments) Highway Infrastructure Program (HIP) High Priority Projects (HPP) and Demo Highway Safety Improvement Program (HSIP) National Significant Freight & Highway Projects (FASTLANE/INFRASurface Transportation Program (Regional) Other Federal Highway Total	\$96	\$436 \$312 \$748	\$4,569 \$35 \$4,605	\$8,687 \$5 \$8,692	\$21,140 \$14 \$21,154	\$17,911 \$74 \$17,986	\$1,517 \$84 \$1,601	\$1, \$5,628 \$5,629	\$30,128 -\$1,118 \$29,010	\$33,591 \$1,094 \$34,685	\$57,354 -\$888 \$56,466	\$60,627 \$7,113 \$67,740
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA) Other Federal Railroad Administration Total Federal Total	\$1,290	\$1,942	\$4,741	\$8,828	\$21,429	\$18,260	\$8,516	\$12,544	\$36,451	\$42,127	\$72,427	\$83,701
INNOVATIVE	TIFIA (Transportation Infrastructure Finance and Innovation Act) Innovative Financing Total	\$26,886						·					
REVEN	REVENUES - PROGRAM TOTAL		\$27,408	\$38,191	\$40,524	\$31,780	\$23,611	\$82,162	\$81,190	\$98,674	\$92,295	\$277,693	\$265,028

FY26/27 includes programming for future years and is included here for reference only

2023 RTIP - Amendment No. 9 Changes During Public Comment Period

Agency	Project ID	Project Title	INC/(DEC) (\$000)	LEGEND: ↑ Increase ↓ Reduce ⇔ Revise + Add new	Change Description
Caltrans	CAL277	I-15/SR 78 ML Connectors	\$3,000	↓ Reduced TransNet - MC;	↑ and ↔ Local Funds - Agency for RSTP and STIP
Caltrans	CAL277A	I-5 HOV/SR 78 Connector	\$0	↑ and ↔ TransNet - MC a	nd removed RSTP
Caltrans	CAL536	SR-52 Operational Improvements	\$3,000	↑ TransNet - MC	
Caltrans	CAL572	I-15 Transit Priority Lanes	\$0	↔ Local Funds - Agency fo	or RSTP

Federal Requirements Analysis for 2023 RTIP Amendment No. 9

Metropolitan Planning and Transportation Conformity

The U.S. Department of Transportation (U.S. DOT) Metropolitan Planning Regulations¹ and U.S. Environmental Protection Agency (U.S. EPA) Transportation Conformity Regulations² establish six criteria requirements which the RTIP must satisfy. The metropolitan planning regulations require that: (1) the RTIP be financially constrained and (2) make progress toward achieving federal performance targets. The transportation conformity regulations state that the RTIP must: (3) be consistent with San Diego Forward: The Regional Plan (Regional Plan); (4) meet regional emissions tests; (5) include timely implementation of transportation control measures (TCMs); and 6) include inter-agency consultation and public involvement.

The 2023 RTIP meets all six tests required under federal metropolitan planning and transportation conformity regulations. SANDAG made these findings for the 2023 RTIP under the required federal tests on September 23, 2022. On December 16, 2022, Federal Highways and the Federal Transit Administration found that the 2023 RTIP conforms with the provisions of 40 CFR Parts 51 and 93. Amendment No. 9 continues to meet all federal requirements.

Financial Constraint Test

Federal regulations 23 CFR Section 450.326(j) require the 2023 RTIP to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Chapter 4 of the 2023 RTIP discusses in detail the financial capacity analysis of major program areas, including a discussion of available revenues.

Finding: The projects contained within the 2023 RTIP, including Amendment No. 9, are reasonable when considering available funding sources as demonstrated in Tables 4a through 4c, including a comparison from the prior approved version (changes are highlighted in yellow.)

Performance Management Test

Federal regulations 23 CFR Section 450.326(c) require the 2023 RTIP to be designed such that once implemented, it makes progress toward achieving the performance targets established under 450.306(d) and shall include, to the maximum extent practicable, a description of the anticipated effect of the RTIP toward achieving the performance targets identified in the transportation plan, linking investment priorities to those performance targets. Appendix H of the 2023 RTIP provides information on the projects which support safety and transit asset management performance management requirements.

Finding: The projects contained within the 2023 RTIP, including Amendment No. 9, make progress toward achieving the performance targets for all performance-based planning requirements established by the Board of Directors.

Consistency with San Diego Forward: The Regional Plan Test

Finding: The 2023 RTIP, through Amendment No. 9, is consistent with San Diego Forward: The 2021 Regional Transportation Plan (2021 Regional Plan) adopted on December 10, 2021 (policies, programs, and projects). All projects conform to the scope, cost, and schedule included in the 2021 Regional Plan.

Regional Emissions Tests

These findings are based on the regional emissions analyses' tests shown in Table 5-2 in Chapter 5 of the 2023 RTIP.

Finding: The regional emissions analyses for the 2023 RTIP through Amendment No. 9 are consistent with the emissions analyses for the 2023 Regional Plan.

Finding: The proposed amendment does not reflect a change in the design, concept, or scope of the projects or the conformity analysis years as modeled for the regional emissions analysis of the 2021 Regional Plan and the 2023 RTIP, as amended.

Finding: The 2023 RTIP, including Amendment No. 9, remains in conformance with the applicable State Implementation Plan³ (SIP).

Timely Implementation of TCM Test

Finding: The TCMs, established as Transportation Tactics in the 1982 SIP, have been fully implemented and Amendment No. 9 continues to fund the four TCMs, which include: (1) ridesharing; (2) transit improvements; (3) traffic flow improvements; and (4) bicycle facilities and programs.

Inter-Agency Consultation and Public Involvement Test

Finding: The 2023 RTIP complies with all federal and state requirements for public involvement by following the strategies described in Board Policy No. 025: Public Participation Plan Policy. Amendment No. 9 was posted for a 15-day public comment period from December 20, 2023, through January 9, 2023.

Finding: The SANDAG Conformity Working Group (CWG), including members from the San Diego County Air Pollution Control District, Caltrans, California Air Resources Board, SANDAG, U.S. DOT, and U.S. EPA, serve as a forum to meet the federal and state requirements for interagency consultation for the 2023 RTIP. All exempt projects in Amendment No. 9 were submitted to the CWG on December 26, 2023, for its review and members concurred with the exempt categorization.

¹ 23 Code of Federal Regulation (CFR) Part 450, subpart C

² 40 CFR part 93, subpart A

³ 2020 Plan for Attaining the National Ozone Standards Plan for San Diego County, which were found adequate for transportation conformity purposes by the U.S. Environmental Protection Agency effective October 2021



Entity Name

Program Class Code 7VP

Indian Reservation Roads Programs Federal Lands Highway Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

J54585 - PAUMA BAND OF LUISENO MISSION INDIANS

REPORT FILTERS:

Location = J-**-*

program_class_code = 7VP
CSTIP Type = TIP

FIRST PAGE FOR CSTIP



CSTIP Type FHWA Approved Date	TIP 09-JUN-23	Fiscal Year Funding Amount	2023 252,000						
	06 - California	V			Projects on th			ed and subtotaled	
Location	J54585 - Pauma &	Y ulma				Covers tha	it part of the res	ervation within th	e current state.
PCAS	J54485B1		Phase	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	Total
Class	В		PE	126,000	0	0	0	0	126,000
Name	Reservation Roa	d Bridge, Rt 0036	CONS	0	0	0	0	0	0
County	073 - San Diego		CE	0	0	0	0	0	0
Project Type	BRIDGE		Z	0	0	0	0	0	0
Work Type	B16		Total	126,000	0	0	0	0	126,000
PCAS	J54485B2		Phase	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	Total
Class	В		PE	126,000	0	0	0	0	126,000
Name	Loop Road Bridg	•	CONS	0	0	0	0	0	0
County	073 - San Diego		CE	0	0	0	0	0	0
Project Type	BRIDGE		Z	0	0	0	0	0	0
Work Type	B16		Total	126,000	0	0	0	0	126,000
Location Subtota	al			252,000	0	0	0	0	252,000
State Subtotal				252,000	0	0	0	0	252,000
CSTIP Subtotal				252,000	0	0	0	0	252,000
Report Total				252,000	0	0	0	0	252,000