



# ***TransNet Independent Taxpayer Oversight Committee Agenda***

**Wednesday, January 10, 2024  
9:30 a.m.**

Welcome to SANDAG. The TransNet Independent Taxpayer Oversight Committee (ITOC) meeting scheduled for Wednesday, January 10, 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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**Mission Statement:** *We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.*

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*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.*

# Independent Taxpayer Oversight Committee

Wednesday, January 10, 2024

## Comments and Communications

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

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

## Consent

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

Approve

*Tessa Lero, Francesca Webb, SANDAG*

The ITOC is asked to review and approve the minutes from its November 8, 2023, meeting.

[Meeting Minutes](#)

### +3. **Draft Schedule of ITOC Meeting Agenda Topics**

Information

*Susan Huntington, Vanessa Leon, SANDAG*

This item provides a draft schedule of the ITOC meetings for the next 12 months. The ITOC is asked to review the proposed upcoming draft schedule of agenda topics.

[Draft Schedule of ITOC Agenda Topics](#)

### +4. **TransNet ITOC Member Appointment Process**

Information

*Susan Huntington, Zara Sadeghian, Vanessa Leon, SANDAG*

The term of two ITOC members expires in May 2024. This report provides an overview of the reappointment process for ITOC members.

[TransNet ITOC Member Appointment Process](#)

[Att. 1 - Current Membership on ITOC](#)

[Att. 2 - Excerpt from the TransNet Extension Ordinance](#)

### +5. **TransNet Major Corridor and Regional Bikeway Program of Projects: Quarterly Status Report (FY 2024 Q1)**

Information

*Susan Huntington, Jennifer Cha, SANDAG*

This report provides an update on TransNet Major Corridor and Regional Bikeway Program projects.

[TransNet Quarterly Report FY24](#)

[Att. 1 - TransNet Quarterly Status Report](#)

## Reports

- |      |   |             |
|------|---|-------------|
| 6.   | <b>Local Agency Presentation</b><br><i>Leia Cabrera, City of Encinitas</i><br><br>Staff from City of Encinitas will present an update on the City's TransNet Local Street and Road Program.<br><a href="#">Supporting Materials</a>   | Information |
| +7.  | <b>Updates to Proposed Amendments to the TransNet Extension Ordinance: ITOC Membership and Selection Process</b><br><i>Chair Jonathan Frankel, ITOC</i><br><br>The ITOC is asked to recommend that the Board of Directors approve the updated TransNet Extension Ordinance amendments specific to the membership makeup and selection process for the ITOC.<br><a href="#">Proposed TN Ordinance Amendments</a><br><a href="#">Att. 1 - Draft Updated Proposed Amendments</a>   | Recommend   |
| +8.  | <b>2023 Regional Transportation Improvement Program Amendment No. 9</b><br><i>Susan Huntington, Richard Radcliffe, SANDAG</i><br><br>The Independent Taxpayer Oversight Committee (ITOC) is asked to review and discuss Amendment No. 9, focusing its review on the TransNet-funded projects.<br><a href="#">2023 RTIP Amendment No. 9</a><br><a href="#">Att. 1 - Table 1 - Summary of Changes Report</a><br><a href="#">Att. 2 - Table 2 - 2023 RTIP Amendment No. 9</a><br><a href="#">Att. 3 - Changes During Public Comment</a><br><a href="#">Att. 4a - TransNet - LSI Programming Analysis</a><br><a href="#">Att. 4b - TransNet - LSI Balances Not Programmed</a><br><a href="#">Att. 5 - TransNet Eligibility Analysis</a> | Discussion  |
| +9.  | <b>Specialized Transportation Grant Program Cycle 13 Call for Projects Kickoff</b><br><i>Susan Huntington, Zachary Rivera, SANDAG</i><br><br>Staff will present an overview of the Specialized Transportation Grant Program Cycle 13 Call for Projects.<br><a href="#">STGP Cycle 13 Call for Projects Kickoff</a><br><a href="#">Att. 1 - Discussion Memo</a><br><a href="#">Supporting Materials</a>  | Information |
| +10. | <b>TransNet Grant Programs: Biannual Status Update</b><br><i>Susan Huntington, Jenny Russo, Lauren Lee, Aly Vazquez, SANDAG</i><br><br>The ITOC is asked to recommend that the Transportation Committee approve a 6-month schedule extension for the Sweetwater Road Protected Bikeway SGIP project.<br><a href="#">Biannual Grants Status Report</a><br><a href="#">Att. 1 - Glossary of Terms</a><br><a href="#">Att. 2 - Discussion Memo</a><br><a href="#">Att. 3 - National City Request Letter</a><br><a href="#">Supporting Materials</a>  | Recommend   |
| 11.  | <b>Upcoming Meetings</b><br>The next ITOC meeting is scheduled for Wednesday, February 14, 2024, at   |             |



9:30 a.m.

## **12. Adjournment**

+ next to an agenda item indicates an attachment

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

January 10, 2024

## **November 8, 2023, Meeting Minutes**

### **[View Meeting Video](#)**

Chair Jonathan Frankel called the meeting of the TransNet Independent Taxpayer Oversight Committee (ITOC) to order at 9:39 a.m.

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

None.

#### **Consent**

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

The ITOC was asked to approve the minutes from its October 11, 2023, meeting.

#### **3. 2024 ITOC Meeting Calendar**

The ITOC was asked to approve the meeting schedule for the 2024 calendar year.

#### **4. Actions by the Transportation Committee and Board of Directors on TransNet-Related Agenda Items**

This report provided an update on actions taken by the Transportation Committee and Board of Directors on agenda items that the ITOC has reviewed.

#### **5. Draft Schedule of ITOC Meeting Agenda Topics**

The ITOC was asked to review the proposed upcoming draft schedule of agenda topics.

#### **6. FY 2023-2024 ITOC Goals Update**

This report provided an update on progress made by the subcommittees to date.

Action: Information only.

#### **7. Quarterly TransNet Financial Reports for the Period Ending September 30, 2023, and Other Financial Data**

This report provided an overview of the financial status of the TransNet Program.

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

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

There were no public comments on the Consent items.

Action: Upon a motion by Vice Chair Pedro Orso-Delgado (Contractor/Construction) and a second by Lorraine Ahlquist (Biology/Environmental), the ITOC voted to approve Consent agenda Item Nos. 2 and 3.

The motion passed.

Yes: Chair Frankel, Vice Chair Orso-Delgado, Lorraine Ahlquist, Sunnie House (CEO/Private Sector), and Les Hopper (Licensed Engineer).

No: None.

Abstain: None.

Absent: Finance/Budgeting and Licensed Civil/Traffic Engineer.

## **Reports**

### **9. TransNet Environmental Mitigation Program: FY 2024-2026 Work Plan Recommendation for Regional Management and Biological Monitoring**

Senior Regional Planner Kim Smith presented the proposed FY 2024-2026 Work Plan and budget allocation for regional management and biological monitoring.

There were no public comments on this item.

Action: Discussion only.

### **10. Proposed FY 2024 Program Budget Amendment**

Director of Financial Planning, Budgets & Grants Susan Huntington presented the item. The ITOC was asked to consider whether the budget amendments approved by the Board of Directors at its October 27, 2023, meeting are consistent with the TransNet Extension Ordinance.

There were no public comments on this item.

Action: Discussion only.

### **11. Downtown Stopover Facility**

Director of Strategic Projects Ryan Kohut presented an update on the progress and status of the Downtown Stopover Facility project.

There were no public comments on this item.

Action: Information only.

### **12. TransNet Ordinance Amendments Work Plan**

Manager of Financial Programming and Project Control Michelle Smith and Senior Financial Programming and Project Control Analyst Zara Sadeghian presented the draft work plan, tasks, and estimated schedule for amending the TransNet Ordinance.

There were no public comments on this item.

Action: Information only.

### **13. Upcoming Meeting**

The next ITOC meeting is scheduled for Wednesday, January 10, 2024, at 9:30 a.m.

### **12. Adjournment**

Chair Frankel adjourned the meeting at 10:59 a.m.

## Confirmed Attendance at TransNet Independent Taxpayer Oversight Committee Meeting

Jurisdiction	Name	Attended
Biology/Environmental	Lorraine Ahlquist	Yes
CEO/Private Sector	Sunnie House	Yes
Contractor/Construction	Pedro Orso-Delgado, Vice Chair	Yes
Finance/Budgeting	Maryam Babaki	No
Licensed Civil/Traffic Engineer	Vacant	N/A
Licensed Engineer	Les Hopper	Yes
Real Estate/Right-of-Way Acquisition	Jonathan Frankel, Chair	Yes
<b>Advisory Members</b>		
San Diego County Auditor's Office	Tracy Drager	No

# ITOC 12 Month Look Ahead

Attachment 1

## Master Calendar

Wednesday, February 14, 2024	Consent	Report	Information	Discussion	Recommend	Approve	Accept	Appoint
MASTER CALENDAR	X		X					
TransNet REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM FEE ADJUSTMENT	X		X					
ACTIONS BY THE TRANSPORTATION COMMITTEE AND BOARD OF DIRECTORS ON TransNet-RELATED AGENDA ITEMS	X		X					
TransNet MAJOR CORRIDOR AND REGIONAL BIKEWAY PROGRAM OF PROJECTS: QUARTERLY STATUS REPORT (FY 2024 Q2)	X		X					
QUARTERLY TransNet FINANCIAL REPORTS AND OTHER FINANCIAL DATA	X		X					
QUARTERLY FINANCE REPORT AND UPDATE ON FINANCIAL MARKETS	X		X					
PROPOSED FY 2024 ITOC ANNUAL OPERATING BUDGET		X		X				
TENTATIVE: CITY OF SAN DIEGO TransNet PROGRAM AND TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM UPDATE		X	X					
TransNet PROGRAM REVENUE ESTIMATES		X	X					
OTAY MESA EAST PORT OF ENTRY STATUS UPDATE		X	X					
TENTATIVE: UPDATE ON TransNet EXTENSION ORDINANCE AMENDMENTS		X	X					
2024 ITOC ANNUAL REPORT: INITIAL INPUT		X		X				
Wednesday, March 13, 2024	Consent	Report	Information	Discussion	Recommend	Approve	Accept	Appoint
MASTER CALENDAR	X		X					
ACTIONS BY THE TRANSPORTATION COMMITTEE AND BOARD OF DIRECTORS ON TransNet-RELATED AGENDA ITEMS	X		X					
FY 2023 TransNet MAJOR CORRIDORS AND BIKEWAY PROGRAM PROJECT ANNUAL STATUS REPORT		X	X					
FY 2023-2024 ITOC GOALS UPDATE	X		X					
2023 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) AMENDMENT NO. 3 - FY 2024 TRANSIT CIP	X		X					
FY 2024 TransNet TRIENNIAL PERFORMANCE AUDIT: DRAFT REPORT		X	X					
INDEPENDENT AUDITOR'S DRAFT ANNUAL REPORT ON RESULTS OF FY 2023 TransNet COMPLIANCE AUDITS		X					X	
DRAFT FY 2025 CAPITAL PROGRAM BUDGET UPDATE: TransNet PROGRAM OF PROJECTS		X		X				
Wednesday, April 10, 2024	Consent	Report	Information	Discussion	Recommend	Approve	Accept	Appoint
MASTER CALENDAR	X		X					
ANNUAL SUBMITTAL OF REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM FUNDING PROGRAMS BY LOCAL JURISDICTIONS	X						X	
REGIONAL BIKEWAY PROGRAM STATUS UPDATE: EARLY ACTION PROGRAM	X		X					
ACTIONS BY THE TRANSPORTATION COMMITTEE AND BOARD OF DIRECTORS ON TransNet-RELATED AGENDA ITEMS	X		X					
NORTH COAST CORRIDOR STATUS UPDATE		X	X					
2024 ITOC ANNUAL REPORT: PROGRESS UPDATE		X	X					
INDEPENDENT AUDITOR'S DRAFT ANNUAL REPORT ON RESULTS OF FY 2023 TransNet COMPLIANCE AUDITS		X					X	
TENTATIVE: FY 2018 AND FY 2021 TransNet TRIENNIAL PERFORMANCE AUDIT: IMPLEMENTATION OF RECOMMENDATIONS STATUS		X		X				
Wednesday, May 8, 2024	Consent	Report	Information	Discussion	Recommend	Approve	Accept	Appoint
MASTER CALENDAR	X		X					
QUARTERLY TransNet FINANCIAL REPORTS AND OTHER FINANCIAL DATA	X		X					
QUARTERLY FINANCE REPORT AND UPDATE ON FINANCIAL MARKETS	X		X					
ACTIONS BY THE TRANSPORTATION COMMITTEE AND BOARD OF DIRECTORS ON TransNet-RELATED AGENDA ITEMS	X		X					
TransNet MAJOR CORRIDOR AND REGIONAL BIKEWAY PROGRAM OF PROJECTS: QUARTERLY STATUS REPORT (FY 2024 Q3)	X		X					

## ITOC 12 Month Look Ahead Master Calendar

APPOINTMENT OF SUBCOMMITTEE MEMBERS FOR FY 2024 FISCAL AND COMPLIANCE AUDIT		X							X
TRANSNET LOCAL STREET AND ROAD PROGRAM ANNUAL STATUS REPORT		X		X					
2024 ITOC ANNUAL REPORT: DRAFT REPORT		X				X			
TENTATIVE: UPDATE ON TransNet EXTENSION ORDINANCE AMENDMENTS		X		X					
LOCAL AGENCY PRESENTATION (TBD)		X		X					
<b>Wednesday, June 12, 2024</b>	<b>Consent</b>	<b>Report</b>	<b>Information</b>	<b>Discussion</b>	<b>Recommend</b>	<b>Approve</b>	<b>Accept</b>	<b>Appoint</b>	
MASTER CALENDAR	X			X					
ANNUAL SELECTION PROCESS FOR ITOC CHAIR AND VICE CHAIR	X			X					
2024 ITOC ANNUAL REPORT: FINAL REPORT		X				X			
FY 2024 TransNet TRIENNIAL PERFORMANCE AUDIT: FINAL REPORT		X						X	
ACCEPTANCE OF FY 2023 TransNet FISCAL AND COMPLIANCE AUDITS		X						X	
ACTIONS BY THE TRANSPORTATION COMMITTEE AND BOARD OF DIRECTORS ON TransNet-RELATED AGENDA ITEMS	X			X					
2023 STATE OF THE COMMUTE: ANNUAL REPORT		X			X				
FY 2023-2024 ITOC GOALS UPDATE	X			X					
<b>Wednesday, July 10, 2024</b>	<b>Consent</b>	<b>Report</b>	<b>Information</b>	<b>Discussion</b>	<b>Recommend</b>	<b>Approve</b>	<b>Accept</b>	<b>Appoint</b>	
MASTER CALENDAR	X			X					
TransNet GRANT PROGRAMS: BIENNIAL STATUS UPDATE	X			X					
FY 2023-2024 ITOC GOALS UPDATE	X			X					
ACTIONS BY THE TRANSPORTATION COMMITTEE AND BOARD OF DIRECTORS ON TransNet-RELATED AGENDA ITEMS	X			X					
REGIONAL BIKEWAY PROGRAM STATUS UPDATE: EARLY ACTION PROGRAM	X			X					
ANNUAL SELECTION OF ITOC CHAIR AND VICE CHAIR		X							X
APPOINTMENT OF SUBCOMMITTEE MEMBERS FOR 2023 STATE OF THE COMMUTE		X							X
FY 2024 TransNet AGREED-UPON PROCEDURES		X				X			
REGIONAL ACTIVE TRANSPORTATION PROGRAM AWARDS AND FY 2024 PROGRAM BUDGET AMENDMENT		x			x				
TENTATIVE: LOCAL AGENCY PRESENTATION (TBD)		X		X					
<b>Wednesday, August 14, 2024</b>	<b>Consent</b>	<b>Report</b>	<b>Information</b>	<b>Discussion</b>	<b>Recommend</b>	<b>Approve</b>	<b>Accept</b>	<b>Appoint</b>	
No meeting									
<b>Wednesday, September 11, 2024</b>	<b>Consent</b>	<b>Report</b>	<b>Information</b>	<b>Discussion</b>	<b>Recommend</b>	<b>Approve</b>	<b>Accept</b>	<b>Appoint</b>	
MASTER CALENDAR	X			X					
QUARTERLY TransNet FINANCIAL REPORTS AND OTHER FINANCIAL DATA	X			X					
QUARTERLY FINANCE REPORT AND UPDATE ON FINANCIAL MARKETS	X			X					
TransNet MAJOR CORRIDOR AND REGIONAL BIKEWAY PROGRAM OF PROJECTS: QUARTERLY STATUS REPORT (FY 2024 Q4)	X			X					
ACTIONS BY THE TRANSPORTATION COMMITTEE AND BOARD OF DIRECTORS ON TransNet-RELATED AGENDA ITEMS	X			X					
<b>Wednesday, October 09, 2024</b>	<b>Consent</b>	<b>Report</b>	<b>Information</b>	<b>Discussion</b>	<b>Recommend</b>	<b>Approve</b>	<b>Accept</b>	<b>Appoint</b>	
MASTER CALENDAR	X			X					
ACTIONS BY THE TRANSPORTATION COMMITTEE AND BOARD OF DIRECTORS ON TransNet-RELATED AGENDA ITEMS	X			X					
2023 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT	X			X					
REGIONAL BIKEWAY PROGRAM STATUS UPDATE: EARLY ACTION PROGRAM	X			X					
FY 2018 AND FY 2021 TransNet TRIENNIAL PERFORMANCE AUDIT: IMPLEMENTATION OF RECOMMENDATIONS STATUS UPDATE		X			X				
REGIONAL SAFETY PROGRAM UPDATES		X		X					
FY 2023-2024 ITOC GOALS UPDATE	X			X					
<b>Wednesday, November 13, 2024</b>	<b>Consent</b>	<b>Report</b>	<b>Information</b>	<b>Discussion</b>	<b>Recommend</b>	<b>Approve</b>	<b>Accept</b>	<b>Appoint</b>	
MASTER CALENDAR	X			X					
2025 ITOC MEETING CALENDAR	X					X			



# ITOC 12 Month Look Ahead

## Master Calendar

ACTIONS BY THE TRANSPORTATION COMMITTEE AND BOARD OF DIRECTORS ON TransNet-RELATED AGENDA ITEMS	X		X						
TransNet MAJOR CORRIDOR AND REGIONAL BIKEWAY PROGRAM OF PROJECTS: QUARTERLY STATUS REPORT (FY 2024 Q1)	X			X					
NORTH COAST CORRIDOR STATUS UPDATE			X		X				
TransNet ENVIRONMENTAL MITIGATION PROGRAM: ANNUAL STATUS REPORT			X		X				
TENTATIVE: UPDATE ON TransNet EXTENSION ORDINANCE AMENDMENTS			X		X				
DOWNTOWN LAYOVER FACILITY STATUS UPDATE			X		X				
Proposed FY 2024 Program Budget Amendment					X				
FIXING AMERICA'S SURFACE TRANSPORTATION ACT: PERFORMANCE MANAGEMENT SAFETY TARGETS			X				X		
DRAFT SCHEDULE OF ITOC MEETING AGENDA TOPICS	X				X				
TENTATIVE: LOCAL AGENCY PRESENTATION (TBD)			X		X				
Wednesday, December 11, 2024	Consent	Report	Information	Discussion	Recommend	Approve	Accept	Appoint	
No meeting									
Wednesday, January 8, 2025	Consent	Report	Information	Discussion	Recommend	Approve	Accept	Appoint	
MASTER CALENDAR	X				X				
TransNet ITOC MEMBER APPOINTMENT PROCESS	X				X				
TransNet GRANT PROGRAMS: BIENNIAL STATUS UPDATE	X				X				
QUARTERLY TransNet FINANCIAL REPORTS AND OTHER FINANCIAL DATA	X				X				
QUARTERLY FINANCE REPORT AND UPDATE ON FINANCIAL MARKETS	X				X				
REGIONAL BIKEWAY PROGRAM STATUS UPDATE : EARLY ACTION PROGRAM	X				X				
TENTATIVE: LOCAL AGENCY PRESENTATION (TBD)			X		X				
ACTIONS BY THE TRANSPORTATION COMMITTEE AND BOARD OF DIRECTORS ON TransNet-RELATED AGENDA ITEMS	X				X				

January 10, 2024

## Reappointment of Independent Taxpayer Oversight Committee Member

### Overview

The membership of the ITOC consists of seven voting members, each of whom represents a specified area of expertise. The term for two ITOC positions, (a professional in real estate, land economics, and/or right-of-way acquisition and a licensed engineer in the field of transportation project design or construction), expires in May 2024 (Attachment 1). The current incumbents are eligible to be reappointed.

Mr. Jonathan Frankel and Mr. Les Hopper have submitted their applications for reappointment for consideration.

### Key Considerations

ITOC members shall serve no more than eight years unless the member's first term was less than four years, in which case the member may serve an additional two terms after the partial term. In no case, however, shall any member serve more than ten years on the ITOC.

The ITOC selection process consists of two steps pursuant to the TransNet Extension Ordinance (Attachment 2). First, the Technical Screening Committee reviews applications and recommends candidates for open positions. Second, the Selection Committee considers applications for open positions based on recommendations provided by the Technical Screening Committee.

For an incumbent member eligible to serve an additional term, an application for reappointment to continue as a member of the ITOC must be submitted to the Selection Committee for approval at least 120 days prior to the end of the member's current term. If the Selection Committee does not approve the additional term, the position will be considered vacant at the end of the member's current term and the selection process for a new member will be initiated.

### Action: Information

The term of two ITOC members expires in May 2024. This item provides an overview of the reappointment process for ITOC members.

### Fiscal Impact:

Costs incurred in administering ITOC activities are paid from TransNet sales tax proceeds and audited annually. ITOC members serve without compensation except for direct expenses, such as parking or mileage for meetings related to the work of the ITOC.

### Schedule/Scope Impact:

The ITOC meets on a regular basis, at least quarterly, to carry out its roles and responsibilities, including conducting annual fiscal audits and triennial performance audits.

## **Next Steps**

The reappointment applications will be forwarded to the Technical Screening Committee for consideration. Following the Selection Committee's consideration of the reappointment requests, the applicants will be notified of the final selection results in spring 2024. The reappointed members would serve as ITOC members beginning June 2024, with a term limit established by the Selection Committee at the time of appointment. Should the Selection Committee not approve the requested reappointment, the ITOC position would be considered vacant at the end of the current term, and the same selection process for new members outlined above and detailed in Attachment 2 would be initiated.

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

Key Staff Contacts: Zara Sadeghian, (619) 595-5395, [zara.sadeghian@sandag.org](mailto:zara.sadeghian@sandag.org)  
Vanessa Leon, (619) 699-0726, [vanessa.leon@sandag.org](mailto:vanessa.leon@sandag.org)

Attachments: 1. Current Membership on TransNet Independent Taxpayer Oversight Committee  
2. Excerpt from the TransNet Extension Ordinance

## **Current Membership on the TransNet Independent Taxpayer Oversight Committee**

### **Terms Expiring May 2024**

Jonathan Frankel, Chair

Jonathan is serving in the ITOC position for a professional experienced in real estate and land economics. He is currently Principal Project Manager at Atlantis Group Land Use Consultants where he manages the processing of complex entitlements for residential, mixed use, commercial, and institutional development projects throughout San Diego County. Jonathan has also served in various public sector positions supporting the California State Senate Housing and Transportation Committee, the Office of the City Attorney in San Diego, and the Office of General Counsel at SANDAG. Jonathan holds a Juris Doctor from University of San Diego School of Law and a Bachelor of Arts in Political Science from Indiana University. He currently serves as chair of the Mission Valley Planning Group, member of the Building Industry Association, and member of the Urban Land Institute.

Les Hopper

Les is serving in the ITOC position for a licensed engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten years of experience in a relevant and senior decision-making position in the government or private sector. Les is a Principal at Rick Engineering Company and leads the Transportation Infrastructure Practice. He has 40 years of hands-on experience in the management, planning, permitting, and design of both public and private projects from inception through construction. He has a Master's of Business Administration from Chapman University and currently holds board positions in the local WTS and ACEC chapters. He is a past president of the San Diego Transportation Development Agency and of the Society of American Value Engineers.

### **Terms Expiring May 2025**

Sunnie House

Sunnie is serving in the ITOC position for a chief executive officer or person in a similar senior-level decision-making position, of a major private sector employer with demonstrated experience in leading a large organization. As an executive in operations and business development for large global infrastructure consulting firms for over 23 years, she led diverse teams of professionals in areas of transportation planning, engineering, and program and construction management. Sunnie owns a consulting firm providing management and leadership optimization solutions to public and private organizations to support their growth and success.

Pedro Orso-Delgado, Vice-Chair

Pedro is serving in the ITOC position for a professional in the management of large-scale construction projects. Mr. Orso-Delgado is the principal of his own consulting firm, Under Construction. He served in the capacity of City Manager for the City of Santee from May 2014 to July 2015, and was named the City of Santee's Deputy City Manager/Director of Development Services in August 2009. In addition, Mr. Orso-Delgado had a 25-year career at Caltrans serving in several capacities, including as the District 11 Director from 2001 through 2009. Mr. Orso-Delgado served as the chair of the Border Governors Infrastructure working table,

and led the Caltrans team which applied for and within record time obtained the presidential permit for the new border crossing at Otay Mesa II. He currently serves as Advisor to the College of Engineering Board at San Diego State University, is a Commissioner at the Safety Commission for the City of Chula Vista, and is a Board member at Circulate San Diego. Mr. Orso-Delgado is a San Diego native, attended schools in both San Diego and Tijuana, Mexico. He graduated from San Diego State University in 1983 with a Bachelor's Degree in Civil Engineering and began his career with Caltrans in 1984.

#### **Terms Expiring May 2026**

Francisco Rivera

Francisco is serving in the ITOC position for a licensed architect, civil engineer or traffic engineer with 38 years of experience in technical and managerial engineering positions with the City of Chula Vista. Mr. Rivera is licensed as a Professional Civil Engineer & a Professional Traffic Engineer. He was a Principal Civil Engineer/Traffic Engineer for the Chula Vista Engineering Department for the last 18 years of his career. His other relative experience is as a Deputy City Engineer and a Deputy Director of Engineering. His work was focused in the areas of Asset Management, Budget, Capital Improvement Programs, Code Enforcement, Development Impact Fee Programs, Drainage, Floodplain Programs, Grants, Infrastructure Finance, Landscape Maintenance Districts, Master Plans, Streets, Stormwater, Traffic Signals/Street Lighting, Local & Regional Transportation Planning, and Wastewater Engineering.

#### **Terms Expiring May 2027**

Lorraine Ahlquist

Lorraine is serving in the ITOC position for a professional in biology or environmental science with demonstrated experience in environmental regulations and major project mitigation requirements and/or habitat acquisition and management. She is a Principal Environmental Scientist at Ninyo & Moore. Lorraine has more than 25 years of experience in environmental regulatory management, including coordinating reviews of technical studies for state and federal compliance and preparation of environmental documents.

Maryam Babaki

Maryam is serving in the ITOC position for a professional in the field of municipal/public finance and/or budgeting with a minimum of ten years in a relevant and senior decision-making position in the public or private sector. She is currently the Director of Planning and Development for Rancho Santa Fe Association. Maryam has over 30 years of experience in the field of public and private management, engineering, development, and budgeting.

## Excerpt from the TransNet Extension Ordinance

### Membership and Selection Process

1. Membership: There shall be seven ITOC voting members with the characteristics described below. The intent is to have one member representing each of the specified areas of expertise. If, however, after a good faith effort, qualified individuals have not been identified for one or more of the areas of expertise, then no more than two members from one or more of the remaining areas of expertise may be selected. For each of the areas of expertise listed below, an individual representing one of the region's colleges or universities with a comparable level of academic experience also would be eligible for consideration.
  - A professional in the field of municipal/public finance and/or budgeting with a minimum of ten years in a relevant and senior decision making position in the public or private sector.
  - A licensed architect, civil engineer or traffic engineer with demonstrated experience of ten years or more in the fields of transportation and/or urban design in government or the private sector.
  - A professional with demonstrated experience of ten years or more in real estate, land economics, and/or right-of-way acquisition.
  - A professional with demonstrated experience of ten years or more in the management of large-scale construction projects.
  - A licensed engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten years experience in a relevant and senior decision making position in the government or private sector.
  - The chief executive officer or person in a similar senior-level decision making position, of a major private sector employer with demonstrated experience in leading a large organization.
  - A professional in biology or environmental science with demonstrated experience of ten years or more with environmental regulations and major project mitigation requirements and/or habitat acquisition and management.
  - Ex-Officio Members: SANDAG Executive Director and the San Diego County Auditor

The criteria established for the voting members of the ITOC are intended to provide the skills and experience needed for the ITOC to carry out its responsibilities and to play a valuable and constructive role in the ongoing improvement and enhancement of the TransNet program.

Applications will be requested from individuals interested in serving on the ITOC through an open, publicly noticed solicitation process.

2. Technical Screening Committee: A technical screening committee will be established to review applications received from interested individuals. This committee will consist of three members selected by the SANDAG Executive Director from high-level professional staff of local, regional, state or federal transportation agencies outside of the San Diego region, or from one of the region's colleges or universities in a transportation-related field, or a combination thereof. The committee will develop a list of candidates determined to be qualified to serve on the ITOC based on the criteria established for the open position(s) on the ITOC. The technical screening committee will recommend two candidates for each open position from the list of qualified candidates for consideration by the Selection Committee.



The recommendations shall be made within 30 days of the noticed closing date for applications.

3. Selection Committee: A selection committee shall be established to select the ITOC members from the list of qualified candidates recommended by the technical screening committee. The selection committee shall consist of the following:
  - Two members of the County of San Diego Board of Supervisors
  - The Mayor of the City of San Diego
  - A mayor from the Cities of Chula Vista, Coronado, Imperial Beach, or National City selected by the mayors of those cities.
  - A mayor from the Cities of El Cajon, La Mesa, Lemon Grove, or Santee selected by the mayors of those cities.
  - A mayor from the Cities of Carlsbad, Del Mar, Encinitas, Oceanside, or Solana Beach selected by the mayors of those cities.
  - A mayor from the Cities of Escondido, Poway, San Marcos, or Vista selected by the mayors of those cities.

The selection of ITOC members shall be made within 30 days of the receipt of recommendations from the technical screening committee. All meetings of the selection committee shall be publicly noticed and conducted in full compliance with the requirements of the Brown Act. Should the selection committee be unable to reach agreement on a candidate from the qualified candidates recommended by the technical screening committee, the selection committee shall request the technical screening committee to recommend two additional qualified candidates for consideration.

January 10, 2024

## TransNet Major Corridor and Regional Bikeway Program Projects: Quarterly Status Report (FY 2024, 1<sup>st</sup> Quarter)

### Overview

Consistent with the TransNet Extension Ordinance and previous TransNet Triennial Performance Audits, this report provides a quarterly update on TransNet Major Corridor and Regional Bikeway Program projects.

### Key Considerations

As of September 30, 2023, there were a total of 14 projects in the environmental phase, 21 projects in the design phase, and 7 projects under construction within the TransNet Major Corridor and Regional Bikeway programs.

During the first quarter of FY 2024, significant construction activity continued on several projects including Pershing Drive Bikeway, Border to Bayshore Bikeway, and Bayshore Bikeway Barrio Logan.

Also, as shown on Attachment 1, three major milestones were completed out of the five milestones anticipated for the quarter. The other two milestones were achieved in the second quarter of FY 2024 (Final Environmental Document was completed for Howard Bikeway in December 2023 and Inland Rail Trail Phase 3 advertised to the construction community in November 2023).

The three major milestones achieved in the first quarter include:

- In July, SR 56 HOV Lanes advertised to the construction community. The project will construct westbound and eastbound High Occupancy Lanes on SR 56 from El Camino Real to Carmel Valley Road.
- In August, I-805 North Auxiliary Lanes advertised to the construction community. The project will construct one northbound and one southbound auxiliary lane along I-805 from SR 52 to Nobel Drive.
- In September, Otay Mesa East Port of Entry: Utilities Improvement began construction. The project will construct new utility services that will facilitate operations for the future Otay Mesa Port of Entry and CHP-operated Commercial Vehicle Enforcement Facility.

### Construction Costs

Engineering News-Record (ENR) is an engineering and construction industry publication that publishes a monthly ENR Construction Cost Index (ENR CCI). The ENR CCI for Los Angeles (ENR CCI-LA), which captures Southern California market trends, is typically used for project cost estimation within the TransNet program. When appropriate, the U.S. Bureau of Labor Statistics Producer Price Index for Government Construction (PPI Government Construction) and the Caltrans Construction Cost Index are used. SANDAG regularly monitors cost indices to ensure that cost estimates best reflect regional economic conditions.

Attachment 1 charts ENR CCI-LA so far during the TransNet Extension, which continues through 2048. The ENR CCI-LA shows that construction costs have increased 0.3% between Q4 FY 2023 and Q1 FY 2024.

### Action: Information

This report provides an update on TransNet Major Corridor and Regional Bikeway Program projects.

### Fiscal Impact:

SANDAG invested \$27.5 million on TransNet Major Corridor projects and \$6.4 million on Regional Bikeway projects in the first quarter of FY 2024.

### Schedule/Scope Impact:

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

## **Next Steps**

The next quarterly update on the TransNet Major Corridor and Regional Bikeway Program projects, covering October through December 2023, will be provided at the March 2024 ITOC meeting. Progress of Major Corridor and Regional Bikeway Program projects and program trends can be tracked by using the [TransNet Dashboard](#).

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

Key Staff Contact: Jennifer Cha, (619) 595-5348, [jennifer.cha@sandag.org](mailto:jennifer.cha@sandag.org)

Attachment: 1. TransNet Quarterly Status Report: July 2023– September 2023

## TransNet Quarterly Status Report July - September 2023

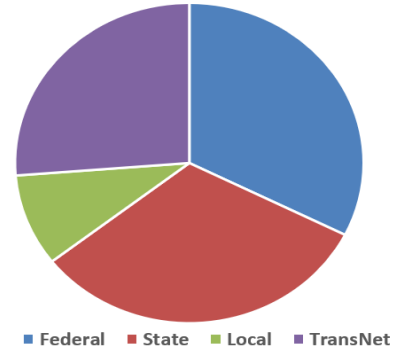
Data as of 09/30/2023

**Major Corridors Funding Plan\***

Source	Amount**	% of Total Funding
Federal	\$3.39 billion	33%
Local	\$1.00 billion	9%
State	\$3.65 billion	32%
TransNet	\$2.82 billion	26%
<b>Total</b>	<b>\$10.87 billion</b>	<b>100.0%</b>

\*Funding information is only reflective of TransNet Major Corridors projects since there is a TransNet Ordinance 1:1 match requirement for the Major Corridors Program.

\*\*Funding amounts include prior year funds through FY 32 funds, per the FY 2024 budget timeframe.



Major Corridors & Bikeway Milestones		Milestones marked as A indicate an actualized event. Milestones marked as X indicate a planned event.							
Segment	FY 2024 Baseline Date***	Milestone	2023 Jul	2023 Aug	2023 Sep	2023 Oct	2023 Nov	2023 Dec	
<b>I-5 North Corridor</b>									
SR 56 HOV Lanes (CIP-1200513)	July 2023	ADVERTISE	A						
<b>Mid-City Corridor</b>									
Mid-City Rapid bus (CIP-1240001)	Nov 2023	COMPLETE					A		
<b>I-805 Corridor</b>									
I-805 North Auxiliary Lanes (CIP-1280516)	Aug 2023	ADVERTISE		A					
I-805 North Auxiliary Lanes (CIP-1280516)	Nov 2023	BEGIN					A		
<b>Goods Movement Corridor</b>									
Otay Mesa East Port of Entry: Utility Improvements (CIP-1201106)	Jul 2023	BEGIN			A				
<b>Regional Bikeway</b>									
North Park/Mid-City Bikeway: Howard Bikeway (CIP-1223079)	Jul 2023	FED							A
Inland Rail Trail Phase 3 (CIP-1223094)	Aug 2023	ADVERTISE					A		

**Schedule Milestones:**

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

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

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

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

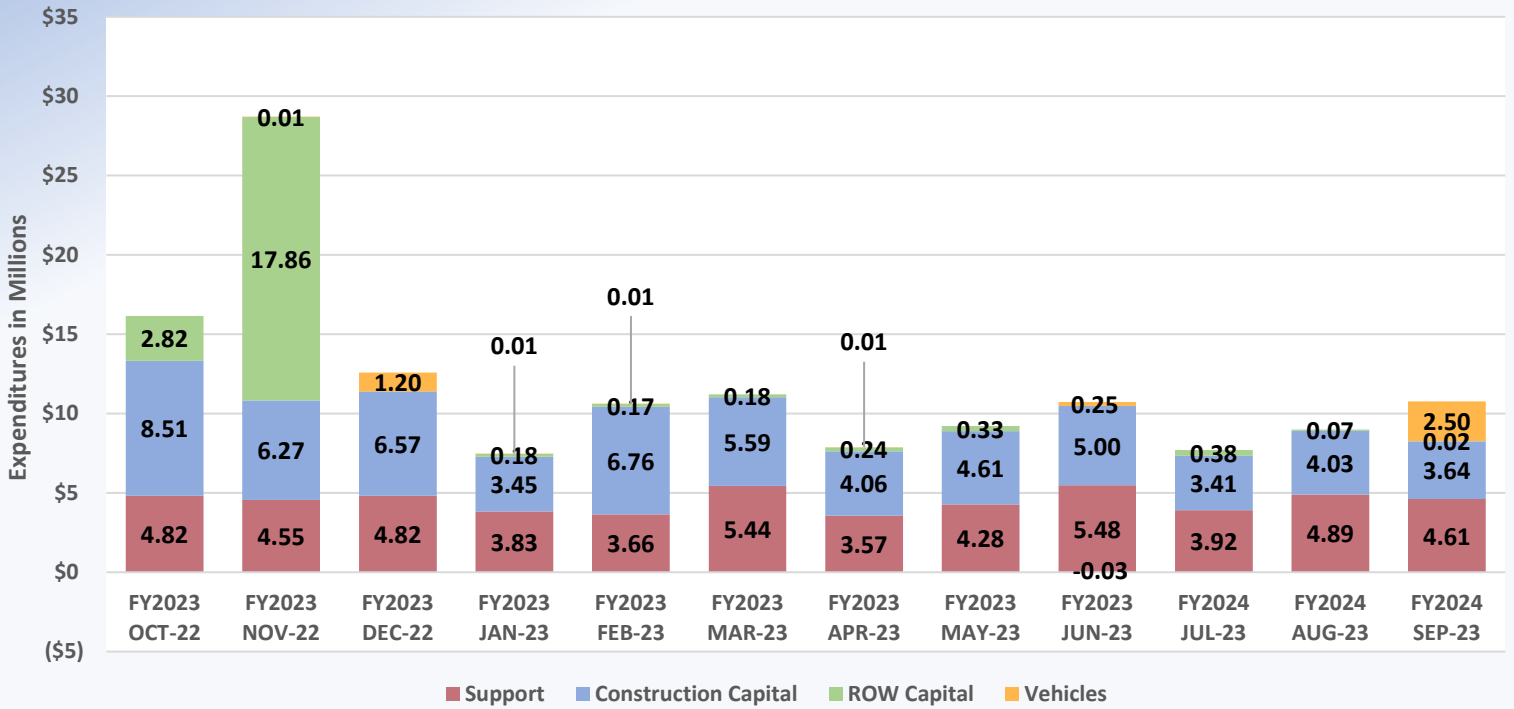
**OPEN** represents the opening of the constructed facility for its intended use.

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

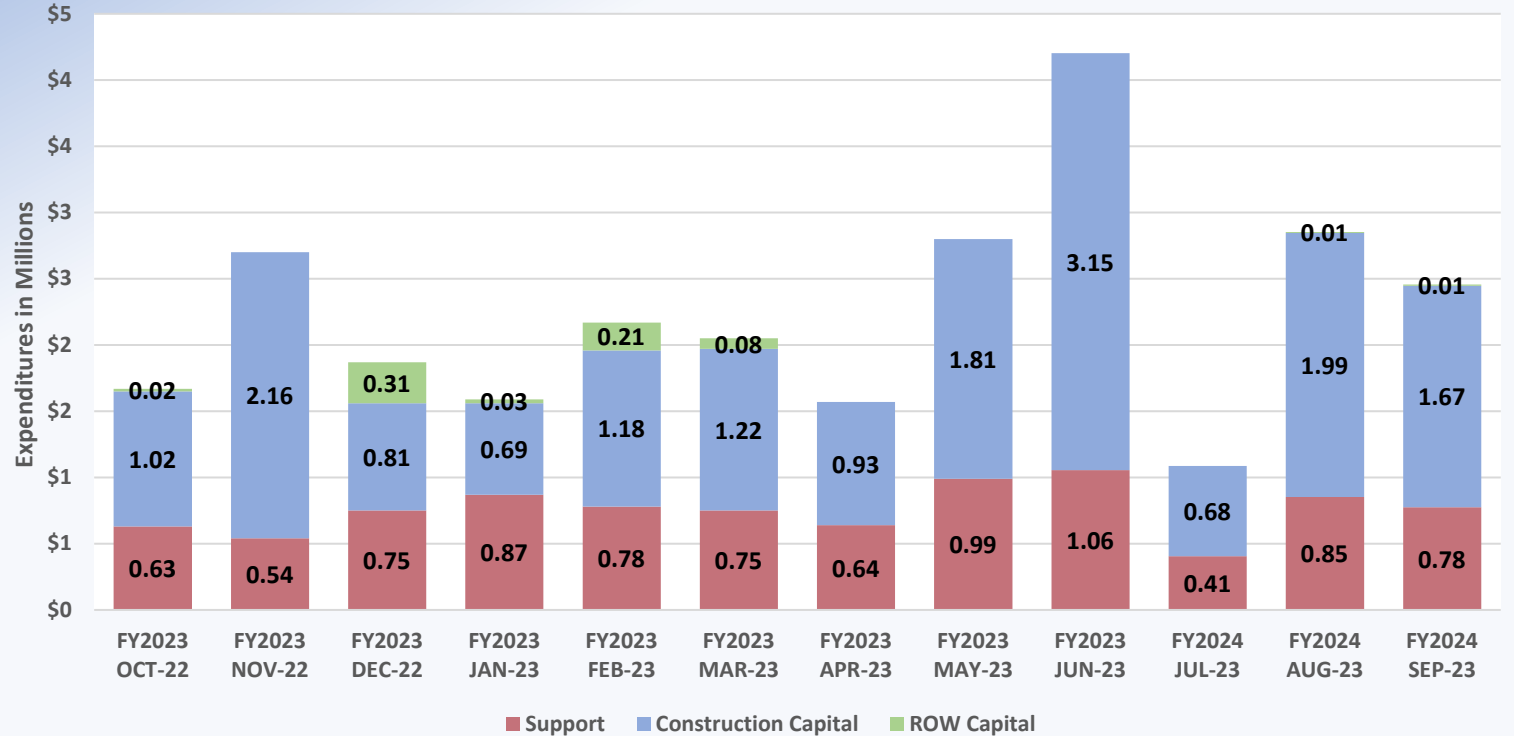
\*\*\*FY 2024 Baseline Date refers to the baseline milestone completion date that was set in the FY 2024 Program Budget.

# TransNet Quarterly Status Report July - September 2023

## Major Corridor Monthly Expenditures



## Regional Bikeway Monthly Expenditures

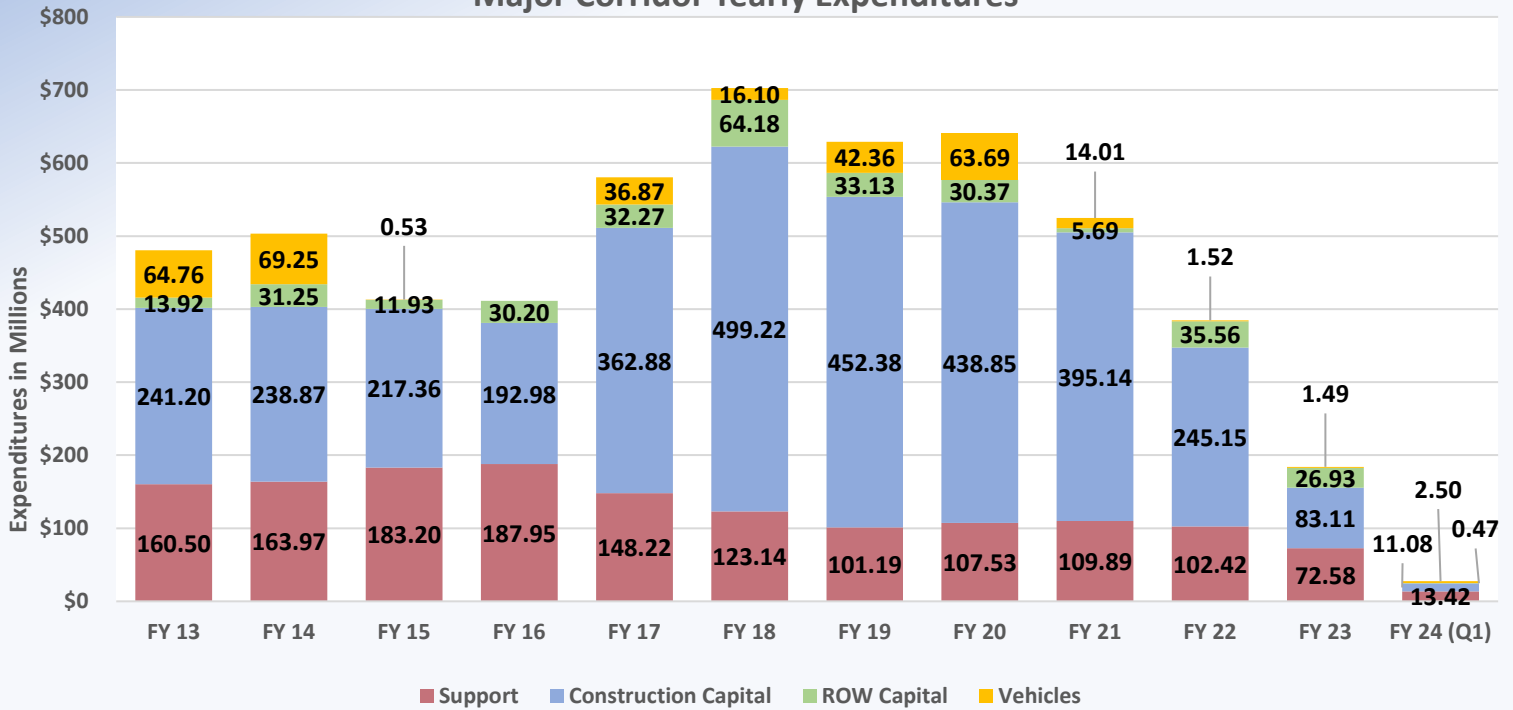


\* Support - Includes Administration, Design, Environmental, Right of Way Support, Construction Management, Legal Services, and Communications.

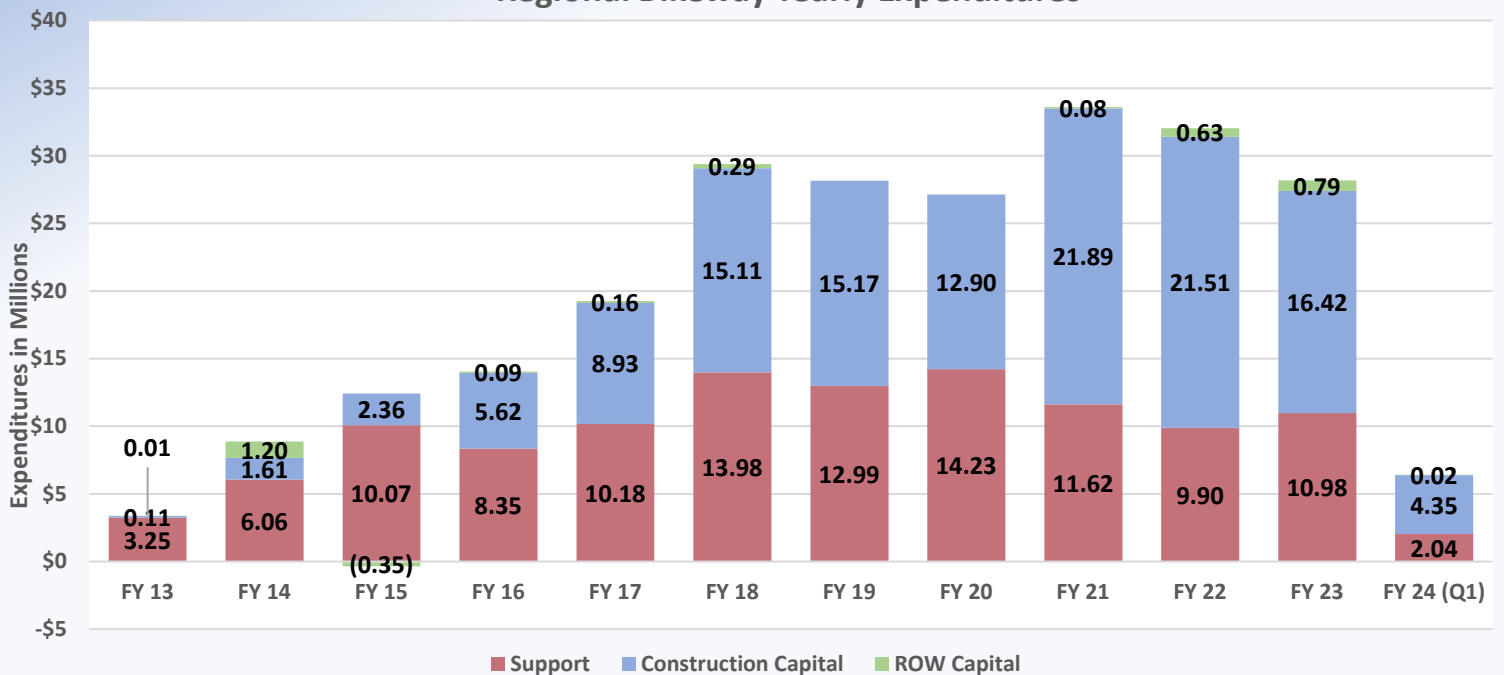
\* Monthly expenditures are reported on the 20th of each month.

## TransNet Quarterly Status Report July - September 2023

### Major Corridor Yearly Expenditures



### Regional Bikeway Yearly Expenditures

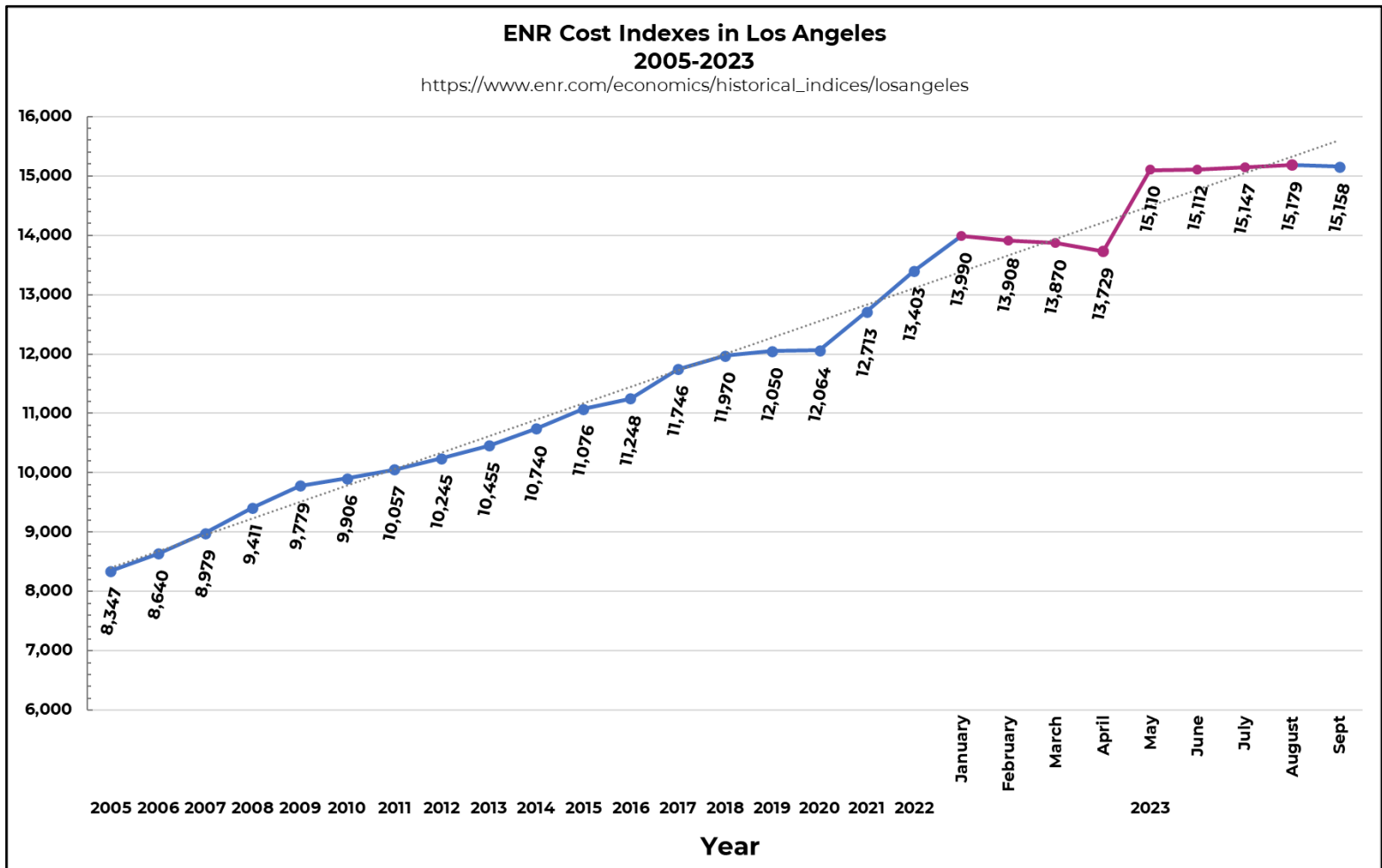


\* **Support** - Includes Administration, Design, Environmental, Right of Way Support, Construction Management, Legal Services, and Communications.

\* Monthly expenditures are reported on the 20th of each month.

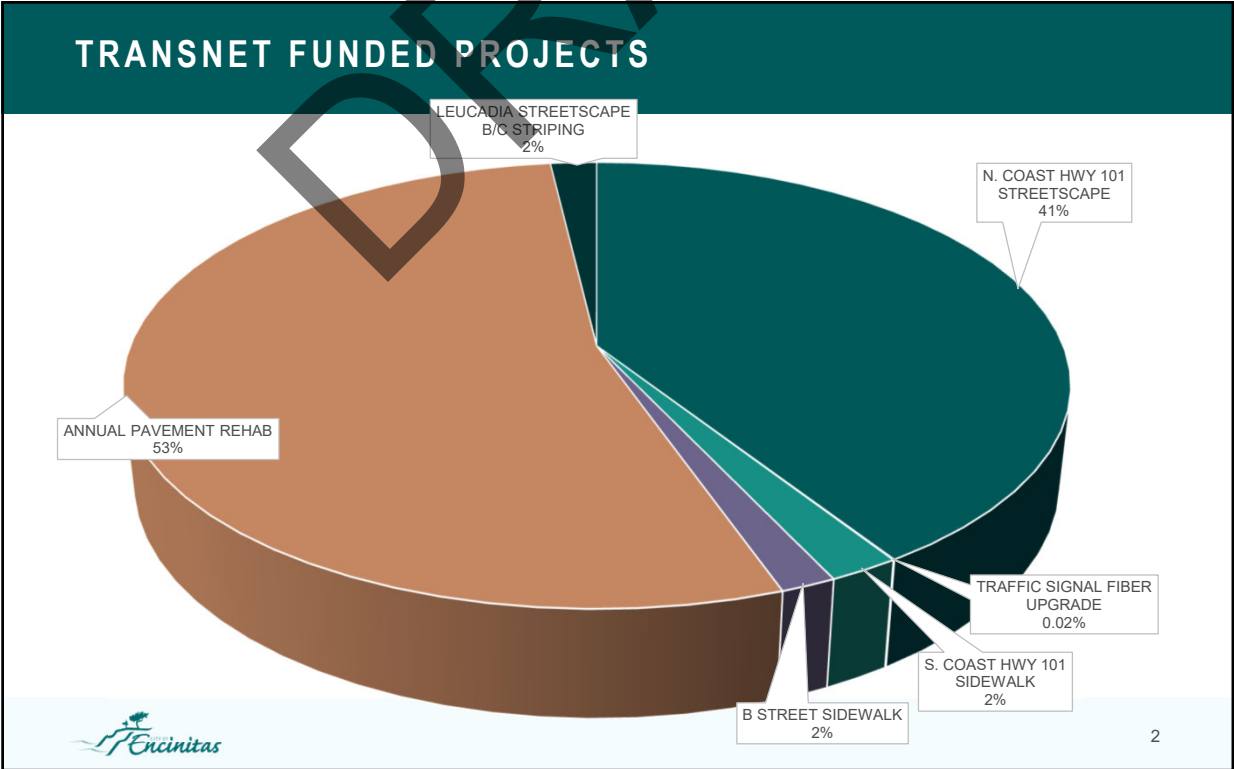


TransNet Quarterly Status Report  
July - September 2023



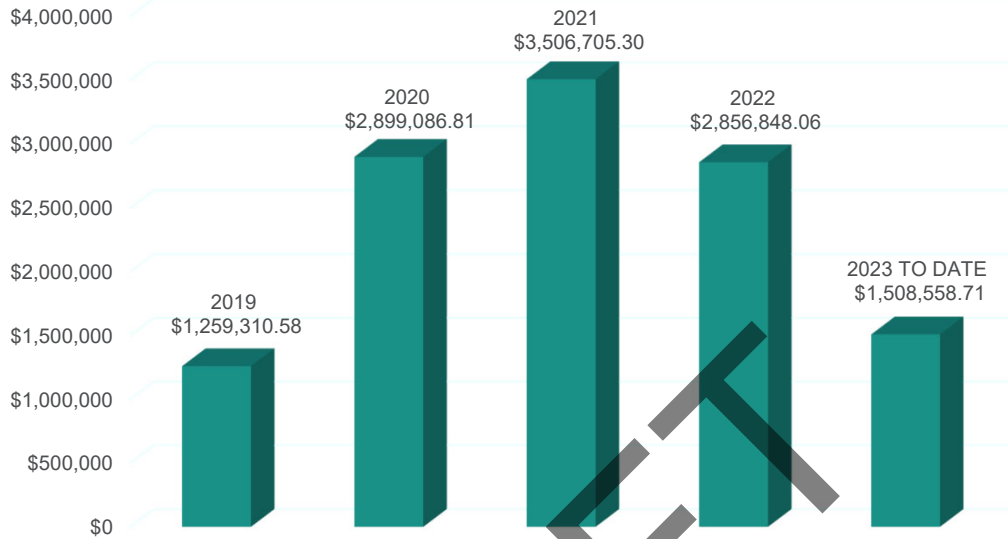


1



2

## ANNUAL TRANSNET FUNDS UTILIZED



3

3

## ANNUAL PAVEMENT OVERLAY AND SLURRY SEAL



S. Coast Hwy 101



4

4

## N. COAST HWY 101 STREETSCAPE - COMPLETE

Project Costs = \$9,256,637  
TransNet = \$4,918,251

BEFORE



AFTER



Highway 101 at El Portal, street view



5

5

## N. COAST HWY 101 STREETSCAPE - COMPLETE

BEFORE



AFTER



Highway 101, north of Marcheta St., street view



6

6



## N. COAST HWY 101 STREETSCAPE - COMPLETE

### DRONE PHOTOS – COMPLETED PROJECT



Highway 101 at Marcheta



Highway 101 at El Portal



7

7

## B STREET SIDEWALK - COMPLETE

Project Costs = \$822,182  
TransNet = \$195,557



Looking West at Third Street



8

8

## S. COAST HWY 101 SIDEWALK- COMPLETE

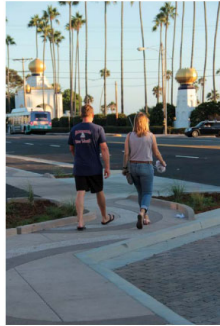


Before Improvements

Project Costs = \$1,117,252  
TransNet = \$250,000



After Completion of Improvements on November 13, 2018



9

9

## ENCINITAS COMMUNITY PARK OFFSITE IMPROVEMENTS - COMPLETE

Project Costs = \$993,948  
TransNet = \$1,420



Santa Fe Dr. @ Nardo Rd.



10

10



# QUESTIONS

11

11

DRAFT

January 10, 2024

## Updates to Proposed Amendments to the TransNet Extension Ordinance: ITOC Membership and Selection Process

### Overview

The [FY 2021 TransNet Triennial Performance Audit](#) concluded that the TransNet Independent Taxpayer Oversight Committee (ITOC) practices aligned with other entities reviewed. However, the audit also revealed areas that could be strengthened, including enhancement of the ITOC Membership and Selection Process of the TransNet Extension Ordinance.

### Key Considerations

Since October 2021, the ITOC has been considering and drafting proposed amendment language to address audit recommendations.

On April 12, 2023 ([Agenda Item No. 10](#)), the ITOC discussed the proposed amendments and potential next steps following the Board's decision regarding the approval of the amendments at its January 27, 2023, meeting ([Agenda Item No. 11](#)). After meeting with several Board members, Chair Frankel presented the result of his discussion to the ITOC on September 13, 2023 ([Agenda Item No. 9](#)). Due to a recent vacancy on the Subcommittee, the ITOC voted to approve appointing Pedro-Orso Delgado to fill the vacant position on the established ITOC TransNet Ordinance Amendments Subcommittee (Subcommittee) and to refer the item to the Subcommittee for further discussion.

On September 29, 2023, the Subcommittee met with SANDAG legal counsel and discussed different options to incorporate the Board members' feedback into the proposed amendments. On October 11, 2023, the Subcommittee met to finalize its revisions to the Ordinance amendments. After thorough discussion and careful consideration, the Subcommittee drafted the updates to the proposed amendments, as shown in Attachment 1.

The Subcommittee members also agreed that getting additional feedback from Board members regarding the updated Ordinance amendments would be helpful in determining the next steps. Since then, Chair Frankel has been meeting with the Board members to get their feedback on the updated amendments.

### Action: **Recommend**

The ITOC is asked to recommend that the Board of Directors approve the updated TransNet Extension Ordinance amendments specific to the membership makeup and selection process for the ITOC.

### Fiscal Impact:

None.

### Schedule/Scope Impact:

Pending the Board of Directors' approval, the proposed ordinance amendments would take effect 30 days after final passage and would be incorporated into the TransNet Extension Ordinance.

**Next Steps**

Pending the ITOC's recommendation, the Ordinance amendments specific to the ITOC Membership and Selection Process will be brought forward for Board consideration at a future meeting.

Key Contacts: ITOC Chair Jonathan Frankel,  
ITOC Member Sunnie House,  
ITOC Vice-Chair Pedro Orso-Delgado

Attachment: 1. Draft Updated Proposed Amendments to the Statement of Understanding Regarding the Implementation of the Independent Taxpayer Oversight Committee for the TransNet Program

**DRAFT**

# **STATEMENT OF UNDERSTANDING REGARDING THE IMPLEMENTATION OF THE INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE FOR THE TransNet PROGRAM**

## **Purpose of the ITOC**

The Independent Taxpayer Oversight Committee (ITOC) is intended to provide an increased level of accountability for expenditures made under the TransNet Extension, in addition to the independent annual fiscal and compliance audits required under the existing TransNet program. The ITOC should function in an independent, open and transparent manner to ensure that all voter mandates are carried out as required in the Ordinance and Expenditure Plan, and to develop positive, constructive recommendations for improvements and enhancements to the financial integrity and performance of the TransNet program.

## **Intent of the ITOC as a Functional Partner to SANDAG**

The TransNet Ordinance contains a summary of the ITOC's role and responsibilities consistent with the above Purpose. In this document, additional and supplementary details with regard to the ITOC are delineated. These pertain to the process for selecting members of ITOC, terms and conditions governing membership, responsibilities, funding and administration, and conflict of interest provisions.

It is noteworthy that these details have been developed in a cooperative process between SANDAG and representatives of the San Diego County Taxpayers Association, and with the involvement of other transportation professionals within the region. This document is understood to provide the basis for describing how the ITOC will function once the Ordinance is approved.

In addition to the details outlined in this document the intent that provides the foundation for the desired partnership between ITOC and SANDAG, as viewed by the principal authors, is summarized as follows:

- **Resource**—it is the intent that the ITOC will serve as an independent resource to assist in SANDAG's implementation of TransNet projects and programs. The Committee's membership is designed to provide to SANDAG a group of professionals who, collectively, can offer SANDAG the benefit of their experience to advance the timely and efficient implementation of TransNet projects and programs. The ITOC will work in a public way to ensure all deliberations are conducted in an open manner. Regular reports from the ITOC to the SANDAG Board of Directors (or policy committees) are expected with regard to program and project delivery, and overall performance.
- **Productive**—it is the intent that the ITOC will rely upon data and processes available at SANDAG, studies initiated by the ITOC, and other relevant data generated by reputable sources. It is understood, however, that SANDAG will be continuously striving to improve the reliability of data and to update analytical and modeling processes to be consistent with the state-of-the-art, and that the ITOC will be kept abreast of any such efforts, and invited to participate in development of such updates in a review capacity.
- **Cost-efficient**—it is the intent that the ITOC will not add cost burden to SANDAG's implementation of the TransNet program and projects. Rather, through a cooperative and productive working relationship between ITOC and the SANDAG implementation team, it is the objective that costs will be saved.
- **Flexible**—it is the intent that the ITOC will assist SANDAG to be opportunistic to take advantage of changing situations in the future with regard to technologies and transportation developments. Therefore, the provisions contained below are viewed through 2048 based upon a 2004 perspective and are not meant to be unduly restrictive on ITOC's and SANDAG's roles and responsibilities.

## Membership and Selection Process

1. Membership: There shall be ~~seven~~nine ITOC voting members with the characteristics described below. The intent is to have one member representing each of the specified areas of expertise. If, however, after a good faith effort, qualified individuals have not been identified for one or more of the areas of expertise, then no more than two members from one or more of the remaining areas of expertise may be selected. For each of the areas of expertise listed below, an individual representing one of the region's colleges or universities with a comparable level of academic experience also would be eligible for consideration.

- A professional in the field of municipal/public finance and/or budgeting with a minimum of ten years in a relevant and senior decision making position in the public or private sector.
- A licensed architect, civil engineer or traffic engineer with demonstrated experience of ten years or more in the fields of transportation and/or urban design in government or the private sector.
- A professional with demonstrated experience of ten years or more in real estate, land economics, and/or right-of-way acquisition.
- A professional with demonstrated experience of ten years or more in the management of large-scale construction projects.
- A licensed engineer or an industry professional with appropriate credentials in the field of transportation project design, construction ~~project~~ or program/construction management and a minimum of ten years' experience in a relevant and senior decision making position in the government or private sector.
- The chief executive officer or person in a similar senior-level decision making position, of a major private sector employer with demonstrated experience in leading a large organization.
- A professional in biology or environmental science with demonstrated experience of ten years or more with environmental regulations and major project mitigation requirements and/or habitat acquisition and management.
- A professional in the field of emerging transportation technology with demonstrated substantial experience in Intelligent Transportation Systems (ITS), transportation analytics, connectivity, or other technologies consistent with Regional Plan priorities.
- A transportation system user whose primary means of transportation is by bus, trolley/light rail transit, rail, bike, and/or walking.
- Ex-Officio Members: SANDAG Executive Director and the San Diego County Auditor

The criteria established for the voting members of the ITOC are intended to provide the skills and experience needed for the ITOC to carry out its responsibilities and to play a valuable and constructive role in the ongoing improvement and enhancement of the TransNet program.

Applications will be requested from individuals interested in serving on the ITOC through an open, publicly noticed solicitation process.

2. Technical Screening Committee: A technical screening committee will be established to review applications received from interested individuals. This committee will consist of three members selected by the SANDAG Executive Director from high-level professional staff of local, regional, state or federal transportation agencies outside of the San Diego region, or from one of the region's colleges or universities in a transportation-related field, or a combination thereof. The committee will develop a list of candidates determined to be qualified to serve on the ITOC based on the criteria established for the open position(s) on the ITOC. The technical screening committee will recommend two candidates for each open position from the list of qualified candidates for consideration by the Selection Committee. The recommendations shall be made within 30 days of the noticed closing date for applications.
3. Selection Committee: A selection committee shall be established to select the ITOC members from the list of qualified candidates recommended by the technical screening committee. The selection committee shall consist of the following:

- Two members of the County of San Diego Board of Supervisors
- ~~The Mayor~~A primary representative and one alternate from of the City of San Diego ~~from among those members eligible to serve on the SANDAG Board of Directors.~~
- ~~A mayor~~primary representative and one alternate from the South County subregion, consisting of the Cities of Chula Vista, Coronado, Imperial Beach, ~~or and~~ National City selected by ~~the mayors of those cities~~that subregion from among those members eligible to serve on the SANDAG Board of Directors.
- ~~A mayor~~primary representative and one alternate from the East County subregion, consisting of the Cities of El Cajon, La Mesa, Lemon Grove, ~~or and~~ Santee selected by ~~the mayors of those cities~~that subregion from among those members eligible to serve on the SANDAG Board of Directors.
- ~~A mayor~~primary representative and one alternate from the North County Coastal subregion, consisting of ~~from~~ the Cities of Carlsbad, Del Mar, Encinitas, Oceanside, ~~or and~~ Solana Beach selected by ~~the mayors of those cities~~that subregion to serve on the SANDAG Board of Directors.
- ~~A mayor~~primary representative and one alternate from the North County Coastal Subregion, consisting of ~~from~~ the Cities of Escondido, Poway, San Marcos, ~~or and~~ Vista selected by ~~the mayors of those cities~~that subregion from among those members eligible to serve on the SANDAG Board of Directors.
- ~~Ex-officio: Chair or Vice Chair or designated alternate ITOC member, of the ITOC will serve as the Chair of the Selection Committee (non-voting).~~

The alternate may only vote in the absence of the primary. The selection of ITOC members shall be made within 30 days of the receipt of recommendations from the technical screening committee. All meetings of the selection committee shall be publicly noticed and conducted in full compliance with the requirements of the Brown Act. Should the selection committee be unable to reach agreement on a candidate from the qualified candidates recommended by the technical screening committee, the selection committee shall request the technical screening committee to recommend two additional qualified candidates for consideration.

4. Terms and Conditions for ITOC members
  - ITOC members shall serve a term of four years, except that appointments may be less than four years in order to ensure the terms of the ITOC members are sufficiently staggered.

- ITOC members shall serve no more than eight years unless the member's first term was less than four years, in which case the member may serve an additional two terms after the partial term. In no case, however, shall any member serve more than ten years on the ITOC.
- If and when vacancies in the membership of the ITOC occur, the same selection process as outlined above shall be followed to select a replacement to fill the remainder of the term. At the completion of a term, eligible incumbent members will need to apply for reappointment for another term. For a member eligible to serve for an additional four-year term, an application for reappointment to continue as a member of the ITOC must be submitted to the Technical Screening Committee for approval at least 120 days prior to the end of the member's current term. Upon approval of the Technical Screening Committee, the Selection Committee would be informed of such approval which would be considered final unless a member of the Selection Committee calls for convening the Selection Committee to consider the selection. If the Selection Committee does not approve the additional term, the position will be considered vacant at the end of the member's current term and the selection process for a new member will be initiated.
- Term limits for ITOC members should be staggered to prevent turnover of more than two members at any one time. In the event more than two members need to be replaced during the same recruitment period, the Selection Committee shall determine the length of their replacements' first term in order to limit concurrent future turnover.

### **ITOC Responsibilities**

The ITOC shall have the following responsibilities:

1. Conduct an annual fiscal and compliance audit of all TransNet-funded activities using the services of an independent fiscal auditor to assure compliance with the voter-approved Ordinance and Expenditure Plan. This annual audit will cover all recipients of TransNet funds during the fiscal year and will evaluate compliance with the maintenance of effort requirement and any other applicable requirements. The audits will identify expenditures made for each project in the prior fiscal year and will include the accumulated expenses and revenues for ongoing, multi-year projects.
2. Prepare an annual report to the SANDAG Board of Directors presenting the results of the annual audit process. The report should include an assessment of the consistency of the expenditures of TransNet funds with the Ordinance and Expenditure Plan and any recommendations for improving the financial operation and integrity of the program for consideration by the SANDAG Board of Directors. This consistency evaluation will include a review of expenditures by project type for each local jurisdiction. The ITOC shall share the initial findings of the independent fiscal audits and its recommendations with the SANDAG Transportation Committee 60 days prior to their release to resolve inconsistencies and technical issues related to the ITOC's draft report and recommendations. Once this review has taken place, the ITOC shall make any final amendments it deems appropriate to its report and recommendations, and adopt its report for submission directly to the SANDAG Board of Directors and the public. The ITOC shall strive to be as objective and accurate as possible in whatever final report it adopts. Upon completion by the ITOC, the report shall be presented to the SANDAG Board of Directors at its next regular meeting and shall be made available to the public.

3. Conduct triennial performance audits of SANDAG and other agencies involved in the implementation of TransNet-funded projects and programs to review project delivery, cost control, schedule adherence and related activities. The review should include consideration of changes to contracting, construction, permitting and related processes that could improve the efficiency and effectiveness of the expenditure of TransNet revenues. These performance audits shall be conducted using the services of an independent performance auditor and should include a review of the ITOC's performance. A draft of the ITOC's report and recommendations regarding the performance audits shall be made available to the SANDAG Transportation Committee at least 60 days before its final adoption by the ITOC to resolve inconsistencies and technical issues related to the ITOC's draft report and recommendations. Once this review has taken place, the ITOC shall make any final amendments it deems appropriate to its report and related recommendations and adopt its report for presentation directly to the SANDAG Board of Directors and the public. The ITOC shall strive to be as objective and constructive as possible in the text and presentation of the performance audits. Upon completion by the ITOC, the report shall be presented to the SANDAG Board of Directors at its next regular meeting and shall be made available to the public.
4. Provide recommendations to the SANDAG Board of Directors regarding any proposed amendments to the Ordinance and Expenditure Plan.
5. Provide recommendations as part of the 10-year review process. This process provides an opportunity to undertake a comprehensive review of the TransNet program every 10 years and to make recommendations for improving the program over the subsequent 10 years. This review process should take into consideration the results of the TransNet-funded improvements as compared to the performance standards established through the Regional Transportation Plan and the Regional Comprehensive Plan.
6. Participate in the ongoing refinement of SANDAG's transportation system performance measurement process and the project evaluation criteria used in development of the Regional Transportation Plan (RTP) and in prioritizing projects for funding in the Regional Transportation Improvement Program. The focus of this effort will be on TransNet-funded projects. Based on the periodic updates to the RTP, as required by state and federal law, the oversight committee shall develop a report to the SANDAG Transportation Committee, the SANDAG Board of Directors and the public providing recommendations for possible improvements and modifications to the TransNet program.
7. On an annual basis, review ongoing SANDAG system performance evaluations, including SANDAG's "State of the Commute" report, and provide an independent analysis of information included in that report. This evaluation process is expected to include such factors as level of service measurements by roadway segment and by time of day, throughput in major travel corridors, and travel time comparisons by mode between major trip origins and destinations. Such information will be used as a tool in the RTP development process.
8. Review and comment on the programming of TransNet revenues in the Regional Transportation Improvement Program (RTIP). This provides an opportunity for the ITOC to raise concerns regarding the eligibility of projects proposed for funding before any expenditures are made. In addition to a general eligibility review, this effort should focus on significant cost increases and/or scope changes on the major corridor projects identified in the Ordinance and Expenditure Plan.
9. Review proposed debt financings to ensure that the benefits of the proposed financing for accelerating project delivery, avoiding future cost escalation, and related factors exceed issuance and interest costs.



10. Review the major Congestion Relief projects identified in the Ordinance for performance in terms of cost control and schedule adherence on a quarterly basis.

In carrying out its responsibilities, the ITOC shall conduct its reviews in such a manner that does not cause unnecessary project delays, while providing sufficient time to ensure that adequate analysis can be completed to allow the ITOC to make objective recommendations and to provide the public with information about the implementation of the TransNet program.

#### **ITOC Funding and Administration**

1. All costs incurred in administering the activities of the ITOC, including related fiscal and performance audit costs, shall be paid annually from the proceeds of the TransNet sales tax. The funds made available to the ITOC shall not exceed \$250,000 annually, as adjusted for inflation annually for the duration of the program. Any funds not utilized in one fiscal year shall remain available for expenditure in subsequent years as part of the annual budget process.
2. The expenditures of the ITOC shall be audited annually as part of the same fiscal audit process used for all other TransNet-funded activities.
3. The process for selecting the initial ITOC members shall be started no later than April 1 of the year following the passage of the Ordinance by the voters. Because the funding for this activity would not be available until Fiscal Year 2008-09, the ITOC activities during the initial transition period will be phased in to the extent possible within the budget constraints of the one percent administrative cap under the current TransNet Ordinance. Given the forty-year duration of the TransNet tax extension, the ITOC shall continue as long as funds from the current authorization remain available.
4. An annual ITOC operating budget shall be prepared and submitted to the SANDAG Board of Directors for its approval 90 days prior to the beginning of each fiscal year.
5. All ITOC meetings shall be public meetings conducted in full compliance with the Brown Act. The ITOC will meet on a regular basis, at least quarterly, to carry out its roles and responsibilities.
6. SANDAG Directors and staff will fully cooperate with and provide necessary support to the ITOC to ensure that it successfully carries out its duties and obligations, but should limit involvement to the provision of information required by the ITOC to ensure the independence of the ITOC as it carries out its review of the TransNet program and develops its recommendations for improvements.
7. ITOC members and their designated auditors shall have full and timely access to all public documents, records and data with respect to all TransNet funds and expenditures.
8. All consultants hired by the ITOC shall be selected on an open and competitive basis with solicitation of proposals from the widest possible number of qualified firms as prescribed by SANDAG's procedures for procurement. The scope of work of all such consultant work shall be adopted by the ITOC prior to any such solicitation.
9. SANDAG shall provide meeting space, supplies and incidental materials adequate for the ITOC to carry out its responsibilities and conduct its affairs. Such administrative support shall not be charged against the funds set aside for the administration of the ITOC provided under No. 1 above.

**Conflict of Interest**

The ITOC shall be subject to SANDAG's conflict of interest policies. ITOC members shall have no legal action pending against SANDAG and are prohibited from acting in any commercial activity directly or indirectly involving SANDAG, such as being a consultant to SANDAG or to any party with pending legal actions against SANDAG during their tenure on the ITOC. ITOC members shall not have direct commercial interest or employment with any public or private entity, which receives TransNet sales tax funds authorized by this Ordinance.

DRAFT

January 10, 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 adopted 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 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 as-needed) basis.

#### **Action: Discussion**

The Independent Taxpayer Oversight Committee (ITOC) is asked to review and discuss Amendment No. 9, focusing its review on the TransNet-funded projects.

#### **Fiscal Impact:**

Amendment No. 9 reflects an increase of \$95.4 million to TransNet dollars programmed.

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

Amendment No. 9 reflects the deletion of 2

### **Key Considerations**

The changes in Amendment No. 9 are summarized in Attachment 1, and the project amendments are detailed in Attachment 2. Amendment No. 9 modifies projects in the RTIP that the Independent Taxpayer Oversight Committee (ITOC) previously reviewed for TransNet eligibility. 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

Pursuant to the TransNet Ordinance, a public comment period for these changes was held and Attachment 3 includes any changes made to projects during the public comment period. Attachments 4a and 4b provide a snapshot of the remaining TransNet – LSI balances for the local agencies.

Attachment 5 is the TransNet Eligibility Analysis for Amendment No. 9. At the request of the ITOC, staff has reviewed the proposed project amendments included in Amendment No. 9 and considers the changes to be consistent with the TransNet Ordinance. The ITOC is asked to review and comment on

Amendment No. 9, focusing its review on the TransNet-funded projects. Any comments will be forwarded to the Transportation Committee prior to approval.

### **Next Steps**

The Transportation Committee is scheduled to approve Amendment No. 9 to the 2023 Regional Transportation Improvement Program at its meeting on January 19, 2023.

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

Key Staff Contact: Richard Radcliffe, (619) 595-5649, [richard.radcliffe@sandag.org](mailto:richard.radcliffe@sandag.org)

- Attachments:
1. Table 1 – Summary of Changes Report
  2. Table 2 – 2023 RTIP Amendment No. 9
  3. Changes During Public Comment
  - 4a. TransNet – LSI: Programming Analysis
  - 4b. TransNet – LSI: Balances Not Programmed
  5. TransNet Eligibility Analysis

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

Page 1 of 4

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	TransNet Change	Change Description
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	\$459,718	\$121,430	36%	\$258	↑ SB1 - TIRCP (Part of 10/27/2023 Budget Amendment)
V11	Various Agencies	State Route 11	\$1,052,770	\$1,109,594	\$56,824	5%	-\$176	↓ TransNet - MC; ↑ TIFIA; ↑ RSTP; ↓ Local Funds
SAN258	San Diego Association of Governments	Central Mobility Hub	\$42,921	\$74,921	\$32,000	75%	\$0	+ CMAQ; ↑ CMAQ Conversion (Part of 10/27/2023 Budget Amendment)
SD166	San Diego, City of	Bicycle Facilities	\$28,198	\$48,198	\$20,000	71%	\$20,000	↑ TransNet - LSI
SAN227	San Diego Association of Governments	Grouped Projects for Bicycle and Pedestrian Facilities - North Park/Mid-City Bikeways	\$72,874	\$91,729	\$18,855	26%	\$642	↑ TransNet - BPNS; ↑ RSTP; ↑ ATP - R; + ATP - S; + SB1 - LPP Formula (Part of 10/27/2023 Budget Amendment)
CHV88	Chula Vista, City of	F Street Promenade	\$125	\$15,836	\$15,711	12569%	\$0	+ ATP - R and Local Funds
SAN129	San Diego Association of Governments	Downtown Multiuse and Bus Stopover Facility	\$45,975	\$57,975	\$12,000	26%	\$6,000	↑ TransNet - MC; ↑ RSTP (Part of 10/27/2023 Budget Amendment)
V12	Various Agencies	Grouped Projects for Bicycle and Pedestrian Facilities.	\$46,902	\$56,124	\$9,222	20%	-\$650	↓ TransNet - BPNS; + ATP - S; + Cap & Trade; + SB1 - LPP Formula; ↑ CRP; ↑ TDA - Bicycles
SAN228	San Diego Association of Governments	Grouped Projects for Bicycle and Pedestrian Facilities - Uptown Bikeways	\$65,681	\$74,681	\$9,000	14%	\$9,000	↑ TransNet - MC (Part of 10/27/2023 Budget Amendment)
V14	Various Agencies	Grouped Projects for Bicycle and pedestrian facilities - Active Transportation Program (ATP)	\$133,105	\$124,453	-\$8,652	-7%	\$2,540	↑ TransNet - SGIP; + TransNet - MC; ↑ ATP - R; ↓ ATP - S; Local Funds; Deleted SAN292 and SAN293 from Grouped Listing; ATP funds are programmed on SAN204 (Central Ave Bikeway) and SAN230 (Howard Ave Bikeway)
NCTD05	North County Transit District	Bus Revenue Vehicle Purchases & Related Equipment	\$142,864	\$149,957	\$7,093	5%	\$0	↑ FTA 5339
SD34	San Diego, City of	El Camino Real	\$61,723	\$65,973	\$4,250	7%	\$0	↑ Local Funds

LEGEND:  
 ↑ Increase  
 ↓ Reduce  
 ↔ Revise  
 + Add new

**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	TransNet Change	Change Description
SAN153	San Diego Association of Governments	The Inland Rail Trail	\$88,050	\$92,013	\$3,963	5%	\$0	↑ CRP; ↑ SB1 - LPP Formula; ↑ RSTP (Part of 10/27/2023 Budget Amendment)
CAL277	Caltrans	I-15/SR 78 ML Connectors	\$32,937	\$35,937	\$3,000	9%	-\$700	↓ Reduced TransNet - MC; ↑ and ↔ Local Funds - Agency for RSTP and STIP (Part of 10/27/2023 Budget Amendment)
CAL536	Caltrans	SR-52 Operational Improvements	\$12,070	\$15,070	\$3,000	25%	\$3,000	↑ TransNet - MC (Part of 10/27/2023 Budget Amendment)
SD96	San Diego, City of	Street Resurfacing and Reconstruction Citywide	\$127,663	\$129,767	\$2,104	2%	\$2,104	↑ TransNet - LSI
SD49	San Diego, City of	Median Improvements Citywide	\$22,923	\$20,833	-\$2,090	-9%	-\$2,090	↓ TransNet - LSI
V10	Various Agencies	Grouped Projects for TransNet Smart Growth Incentive Program	\$39,285	\$41,077	\$1,792	5%	\$1,792	↑ TransNet - SGIP
SD266	San Diego, City of	Normal Street Promenade	\$2,100	\$3,855	\$1,755	84%	\$1,755	↑ TransNet - LSI
CAL278	Caltrans	SR78 HOV/Managed Lanes	\$40,683	\$39,000	-\$1,683	-4%	\$20,338	↑ TransNet - MC and removed CMAQ (Part of 10/27/2023 Budget Amendment)
SD16A	San Diego, City of	Traffic Signals - Citywide	\$57,555	\$58,443	\$888	2%	\$888	↑ TransNet - LSI
SD237	San Diego, City of	Coastal Rail Trail	\$21,423	\$20,673	-\$750	-4%	-\$750	↓ TransNet - LSI
SAN311	San Diego Association of Governments	Transportation Performance Monitoring and Reporting	\$0	\$439	\$439	N/A	\$439	New project for OWP# 3311700
SAN40	San Diego Association of Governments	Metropolitan Planning	\$85,197	\$85,327	\$130	0%	\$130	↑ TransNet - MC (Part of 10/27/2023 Budget Amendment)

LEGEND:  
 ↑ Increase  
 ↓ Reduce  
 ↔ Revise  
 + Add new

**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	TransNet Change	Change Description
CAL398A	Caltrans	La Jolla Village Drive to Genesee Avenue Auxiliary Lane	\$6,750	\$6,876	\$126	2%	\$126	+ TransNet - MC
SD18	San Diego, City of	Traffic Control Measures	\$11,765	\$11,661	-\$104	-1%	-\$104	↓ TransNet - LSI
SD09	San Diego, City of	Sidewalks - Citywide	\$28,587	\$28,685	\$98	1%	\$98	↑ TransNet - LSI Carry Over; ↓ TransNet - LSI
SD23	San Diego, City of	Flood Resilience Infrastructure - Roadway Drainage Improvements	\$33,391	\$33,413	\$22	1%	\$22	↑ TransNet - LSI Carry Over
CAL46A	Caltrans	Grouped Projects for Safety Improvements - SHOPP Mobility Program	\$173,814	\$173,830	\$16	0%	\$16	↑ TransNet - MC
CAL09	Caltrans	Interstate 5 - HOV/Managed Lanes	\$907,455	\$907,455	\$0	0%	\$0	↔ TransNet - MC AC between fiscal years; ↔ CMAQ and CMAQ Conversion
CAL68	Caltrans	SR 94/125 Interchange and Arterial Operational Improvements	\$34,240	\$34,240	\$0	0%	\$0	↔ Revised RSTP between fiscal years
CAL78D	Caltrans	I-805 South Soundwalls - Unit 1	\$87,461	\$87,461	\$0	0%	\$0	↔ Revised RSTP between fiscal years
CAL277A	Caltrans	I-5 HOV/SR 78 Connector	\$16,118	\$16,118	\$0	0%	\$3,412	↑ and ↔ TransNet - MC and removed RSTP (Part of 10/27/2023 Budget Amendment)
CAL571	Caltrans	I-805 Transit Priority Lanes (SR 94 to SR 52)	\$30,000	\$30,000	\$0	0%	\$0	↔ Revised RSTP between fiscal years
SAN147	San Diego Association of Governments	Grouped Projects for Bicycle and Pedestrian Facilities - Bayshore Bikeway	\$81,349	\$81,349	\$0	0%	-\$2,500	↑ CRP; ↓ TransNet - BPNS (Part of 10/27/2023 Budget Amendment)
SAN148	San Diego Association of Governments	Grouped Projects for Bicycle and Pedestrian Facilities - Coastal Rail Trail	\$37,643	\$37,643	\$0	0%	-\$238	+ CRP; ↓ TransNet - BPNS

LEGEND:  
 ↑ Increase  
 ↓ Reduce  
 ↔ Revise  
 + Add new

**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	TransNet Change	Change Description
SAN261	San Diego Association of Governments	Palomar Street Rail Grade Separation	\$7,000	\$7,000	\$0	0%	\$0	↔ Revised CMAQ between fiscal years
SAN262	San Diego Metropolitan Transit System	Low-Floor Light Rail Transit Vehicles	\$72,260	\$72,260	\$0	0%	\$30,000	↑ TransNet - MC; ↓ RSTP
V07	Various Agencies	Biological Mitigation Program	\$462,000	\$462,000	\$0	0%	\$0	↔ Revised RSTP between fiscal years
V20	Various Agencies	Grouped Projects for Engineering - Complete Corridor Studies	\$34,365	\$34,365	\$0	0%	\$0	↔ Revised RSTP between fiscal years
Total TransNet Change=							\$95,352	

LEGEND:  
 ↑ Increase  
 ↓ Reduce  
 ↔ Revise  
 + Add new

**Abbreviation**

ATP-R

ATP-S

BIP/CBI

CMAQ

CRP

Fed Disc. - CPF - Transit Infra

Fed Disc. - CPF - Highway Infra

FTA 5337

FTA 5339

Local Funds

PROTECT

RSTP

SB1 - LPP

TIFIA

Toll Credits

TransNet - BPNS

TransNet - LSI

TransNet - MC

TransNet - SGIP

**Fund Type**

Active Transportation Program - Regional

Active Transportation Program - Statewide

Border Infrastructure Program/Corridors and Borders Infrastructure Program

Congestion Mitigation and Air Quality

Carbon Reduction Program

Community Project Earmark Funds

Community Project Earmark Funds

Federal Transit Administration State of Good Repair Grant Program

Federal Transit Administration Bus and Bus Facilities Grant Program

Funds available from other sources such as developer fees, fare revenue or general fund

PROTECT Planning Set-Aside

Regional Surface Transportation Block Grant

Senate Bill 1 - Local Partnership Program

Transportation Infrastructure Finance and Innovation Act

Local funds that can be used to match federal funds

Prop A Extension - Bicycle, Pedestrian and Neighborhood Safety Program

Prop A Extension - Local System Improvements

Prop A Extension - Major Corridors

Prop A Extension - Smart Growth Incentive Program



**Table 2**  
**2023 Regional Transportation Improvement Program - TransNet Only**  
**Amendment No. 9**  
**San Diego Region (in \$000s)**

Attachment 2

**Caltrans**

MPO ID: CAL09								RTIP #:23-09			
Project Title:		Interstate 5 - HOV/Managed Lanes						EA NO: 235800, 2T217, 2T218, 2T35U, 2T257, 2T258, 2T359, 2T170, 2T171, 2T172, 2T210, 2T211, 2T212, 2T358 PPNO: 0615CDE, 0615 RTP REF: A-51 (2019) SANDAG ID: 1200511, 1200501, 1200504, 1200510, 1200509			
Project Description:		Interstate 5 - construct High Occupancy Vehicle (HOV)/Managed Lanes 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									
Change Reason:		Revise funding between fiscal years, Revise funding between phases									
RT:5		Capacity Status:CI		Exempt Category:Non-Exempt							
Est Total Cost: <b>\$954,293</b>				Open to Traffic: Phase 1: Mar 2022		Phase 2: Mar 2022		Phase 3: Dec 2022			
	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	\$(350)								
CBI	\$416	\$416							\$416		
CMAQ	\$173,751	\$162,791	\$10,960						\$27,721	\$3,645	\$142,385
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
TransNet Subtotal	\$168,841	\$156,058	\$6,028	\$3,348	\$3,407				\$122,240	\$36,118	\$10,483
Other Subtotal	\$738,614	\$688,098	\$50,515						\$92,352	\$13,763	\$632,499
TOTAL	\$907,455	\$844,156	\$56,543	\$3,348	\$3,407				\$214,592	\$49,881	\$642,982

\* \$5.324M 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 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
<b>TransNet Subtotal</b>	<b>\$168,841</b>	<b>\$166,643</b>	<b>\$(4,557)</b>	<b>\$3,348</b>	<b>\$3,407</b>				<b>\$122,240</b>	<b>\$36,118</b>	<b>\$10,483</b>
<b>Other Subtotal</b>	<b>\$738,614</b>	<b>\$688,615</b>	<b>\$49,998</b>						<b>\$92,702</b>	<b>\$18,918</b>	<b>\$626,994</b>
<b>TOTAL</b>	<b>\$907,455</b>	<b>\$855,258</b>	<b>\$45,441</b>	<b>\$3,348</b>	<b>\$3,407</b>				<b>\$214,942</b>	<b>\$55,036</b>	<b>\$637,477</b>

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

**Caltrans**

MPO ID: CAL46A										RTIP #:23-09	
Project Title:	Grouped Projects for Safety Improvements - SHOPP Mobility Program							SANDAG ID: 1280516			
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 funding										
RT:Var	Capacity Status:NCI		Exempt Category:Safety - Shoulder Improvements								
Est Total Cost: <b>\$173,830</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
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-Mobility	\$8,028		\$684	\$1,062	\$6,282						\$8,028
STIP-RIP AC	\$4,200	\$4,200									\$4,200
TransNet Subtotal	\$45	\$26	\$19								\$45
Other Subtotal	\$173,785	\$14,964	\$127,836	\$1,062	\$6,282	\$23,641					\$173,785
TOTAL	\$173,830	\$14,990	\$127,855	\$1,062	\$6,282	\$23,641					\$173,830
PROJECT LAST AMENDED 23-08											
	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-Mobility	\$8,028		\$684	\$1,062	\$6,282						\$8,028
STIP-RIP AC	\$4,200	\$4,200									\$4,200
TransNet Subtotal	\$29	\$19	\$10								\$29
Other Subtotal	\$173,785	\$14,964	\$127,836	\$1,062	\$6,282	\$23,641					\$173,785
TOTAL	\$173,814	\$14,983	\$127,846	\$1,062	\$6,282	\$23,641					\$173,814

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

**Caltrans**

MPO ID: CAL68								RTIP #:23-09			
Project Title:		SR 94/125 Interchange and Arterial Operational Improvements						EA NO: 14665			
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.						PPNO: 0356 RTP REF: CC108; T-3 (2021) SANDAG ID: 1212501			
Change Reason:		Revise funding between fiscal years									
RT:94		Capacity Status:CI		Exempt Category:Non-Exempt							
Est Total Cost: <b>\$34,240</b>				Open to Traffic: Feb 2025							
	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		\$2,000	\$2,053	\$1,861	
RSTP	\$6,000	\$4,000							\$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	
TransNet Subtotal	\$3,914	\$2,045	\$29	\$877	\$574	\$389			\$2,053	\$1,861	
Other Subtotal	\$30,326	\$22,326	\$6,000					\$2,000	\$20,621	\$9,705	
TOTAL	\$34,240	\$24,371	\$6,029	\$877	\$574	\$389		\$2,000	\$22,674	\$11,566	
PROJECT LAST AMENDED 23-05											
	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	
TransNet Subtotal	\$3,914	\$2,045	\$29	\$877	\$574	\$389			\$2,053	\$1,861	
Other Subtotal	\$30,326	\$22,326	\$8,000						\$20,621	\$9,705	
TOTAL	\$34,240	\$24,371	\$8,029	\$877	\$574	\$389			\$22,674	\$11,566	

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

**Caltrans**

MPO ID: CAL78D								RTIP #:23-09			
Project Title:		I-805 South Soundwalls - Unit 1						EA NO: 2T260, 43018, 2T343			
Project Description:		Palomar to SR 54 - construct soundwalls (phase 1 and 2) and design Sweetwater River Bridge improvements.. Toll Credits will be used to match federal funds for the PE phase, ROW phase, and the CON phase						RTP REF: A-5 (2019) SANDAG ID: 1280515 EARMARK NO: CA643; CA604			
Change Reason:		Revise funding between fiscal years									
RT:805		Capacity Status:NCI		Exempt Category:Other - Noise attenuation							
Est Total Cost: <b>\$113,810</b>											
	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
TransNet Subtotal	\$14,388	\$5,535	\$30,283	\$(2,368)	\$(9,887)	\$(9,359)	\$97	\$87	\$6,111	\$549	\$7,728
Other Subtotal	\$73,073	\$31,993	\$13,080	\$5,700	\$11,300	\$11,000			\$14,961	\$2,402	\$55,710
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

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
<b>TransNet Subtotal</b>	<b>\$14,388</b>	<b>\$5,535</b>	<b>\$30,283</b>	<b>\$(6,168)</b>	<b>\$(2,587)</b>	<b>\$(5,359)</b>	<b>\$(7,403)</b>	<b>\$87</b>	<b>\$6,111</b>	<b>\$549</b>	<b>\$7,728</b>
<b>Other Subtotal</b>	<b>\$73,073</b>	<b>\$31,993</b>	<b>\$13,080</b>	<b>\$9,500</b>	<b>\$4,000</b>	<b>\$7,000</b>	<b>\$7,500</b>		<b>\$14,961</b>	<b>\$2,402</b>	<b>\$55,710</b>
<b>TOTAL</b>	<b>\$87,461</b>	<b>\$37,528</b>	<b>\$43,363</b>	<b>\$3,332</b>	<b>\$1,413</b>	<b>\$1,641</b>	<b>\$97</b>	<b>\$87</b>	<b>\$21,072</b>	<b>\$2,951</b>	<b>\$63,438</b>

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

**Caltrans**

MPO ID: CAL277										RTIP #:23-09	
Project Title:		I-15/SR 78 ML Connectors							EA NO: 2T240		
Project Description:		SR-78 from Post Mile 15.49 to R16.6 and on I-15 from Post Mile R30.63 to R31.56 - preliminary engineering for northbound I-15 to westbound SR-78 and eastbound SR-78 to southbound I-15 HOV connectors and operational improvements.							RTP REF: CC073 (2021) SANDAG ID: 1207802		
Change Reason:		Increase funding									
RT:15		Capacity Status:CI		Exempt Category:Non-Exempt							
Est Total Cost: <b>\$340,000</b> Open to Traffic: Oct 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		
TransNet Subtotal	\$4,207	\$1,000	\$61	\$1,442	\$253	\$1,451			\$4,207		
Other Subtotal	\$31,730	\$7,000	\$5,000	\$7,700	\$12,030				\$31,730		
TOTAL	\$35,937	\$8,000	\$5,061	\$9,142	\$12,283	\$1,451			\$35,937		
PROJECT LAST AMENDED 23-05											
	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		
TransNet Subtotal	\$4,907	\$1,000	\$158	\$324	\$598	\$1,175	\$1,632	\$20	\$4,907		
Other Subtotal	\$28,030	\$7,000	\$5,000		\$12,030	\$4,000			\$28,030		
TOTAL	\$32,937	\$8,000	\$5,158	\$324	\$12,628	\$5,175	\$1,632	\$20	\$32,937		

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

**Caltrans**

MPO ID: CAL277A									RTIP #:23-09		
Project Title:	I-5 HOV/SR 78 Connector								RTP REF: CC064 (2021)		
Project Description:	In Oceanside and Carlsbad, Intersection of SR 78 and I-5 Milepost begins at 0 ends at 2 - environmental studies and preliminary engineering for high-occupancy vehicle/managed lanes direct connectors at SR 78 to I-5								SANDAG ID: 1207803		
Change Reason:	Revise Fund Source, Revise funding between fiscal years										
RT:78	Capacity Status:NCI		Exempt Category:Other - Engineering studies								
Est Total Cost: <b>\$16,118</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$16,118	\$2,627	\$1	\$505	\$4,763	\$3,876	\$1,976	\$2,369	\$16,118		
TOTAL	\$16,118	\$2,627	\$1	\$505	\$4,763	\$3,876	\$1,976	\$2,369	\$16,118		
PROJECT LAST AMENDED 23-05											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$12,706	\$2,627	\$721	\$3,045	\$3,026	\$1,556	\$898	\$833	\$12,706		
RSTP	\$3,412			\$3,412					\$3,412		
TransNet Subtotal	\$12,706	\$2,627	\$721	\$3,045	\$3,026	\$1,556	\$898	\$833	\$12,706		
Other Subtotal	\$3,412			\$3,412					\$3,412		
TOTAL	\$16,118	\$2,627	\$721	\$6,457	\$3,026	\$1,556	\$898	\$833	\$16,118		

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

**Caltrans**

MPO ID: CAL278									RTIP #:23-09		
Project Title:			SR78 HOV/Managed Lanes						EA NO: 2T241		
Project Description:			SR 78 from I-5 to I-15 Milepost begins at 0 ends at 16.54 (16.54 miles) - environmental studies and preliminary engineering for high-occupancy vehicle/managed lanes. Toll Credits will be used to match federal funds for the PE phase						RTP REF: CC036/CC037 (2021) SANDAG ID: 1207801, 1207804		
Change Reason:			Reduce funding								
RT:78		Capacity Status:NCI		Exempt Category:Other - Engineering studies							
Est Total Cost: <b>\$39,000</b>											
	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		
TransNet Subtotal	\$30,000	\$1,677	\$2	\$9,698	\$8,400	\$5,670	\$3,475	\$1,078	\$30,000		
Other Subtotal	\$9,000	\$4,000		\$5,000					\$9,000		
TOTAL	\$39,000	\$5,677	\$2	\$14,698	\$8,400	\$5,670	\$3,475	\$1,078	\$39,000		
PROJECT LAST AMENDED 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		
TransNet Subtotal	\$9,662	\$1,677	\$22	\$2,568	\$2,646	\$1,800	\$275	\$674	\$9,662		
Other Subtotal	\$31,021	\$4,000		\$11,000	\$5,000	\$11,021			\$31,021		
TOTAL	\$40,683	\$5,677	\$22	\$13,568	\$7,646	\$12,821	\$275	\$674	\$40,683		

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

**Caltrans**

MPO ID: CAL398A						RTIP #:23-09					
Project Title: La Jolla Village Drive to Genesee Avenue Auxiliary Lane						EA NO: 2T215					
Project Description: I-5 from La Jolla Village Drive to Genesee Avenue Milepost begins at 28.6 ends at 29.3 (.7 miles) - in the city of San Diego construct a one-half mile southbound auxiliary lane						PPNO: 1136					
Change Reason: Increase funding						RTP REF: A-5,16,31,38,B-30					
RT:5						SANDAG ID: 1200512					
Capacity Status:CI											
Exempt Category:Non-Exempt											
Est Total Cost: <b>\$6,876</b>						Open to Traffic: Jul 2021					
	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
<b>TransNet Subtotal</b>	<b>\$126</b>		<b>\$126</b>								<b>\$126</b>
<b>Other Subtotal</b>	<b>\$6,750</b>	<b>\$6,750</b>							<b>\$1,000</b>		<b>\$5,750</b>
<b>TOTAL</b>	<b>\$6,876</b>	<b>\$6,750</b>	<b>\$126</b>						<b>\$1,000</b>		<b>\$5,876</b>

\* 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
TransNet Subtotal	\$0										
Other Subtotal	\$6,750	\$6,750							\$1,000		\$5,750
TOTAL	\$6,750	\$6,750							\$1,000		\$5,750



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

**Caltrans**

MPO ID: CAL536										RTIP #:23-09	
Project Title: SR-52 Operational Improvements									EA NO: 43012		
Project Description: SR 52 from I-805 to SR 125 Milepost begins at 7.4 ends at 14.9 (7.5 miles) - operational improvements including a truck climbing lane WB from Mast Boulevard to Santo Road and EB auxiliary lane from I-15 to Santo Road									PPNO: 1351		
Change Reason: Increase funding									RTP REF: T-3 (2021)		
									SANDAG ID: 1205204		
RT:52		Capacity Status:CI		Exempt Category:Non-Exempt							
Est Total Cost: <b>\$45,000</b> Open to Traffic: Sep 2024											
	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		
TransNet Subtotal	\$6,000			\$70	\$1,658	\$3,749	\$523		\$6,000		
Other Subtotal	\$9,070	\$3,084	\$2,986			\$3,000			\$9,070		
TOTAL	\$15,070	\$3,084	\$2,986	\$70	\$1,658	\$6,749	\$523		\$15,070		
PROJECT LAST AMENDED 23-05											
	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		
TransNet Subtotal	\$3,000		\$55	\$70	\$103	\$2,772			\$3,000		
Other Subtotal	\$9,070	\$3,084	\$2,986			\$3,000			\$9,070		
TOTAL	\$12,070	\$3,084	\$3,041	\$70	\$103	\$5,772			\$12,070		

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

**Caltrans**

MPO ID: CAL571									RTIP #:23-09		
Project Title:		I-805 Transit Priority Lanes (SR 94 to SR 52)							EA NO: 2T371		
Project Description:		On I-805 from SR-94 to SR-52. - Add two transit priority lanes between SR-94 and SR-52 and restripe viaduct. Post Mile-Begin 13.3, End 24.0.							RTP REF: CC019/CC020/CC021 (2021) SANDAG ID: 1280519		
Change Reason:		Revise funding between fiscal years									
RT:805		Capacity Status:NCI		Exempt Category:Other - Engineering studies							
Est Total Cost: <b>\$30,000</b>											
	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		
TransNet Subtotal	\$24,000			\$3,801	\$5,362	\$5,689	\$5,597	\$3,551	\$24,000		
Other Subtotal	\$6,000				\$6,000				\$6,000		
TOTAL	\$30,000			\$3,801	\$11,362	\$5,689	\$5,597	\$3,551	\$30,000		
PROJECT LAST AMENDED 23-05											
	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		
TransNet Subtotal	\$24,000			\$3,801	\$5,362	\$5,689	\$5,597	\$3,551	\$24,000		
Other Subtotal	\$6,000			\$6,000					\$6,000		
TOTAL	\$30,000			\$9,801	\$5,362	\$5,689	\$5,597	\$3,551	\$30,000		

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

**Chula Vista, City of**

MPO ID: CHV88										RTIP #:23-09	
Project Title:			F Street Promenade							TransNet - LSI: CR	
Project Description:			F Street from Bay Boulevard to Broadway (.5 miles) - To complete design and construction of F Street Promenade Phase 1 which includes complete streets facilities such as bicycle paths, traffic signal modifications, street lighting, pedestrian lighting, sidewalk/crossing improvements and roadway resurfacing. Project was awarded ATP Cycle 6 (Regional) grant funding.								
Change Reason:			Add new funding source								
Capacity Status:			NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities						
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
TransNet Subtotal	\$125		\$100	\$25					\$125		
Other Subtotal	\$15,711			\$78	\$1,295	\$14,338			\$1,373		\$14,338
TOTAL	\$15,836		\$100	\$103	\$1,295	\$14,338			\$1,498		\$14,338
PROJECT LAST AMENDED 23-05											
	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		

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

**North County Transit District**

MPO ID: NCTD05								RTIP #:23-09			
Project Title:			Bus Revenue Vehicle Purchases & Related Equipment								
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: <b>\$149,957</b>											
	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	\$42,719	\$8,478	\$5,270	\$27,563	\$470	\$470	\$470				\$42,719
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
TransNet Subtotal	\$2,664	\$2,664									\$2,664
Other Subtotal	\$147,293	\$102,561	\$6,587	\$30,581	\$3,488	\$3,488	\$587				\$147,293
TOTAL	\$149,957	\$105,225	\$6,587	\$30,581	\$3,488	\$3,488	\$587				\$149,957
PROJECT LAST AMENDED 23-07											
	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
TransNet Subtotal	\$2,664	\$2,664									\$2,664
Other Subtotal	\$140,200	\$102,561	\$6,587	\$23,488	\$3,488	\$3,488	\$587				\$140,200
TOTAL	\$142,864	\$105,225	\$6,587	\$23,488	\$3,488	\$3,488	\$587				\$142,864

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

**San Diego Association of Governments**

MPO ID: SAN40									RTIP #:23-09		
Project Title:		Metropolitan Planning							SANDAG ID:		
Project Description:		Countywide - ongoing regional transportation planning as well as administrative oversight for various <i>TransNet</i> and FTA-funded programs. Toll Credits will be used to match federal funds for the PE phase							31020,33201,33203,23000,31007,35040,33107		
Change Reason:		Increase funding									
		Capacity Status:NCI		Exempt Category:Other - Non construction related activities							
Est Total Cost: <b>\$85,327</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$851	\$730	\$121						\$851		
<i>TransNet</i> - MC	\$395	\$395							\$395		
<i>TransNet</i> - SGIP	\$825	\$704	\$121						\$825		
<i>TransNet</i> - 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		
<i>TransNet</i> Subtotal	\$2,880	\$2,408	\$472						\$2,880		
Other Subtotal	\$82,447	\$58,520	\$7,954	\$8,020	\$7,954				\$82,447		
TOTAL	\$85,327	\$60,928	\$8,426	\$8,020	\$7,954				\$85,327		
PROJECT LAST AMENDED 23-05											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$851	\$730	\$121						\$851		
<i>TransNet</i> - MC	\$395	\$395							\$395		
<i>TransNet</i> - SGIP	\$825	\$704	\$121						\$825		
<i>TransNet</i> - 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		
TDA	\$704		\$213	\$279	\$213				\$704		
<i>TransNet</i> Subtotal	\$2,750	\$2,408	\$342						\$2,750		
Other Subtotal	\$82,447	\$58,520	\$7,954	\$8,020	\$7,954				\$82,447		
TOTAL	\$85,197	\$60,928	\$8,296	\$8,020	\$7,954				\$85,197		

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

**San Diego Association of Governments**

MPO ID: SAN114		RTIP #:23-09									
Project Title:	Grouped Projects for Rehabilitation or Reconstruction of Track Structures, Track, and Trackbed in Exisiting Rights-of-Way: Coastal Rail Corridor							SANDAG ID: 1239805, 1239810, 1239813, 1239822, 1239813, 1239822, 1239824, 1239814, 1239815, 1239816, 1239819, 1239821			
Project Description:	Projects are consistent with 40 CFR Parts 93.126 and 93.127 Exempt Tables 2 and 3 categories: rehabilitation or reconstruction of track structures, track, and trackbed in existing right-of-way (non-capacity increasing)- from Oceanside to San Diego along the Coastal Rail Corridor; design track improvements										
Change Reason:	Increase funding										
Capacity Status:NCI		Exempt Category:Mass Transit - Track rehabilitation in existing right of way									
Est Total Cost: <b>\$438,536</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$54,919	\$46,991	\$4,095	\$2,588	\$1,244						\$54,919
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	\$7,085									\$7,085
Federal Disc.-CPF-TransInfra	\$1,000		\$1,000								\$1,000
RSTP	\$28,136	\$28,136									\$28,136
CAP-TRADE	\$4,017	\$4,017									\$4,017
Coastal Conservancy	\$104,000		\$104,000								\$104,000
SB1 - LPP Formula	\$4,831	\$4,831									\$4,831
SB1 - TCEP	\$30,528		\$30,528								\$30,528
SB1 - TIRCP	\$100,200		\$200		\$100,000						\$100,200
Local Funds	\$200			\$200							\$200
TransNet Subtotal	\$54,919	\$47,491	\$3,595	\$2,588	\$1,244						\$54,919
Other Subtotal	\$383,617	\$116,589	\$141,228	\$19,536	\$106,264						\$383,617
TOTAL	\$438,536	\$164,080	\$144,823	\$22,124	\$107,508						\$438,536

<b>PROJECT LAST AMENDED 23-05</b>											
	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	\$7,085									\$7,085
Federal Disc.-CPF-TransInfra	\$1,000		\$1,000								\$1,000
RSTP	\$28,136	\$28,136									\$28,136
CAP-TRADE	\$4,017	\$4,017									\$4,017
Coastal Conservancy	\$104,000		\$104,000								\$104,000
SB1 - LPP Formula	\$4,831	\$4,831									\$4,831
SB1 - TCEP	\$30,528		\$30,528								\$30,528
SB1 - TIRCP	\$200		\$200								\$200
Local Funds	\$200			\$200							\$200
<b>TransNet Subtotal</b>	<b>\$54,671</b>	<b>\$47,491</b>	<b>\$4,324</b>	<b>\$1,791</b>	<b>\$1,064</b>						<b>\$54,671</b>
<b>Other Subtotal</b>	<b>\$283,617</b>	<b>\$116,589</b>	<b>\$141,228</b>	<b>\$19,536</b>	<b>\$6,264</b>						<b>\$283,617</b>
<b>TOTAL</b>	<b>\$338,288</b>	<b>\$164,080</b>	<b>\$145,552</b>	<b>\$21,327</b>	<b>\$7,328</b>						<b>\$338,288</b>

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

MPO ID: SAN129								RTIP #:23-09			
Project Title:		Downtown Multiuse and Bus Stopover Facility						RTP REF: A-52			
Project Description:		Downtown San Diego - block bounded by A Street , B Street, State Street and Union Street - environmental certification and land acquisition for bus stopover facility and potentially a multi-use facility that could include office, residential and retail development.						SANDAG ID: 1201514			
Change Reason:		Increase funding									
		Capacity Status:NCI Exempt Category:All Projects - Bus terminal and transfer points									
Est Total Cost: <b>\$57,975</b>											
	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	
TransNet Subtotal	\$36,290	\$18,358	\$3,134	\$8,798	\$6,000				\$3,979	\$14,379	\$17,932
Other Subtotal	\$21,685	\$12,837	\$1,400	\$7,448						\$21,685	
TOTAL	\$57,975	\$31,195	\$4,534	\$16,246	\$6,000				\$3,979	\$36,064	\$17,932

\* Federal funding is matched with TransNet.

PROJECT LAST AMENDED 23-05											
	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	
<b>TransNet Subtotal</b>	<b>\$30,290</b>	<b>\$18,358</b>	<b>\$4,245</b>	<b>\$7,687</b>					<b>\$3,979</b>	<b>\$14,379</b>	<b>\$11,932</b>
<b>Other Subtotal</b>	<b>\$15,685</b>	<b>\$14,237</b>		<b>\$1,448</b>						<b>\$15,685</b>	
<b>TOTAL</b>	<b>\$45,975</b>	<b>\$32,595</b>	<b>\$4,245</b>	<b>\$9,135</b>					<b>\$3,979</b>	<b>\$30,064</b>	<b>\$11,932</b>

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

**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: <b>\$81,349</b>											
	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 Disc.-CPF-Hwylnfra	\$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
TransNet Subtotal	\$20,269	\$11,061	\$1,098	\$4,688	\$2,100	\$1,067	\$230	\$25			\$20,269
Other Subtotal	\$61,080	\$38,147	\$12,207	\$6,344	\$1,882	\$2,500					\$61,080
TOTAL	\$81,349	\$49,208	\$13,305	\$11,032	\$3,982	\$3,567	\$230	\$25			\$81,349
PROJECT LAST AMENDED 23-07											
	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 Disc.-CPF-Hwylnfra	\$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
TransNet Subtotal	\$22,769	\$11,061	\$1,098	\$7,188	\$2,100	\$1,067	\$230	\$25			\$22,769
Other Subtotal	\$58,580	\$38,147	\$14,089	\$6,344							\$58,580
TOTAL	\$81,349	\$49,208	\$15,187	\$13,532	\$2,100	\$1,067	\$230	\$25			\$81,349



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

**San Diego Association of Governments**

MPO ID: SAN148										RTIP #:23-09	
Project Title:			Grouped Projects for Bicycle and Pedestrian Facilities - Coastal Rail Trail						SANDAG ID: 1223016, 1223017, 3301100		
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:			Revise funding between fiscal years								
Capacity Status:			NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities						
Est Total Cost: <b>\$37,643</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	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
TransNet Subtotal	\$31,406	\$30,920	\$280	\$206							\$31,406
Other Subtotal	\$6,237	\$5,999		\$238							\$6,237
TOTAL	\$37,643	\$36,919	\$280	\$444							\$37,643
PROJECT LAST AMENDED 23-05											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	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
TransNet Subtotal	\$31,644	\$30,920	\$512	\$212							\$31,644
Other Subtotal	\$5,999	\$5,999									\$5,999
TOTAL	\$37,643	\$36,919	\$512	\$212							\$37,643

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

**San Diego Association of Governments**

MPO ID: SAN153								RTIP #:23-09			
Project Title:	The Inland Rail Trail							PPNO: 7421W			
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							RTP REF: AT003 (2021) SANDAG ID: 1223023, 1223094, 1223095 EARMARK NO: CA832			
Change Reason:	Increase funding										
Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities									
Est Total Cost: <b>\$92,404</b>											
	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		\$9,640								\$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	\$4,395		\$4,395								\$4,395
Local Funds	\$1,080	\$1,080							\$1,080		
TDA - Bicycles	\$10,279	\$10,279							\$2,025		\$8,254
TransNet Subtotal	\$22,632	\$21,735	\$687	\$114	\$47		\$49		\$10,178	\$1,880	\$10,574
Other Subtotal	\$69,381	\$31,985	\$26,575		\$10,821				\$6,438		\$62,943
TOTAL	\$92,013	\$53,720	\$27,262	\$114	\$10,868		\$49		\$16,616	\$1,880	\$73,517

\* \$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 AMENDED 23-05											
	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	
TransNet Subtotal	\$22,632	\$21,735	\$687	\$114	\$47		\$49		\$10,178	\$1,880	\$10,574
Other Subtotal	\$65,418	\$31,985	\$22,612		\$10,821				\$6,438		\$58,980
TOTAL	\$88,050	\$53,720	\$23,299	\$114	\$10,868		\$49		\$16,616	\$1,880	\$69,554

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

**San Diego Association of Governments**

MPO ID: SAN227									RTIP #:23-09		
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities - North Park/Mid-City Bikeways							SANDAG ID: 1223020, 1223079, 1223081, 1223082, 1223087			
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:	Increase funding										
Capacity Status:NCI			Exempt Category:Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: <b>\$91,729</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - BPNS	\$36,755	\$32,454	\$1,065	\$1,597	\$696	\$500	\$329	\$114			\$36,755
RSTP	\$8,590				\$8,590						\$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
TransNet Subtotal	\$36,755	\$32,454	\$1,065	\$1,597	\$696	\$500	\$329	\$114			\$36,755
Other Subtotal	\$54,974	\$2,607	\$4,317	\$30,464	\$17,586						\$54,974
TOTAL	\$91,729	\$35,061	\$5,382	\$32,061	\$18,282	\$500	\$329	\$114			\$91,729
PROJECT LAST AMENDED 23-07											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	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
TransNet Subtotal	\$36,113	\$32,454	\$1,490	\$1,531	\$196	\$200	\$242				\$36,113
Other Subtotal	\$36,761	\$2,607	\$5,175	\$18,551	\$4,578	\$250	\$5,600				\$36,761
TOTAL	\$72,874	\$35,061	\$6,665	\$20,082	\$4,774	\$450	\$5,842				\$72,874

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

**San Diego Association of Governments**

MPO ID: SAN228									RTIP #:23-09		
Project Title:		Grouped Projects for Bicycle and Pedestrian Facilities - Uptown Bikeways							SANDAG ID: 1223022, 1223083, 1223084, 1223085		
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:		Increase funding									
Capacity Status:		NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: <b>\$74,681</b>											
	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
TransNet Subtotal	\$44,132	\$27,002	\$1,511	\$1,734	\$7,816	\$5,170	\$773	\$127			\$44,132
Other Subtotal	\$30,549	\$2,842	\$14,265	\$3,142	\$6,008	\$4,257	\$35				\$30,549
TOTAL	\$74,681	\$29,844	\$15,776	\$4,876	\$13,824	\$9,427	\$808	\$127			\$74,681
PROJECT LAST AMENDED 23-08											
	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	\$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
TransNet Subtotal	\$35,132	\$27,002	\$1,614	\$3,335	\$2,617	\$326	\$112	\$127			\$35,132
Other Subtotal	\$30,549	\$3,106	\$14,000	\$6,800	\$6,008	\$600	\$35				\$30,549
TOTAL	\$65,681	\$30,108	\$15,614	\$10,135	\$8,625	\$926	\$147	\$127			\$65,681

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

**San Diego Association of Governments**

MPO ID: SAN258										RTIP #:23-09			
Project Title:	Central Mobility Hub								RTP REF: MHLA1; TL56 (2021)				
Project Description:	In San Diego from Old Town Transit Center to the San Diego Airport and 12th and Imperial Trolley Center - Environmental Analysis and Preliminary Engineering for Central Mobility Station and Airport Connectivity. Toll Credits will be used to match federal funds for the PE phase								SANDAG ID: 1149000				
Change Reason:	Increase funding												
Capacity Status:		NCI		Exempt Category:								Other - Engineering studies	
Est Total Cost: <b>\$74,921</b>													
	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				
TransNet Subtotal	\$2,035	\$15,673	\$(13,638)						\$2,035				
Other Subtotal	\$72,886	\$23,565	\$14,400	\$6,921	\$12,000	\$16,000			\$72,886				
TOTAL	\$74,921	\$39,238	\$762	\$6,921	\$12,000	\$16,000			\$74,921				
PROJECT LAST AMENDED 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				
TransNet Subtotal	\$2,035	\$15,673	\$(2,669)	\$(10,969)					\$2,035				
Other Subtotal	\$40,886	\$18,565	\$12,846	\$9,475					\$40,886				
TOTAL	\$42,921	\$34,238	\$10,177	\$(1,494)					\$42,921				

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

**San Diego Association of Governments**

MPO ID: SAN261										RTIP #:23-09	
Project Title:			Palomar Street Rail Grade Separation						SANDAG ID: 1210091		
Project Description:			In the City of Chula Vista at Palomar and Industrial Boulevard on the Blue Line Trolley - final design for Rail Grade Separation. Toll Credits will be used to match federal funds for the PE phase						RAS (M-39)		
Change Reason:			Revise funding between fiscal years								
Capacity Status:NCI			Exempt Category:Safety - Railroad/highway crossing								
Est Total Cost: <b>\$7,000</b>											
	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	\$(605)		\$(2,825)						
CMAQ	\$2,105	\$1,500	\$605						\$2,105		
CMAQ - Conversion	\$2,825				\$2,825				\$2,825		
Federal Disc.-CPF-TransInfra	\$2,000		\$2,000						\$2,000		
TransNet Subtotal	\$70	\$3,475	\$(603)	\$4	\$(2,805)				\$70		
Other Subtotal	\$6,930	\$1,500	\$2,605		\$2,825				\$6,930		
TOTAL	\$7,000	\$4,975	\$2,002	\$4	\$20				\$7,000		
PROJECT LAST AMENDED 23-05											
	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 Disc.-CPF-TransInfra	\$2,000		\$2,000						\$2,000		
TransNet Subtotal	\$70	\$3,475	\$2	\$(3,426)	\$20				\$70		
Other Subtotal	\$6,930	\$1,500	\$2,000	\$3,430					\$6,930		
TOTAL	\$7,000	\$4,975	\$2,002	\$4	\$20				\$7,000		

MPO ID: SAN311										RTIP #:23-09	
Project Title:		Transportation Performance Monitoring and Reporting							SANDAG ID: 3311700		
Project Description:		Provides regular and ongoing monitoring reports on regional transportation performance to various agency stakeholders.									
Change Reason:		New Project									
		Capacity Status:NCI		Exempt Category:Other - Non construction related activities							
Est Total Cost: <b>\$439</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$439		\$161	\$278					\$439		
TOTAL	\$439		\$161	\$278					\$439		

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

**San Diego Metropolitan Transit System**

MPO ID: SAN262										RTIP #:23-09	
Project Title:		Low-Floor Light Rail Transit Vehicles							SANDAG ID: 1210090		
Project Description:		In the San Diego region for the Blue and Orange Lines - procurement of 47 LRVs to replace existing SD100 fleet to support minor service enhancements.									
Change Reason:		Revise Fund Source									
		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: <b>\$72,260</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$30,260	\$1	\$60	\$15,125	\$15,074						\$30,260
RSTP	\$42,000	\$30,000	\$12,000								\$42,000
TransNet Subtotal	\$30,260	\$1	\$60	\$15,125	\$15,074						\$30,260
Other Subtotal	\$42,000	\$30,000	\$12,000								\$42,000
TOTAL	\$72,260	\$30,001	\$12,060	\$15,125	\$15,074						\$72,260
PROJECT LAST AMENDED 23-05											
	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
TransNet Subtotal	\$260	\$1	\$60	\$125	\$74						\$260
Other Subtotal	\$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

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

**San Diego, City of**

MPO ID: SD09			RTIP #:23-09								
Project Title:	Sidewalks - Citywide								RAS (M-39)		
Project Description:	Wabaska, La Media Rd, Sea World Dr, 5th Ave, San Diego Mission Rd to Fairmount; Mission Village Sidewalk, Genesee/Sauk, Market St-47th to Euclid; RTCIP funded locations Genesee Ave, University Ave, Balboa Ave, 70th St-Alvarado to Saranac 73rd St-El Cajon Blvd to Saranac Brooklyn St-61 St to 63rd Chateau Dr-Derrick to Mt Abernathy Coast Blvd-Cuvier St to Coast S Franklin Ave-49th-S Willie James Jones Howard Ave-Village Pine to IrisSaturn Blvd-Palm to Boundary W. San Ysidro Blvd & Sunset Ln - Provides for the construction of new sidewalks citywide (CIP # AIK00001/ AIK00003), including the addition of RTCIP funding to this project for the installation of sidewalks on streets included in the RAS: Genesee Ave, University Ave, and Balboa Ave.								TransNet - LSI: CR		
Change Reason:	Increase funding										
	Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: <b>\$28,685</b>											
	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 Over	\$6,990	\$4,257	\$2,734								\$6,990
Local Funds	\$1,053	\$1,053									\$1,053
Local RTCIP	\$2,105	\$2,105									\$2,105
TransNet Subtotal	\$25,527	\$18,470	\$3,523	\$535	\$1,000	\$1,000	\$1,000				\$25,527
Other Subtotal	\$3,158	\$3,158									\$3,158
TOTAL	\$28,685	\$21,628	\$3,523	\$535	\$1,000	\$1,000	\$1,000				\$28,685
PROJECT LAST AMENDED 23-07											
	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 Over	\$6,844	\$4,257	\$2,588								\$6,844
Local Funds	\$1,053	\$1,053									\$1,053
Local RTCIP	\$2,105	\$2,105									\$2,105
TransNet Subtotal	\$25,429	\$18,470	\$3,377	\$583	\$1,000	\$1,000	\$1,000				\$25,429
Other Subtotal	\$3,158	\$3,158									\$3,158
TOTAL	\$28,587	\$21,628	\$3,377	\$583	\$1,000	\$1,000	\$1,000				\$28,587



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

San Diego, City of

MPO ID: SD16A			RTIP #:23-09								
Project Title:	Traffic Signals - Citywide								RAS (M-43 & 44)		
Project Description:	New traffic signal installation at multiple locations:31st & NationalBernardo Heights & Calle PueblitoGovernor Dr & LakewoodTraffic signal mods Citywide:Mission Village & RuffinCivita & Mission Center1st & Ash11th & BroadwayCass & TurquoiseLake Murray & Turnbridge47th & Imperial3rd Ave @ Washington St 4th Ave & Date St15th/Broadway15th/F 15th/Market 17th/G 31th St. & National Ave. 41st St @ National Ave Averil Rd @ San Ysidro Bernardo Heights & Calle P Beyer Bl @ Smythe Ave Pacific Hwy/Beech Traffic Signal Interconnects:Carmel Valley, Mission Valley, Otay Mesa, San Ysidro, Rancho Bernardo,Tierrasanta/Murphy Canyon - In San Diego, install new traffic signals with intersection street lighting systems, upgrade/modernize traffic signals, install protected/permissive traffic signal systems; traffic signal interconnect systems and upgrades citywide (CIP AIL00002, AIL00004, AIL00005) as well as non-capital work related to traffic signal modification/ modernization.. <i>TransNet</i> - LSI RAMS of \$68 is programmed through FY 2025								<i>TransNet</i> - LSI: CR		
Change Reason:	Increase funding										
	Capacity Status:NCI		Exempt Category:Other - Intersection signalization projects								
Est Total Cost: <b>\$58,443</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - L	\$4,280	\$4,280									\$4,280
<i>TransNet</i> - L (Cash)	\$45	\$45									\$45
<i>TransNet</i> - LSI	\$27,976	\$9,112	\$4,318	\$4,675	\$3,218	\$2,218	\$2,218	\$2,218			\$27,976
<i>TransNet</i> - LSI Carry Over	\$18,577	\$14,104	\$4,473								\$18,577
Local RTCIP	\$7,565	\$7,565									\$7,565
<i>TransNet</i> Subtotal	\$50,878	\$27,541	\$8,791	\$4,675	\$3,218	\$2,218	\$2,218	\$2,218			\$50,878
Other Subtotal	\$7,565	\$7,565									\$7,565
TOTAL	\$58,443	\$35,106	\$8,791	\$4,675	\$3,218	\$2,218	\$2,218	\$2,218			\$58,443
PROJECT LAST AMENDED 23-07											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - L	\$4,280	\$4,280									\$4,280
<i>TransNet</i> - L (Cash)	\$45	\$45									\$45
<i>TransNet</i> - LSI	\$27,088	\$9,112	\$3,478	\$4,627	\$3,218	\$2,218	\$2,218	\$2,218			\$27,088
<i>TransNet</i> - LSI Carry Over	\$18,577	\$14,104	\$4,473								\$18,577
Local RTCIP	\$7,565	\$7,565									\$7,565
<i>TransNet</i> Subtotal	\$49,990	\$27,541	\$7,951	\$4,627	\$3,218	\$2,218	\$2,218	\$2,218			\$49,990
Other Subtotal	\$7,565	\$7,565									\$7,565
TOTAL	\$57,555	\$35,106	\$7,951	\$4,627	\$3,218	\$2,218	\$2,218	\$2,218			\$57,555

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

San Diego, City of

MPO ID: SD18			RTIP #:23-09								
Project Title:	Traffic Control Measures								TransNet - LSI: CR		
Project Description:	University Avenue-Fairmount to Euclid Complete Street and traffic control and calming measures in multiple locations citywide: 20 rectangular rapid flashing beacons; 10 V-Calm signs - In San Diego, this projects provides for installing traffic control measures on an as-needed basis. These improvements respond to a variety of traffic concerns such as speeding motorists and shortcutting traffic. Solutions used may include the construction of rectangular rapid flashing beacons and geometric design features such as road humps and traffic islands. (CIP # AIL00001).										
Change Reason:	Reduce funding										
	Capacity Status:NCI		Exempt Category:Safety - Non signalization traffic control and operating								
Est Total Cost: \$11,661											
	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
TransNet Subtotal	\$10,179	\$7,367	\$1,200	\$112	\$500	\$500	\$500		\$466		\$9,713
Other Subtotal	\$1,482	\$1,482									\$1,482
TOTAL	\$11,661	\$8,849	\$1,200	\$112	\$500	\$500	\$500		\$466		\$11,195
PROJECT LAST AMENDED 23-07											
	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
TransNet Subtotal	\$10,283	\$7,367	\$1,200	\$216	\$500	\$500	\$500		\$466		\$9,817
Other Subtotal	\$1,482	\$1,482									\$1,482
TOTAL	\$11,765	\$8,849	\$1,200	\$216	\$500	\$500	\$500		\$466		\$11,299

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

San Diego, City of

MPO ID: SD23			RTIP #:23-09								
Project Title:	Flood Resilience Infrastructure - Roadway Drainage Improvements								TransNet - LSI: CR		
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: <b>\$33,413</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L	\$3,302	\$3,302									\$3,302
TransNet - L (Cash)	\$445	\$445									\$445
TransNet - LSI	\$11,519	\$9,969	\$1,550								\$11,519
TransNet - LSI (Cash)	\$102	\$102									\$102
TransNet - LSI Carry Over	\$3,949	\$3,921	\$28								\$3,949
Local Funds	\$14,096	\$14,096									\$14,096
TransNet Subtotal	\$19,317	\$17,739	\$1,578								\$19,317
Other Subtotal	\$14,096	\$14,096									\$14,096
TOTAL	\$33,413	\$31,835	\$1,578								\$33,413
PROJECT LAST AMENDED 23-07											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L	\$3,302	\$3,302									\$3,302
TransNet - L (Cash)	\$445	\$445									\$445
TransNet - LSI	\$11,519	\$9,969	\$1,550								\$11,519
TransNet - LSI (Cash)	\$102	\$102									\$102
TransNet - LSI Carry Over	\$3,927	\$3,921	\$6								\$3,927
Local Funds	\$14,096	\$14,096									\$14,096
TransNet Subtotal	\$19,295	\$17,739	\$1,556								\$19,295
Other Subtotal	\$14,096	\$14,096									\$14,096
TOTAL	\$33,391	\$31,835	\$1,556								\$33,391

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

**San Diego, City of**

MPO ID: SD34										RTIP #:23-09	
Project Title:		El Camino Real							RTP REF: A-62; C-51 (2021)		
Project Description:		Bridge 57C0042 - In San Diego on El Camino Real from San Dieguito Road to Via de la Valle - reconstruct & widen from 2 to 4 lanes and extend transition lane and additional grading to avoid biological impacts (CIP 52-479.0/S-00856)							RAS (M - 46) <i>TransNet</i> - LSI: CR		
Change Reason:		Increase funding									
		Capacity Status:CI		Exempt Category:Non-Exempt							
Est Total Cost: <b>\$65,973</b> Open to Traffic: Jul 2025											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$491	\$491							\$491		
<i>TransNet</i> - 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
<i>TransNet</i> Subtotal	\$825	\$825							\$825		
Other Subtotal	\$65,148	\$16,050	\$12,048		\$37,050				\$7,635	\$4,165	\$53,348
TOTAL	\$65,973	\$16,875	\$12,048		\$37,050				\$8,460	\$4,165	\$53,348
PROJECT LAST AMENDED 23-01											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$491	\$491							\$491		
<i>TransNet</i> - 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)				
Local RTCIP	\$1,000	\$1,000									\$1,000
<i>TransNet</i> Subtotal	\$825	\$825							\$825		
Other Subtotal	\$60,898	\$16,050	\$12,048	\$32,800					\$7,635	\$4,165	\$49,098
TOTAL	\$61,723	\$16,875	\$12,048	\$32,800					\$8,460	\$4,165	\$49,098

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

**San Diego, City of**

MPO ID: SD49										RTIP #:23-09	
Project Title:		Median Improvements Citywide							TransNet - LSI: CR		
Project Description:		Morena Bl - Ashton St to Littlefield St; University Ave - Winona to 5thTraffic Circles at various locations; Crown Point Dr at La Cima Crown Point Dr at Moorland Ave; Crown Point Dr at Lamont St; Foothill Boulevard & Loring Street - Provides for the installation and improvements of medians and/or left turn movements (CIP # AIG00001).									
Change Reason:		Reduce funding									
		Capacity Status:NCI		Exempt Category:Safety - Adding medians							
Est Total Cost: \$20,833											
	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
TransNet Subtotal	\$18,756	\$6,905	\$8,851		\$1,000	\$1,000	\$1,000				\$18,756
Other Subtotal	\$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 AMENDED 23-07											
	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
TransNet Subtotal	\$20,846	\$6,905	\$10,941		\$1,000	\$1,000	\$1,000				\$20,846
Other Subtotal	\$2,077	\$2,077							\$1,102		\$975
TOTAL	\$22,923	\$8,982	\$10,941		\$1,000	\$1,000	\$1,000		\$1,102		\$21,821

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

**San Diego, City of**

MPO ID: SD96								RTIP #:23-09					
Project Title:		Street Resurfacing and Reconstruction Citywide							TransNet - LSI: CR				
Project Description:		Citywide - This provides for roadway resurfacing, repair, and reconstruction including the repair and reconstruction of concrete streets greater than 1 inch on city streets (CIP # AID00005 and S23006)											
Change Reason:		Increase funding											
Capacity Status:		NCI		Exempt Category:							Safety - Pavement resurfacing and/or rehabilitation		
Est Total Cost: \$129,767													
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	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	\$16,595			\$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		
TransNet Subtotal	\$112,520	\$38,453	\$9,118	\$10,965	\$7,334	\$14,495	\$15,560	\$16,595			\$112,520		
Other Subtotal	\$17,247	\$17,247									\$17,247		
TOTAL	\$129,767	\$55,700	\$9,118	\$10,965	\$7,334	\$14,495	\$15,560	\$16,595			\$129,767		
PROJECT LAST AMENDED 23-07													
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	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	\$16,595			\$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		
TransNet Subtotal	\$110,416	\$38,453	\$7,868	\$10,111	\$7,334	\$14,495	\$15,560	\$16,595			\$110,416		
Other Subtotal	\$17,247	\$17,247									\$17,247		
TOTAL	\$127,663	\$55,700	\$7,868	\$10,111	\$7,334	\$14,495	\$15,560	\$16,595			\$127,663		

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

**San Diego, City of**

MPO ID: SD166										RTIP #:23-09	
Project Title:		Bicycle Facilities							EARMARK NO: 317/90		
Project Description:		Citywide including:El Camino Real/State Route 56 Bike Path Connector (S00981); SR56 Bike Interchanges (S00955) Downtown Bicycle Loop; Bikeway Striping Improvements Citywide (AIA00001)including Cycle Tracks - install Bicycle Facilities (AIA00001)							TransNet - LSI: CR		
Change Reason:		Increase funding									
		Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: <b>\$48,198</b>											
	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 Disc.-CPF-Hwylnfra	\$3,144				\$3,144						\$3,144
HPP	\$360	\$360							\$53		\$307
Local Funds	\$300	\$300									\$300
TransNet Subtotal	\$44,394	\$3,803	\$4,840	\$1,550	\$8,550	\$8,550	\$8,550	\$8,550	\$256		\$44,138
Other Subtotal	\$3,804	\$660			\$3,144				\$53		\$3,751
TOTAL	\$48,198	\$4,463	\$4,840	\$1,550	\$11,694	\$8,550	\$8,550	\$8,550	\$309		\$47,889
PROJECT LAST AMENDED 23-07											
	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 Disc.-CPF-Hwy	\$3,144				\$3,144						\$3,144
HPP	\$360	\$360							\$53		\$307
Local Funds	\$300	\$300									\$300
TransNet Subtotal	\$24,394	\$3,803	\$4,840	\$1,550	\$3,550	\$3,550	\$3,550	\$3,550	\$256		\$24,138
Other Subtotal	\$3,804	\$660			\$3,144				\$53		\$3,751
TOTAL	\$28,198	\$4,463	\$4,840	\$1,550	\$6,694	\$3,550	\$3,550	\$3,550	\$309		\$27,889

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

**San Diego, City of**

MPO ID: SD237										RTIP #:23-09			
Project Title:	Coastal Rail Trail								TransNet - LSI: CR				
Project Description:	The proposed path will begin near the City of Del Mar at the intersection of Carmel Valley Road and Sorrento Valley Road to the north and continues to Union Station Downtown San Diego. The City is currently focusing on the northerly ten miles of the trail from the Sorrento Valley Road/Carmel Valley to the Gilman Drive/I-5 intersections. - This project is the Gilman Drive segment of the regional 40-mile bicycle corridor. The proposed alignment will follow Gilman Drive between La Jolla Village Drive and Interstate 5, installing a one-way protected cycle-track in each direction and a continuous sidewalk on the west side of the road. (City CIP# S-00951)												
Change Reason:	Reduce funding												
Capacity Status:		NCI		Exempt Category:								Air Quality - Bicycle and pedestrian facilities	
Est Total Cost: \$20,673													
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON		
TransNet - LSI	\$9,300	\$350		\$8,950					\$350		\$8,950		
TransNet - LSI Carry Over	\$4,149	\$3,140	\$1,009						\$3,140		\$1,009		
Local RTCIP	\$7,224	\$7,224									\$7,224		
TransNet Subtotal	\$13,449	\$3,490	\$1,009	\$8,950					\$3,490		\$9,959		
Other Subtotal	\$7,224	\$7,224									\$7,224		
TOTAL	\$20,673	\$10,714	\$1,009	\$8,950					\$3,490		\$17,183		
PROJECT LAST AMENDED 23-01													
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON		
TransNet - LSI	\$10,050	\$350		\$9,700					\$350		\$9,700		
TransNet - LSI Carry Over	\$4,149	\$3,140	\$1,009						\$3,140		\$1,009		
Local RTCIP	\$7,224	\$7,224									\$7,224		
TransNet Subtotal	\$14,199	\$3,490	\$1,009	\$9,700					\$3,490		\$10,709		
Other Subtotal	\$7,224	\$7,224									\$7,224		
TOTAL	\$21,423	\$10,714	\$1,009	\$9,700					\$3,490		\$17,933		



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

**San Diego, City of**

MPO ID: SD266										RTIP #:23-09	
Project Title:	Normal Street Promenade								TransNet - LSI: CR		
Project Description:	Normal Street from University Avenue to Washington Street (.3 miles) - This complete street project will install hard-scape improvements and a bike facility on Normal Street between University Avenue and Washington Street. (CIP# S-22012/ B19096). Linked to SAN234.										
Change Reason:	Increase funding										
Capacity Status:NCI			Exempt Category:Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: <b>\$3,855</b>											
	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		
TransNet Subtotal	\$2,455			\$2,455							\$2,455
Other Subtotal	\$1,400		\$1,400						\$1,400		
TOTAL	\$3,855		\$1,400	\$2,455					\$1,400		\$2,455
PROJECT LAST AMENDED 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		
TransNet Subtotal	\$700			\$700							\$700
Other Subtotal	\$1,400		\$1,400						\$1,400		
TOTAL	\$2,100		\$1,400	\$700					\$1,400		\$700

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

**Various Agencies**

MPO ID: V07									RTIP #:23-09		
Project Title:	Biological Mitigation Program							SANDAG ID: 1200200			
Project Description:	Countywide - habitat acquisition, restoration, creation, enhancement, management and monitoring necessary for meeting project mitigation requirements; mitigation efforts will focus on <i>TransNet</i> Early Action Program projects, then Regional Transportation Plan (RTP) Revenue Constrained projects										
Change Reason:	Revise funding between fiscal years										
Capacity Status:NCI			Exempt Category:Other - Advance land acquisitions								
Est Total Cost: <b>\$462,000</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - REMP	\$399,063	\$359,072	\$20,437	\$12,095	\$7,459				\$63,141	\$131,547	\$204,375
<i>TransNet</i> - Regional EMP (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
<i>TransNet</i> Subtotal	\$399,063	\$373,589	\$20,437	\$12,095	\$142	\$(7,200)			\$63,141	\$131,547	\$204,375
Other Subtotal	\$62,937	\$44,420	\$4,000		\$7,317	\$7,200					\$62,937
TOTAL	\$462,000	\$418,009	\$24,437	\$12,095	\$7,459				\$63,141	\$131,547	\$267,312
PROJECT LAST AMENDED 23-05											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - REMP	\$399,063	\$359,072	\$20,437	\$12,095	\$7,459				\$63,141	\$131,547	\$204,375
<i>TransNet</i> - Regional EMP (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
<i>TransNet</i> Subtotal	\$399,063	\$380,272	\$20,437	\$12,095	\$(3,241)	\$(10,500)			\$63,141	\$131,547	\$204,375
Other Subtotal	\$62,937	\$37,737	\$4,000		\$10,700	\$10,500					\$62,937
TOTAL	\$462,000	\$418,009	\$24,437	\$12,095	\$7,459				\$63,141	\$131,547	\$267,312

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

**Various Agencies**

MPO ID: V10								RTIP #:23-09			
Project Title:	Grouped Projects for <i>TransNet</i> Smart Growth Incentive Program							SANDAG ID: 1224036, 1224047, 1224049, 1224050, 1224052, 1224053, 1224054, 1224055, 1224056, 1224058, 1224060, 1224061, 1224062, 1224064, 1224065, 1224067, 1224068, 1224069, 1224071, 3321900, 1224072, 1224073			
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)										
Change Reason:	Increase funding										
Capacity Status:		NCI		Exempt Category:		Other		- Transportation enhancement activities			
Est Total Cost: <b>\$41,077</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$3,588	\$185		\$1,153	\$750	\$500	\$500	\$500			\$3,588
<i>TransNet</i> - LSI Carry Over	\$653	\$653									\$653
<i>TransNet</i> - 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
<i>TransNet</i> Subtotal	\$24,676	\$6,833	\$12,731	\$2,563	\$900	\$650	\$500	\$500			\$24,676
Other Subtotal	\$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 AMENDED 23-05											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$3,588	\$185		\$1,153	\$750	\$500	\$500	\$500			\$3,588
<i>TransNet</i> - LSI Carry Over	\$653	\$653									\$653
<i>TransNet</i> - 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
<i>TransNet</i> Subtotal	\$22,884	\$6,833	\$10,938	\$2,563	\$900	\$650	\$500	\$500			\$22,884
Other Subtotal	\$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

**2023 Regional Transportation Improvement Program - TransNet Only  
Amendment No. 9**

**San Diego Region (in \$000s)**

Various Agencies

MPO ID: V11										RTIP #:23-09	
Project Title:		State Route 11							EA NO: 05631, 05632, 05633, 05634, 05638, 05639 PPNO: 0999 RTP REF: A-5; A-30; B-24 SANDAG ID: 1201101, 1201102, 1201103, 1201105 EARMARK NO: CA393/740		
Project Description:		On new alignment from SR 125 to the U.S.-Mexico Border - Construction of four-lane toll highway facility, CVEF and POE in three segments: Segment 1: SR-11/905 to Enrico Fermi; Segment 2: SR-11 from Enrico Fermi to Siempre Viva; Segment 3: POE from Siempre Viva to Mexico Border. Toll Credits will be used to match federal funds for the PE phase, 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									
RT:11		Capacity Status:CI		Exempt Category:Non-Exempt							
Est Total Cost: \$1,109,594			Open to Traffic: Phase 1: Mar 2016			Phase 2: Sep 2021		Phase 3: Nov 2022			
	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	\$9,141	\$5,018	\$616	\$3,507					\$7,612	\$1,529	
TransNet - MC AC	\$0			\$15,000			\$(15,000)				
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	\$325,000				\$325,000						\$325,000
RSTP	\$32,500		\$2,500	\$15,000			\$15,000		\$17,500		\$15,000
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	\$2,600	\$2,600							\$2,600		
Local Funds AC	\$0				\$325,000	\$(325,000)					
TransNet Subtotal	\$42,616	\$10,168	\$616	\$46,832			\$(15,000)		\$38,298	\$4,318	
Other Subtotal	\$1,066,978	\$419,478	\$2,500	\$15,000	\$940,000	\$(325,000)	\$15,000		\$101,089	\$141,861	\$824,028
TOTAL	\$1,109,594	\$429,646	\$3,116	\$61,832	\$940,000	\$(325,000)			\$139,387	\$146,179	\$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)						
<b>TransNet Subtotal</b>	<b>\$42,792</b>	<b>\$10,168</b>	<b>\$4,298</b>	<b>\$28,325</b>					<b>\$38,474</b>	<b>\$4,143</b>	<b>\$175</b>
<b>Other Subtotal</b>	<b>\$1,009,978</b>	<b>\$419,478</b>	<b>\$2,500</b>	<b>\$533,000</b>	<b>\$55,000</b>				<b>\$86,089</b>	<b>\$141,861</b>	<b>\$782,028</b>
<b>TOTAL</b>	<b>\$1,052,770</b>	<b>\$429,646</b>	<b>\$6,798</b>	<b>\$561,325</b>	<b>\$55,000</b>				<b>\$124,563</b>	<b>\$146,004</b>	<b>\$782,203</b>

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

**Various Agencies**

MPO ID: V12									RTIP #:23-09		
Project Title:		Grouped Projects for Bicycle and Pedestrian Facilities.							SANDAG ID: 1223054, 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: <b>\$56,124</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - BPNS	\$26,760	\$11,702	\$6,198	\$6,474	\$1,557	\$725	\$95	\$10			\$26,760
CRRSAA	\$4,100		\$4,100							\$4,100	
RSTP	\$1,863		\$1,863							\$1,863	
ATP - R	\$4,450		\$4,450							\$4,450	
ATP - S	\$2,834			\$2,834						\$2,834	
CAP-TRADE	\$791			\$791						\$791	
SB1 - LPP Formula	\$3,450			\$3,450						\$3,450	
CRP	\$6,043	\$266	\$2,327		\$3,450					\$6,043	
TDA - Bicycles	\$5,833		\$2,853	\$2,980						\$5,833	
TransNet Subtotal	\$26,760	\$11,702	\$6,198	\$6,474	\$1,557	\$725	\$95	\$10			\$26,760
Other Subtotal	\$29,364	\$266	\$15,593	\$10,055	\$3,450						\$29,364
TOTAL	\$56,124	\$11,968	\$21,791	\$16,529	\$5,007	\$725	\$95	\$10			\$56,124
PROJECT LAST AMENDED 23-05											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - BPNS	\$27,410	\$11,702	\$6,383	\$6,855	\$1,216	\$1,050	\$205				\$27,410
CRRSAA	\$4,100		\$4,100							\$4,100	
RSTP	\$1,863		\$1,863							\$1,863	
ATP - R	\$7,284		\$4,450	\$2,834						\$7,284	
CRP	\$2,593		\$266	\$2,327						\$2,593	
Local Funds	\$799			\$799						\$799	
TDA - Bicycles	\$2,853			\$2,853						\$2,853	
TransNet Subtotal	\$27,410	\$11,702	\$6,383	\$6,855	\$1,216	\$1,050	\$205				\$27,410
Other Subtotal	\$19,492	\$266	\$15,593	\$3,633							\$19,492
TOTAL	\$46,902	\$11,968	\$21,976	\$10,488	\$1,216	\$1,050	\$205				\$46,902

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

**Various Agencies**

MPO ID: V14								RTIP #:23-09			
Project Title:	Grouped Projects for Bicycle and pedestrian facilities - Active Transportation Program (ATP)							SANDAG ID: 1223014, 1223093, 1223097			
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:	Reduce funding										
Capacity Status:NCI			Exempt Category:Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: <b>\$124,453</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - BPNS	\$4,385	\$3,501	\$157	\$149	\$98	\$40	\$440				\$4,385
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
TransNet - MC	\$2,000				\$1,000	\$1,000					\$2,000
Federal Disc.-CPF-HwyInfra	\$300		\$300								\$300
ATP - R	\$49,456	\$16,145	\$5,185	\$8,023	\$1,724	\$8,924	\$9,455				\$49,456
ATP - S	\$51,734	\$10,224	\$7,381	\$7,819	\$1,665		\$24,645				\$51,734
Local Funds	\$7,417	\$5,871	\$372	\$398	\$226	\$550					\$7,417
Local RTCIP	\$960		\$960								\$960
TransNet Subtotal	\$14,586	\$10,447	\$1,412	\$149	\$1,098	\$1,040	\$440				\$14,586
Other Subtotal	109,867	\$32,240	\$14,198	\$16,240	\$3,615	\$9,474	\$34,100				\$109,867
TOTAL	\$124,453	\$42,687	\$15,610	\$16,389	\$4,713	\$10,514	\$34,540				\$124,453
PROJECT LAST AMENDED 23-07											
	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 Disc.-CPF-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
TransNet Subtotal	\$12,046	\$10,447	\$1,412	\$129	\$58						\$12,046
Other Subtotal	\$121,059	\$32,240	\$14,198	\$25,432	\$4,615	\$10,474	\$34,100				\$121,059
TOTAL	\$133,105	\$42,687	\$15,610	\$25,561	\$4,673	\$10,474	\$34,100				\$133,105

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

**Various Agencies**

MPO ID: V20

RTIP #:23-09

Project Title:

Grouped Projects for Engineering - Complete Corridor Studies

SANDAG ID: 1600001,

Project Description:

Projects are consistent with 40 CFR part 93.126 Exempt Tables 2 and Table 3 categories - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action; non-capacity increasing. Toll credits are used for the match in the PE Phase.

1600101, 1600102, 1600501, 1600503, 1600504, 1600505, 1600801, 1601501, 1605201, 1605601, 1606701, 1607801, 1609401, 1612501, 1685501

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
TransNet Subtotal	\$8,192	\$5,553	\$2,035	\$354	\$150	\$50	\$50				\$8,192
Other Subtotal	\$26,173	\$16,488	\$6,585			\$3,100					\$26,173
TOTAL	\$34,365	\$22,041	\$8,620	\$354	\$150	\$3,150	\$50				\$34,365

PROJECT LAST AMENDED 23-07

	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
TransNet Subtotal	\$8,192	\$5,553	\$2,035	\$354	\$150	\$50	\$50				\$8,192
Other Subtotal	\$26,173	\$16,488	\$6,585			\$2,000	\$1,100				\$26,173
TOTAL	\$34,365	\$22,041	\$8,620	\$354	\$150	\$2,050	\$1,150				\$34,365

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

**RTIP Fund Types**

<b><u>Federal Funding</u></b>	
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
CRRSAA	Other Fed - Coronavirus Response and Relief Supplemental Appropriations Act
NHS	National Highway System (administered by Caltrans)
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
<b><u>State Funding</u></b>	
ATP	Active Transportation Program (Statewide and Regional)
Coastal Conservancy	California Coastal Conservancy Fund
LBSRA	Local Bridge Seismic Retrofit Account (State Prop. 1B)
SB1 - CCP	Senate Bill 1 - Congested Corridors Program
SB1 - TCEP	Senate Bill 1 - Trade Corridor Enhancement Program
SB1 - LPP Formula	Senate Bill 1 - Local Partnership Formula Program
SB1 - SGR	Senate Bill 1 - State Transit Assistance 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



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

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
<b><u>Local Funding</u></b>	
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
<i>TransNet</i> -Border	Prop. A Extension Local Transportation Sales Tax - Border
<i>TransNet</i> -BPNS	Prop. A Extension Local Transportation Sales Tax - Bicycle, Pedestrian and Neighborhood Safety Program
<i>TransNet</i> -L	Prop. A Local Transportation Sales Tax - Local Streets & Roads
<i>TransNet</i> -L (Cash)	<i>TransNet</i> - L funds which agencies have received payment, but have not spent
<i>TransNet</i> -LSI	Prop. A Extension Local Transportation Sales Tax - Local System Improvements
<i>TransNet</i> -LSI Carry Over	<i>TransNet</i> - LSI funds previously programmed but not requested/paid in year of allocation
<i>TransNet</i> -LSI (Cash)	<i>TransNet</i> - LSI funds which agencies have received payment, but have not spent
<i>TransNet</i> -MC	Prop. A Extension Local Transportation Sales Tax - Major Corridors
<i>TransNet</i> -MC AC	<i>TransNet</i> - Major Corridors - Advanced Construction; mechanism to advance <i>TransNet</i> funds to be reimbursed at a later fiscal year with federal/state funds
<i>TransNet</i> -SGIP	Prop. A Extension Local Transportation Sales Tax - Regional Smart Growth Incentive Program
<i>TransNet</i> -SS	Prop. A Extension Local Transportation Sales Tax - Senior Services

## 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 and removed RSTP	
Caltrans	CAL536	SR-52 Operational Improvements	\$3,000	↑	TransNet - MC	

2023 Regional Transportation Improvement Program  
**TransNet Local Street Improvements Program (\$000s)**  
 Programming Analysis - Amendment No. 9

Attachment 4a

	A	B	C = A - B	D = B / A	E	F	G = E - F	H = F / E
	<b>TransNet Biennial Element</b>							
	FYs 2023 - 2024				FYs 2025- 2027			Overall 5-Yr RTIP
	Revenue <sup>1</sup>	Programmed <sup>2</sup>	Balance	Percentage Programmed	Revenue <sup>3</sup>	Programmed <sup>2</sup>	Balance	Percentage Programmed
Carlsbad, City of	\$32,063	\$25,144	<b>\$6,919</b>	78.42%	\$22,644	\$12,895	<b>\$9,749</b>	56.95%
Chula Vista, City of	\$34,644	\$34,644	<b>\$0</b>	100.00%	\$30,041	\$30,041	<b>\$0</b>	100.00%
Coronado, City of	\$4,166	\$3,750	<b>\$416</b>	90.01%	\$2,991	\$2,050	<b>\$941</b>	68.54%
Del Mar, City of	\$527	\$527	<b>\$0</b>	100.00%	\$458	\$458	<b>\$0</b>	100.00%
El Cajon, City of	\$14,525	\$13,775	<b>\$750</b>	94.84%	\$12,022	\$7,978	<b>\$4,044</b>	66.36%
Encinitas, City of	\$6,048	\$5,914	<b>\$134</b>	97.78%	\$7,882	\$7,748	<b>\$134</b>	98.30%
Escondido, City of	\$23,774	\$23,774	<b>\$0</b>	100.00%	\$16,972	\$16,972	<b>\$0</b>	100.00%
Imperial Beach, City of <sup>5</sup>	\$1,553	\$1,553	<b>\$0</b>	100.00%	\$2,893	\$2,892	<b>\$1</b>	99.97%
La Mesa, City of	\$7,048	\$3,756	<b>\$3,292</b>	53.29%	\$10,186	\$7,006	<b>\$3,180</b>	68.78%
Lemon Grove, City of	\$2,993	\$2,815	<b>\$178</b>	94.05%	\$3,264	\$2,850	<b>\$414</b>	87.32%
National City, City of	\$5,616	\$3,809	<b>\$1,807</b>	67.82%	\$8,222	\$5,972	<b>\$2,250</b>	72.63%
Oceanside, City of	\$22,399	\$19,857	<b>\$2,542</b>	88.65%	\$23,070	\$18,568	<b>\$4,502</b>	80.49%
Poway, City of <sup>4</sup>	\$7,057	\$4,580	<b>\$2,477</b>	64.90%	\$9,097	\$6,874	<b>\$2,223</b>	75.56%
San Diego County	\$111,598	\$60,448	<b>\$51,150</b>	54.17%	\$116,850	\$66,913	<b>\$49,937</b>	57.26%
San Diego, City of <sup>6</sup>	\$133,753	\$133,544	<b>\$209</b>	99.84%	\$136,245	\$136,037	<b>\$208</b>	99.85%
San Marcos, City of	\$15,284	\$13,187	<b>\$2,097</b>	86.28%	\$9,771	\$8,304	<b>\$1,467</b>	84.99%
Santee, City of	\$3,638	\$3,638	<b>\$0</b>	100.00%	\$3,827	\$3,827	<b>\$0</b>	100.00%
Solana Beach, City of <sup>4</sup>	\$1,569	\$849	<b>\$720</b>	54.11%	\$1,631	\$924	<b>\$707</b>	56.65%
Vista, City of	\$10,342	\$9,527	<b>\$815</b>	92.12%	\$11,557	\$9,177	<b>\$2,380</b>	79.41%
	<b>\$438,597</b>	<b>\$365,091</b>	<b>\$73,506</b>		<b>\$429,623</b>	<b>\$347,486</b>	<b>\$82,137</b>	

<sup>1</sup> Revenue Amount includes prior year carry over as of July 2022 and funds allocated in FY 2022/23 and FY 2023/24

<sup>2</sup> Programmed funds include annual allocation and carry over revenues

<sup>3</sup> Revenues include Balance from Biennial and Est Revenues for FYs 2025 - 2027

Highlighting indicates which agencies have programmed less than 70% of their revenue

**Regional Transportation Improvement Program (RTIP)**  
**TransNet Local Street Improvements Program (\$000s)**  
**Remaining Balances for Local Agencies**

	Five Year RTIP		Five Year RTIP	
	23-05		23-09	
	Unprogrammed Balance <sup>1</sup>	Percentage Not Programmed	Unprogrammed Balance <sup>1</sup>	Percentage Not Programmed
El Cajon, City of	\$4,044	16%	\$4,044	16%
Encinitas, City of	\$134	1%	\$134	1%
Escondido, City of	\$0	0%	\$0	0%
Imperial Beach, City of	\$1	0%	\$1	0%
La Mesa, City of	\$3,180	23%	\$3,180	23%
Lemon Grove, City of	\$414	7%	\$414	7%
National City, City of	\$2,250	19%	\$2,250	19%
Oceanside, City of	\$4,502	10%	\$4,502	10%
Poway, City of	\$2,223	16%	\$2,223	16%
San Diego County	\$49,937	28%	\$49,937	28%
San Diego, City of	(\$13,181)	-5%	\$208	0%
San Marcos, City of	\$1,467	6%	\$1,467	6%
Santee, City of	\$0	0%	\$0	0%
Solana Beach, City of	\$707	29%	\$707	29%
Vista, City of	\$2,380	11%	\$2,380	11%

<sup>1</sup> Includes LSI Carry Over not programmed

Indicates that more than 30% of LSI is not programmed.

# TransNet Eligibility Analysis for 2023 RTIP Amendment No. 9

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## TransNet Eligibility

The TransNet Extension (Ordinance) and the TransNet Ordinance and Expenditure Plan Rules (Board Policy No. 031) establish guidance and requirements for the use of TransNet. Projects must comply with these rules to be considered eligible for TransNet, and that compliance must be evaluated through the Regional Transportation Improvement Program (RTIP).

Projects programmed in the RTIP must satisfy the following criteria to comply with the Ordinance. They must: (1) be consistent with San Diego Forward: The 2021 Regional Transportation Plan (2021 Regional Plan); (2) be approved by the governing body of a local agency following a public hearing; (3) be on a Regional Arterial to utilize RTCIP funds; (4) include at least 70% of local street and road funds for congestion relief; (5) accommodate bicycles and pedestrians; (6) be financially constrained and (7) follow the Public Participation Policy. Each of these items is tested every time the RTIP is amended, and each amendment must maintain the conformity of the 2023 RTIP to the Ordinance.

## Project Eligibility for the 2023 RTIP

All TransNet-funded projects in the 2023 RTIP meet all requirements set forth by the Ordinance and were reviewed by the Independent Taxpayer Oversight Committee on July 13, 2022, and September 14, 2022. ITOC recommended the projects to the San Diego County Regional Transportation Commission. SANDAG has made the following eligibility findings for Amendment No. 9 to the 2023 RTIP under Board Policy No. 031 TransNet Ordinance and Expenditure Plan rules.

### Rule #7 – Program of Projects Approval Process and Amendments

An amendment to revise the TransNet Program of Projects (POP) must first be approved by the governing body of the local agency proposing the revision within the preceding 12 months. All projects a local agency wishes to include in its POP must be consistent with the long-range Regional Transportation Plan. A POP amendment which includes but is not limited to, adding a new project, deleting an existing project, revising the project scope, or otherwise changing the TransNet funds programmed, requires that the local agency hold a noticed public hearing with an agenda item that clearly identifies the proposed project amendments and submits a resolution using the language and deadlines prescribed by the Commission as documentation of governing body approval.

- 1) *Finding:* The TransNet projects, through Amendment No. 9, are consistent with the 2021 Regional Transportation Plan (2021 Regional Plan) (policies, programs, and projects). All projects conform to the scope, cost, and schedule included in the 2021 Regional Plan.
- 2) *Finding:* All local agencies submitting project revisions impacting TransNet funding in Amendment No. 9 have submitted a signed resolution attesting to having held a public hearing within the preceding 12 months.

## **Rule #18 - Use of Local Street and Road Funds for Congestion Relief**

As specified in Section 2(C)(1) of the Ordinance 04-01, at least 70 percent of the revenues provided for local street and road purposes should be used for congestion relief purposes and no more than 30 percent for maintenance purposes.

- 3) *Finding:* All projects programmed in Amendment No. 9 using TransNet LSI funding are indicated as either Congestion Relief or Maintenance.

## **Rule #21 - Accommodation of Bicyclists and Pedestrians**

Section 4(E)(3) of the TransNet Extension Ordinance requires that all new projects or major reconstruction projects funded with TransNet shall accommodate travel by pedestrians and bicyclists except where prohibited by law or disproportionate cost.

- 4) *Finding:* All projects programmed in Amendment No. 9 make adequate provisions for bicyclists and pedestrians.

## **Rule #23: Application of TransNet Extension Ordinance Regional Transportation Congestion Improvement Program (RTCIP) Requirements**

- 5) *Finding:* All projects programmed in Amendment No. 9 utilizing RTCIP funds have been verified as Regional Arterials eligible for RTCIP funding.

## **Financial Constraint**

The projects contained within the 2023 RTIP must be reasonable when considering available funding sources.

- 6) *Finding:* The proposed Amendment No. 9 does not exceed the Board of Directors TransNet Revenue forecast approved February 24, 2023, for the current biennial and the five-year period of the RTIP.

## **Board Policy No. 25 - SANDAG Public Participation Policy**

The SANDAG Public Participation Policy requires that a draft of all formal RTIP amendments be provided to all interested parties for a 15-day comment period. SANDAG accomplishes this by posting it in the [Public Notices](#) section of the website.

- 7) *Finding:* The draft Amendment No. 9 was posted for public review and comment on December 22, 2023, ending on January 12, 2024. Changes made to projects during the public comment period are detailed in Attachment 3. No other public comments were received.

January 10, 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 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](#).

### Next Steps

Staff is scheduled to present this item to the Transportation Committee at its January 19, 2024, meeting. Outreach and refinement of the Cycle 13 Call for Projects will continue over the coming months and staff anticipates returning to the ITOC at its May 8, 2024, meeting with refined project selection criteria for discussion and possible action. Any recommended criteria from the ITOC and the Transportation Committee would be forwarded to the SANDAG Board for 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***

Key Staff Contact: Zachary Rivera, (619) 699-4892, [zachary.rivera@sandag.org](mailto:zachary.rivera@sandag.org)

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 2021, or approximately 529,000 people. By 2050, SANDAG forecasts that 22 percent of San Diego County's total population will be people aged 65 and older, or about 808,000 people. Thus, by 2050, the older adult population will have risen 53 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 its 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 studies that analyzed the Section 5310 program nationwide, highlighting key findings. Further, 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 Criteria	Region 0	Region 1	Region 2*	Region 3	Region 4	Region 5	Region 6	Region 7	Region 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**

SANDAG staff anticipates presenting this item to the Transportation Committee (TC) at its January 19, 2024, meeting. Any feedback received from ITOC members will be shared with the TC for its consideration. In February 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. 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

Independent Taxpayer Oversight Committee | Item 9  
Zachary Rivera, Associate Grants Program Analyst  
January 10, 2024

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## Agenda

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

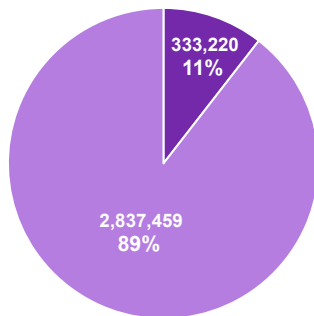
Next Steps

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## Older and Disabled San Diegans

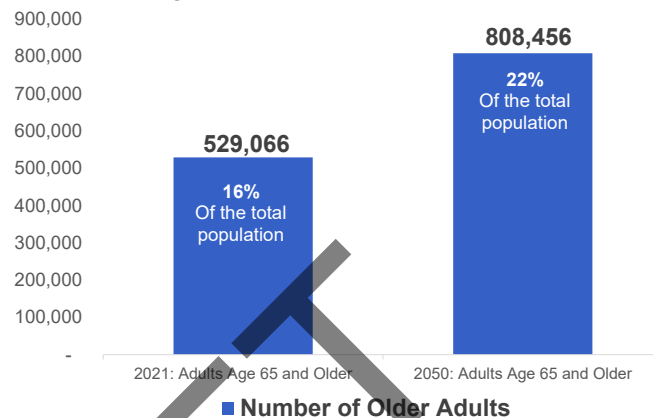
Estimated Number of San Diegans With and Without a Disability in 2021



■ With a Disability ■ Without a Disability

Sources: 2021 American Community Survey 1-Year Estimate for San Diego County Disability Characteristics; SANDAG Series 14 Regional Growth Forecast

Estimated and Forecasted Number of San Diegans Aged 65 and Older from 2021 to 2050



■ Number of Older Adults

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## 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.”



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

What is the STGP?

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## Program Goal

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

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## Funding Programs & Eligible Applicants

### Funding Programs



Federal Transit  
Administration

**SANDAG**  
TransNet Program

### 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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## Grant Types



Mobility Management



Operating

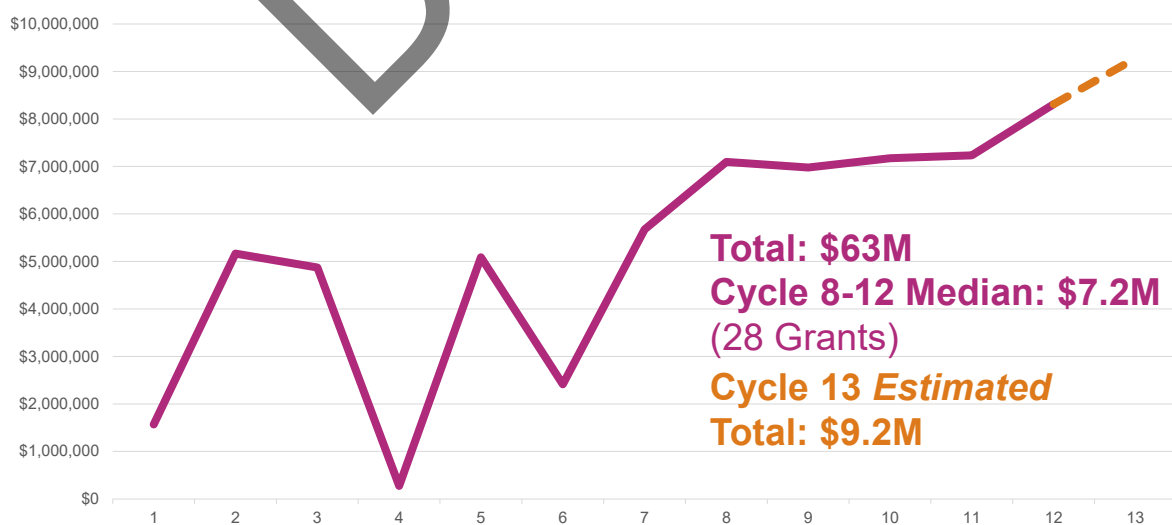


Capital

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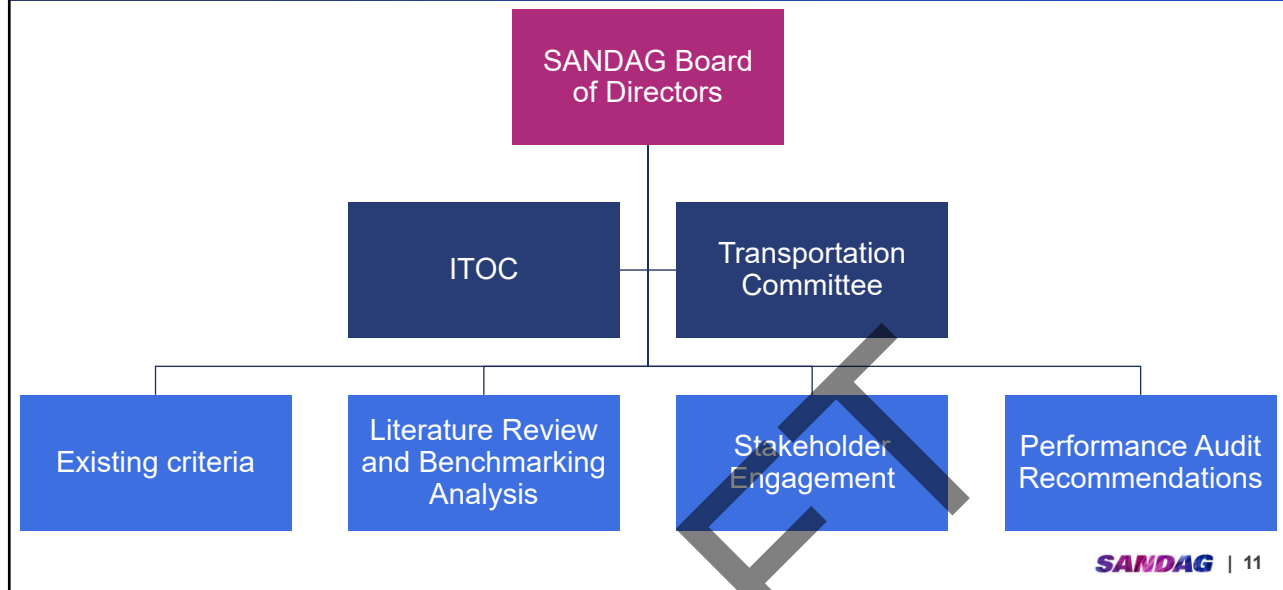
## Awards by Competitive Call For Projects



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## Project Selection Criteria Process



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## STGP Cycle 12 Call for Projects Evaluation Criteria

What exists today?

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## 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%
	<b>Total</b>	<b>100</b>	<b>100%</b>

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## Literature Review and Benchmarking Analysis

What are other regions doing?

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# Literature Review

## NADTC 2021 FTA Section 5310 Compendium



### 2021 FTA Section 5310 Compendium

#### Americans with Disabilities Act: Requirements for Section 5310 Recipients

##### Background

The Americans with Disabilities Act (ADA) is a civil rights law prohibiting discrimination against persons with disabilities. Under Title II of the ADA, public transportation must be accessible to and usable by people with disabilities, including wheelchair users. The U.S. Department of Transportation (U.S. DOT) regulations pertaining to transportation, 49 CFR Parts 22, 27, and 38, are written to ensure non-discrimination so that people with disabilities will not be excluded from, or denied participation in, using transportation systems or facilities.

The ADA applies to public and private providers of transportation regardless of whether the provider receives federal financial assistance. For the Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) Program, providers must follow specific requirements to ensure that riders with disabilities have fair and equitable access to transportation services.

##### FTA Section 5310 Recipients

Private nonprofit entities that receive Section 5310 funding and provide services to their clients or members of a particular agency are subject to the ADA requirements that apply to private transportation entities. Section 5310 funding for projects that are open to the general public are to meet the ADA requirements applicable to public entities providing fixed route or demand responsive services. ADA requirements described in this information brief apply to both private human service and public providers, including contracted service for Section 5310 grantees.

## TRB 2022 Program Management Insights for the Section 5310 Program



### Program Management Insights for the Section 5310 Program, Including Subrecipient Consolidation and Urban 5310

The report summarizes the findings of NCHRP Project 20-04(2) 74, "Program Management Insights for the Section 5310 Program Including Sub-Grant Consolidation and Urban 5310." The work was conducted to assist the Section 5310 states in being prepared and to provide information on the study, strategies, and opportunities to be developed and implemented in local areas. Of note for the report is the study, Catherine Duffy, was the project director and project manager. The report was prepared by the NCHRP.

##### Contents

##### Summary

##### Chapter 1: Background

##### Chapter 2: Research

##### Chapter 3: Summary

##### Chapter 4: Summary

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##### Chapter 233: Summary

# 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
- 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, or Expansion)
- Proposed Performance
- Public Notice and Publication
- Regional Need
- Responsiveness to Coordinated Plan Gaps and Strategies
- Responsiveness to TPB's Coordinated Human Services 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)

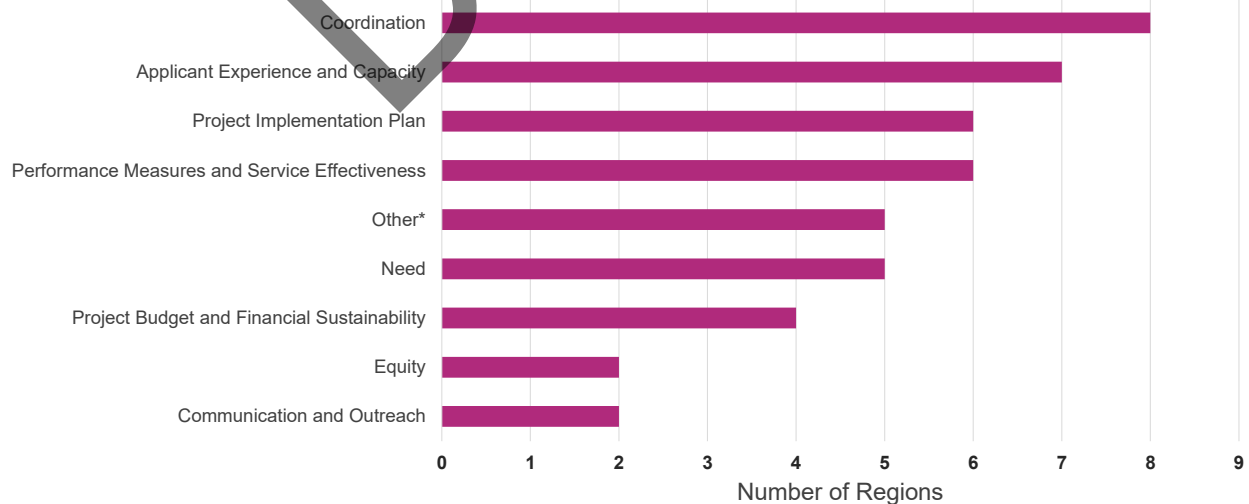
- Applicant Experience and Capacity
- Communication and Outreach
- Coordination
- Equity
- Need
- Other
- Performance Measures and Service Effectiveness
- Project Budget and Financial Sustainability
- Project Implementation Plan

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# Benchmarking Analysis

## Results: Most Common Themes of Project Selection Criteria



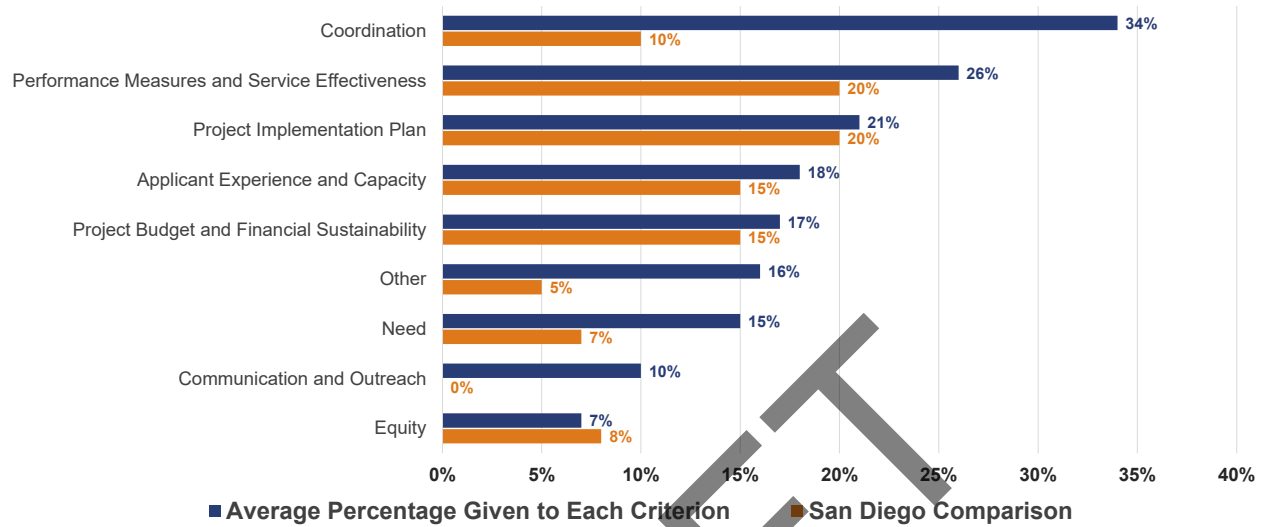
\*Other selection criteria were emergency planning and preparedness, additional criteria based on project type, environmental responsibility, innovation and transferability, program goals and objectives, uniqueness of service, and customer focus.

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## Benchmarking Analysis

Results: Average Weights Assigned to Each Criterion



Source: SANDAG STGP Cycle 13 Literature Review and Benchmarking Analysis, December 2023.

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## Initial Stakeholder Engagement

What have we heard from stakeholders?

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## Initial Stakeholder Engagement Methods



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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## Next Steps

Where will we go from here?

23

23

## STGP Cycle 13 Call for Projects Anticipated Timeline



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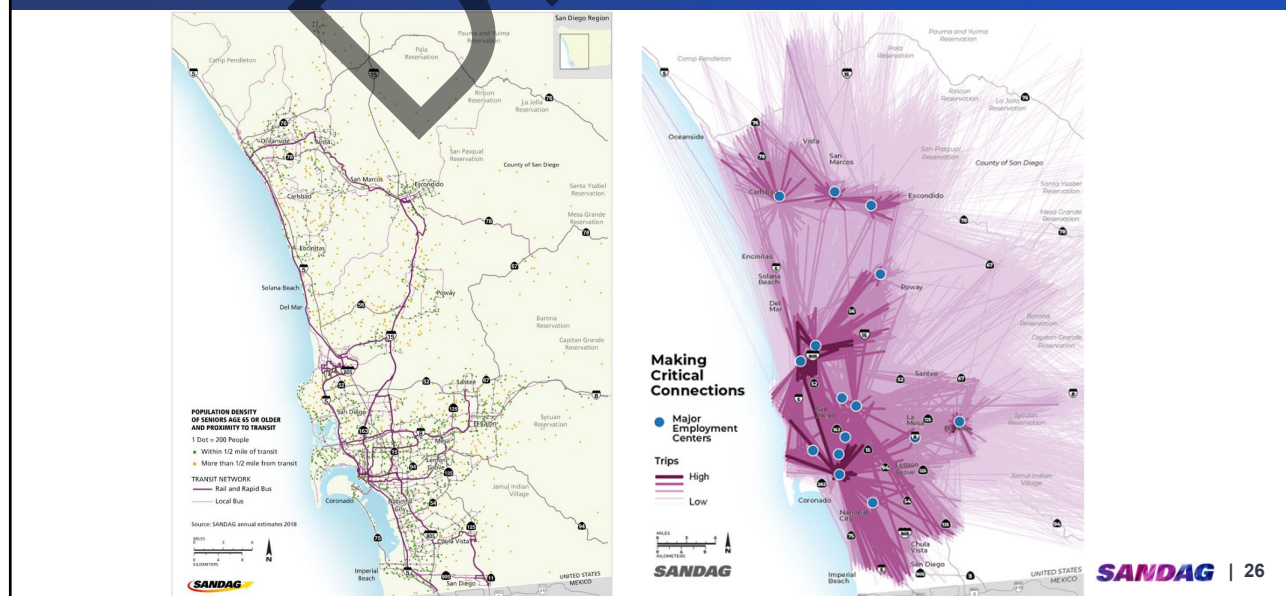


# STGP Cycle 13 Call for Projects Anticipated Timeline



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# Regional Specialized Transportation Needs Assessment



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DRAFT

January 10, 2024

## TransNet Grant Programs: Biannual 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).

[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 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 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

#### Action: **Recommend**

The ITOC is asked to recommend that the Transportation Committee approve a 6-month schedule extension for the Sweetwater Road Protected Bikeway SGIP project.

#### Fiscal Impact:

None.

#### Schedule/Scope Impact:

During the reporting period (April 1 to September 30, 2023), five projects were completed and seven were on the watch list.

If approved by the Transportation Committee, the Sweetwater Road Protected Bikeway SGIP project will be completed and open to the public in June 2024.

Opportunity Areas. As of the end of the reporting period, SANDAG has awarded approximately \$60 million to 72 projects throughout the San Diego region, with 56 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 is also funded with Transportation Development Act funds. As of the end of the reporting period, SANDAG has awarded over \$28 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.

#### Key Considerations

Five projects were completed during the reporting period, and seven 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.

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 3.

#### Next Steps

This report will be given to the Transportation Committee at its January 19, 2024 meeting. The next quarterly status update on these grant programs is scheduled to be provided to the TC and RPC in March 2024, and the next biannual report to the ITOC will be in July 2024.

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

Key Staff Contacts: EMP LMG: Lauren Lee, (619) 595-5660, lauren.lee@sandag.org  
SGIP/ATGP: Jenny Russo, (619) 699-7314, jenny.russo@sandag.org  
STGP: Aly Vazquez, (619) 744-5890, aly.vazquez@sandag.org

Attachments:

1. Glossary of Key Terms
2. Discussion Memo
3. 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: <ul style="list-style-type: none"> <li>• SGIP, HAP, and EMP - Regional Planning Committee (RPC)</li> <li>• ATGP, SGIP, STGP, EMP, AFA - Transportation Committee (TC)</li> </ul>
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. <a href="#">Board Policy No. 035</a> further defines completion as: <ul style="list-style-type: none"> <li>• Capital Project: the prime construction contractor has been relieved from its maintenance responsibilities</li> <li>• Planning Project: the grantee has approved the final project deliverable</li> </ul> A project that is shaded blue in the quarterly status report connotes a project that was completed in the reporting quarter.

Consolidated Transportation Services Agency (CTSA)	STGP	CTSAs were created under the Social Service 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.

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	<ul style="list-style-type: none"> <li>Independent Taxpayer Oversight Committee (ITOC): TransNet-funded grant programs.</li> <li>Regional Planning Committee (RPC): EMP, SGIP, and HAP grant programs.</li> <li>Transportation Committee (TC): ATGP, SGIP, EMP, AFA, and STGP grant programs.</li> </ul>
Pre-Scheduled Transportation	AFA	A transportation service where the provider can only fulfill trip requests over 12 hours.
Project Milestone and Completion Deadlines	All	<p>Refers to milestone and completion deadlines following the issuance of the Notice to Proceed on the project that are required per <a href="#">Board Policy No. 035</a> and vary based on project type:</p> <ul style="list-style-type: none"> <li>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.</li> <li>Planning Projects: completed within three years if a consultant contract is necessary; or completed within two years if no consultant contract is necessary.</li> <li>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.</li> <li>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.</li> </ul>
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 <a href="#">TransNet Extension Ordinance and Expenditure Plan</a> . 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: <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• Compliance (ALL): If the grantee is failing to comply with the terms of their grant agreement.</li> </ul>



WAV	STGP/AFA	Acronym for Wheelchair Accessible Vehicle, which provides a lift or ramp to help transport individuals with disabilities with mobility devices such as a non-foldable wheelchair or mobility scooter.
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## 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 termination 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 and to the Transportation Committee for consideration at their meetings in January. If the amendment is approved, the amendment 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.
  - 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 Grantee completed 60% design in November and 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.

## **Senior Mini-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
- Jewish Family Service – On the Go North County Inland Operating Senior Mini-Grant
- 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 submitted reports with errors.



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](mailto:smanganiello@nationalcityca.gov) with any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Steve Manganiello", with a stylized flourish at the end.

Steve Manganiello, T.E.  
Director of Public Works/City Engineer

Enclosure: Revised Project Schedule

## Scope of Work, Schedule, and Budget

### 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	Revised Completion Date	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:

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

SANDAG grant % contribution:

Match % contribution:

89.96%
10.04%

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

Yes
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# TransNet Grant Programs: Biannual Status Update and SGIP Amendment Request

Independent Taxpayer Oversight Committee | Item 10  
Aly Vazquez  
January 10, 2024

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## Environmental Mitigation Program – Land Management Grant Program (EMP LMG)



**Active Projects: 22**



**Completed Projects: 0**



**Watch List: 1**

San Diego Audubon Society: Silverwood-Anstine



**Amendments: 0**

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## Project Showcase

### EMP Land Management Grant Program

- San Diego Habitat Conservancy
- Quarry Creek Preserve Fencing Project

Before



After



**SANDAG**

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## Senior Mini-Grant Program (SMG)



**Active Projects: 5**



**Completed Projects: 5**



**Watch List: 1**

Facilitating Access to Coordinated Transportation –  
CTSA Mobility Management



**Amendments: 0**

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## Project Showcase

### Senior Mini-Grant Program

- ElderHelp
- Seniors A Go Go Program



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## Active Transportation Grant Program (ATGP)



**Active Projects: 2**



**Completed Projects: 0**



**Watch List: 1**

City of Carlsbad - Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project



**Amendments: 0**

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## Project Showcase

### Active Transportation Grant Program

- City of Santee
- Prospect Avenue and Mesa Road Intersection Improvements



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## Smart Growth Incentive Program (SGIP)



**Active Projects: 12**



**Completed Projects: 0**



**Watch List: 3**

- City of El Cajon - El Cajon Transit Center Connection Improvements
- City of San Diego - Downtown Mobility Cycle Way Improvement Phase I & II
- City of Escondido - Escondido General Plan Amendments and Environmental Review



**Amendments: 1**

- City of National City - Sweetwater Road Protected Bikeway

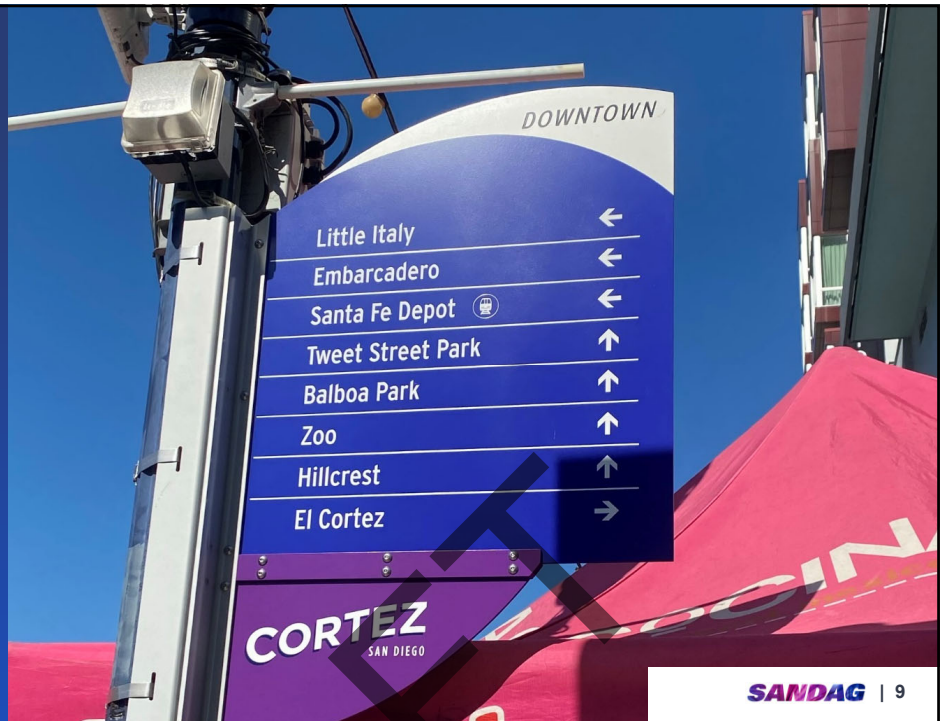
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## Project Showcase

### Smart Growth Incentive Program

- City of San Diego
- Downtown Wayfinding Signage



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## City of National City

### Sweetwater Road Protected Bikeway Amendment Request

6-month retroactive time extension to correct and complete construction



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# Questions?

## Environmental Mitigation Program – Land Management Grant Program (EMP LMG)

- Kim Smith Phone: (619) 699-6949
- Lauren Lee Phone: (619) 595-5660

## Smart Growth Incentive Program (SGIP), Active Transportation Grant Program (ATGP)

- Jenny Russo Phone: (619) 699-7314

## Senior Mini-Grant Program (SMG)

- Aly Vazquez Phone: (619) 744-5890

**SANDAG**

DRAFT