

FISCAL YEAR

# 2026

# PROGRAM BUDGET



Free Language Assistance | Ayuda gratuita con el idioma | Libreng Tulong sa Wika | Hỗ trợ ngôn ngữ miễn phí  
 免費語言協助 | 免費语言协助 | مساعدة ترجمة مجانية | 무료 언어 지원 | کمک زبان رایگان | 無料の言語支援 | Бесплатная языковая помощь  
 Assistència lingüística gratuïta | मुफ्त भाषा सहायता | Assistance linguistique gratuite | ជំនួយភាសាឥតគិតថ្លៃ  
 ఉచిత భాషా సహాయం | ການຊ່ວຍເຫຼືອດ້ານພາສາສາຍຮີ | Kaalmada Luqadda ee Bilaashka ah | Безкоштовна мовна допомога



**SANDAG.org/languageassistance | 619.699.1900**

# Draft FY 2026 SANDAG Program Budget (Including the Overall Work Program)

March 7, 2025

The Program Budget and Overall Work Program (OWP) are designed to meet the comprehensive planning requirements of the U.S. Department of Transportation and the California Department of Transportation.

Some of the research in the OWP is to assist others with data gathering and other information for their individual work products and studies. Such efforts are supported with funding from other public or private agencies. Findings and conclusions of those studies are those of the authors and do not necessarily reflect the official position or policies of SANDAG or its Board of Directors.

The Program Budget is available in its entirety at [SANDAG.org/Budget](https://www.sandag.org/Budget)



401 B Street, Suite 800

San Diego, CA 92101

(619) 699-1900

[SANDAG.org](https://www.sandag.org)

## Abstract

Title: Draft FY 2026 SANDAG Program Budget  
(including Overall Work Program)

Author: San Diego Association of Governments (SANDAG)

Subject: SANDAG Program Budget and Overall Work Program

Date: March 7, 2025

Local Planning Agency: SANDAG

Source of Copies: SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101

Abstract: The SANDAG Program Budget and Overall Work Program contain a description of the SANDAG work program on a project-by-project basis for FY 2026, as well as other budget components.

Funding: This program is primarily financed with federal funds from the Federal Transit Administration and Federal Highway Administration; state funds from the California Department of Transportation; and transportation sales tax and local funds from SANDAG member jurisdictions.

# Table of Contents

## Chapter 1 Overview

|                                       |      |
|---------------------------------------|------|
| Chapter Overview .....                | 1-1  |
| Introduction .....                    | 1-2  |
| Organizational Structure .....        | 1-4  |
| Milestones.....                       | 1-8  |
| About this Budget .....               | 1-10 |
| TransNet.....                         | 1-11 |
| Overall Work Program.....             | 1-22 |
| Capital Program.....                  | 1-14 |
| Regional Operations and Services..... | 1-17 |
| Funding.....                          | 1-18 |
| Partners.....                         | 1-20 |
| Understanding this Document.....      | 1-22 |
| Revenue and Expenditure Summary ..... | 1-24 |
| DRAFT Resolution No. RTC-2025-XX..... | 1-25 |

## Chapter 2 Overall Work Program Projects

|                                             |                   |
|---------------------------------------------|-------------------|
| Chapter Overview .....                      | 2-1               |
| List of Projects .....                      | 2-2               |
| Program Revenues .....                      | 2-3               |
| Notes and Explanations of Fund Sources..... | 2-5               |
| Program Expenses.....                       | 2-6               |
| Contracted Services.....                    | 2-9               |
| FY 2024-2026 Expenditure Comparison.....    | 2-10              |
| Contingency Reserves.....                   | 2-12              |
| Work Elements .....                         | 2-13 through 2-94 |

## Chapter 3 Regional Operations and Services

|                                                                     |                   |
|---------------------------------------------------------------------|-------------------|
| List of Projects .....                                              | 3-2               |
| Program Revenues .....                                              | 3-3               |
| Notes and Explanations of Fund Sources.....                         | 3-4               |
| Program Expenses.....                                               | 3-5               |
| Contracted Services.....                                            | 3-6               |
| FY 2024-2026 Expenditure Comparison.....                            | 3-8               |
| Five-Year Projected Revenue and Expenses.....                       | 3-9               |
| Five-Year Projected Reserve Fund Balances.....                      | 3-11              |
| Contingency Reserves.....                                           | 3-13              |
| SANDAG and Criminal Justice Division Member Agency Assessments..... | 3-14              |
| ARJIS Member Assessments and Other Revenue Sources .....            | 3-15              |
| ARJIS Ex-Officio Member Assessments (JPA).....                      | 3-16              |
| Work Elements .....                                                 | 3-17 through 3-44 |

**Chapter 4 TransNet Program**

Chapter Overview ..... 4-1  
TransNet Extension Flow of Funds – FY 2009 to FY 2048 ..... 4-2  
TransNet Program Budget..... 4-3  
TransNet Long-Term Debt Program..... 4-5  
TransNet Short-Term Debt Program ..... 4-9  
Independent Taxpayer Oversight Committee Program ..... 4-11  
TransNet Senior Services Transportation Grant Program ..... 4-13  
TransNet Active Transportation Grant Program..... 4-14  
TransNet Smart Growth Incentive Program..... 4-15  
TransNet Environmental Mitigation Program – Regional Habitat Conservation Fund ..... 4-16  
TransNet Environmental Mitigation Program – Land Management Grant Program ..... 4-17  
TransNet New Major Corridor Transit Operations Program..... 4-18

**Chapter 5 Capital Program**

Chapter Overview ..... 5-1  
List of Projects ..... 5-2  
Capital Program Revenues ..... 5-4  
Capital Program Notes..... 5-10  
Capital Program Expenditures..... 5-11  
Capital Program Contingency Reserves ..... 5-14  
Capital Projects..... 5.1-1 through 5.9-1

**Chapter 6 Internal Operations**

Administration Budget..... 6-1  
Administration Contracted Services ..... 6-4  
Administration Contingency Reserve ..... 6-5  
Board of Directors..... 6-6  
Business Information and Technology Services Budget ..... 6-8

**Chapter 7 Office of the Independent Performance Auditor**

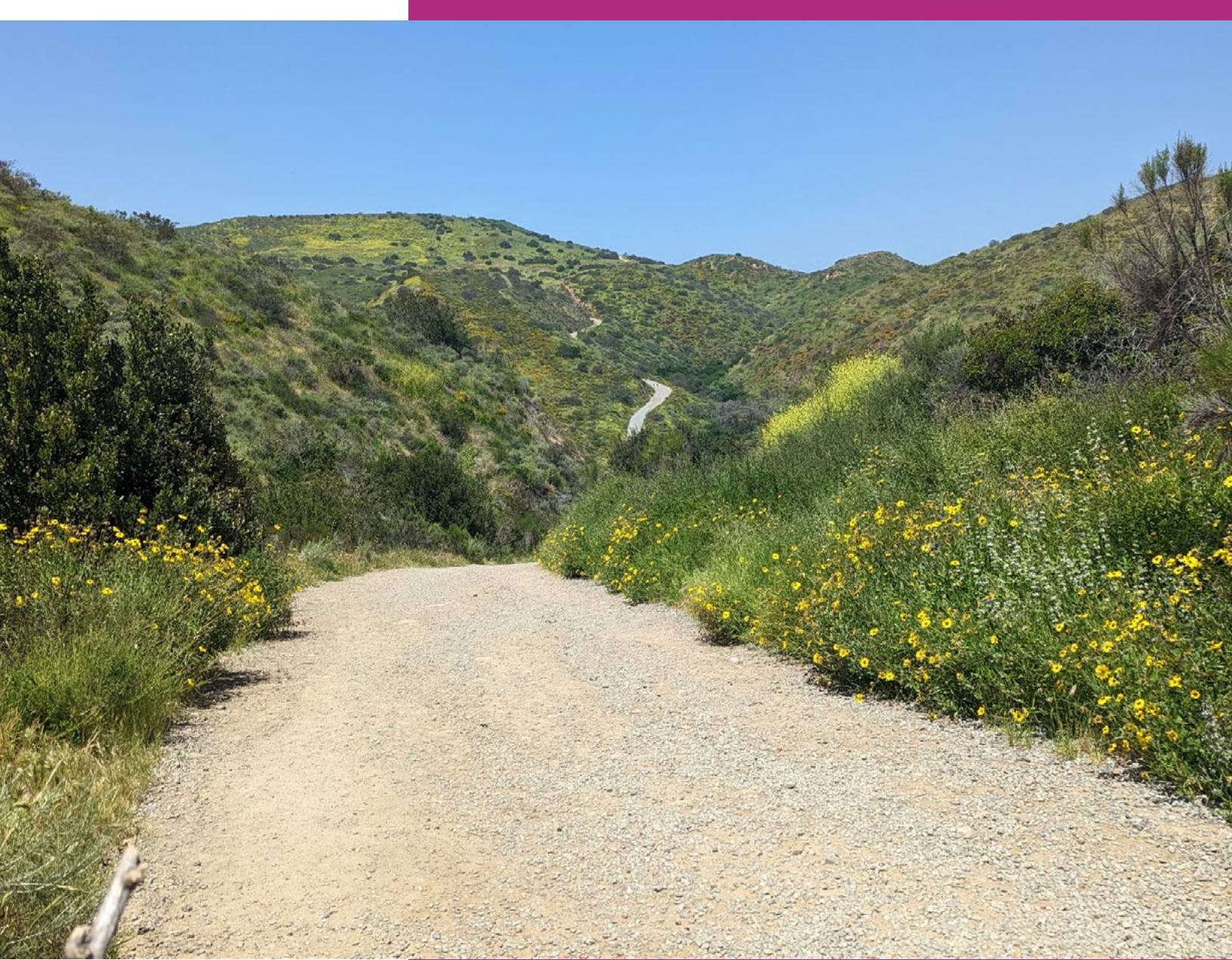
Office of the Independent Performance Auditor Budget ..... 7-1

**Chapter 8 Human Resources**

SANDAG Organization Chart..... 8-1  
Personnel Cost Summary ..... 8-2  
Position Classification/Salary Range Table ..... 8-3  
Special Compensation Table ..... 8-8

**Appendices**

Appendix A Pending Grants ..... A-1  
Appendix B Planning Factors ..... B-1  
Appendix C Certificates and Assurances ..... C-1  
Appendix D Glossary ..... D-1



## CHAPTER 1

# Budget Overview

---

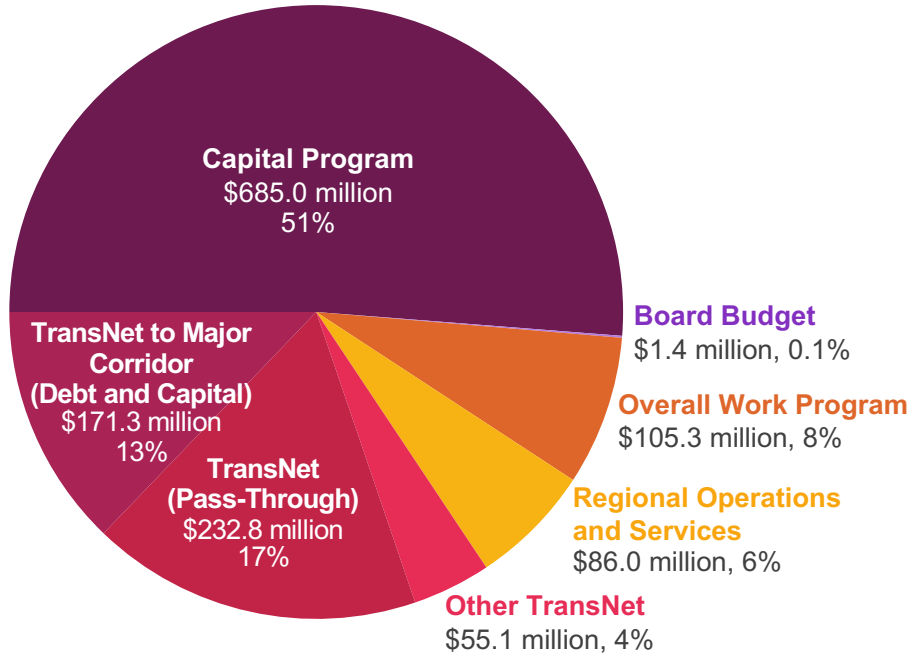
This budget document reflects the investments SANDAG is making in the San Diego region in FY 2026. Chapter 1 explains how SANDAG operates, outlines our work program, and provides context for the following chapters.

**CHAPTER 1**

# Budget Overview

Learn more in the About this Budget section on page 1-10.

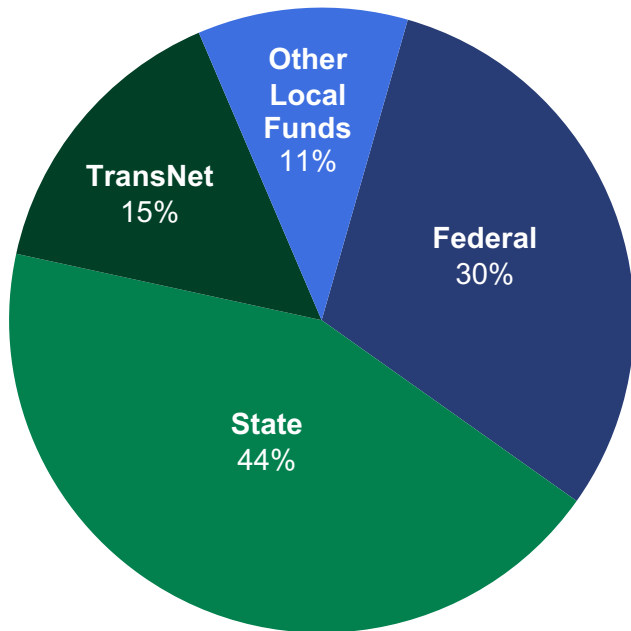
## Total Budget Breakdown



Pass-through funds go to local jurisdictions and transit operators. The administration budget is included in the totals for each budget component above.

## Budget Revenue

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



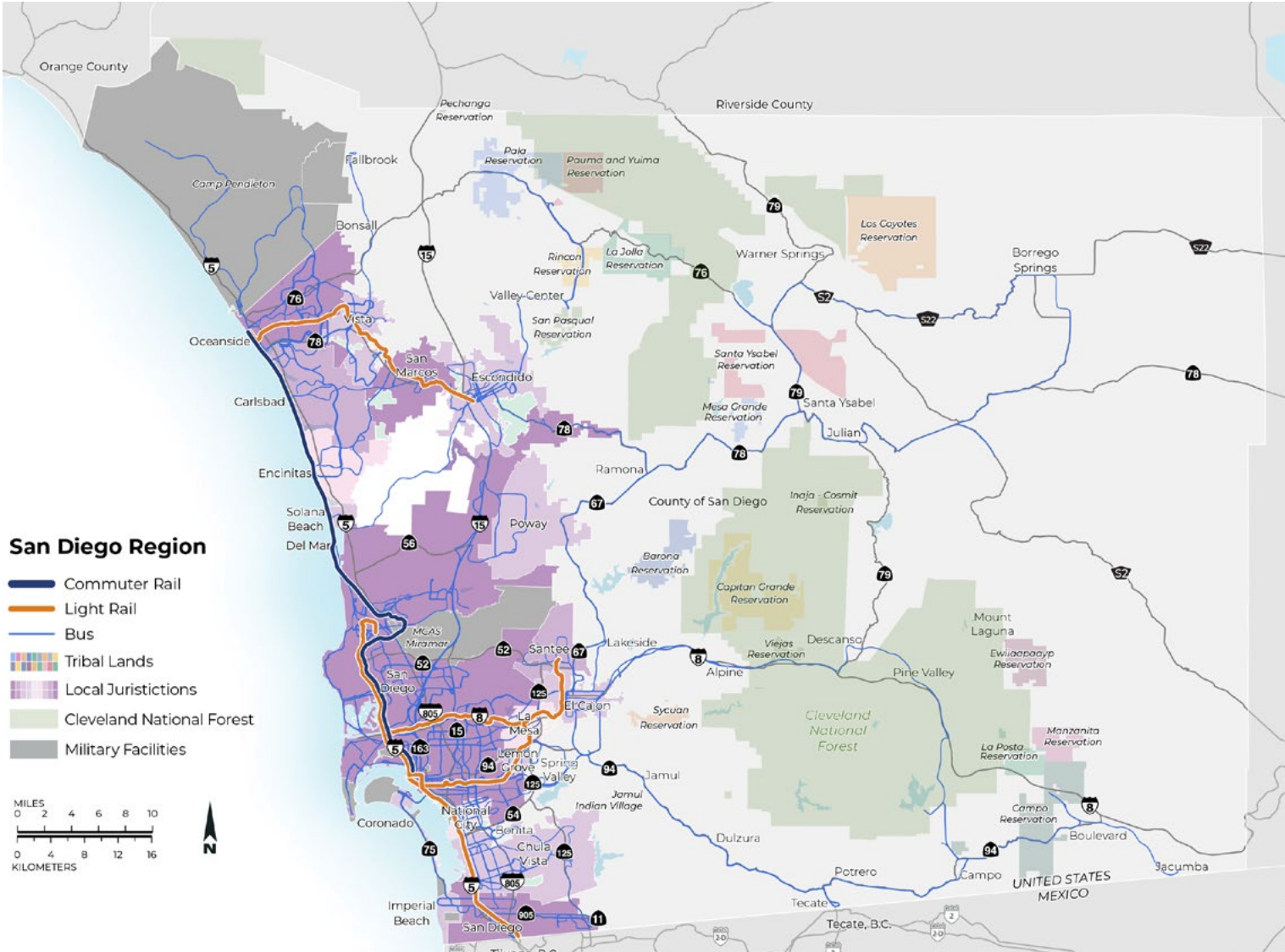
About three-quarters of the revenue used to support the projects and programs in the budget comes from state and federal sources. Most of this money is in the form of dedicated grants for specific work efforts. Local TransNet funds make up 15% of SANDAG's revenue. Learn more about TransNet on page 1-11 and our funding on page 1-18.

# 199 Total Projects

## Major Work Efforts

- ▶ Regional Plan development, implementation, and outreach
- ▶ Data science, analytics, and modeling
- ▶ Regional Housing Acceleration Program
- ▶ Smart Growth Incentive Program
- ▶ Active Transportation Grant Program
- ▶ Access for All Grant Program
- ▶ TransNet financial management
- ▶ Rapid bus projects
- ▶ Zero-emission vehicle infrastructure and incentives
- ▶ Blue Line and Purple Line planning
- ▶ Flexible Fleets initiative
- ▶ LOSSAN Corridor and Del Mar bluffs improvements
- ▶ Otay Mesa East Port of Entry and SR 11
- ▶ Airport Transit Connection
- ▶ Harbor Drive 2.0/Vesta Street Bridge
- ▶ Regional bikeways
- ▶ Major corridor improvements
- ▶ Environmental Mitigation Program
- ▶ SR 125 toll facilities operations
- ▶ I-15 FasTrak Value Pricing Program
- ▶ Motorist Aid services
- ▶ Automated Regional Justice Information System (ARJIS)
- ▶ Criminal justice research and clearinghouse
- ▶ SANDAG Vanpool Program
- ▶ Employer Commuter program
- ▶ Local jurisdiction system improvements
- ▶ Transit system improvements
- ▶ Transit system and Bus Rapid Transit operations

# Introduction



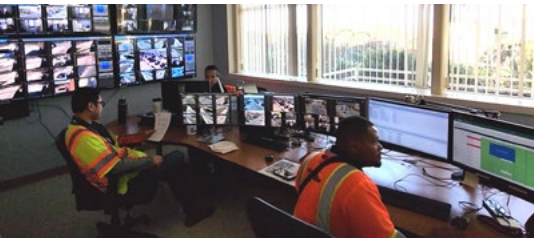
## About the San Diego Region

More than 3.3 million people live in the San Diego region, spread among 18 cities, the County of San Diego, and 17 federally recognized tribes. We share our southern border with Mexico, the largest trading partner to both the United States and the State of California. For many people, frequent travel across the international border is essential for visiting family, going to work, shopping, and accessing medical care.

Our natural environment is marked by exceptional diversity, including coastlines, canyons, mesas, grasslands, forests, agricultural lands, and deserts. The region hosts strategically located sea and land ports of entry, the U.S. Navy's prestigious Pacific Fleet, and several renowned higher education institutions. Our multifaceted economy is rooted in technology, research, national defense, and tourism.

- **over 3.3 million people**
- **18 cities and the county of San Diego**
- **17 tribal governments**
- **U.S.–Mexico border**
- **major military installations**





## About SANDAG

**At SANDAG, we shape the future of the San Diego region by planning and building infrastructure, preserving the environment, providing local resources, and delivering the TransNet program.**

SANDAG serves the region through several designations. In our primary roles as the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA), we are responsible for developing plans for how people and goods will move around the region.

Beyond planning, we are unique among MPOs in that we also design and build many of our projects. We offset our environmental impact and ensure that sustainability is at the heart of our efforts. SANDAG's work also includes providing vital resources and programs that support residents across the region.

TransNet, the half-cent sales tax administered by SANDAG, helps fund everything from major corridor and bikeway projects to specialized transportation and local street improvements.

Read more about our overall authority, responsibilities, and mandates on the next page.

### **Our work is informed by data and our partnership with the public.**

SANDAG is governed by a Board of Directors made up of publicly elected representatives from each of our local city councils and County Board of Supervisors. See page 1-6 for more about our Board. We collaborate with local governments, transit operators, community partners, neighboring regions, and state and federal agencies to deliver long-lasting solutions to the region's challenges.

Earning and maintaining the confidence of our residents and partners is the key to successfully bringing projects to life. Underlying this collaboration, three pillars serve as the foundation for our work:

- ▶ **Oversight and Transparency:** We are committed to strengthening public trust by being good stewards of taxpayer dollars and communicating clearly.
- ▶ **Leadership and Structure:** We are committed to making sure the organization of the agency sets us up to be efficient, agile, and aligned with our mandates.
- ▶ **Focus on Fundamentals:** We are committed to planning and delivering meaningful results through quality projects and programs.

By prioritizing partnership, transparency, accountability, and community-driven solutions, we are working to create a sustainable, connected, and thriving future for all.

## Our Vision

Pursuing a brighter future for all

## Our Mission

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

## Our Commitment to Equity

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

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

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



# Organizational Structure

## Overall Authority, Responsibilities, and Mandates

SANDAG has several federal, state, and local designations that form the framework for what we do. Below are some of SANDAG's most important designations and critical responsibilities. You can find SANDAG's governing legislation and a complete list of our mandates and designations on our website at [SANDAG.org/bylaws](https://www.sandag.org/bylaws).



### Federal Designations

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

**Some of SANDAG's other federal designations include:**

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

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



### State Designations

**Regional Transportation Planning and Fund Allocation Agency:** As the regional transportation planning agency, SANDAG adopts the RTP and RTIP, the five-year programming of state and federal transportation funds. The agency also allocates Transportation Development Act funds (local quarter-percent sales tax collected statewide and returned to the county based on the amount collected).

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

**Some of SANDAG's other state designations include:**

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



## Local Designations

**Council of Governments:** This designation makes SANDAG the public forum for regional decision making among the area's 18 cities and county government relating to a broad range of topics pertinent to the region's quality of life. Some of the regional topics include strategic planning, allocation of resources, and the creation of accurate, timely, and useful demographic, economic, transportation, planning, borders, environmental, and public safety information.

**San Diego County Regional Transportation Commission (Local and Voter Approval):** In this role, SANDAG administers the local half-cent sales tax, TransNet, for transportation purposes including oversight and funding.

**Regional Toll Authority (Congestion Management and Infrastructure Financing):** In this role, SANDAG is responsible for the delivery and operation of pricing programs such as the Interstate 15 Express Lanes and future managed lanes. Fees support the operation and maintenance of the program and provide additional funding for Rapid transit and vanpool services in the corridor.

**Automated Regional Justice Information System (ARJIS):** The purpose of the ARJIS Joint Powers Agency is to develop and maintain state-of-the-art criminal justice information technology that provides its members with seamless, cross-jurisdictional access to essential, accurate, real-time data via a secure criminal justice enterprise network. As the convening agency for regional justice technology, ARJIS enhances officer and public safety.

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

### Some of SANDAG's other local designations include:

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

### Other Designations:

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





## Board and Committee Structure

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

Representatives from Imperial County, Caltrans, the U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, San Diego Metropolitan Transit System (MTS), San Diego County Regional Airport Authority, North County Transit District (NCTD), Southern California Tribal Chairmen's Association, Mexico, and the Association of Planning Groups serve on the Board as non-voting advisory members.

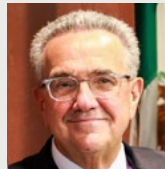
To help SANDAG address key public policy and funding responsibilities, the Board has delegated certain responsibilities to six Policy Advisory Committees (PACs) that are focused on distinct issue areas. All items delegated to the PACs are subject to Board ratification.

Find out more about our Board of Directors on our website at [SANDAG.org/board](https://www.sandag.org/board).

### SANDAG Board Leadership: (Calendar Years 2025-2026)



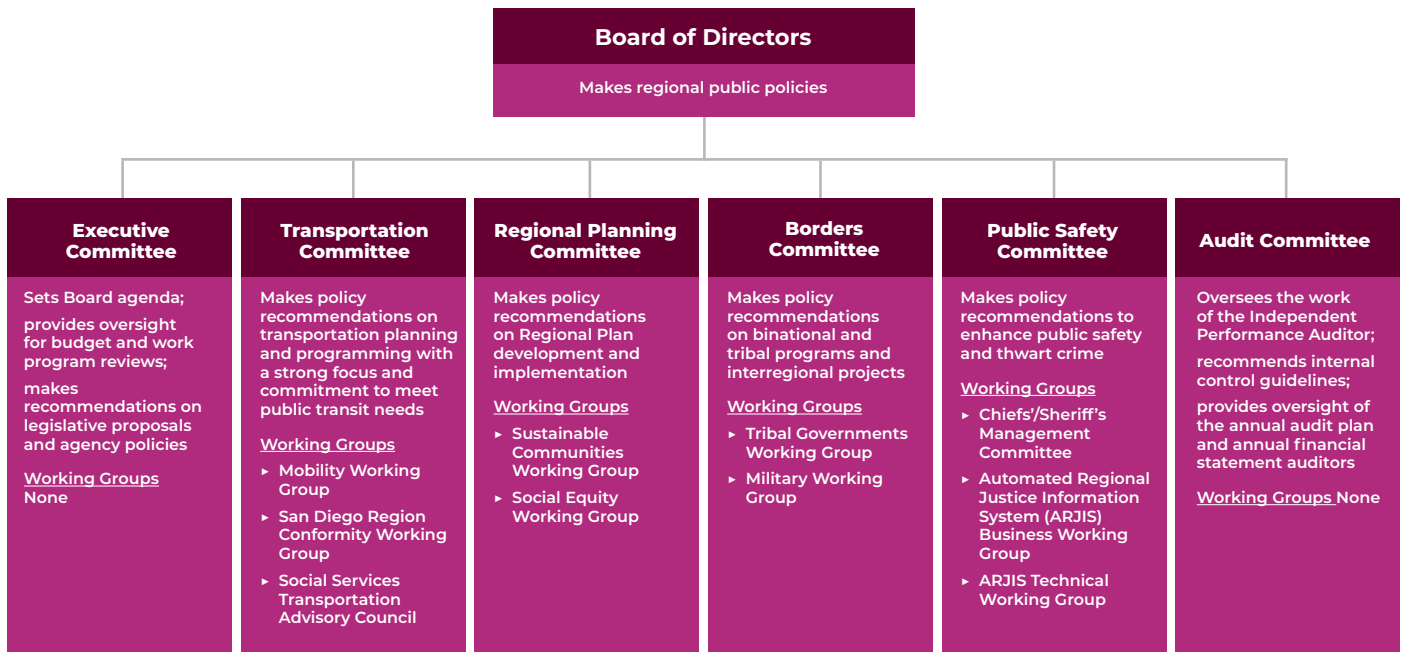
**Chair**  
Hon. Lesa Heebner  
*City of Solana Beach*



**First Vice Chair**  
Hon. Joe LaCava  
*City of San Diego*



**Second Vice Chair**  
Hon. John Minto  
*City of Santee*





## Board Voting

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

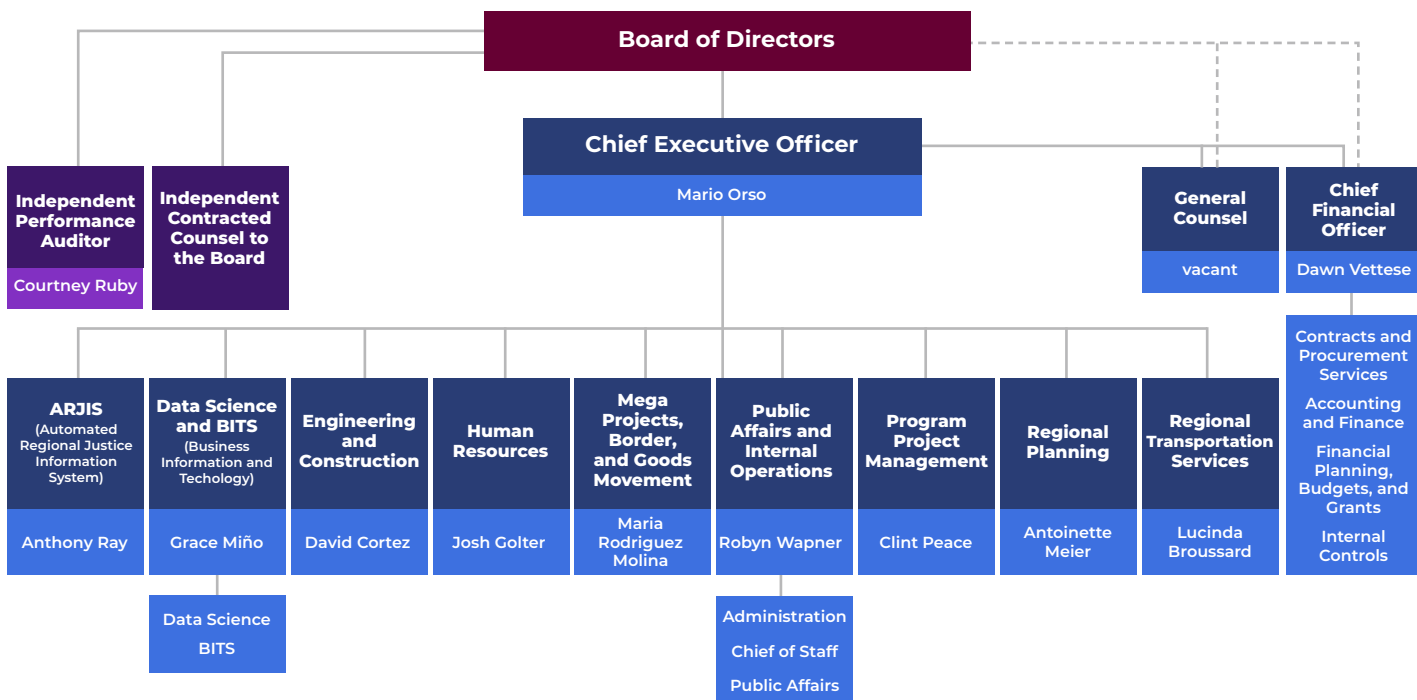
Pursuant to Public Utilities Code Section 132351.2, each agency must have at least one vote, there are no fractional votes, and no agency may have more than 50 votes. The weighted vote distribution must equal 100 votes in total. Each spring, it is calculated based on California Department of Finance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

## Distribution of weighted votes as of May 1, 2024

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

## Staff Structure

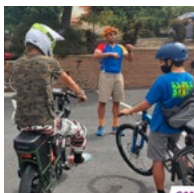
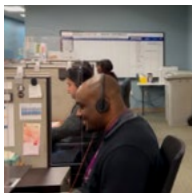
SANDAG is one of the nation’s most recognized regional planning agencies. We have more than 400 employees with expertise in a broad range of professional, technical, and business support functions. The CEO of SANDAG reports directly to the Board.



# Milestones

## FY 2024

These are some of SANDAG's major milestones from FY 2024. Visit [SANDAG.org/annualreport](https://www.sandag.org/annualreport) to see our complete recap.



### PLAN

- **2025 Regional Plan:** Developed initial concept
- **Airport Transit Connection:** Progressed on concept development in preparation for future environmental clearance
- **LOSSAN Rail Realignment:** Completed the Alternatives Analysis, released a notice of preparation of a draft environmental impact report, and hosted a series of workshops and public meetings to solicit input
- **SR 52, SR 67, and SR 78:** Continued to move TransNet major corridor capital projects through the environmental clearance process
- **Purple Line:** Identified station and maintenance facility locations along potential routes
- **Reconnecting Communities:** Granted \$2 million in federal funding and received a \$1.3 million congressional earmark to study the feasibility of a freeway lid in Barrio Logan
- **Central Avenue Bikeway:** Completed the final environmental document
- **Vision Zero:** Kicked off the development of the first Regional Vision Zero Action Plan to work toward eliminating all traffic fatalities and severe injuries in our region

### BUILD

- **Del Mar Bluffs V stabilization:** Began construction and installed bluff toe protection walls
- **Pershing Bikeway:** Entered the final stages of construction
- **I-5 North Coast Corridor:** Began construction on the I-5/Chestnut Avenue underpass and opened the San Elijo Activity Hub Park & Ride
- **Imperial Avenue Bikeway and Inland Rail Trail Phase 3:** Started construction activities
- **SR 11/Otay Mesa East Port of Entry:** Completed construction on the Siempre Viva Interchange, executed three binational agreements, completed the 30% design milestone, and secured permission to proceed to final design

### PRESERVE

- **San Dieguito Lagoon:** Restored 84 acres of native wetland habitat for endangered species and constructed a one-mile trail
- **Priority Climate Action Plan (PCAP):** Developed and published the first-ever San Diego Regional PCAP
- **Regional Beach Sand Nourishment:** Partnered with Orange County Parks for the first time to support Southern California beach sand nourishment
- **San Diego Biodiversity Conservation Summit:** Gathered 261 biodiversity leaders in an event co-hosted with the San Diego Natural History Museum to outline key needs, gaps, and opportunities for regional biodiversity conservation

### PROVIDE

- **Bike Month:** Celebrated a monthlong campaign in May, including Bike Anywhere Day, which attracted more than 9,000 participants
- **San Diego Regional Tribal Summit:** Joined with the region's 17 tribal governments to discuss key challenges and opportunities for collaboration
- **Smart Growth Incentive Program:** Developed Cycle 6 call for projects offering the largest-ever single-cycle funding amount—\$45 million—for transportation-related planning and capital projects
- **Youth Opportunity Pass:** Provided 10.6 million free rides for youth, reaching a total of more than 20 million since the start of the program in May 2022
- **Data, Research, and Analytics:** Completed the Series 15 Regional Growth Forecast and developed the latest activity-based model (ABM) to simulate post-pandemic travel behavior
- **Bike Education:** Reached more than 1,000 adults and nearly 14,000 youth through classes, maintenance quick checks, group rides, and more
- **Automated Regional Justice Information System (ARJIS):** Successfully transitioned to a new crime reporting structure
- **Housing Acceleration Grant Program:** Awarded more than \$12 million to local jurisdictions for capital and planning projects
- **Criminal Justice:** Produced 15 publications and 15 independent evaluation reports to support local agencies
- **Customer Service Operations:** Serviced more than 84,000 SANDAG FasTrak accounts

# Historical Milestones

For a complete list of historical milestones, visit [SANDAG.org/milestones](https://SANDAG.org/milestones).



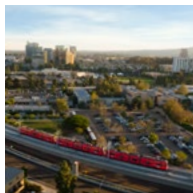
## 2023

- Celebrated the **35th anniversary of TransNet**
- Began initial design for the **Otay Mesa East Port of Entry** facilities
- Kicked off the **Purple Line** project study
- Awarded \$12.3 million in **Housing Acceleration Program** grants to local jurisdictions for 15 housing projects
- Hosted more than 7,000 people for the reimagined **Bike Anywhere Day**
- Broke ground on the **Border to Bayshore Bikeway**
- Launched two **neighborhood electric vehicle (NEV) pilot programs**
- Approved **Access for All Grant Program** funding for the first on-demand wheelchair-accessible service
- Launched a **Traffic Safety Dashboard**
- Continued to grow the **Youth Opportunity Pass** program, extending it for two more years



## 2022

- Celebrated the historic groundbreaking of the **Otay Mesa East project**
- Completed emergency repairs of the **Del Mar Bluffs**
- Launched the **Youth Opportunity Pass pilot program**
- Completed the first phase of the **North Coast Corridor program**
- Opened a record-breaking **11 miles of new bikeways** and broke ground on nearly 5 more
- Adopted a resolution to create a **Vision Zero Action Plan**
- Launched the **Open Data Portal**



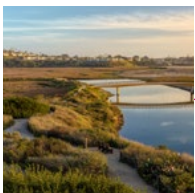
## 2021

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



## 2020

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



## 2019

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



# About this Budget

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

## The Budgeting Process

The Regional Plan (SANDAG.org/regionalplan) provides a long-term vision for the region and is updated every four years. From the Regional Plan, the Board and agency leadership work with our partners to identify which projects to prioritize. We then identify or pursue funding to complete those projects.

Once funding is identified for a project or program in the approved Regional Plan, it moves into the SANDAG Program Budget (SANDAG.org/budget). The SANDAG Program Budget spans one fiscal year (July 1 to June 30) for annual planning projects and 10 years for capital projects. It is updated annually. A draft budget goes to Caltrans and the Board, who provide feedback. After incorporating that feedback, a final budget is approved by the Board, usually in May of each year.

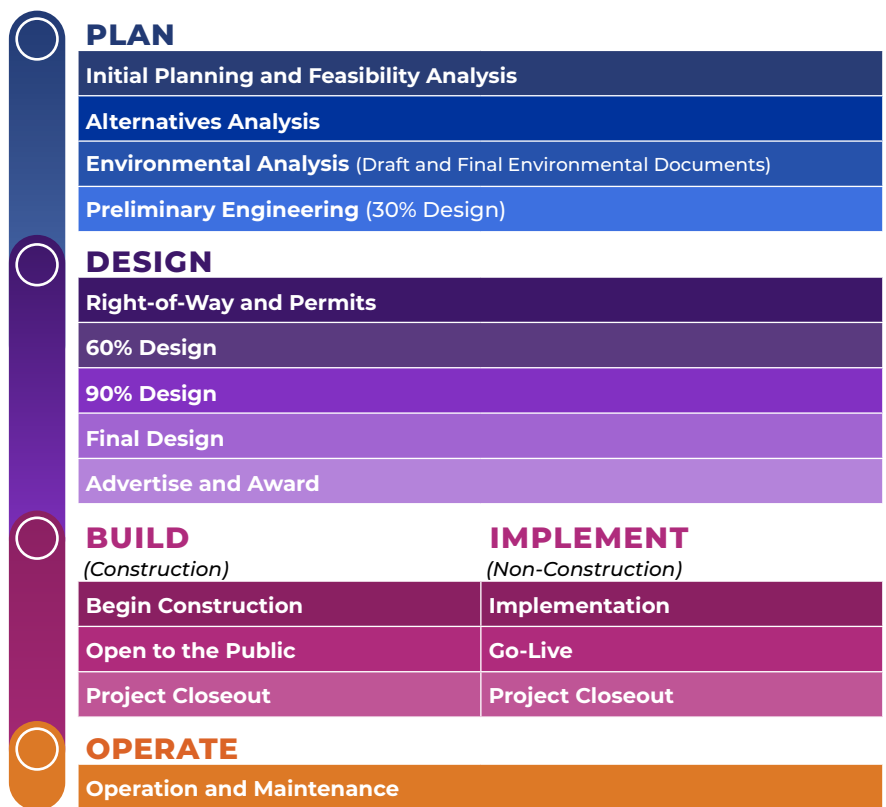
Finally, the projects in the approved budget move into the Regional Transportation Improvement Program (RTIP; SANDAG.org/rtip). This five-year, near-term, investment plan shows that funds are committed to execute projects and programs identified through the Regional Plan and Program Budget process. Projects must be in the RTIP in order for SANDAG to access federal, state, and TransNet funds.

All of these documents go through public comment periods and are reviewed and approved by the Board.



## Project Phases

SANDAG is continually working to fulfill our commitment to the people of this region through major infrastructure and planning projects. Once projects have gone through the approval and budgeting process outlined in The Budgeting Process section, they generally follow a similar progression. The graphic below explains the lifecycle of a typical project.



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



# TransNet

For more than three decades, TransNet has been the driving force for improving transportation infrastructure in the San Diego region. TransNet is the half-cent sales tax administered by SANDAG to fund local transportation projects consistent with the Regional Plan. It accounts for about 15% of the FY 2026 SANDAG Program Budget revenue and is crucial when competing for state and federal grant programs when a funding match is required. The majority of TransNet funding flows through SANDAG to transit operators and local jurisdictions.

TransNet dollars represent a relatively stable funding source for critical programs and projects. The initial 20-year TransNet program was approved by voters in 1987 and went into effect in 1988. It generated approximately \$3.8 billion between 1988 and 2008. In 2004, TransNet was extended by voters for an additional 40 years. The TransNet extension has generated approximately \$4.8 billion to date and has been vital in helping us secure additional federal, state, and local funds.

## How TransNet Funds Are Allocated

The TransNet program helps fund capital projects on our major corridors and bikeways, which impact transit, highways, freight movement, and active transportation (like biking and walking). TransNet also funds a variety of competitive grant programs for smart growth, active transportation, and transportation services for older adults and people with disabilities plus an environmental conservation program. SANDAG's TransNet Environmental Mitigation Program is our key strategy for protecting, preserving, and restoring native habitats that may be disturbed by construction of local and regional transportation projects. SANDAG also distributes TransNet funding to help jurisdictions complete street and road improvement projects.

Working with our partners Caltrans, MTS, and NCTD, SANDAG has delivered more than 700 TransNet projects for our communities, and we'll continue to deliver more through 2048 when the TransNet measure expires.



## Leveraging Power

### DID YOU KNOW?

For every **\$1 of TransNet funding**, SANDAG leverages an average of **more than \$2 in outside funds**.

Your local investment inspires state and federal funding agencies to contribute to the success of our projects.

TransNet



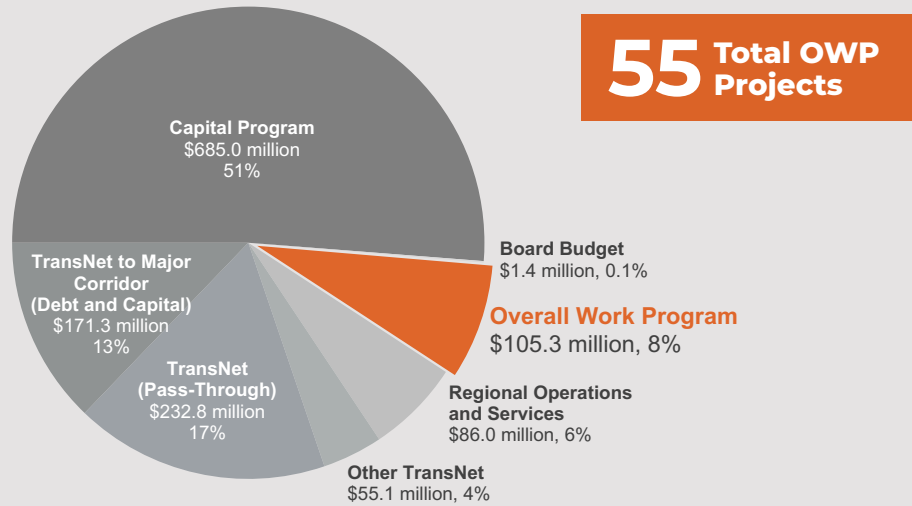
Outside funds



# BUDGET COMPONENTS AND PROJECT HIGHLIGHTS

## Overall Work Program

The Overall Work Program (OWP) is an inventory of the regional planning projects and programs that will be undertaken during the fiscal year. Planning, our core responsibility, is where everything begins. It encompasses budgeting, data and research, community engagement, and more. Examples of this work include the Regional Plan, transit planning, and grants. All of the OWP projects aim to improve quality of life for residents and visitors. TransNet is an important funding source for many grants, projects, and programs in the OWP.



**55** Total OWP Projects

## The Regional Plan

[SANDAG.org/regionalplan](http://SANDAG.org/regionalplan)

The Regional Plan is the guiding document for much of SANDAG’s work. It considers how we will grow, where we will live, and how we will move around the region, and then lays out a data-driven vision to achieve the near- and long-term goals of the region. The plan is updated every four years with input from the public, direction from the SANDAG Board, and the expertise of SANDAG staff. Recommendations provided by the California Air Resources Board (CARB) also provide critical input. Many of our major projects originated as part of the vision of the Regional Plan. TransNet is an important funding source for many projects and programs in the Regional Plan.



## Grants

[SANDAG.org/grants](https://www.sandag.org/grants)

SANDAG provides a variety of competitive grant programs to local jurisdictions, nonprofit organizations, community groups, and transportation partners. Through SANDAG grant programs, we allocate millions of dollars each year in local, state, and federal funds to create safer streets, promote travel choices, increase connectivity, and expand ways for older adults and individuals with disabilities to get around the region. Grant programs cycle through three major stages: Program updates tied to Regional Plan efforts or other areas, a competitive call for projects, and implementation.



### Program Updates

In FY 2026, the **Active Transportation Grant Program** will undergo an update based on Regional Plan direction and input from working groups. The goal of the update will be to maximize the program's impact and align with other funding opportunities. This TransNet-funded program expands active transportation options.



### Competitive

In FY 2026, we will review applications for the **TransNet Smart Growth Incentive Program** and **Flexible Fleets Pilot Grant Program** and consider funding awards for proposed projects to promote sustainable housing and transportation choices by creating walkable, bike-friendly, transit-accessible, higher-density development in urbanized areas.



### Implementation

In FY 2026, grantees from the **Specialized Transportation Grant Program** and **Access for All Grant Program** will implement their projects with oversight from SANDAG. These programs—funded by federal, state, and TransNet money—encourage local agencies and nonprofit organizations to expand transportation options for older adults and people with disabilities.

## Transit

By planning improvements and access opportunities to bus, rail, and ferry systems, SANDAG helps provide options for moving people and goods around the region while reducing environmental impacts.



### Purple Line

[SANDAG.org/purpleline](https://www.sandag.org/purpleline)

In response to years of community advocacy, the Purple Line is a future transit route that will connect South County to Sorrento Mesa through National City, City Heights, and Kearny Mesa, creating a dependable alternative to driving to major destinations for jobs, health care, education, and more.



### San Ysidro Mobility Hub

[SANDAG.org/symh](https://www.sandag.org/symh)

The current San Ysidro Transit Center serves one of the busiest international border crossings in the world. To meet the growing demand for accessible transportation in this area, we're reimagining the transit center as the future San Ysidro Mobility Hub. The planned upgrades aim to enhance safety, comfort, and efficiency.



### Youth Opportunity Pass

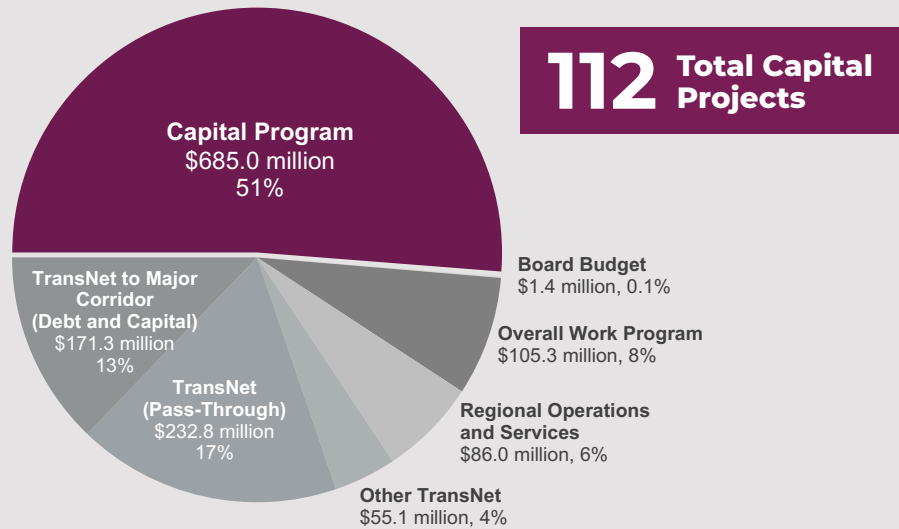
[SANDAG.org/yop](https://www.sandag.org/yop)

After more than a decade of advocacy by social justice community organizations, we launched our Transit Equity program in spring 2022. The Youth Opportunity Pass (YOP) pilot program provides free transit rides for young people ages 18 and under and has provided more than 20 million rides since its launch.

# BUDGET COMPONENTS AND PROJECT HIGHLIGHTS

## Capital Program

The Capital Program budget is the largest component of the SANDAG Program Budget. It includes the multiyear TransNet Major Corridors and Regional Bikeway Program and other transit and capital improvements. Capital projects include near-term and long-term infrastructure projects and encompass activities such as environmental clearance efforts, design, outreach, engineering, and construction. In addition to major corridor and bikeway projects, this component of the budget includes rail projects, mobility improvements at the border, environmental mitigation, and more.



## Bikeway Projects

[SANDAG.org/bikeprojects](http://SANDAG.org/bikeprojects)

One of our key priorities in planning our region's transportation system is providing an extensive network of bikeways and walkways to ensure biking, walking, and rolling are comfortable and convenient forms of everyday travel. All of our bikeway projects are part of the TransNet Regional Bikeway program.



### Eastern Hillcrest Bikeways

1.7 miles and the Normal Street Promenade



### Imperial Avenue Bikeway

3.5 miles



### Border to Bayshore Bikeway

6.7 miles



### Inland Rail Trail Phase 3

1 mile



### University Bikeway

2.8 miles

## Corridor Projects

[SANDAG.org/highwayprojects](http://SANDAG.org/highwayprojects)

We plan and construct improvements to the region's highways and freeways and plan new transit routes to help reduce traffic congestion along our busiest corridors, save commuters countless hours, and reduce gashouse emissions. Caltrans is a major partner in this work, and TransNet is a key funding source.



### SR 78

With our partners at Caltrans, we are working on many improvements to the SR 78 corridor. Projects include direct connectors between I-15 and SR 78, and I-5 and SR 78, plus new managed lanes on SR 78. Additionally, the proposed *Rapid 483* will start in Temecula, travel along I-15 to Escondido, then turn onto SR 78 where it will serve the City of San Marcos and the City of Carlsbad.



### SR 67

Along SR 67, we are working on improvements to enhance evacuation capacity, including a new bus route (*Rapid 277*) from Downtown Ramona, through Poway, and ending at the Sabre Springs Transit Center in the City of San Diego.



### SR 52

Operational improvements along SR 52 include the proposed *Rapid 880*. This route will start at the El Cajon Transit Center, pass through Santee, travel on SR 52, turn onto I-15 to serve transit centers and attractions in Kearny Mesa, then follow I-805 to University Towne Center, the VA hospitals, and UC San Diego.



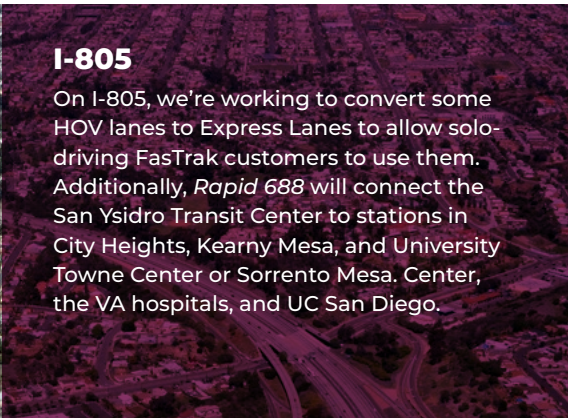
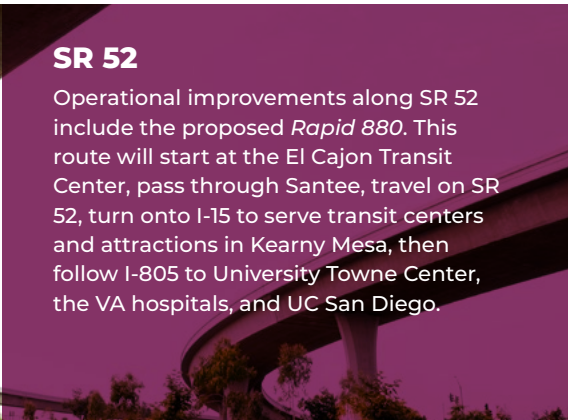
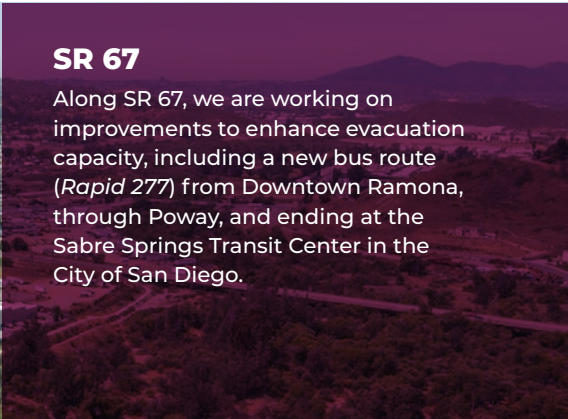
### I-805

On I-805, we're working to convert some HOV lanes to Express Lanes to allow solo-driving FasTrak customers to use them. Additionally, *Rapid 688* will connect the San Ysidro Transit Center to stations in City Heights, Kearny Mesa, and University Towne Center or Sorrento Mesa, Center, the VA hospitals, and UC San Diego.



### I-5

On I-5, *Rapid 640* will connect people coming from the San Ysidro Transit Center to some Blue Line Trolley stations and Downtown San Diego via City College and Santa Fe Depot.



## Environmental Mitigation

At SANDAG, our job is not only to plan and build major infrastructure projects, but also to make our communities better places to live. To this end, we are committed to protecting our environment in every corner of the region. Our work includes preserving native habitats, protecting endangered species, reducing greenhouse gas emissions, addressing climate change, protecting wetlands and coastal lagoons, and restoring sand to our beaches. One of our most important efforts is preserving thousands of acres of open space across the region that will benefit our communities for generations to come. Our TransNet Environmental Mitigation Program is a model for proactively protecting and conserving the environment while responsibly delivering critical transportation infrastructure.

## Rail Projects

SANDAG rail projects include improvements to both heavy and light rail infrastructure. Many of our capital rail projects aim to enhance the heavy rail of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor—the only rail connection between San Diego and the rest of the state and nation. Many LOSSAN projects are partially funded by TransNet. We also plan and build light rail systems operated by MTS and NCTD. All of our rail projects aim to improve the movement of people and goods through the region.



### Batiquitos Lagoon Double Track

[SANDAG.org/bltdt](https://www.sandag.org/bltdt)

As part of a suite of projects to increase the frequency and reliability of train service along the LOSSAN Corridor, SANDAG and Caltrans are constructing a second set of train tracks across the Batiquitos Lagoon in Carlsbad and replacing an 80-year-old wooden trestle bridge designed to improve lagoon tidal flow. The second track will allow trains to pass more easily.



### LOSSAN Rail Realignment

[SANDAG.org/railrealignment](https://www.sandag.org/railrealignment)

In response to landslides, erosion, and seismic activity which have caused collapses along the coastal bluffs in Del Mar and temporary shutdowns of the rail line, we are looking at options for realigning the tracks as a long-term solution for sea level rise and more substantial erosion.



### San Dieguito Double Track

[SANDAG.org/sddt](https://www.sandag.org/sddt)

The San Dieguito Double Track and Special Events Platform project will include 2.1 miles of double tracking, replacement of the San Dieguito Railway River Bridge above the 100-year floodplain, a special events transit platform at the Del Mar Fairgrounds, and other improvements.



### Del Mar Bluffs Stabilization

[SANDAG.org/delmarbluffs](https://www.sandag.org/delmarbluffs)

While we consider the option of realigning the tracks, repair work to stabilize the existing tracks along the Del Mar bluffs is ongoing. Working with our partners at NCTD and the City of Del Mar, our goals are to increase safety and service reliability and minimize the chances of track damage due to bluff retreat and seismic events.



### Palomar Grade Separation

[SANDAG.org/palomar](https://www.sandag.org/palomar)

In partnership with the City of Chula Vista and MTS, SANDAG plans to construct a grade separation at the Palomar Street and MTS rail crossing at Industrial Boulevard. The project will build a new two-lane bridge for Industrial Boulevard with a double-tracked rail bridge over the lowered Palomar Street. As part of the project, we will also maintain and improve associated bike lanes and sidewalks.

## Regional Connections

One of our responsibilities at SANDAG is to plan safe, clean, and economically friendly ways for people and goods to move throughout the region.



### Airport Transit Connection

[SANDAG.org/atc](https://www.sandag.org/atc)

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



### SR 11/Otay Mesa East Port of Entry

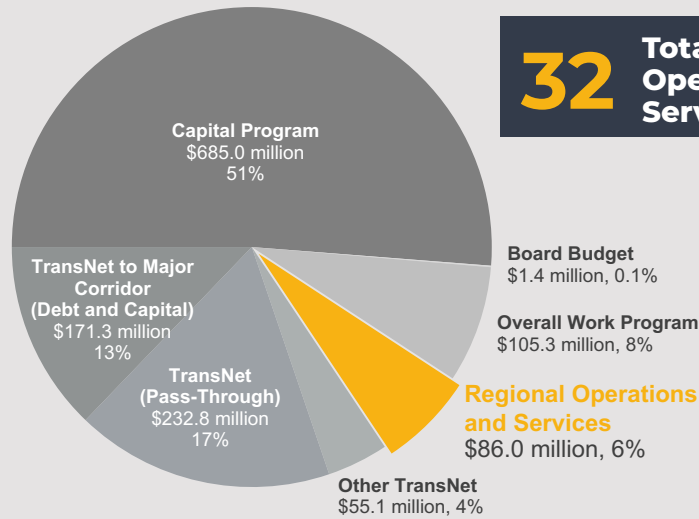
[SANDAG.org/ome](https://www.sandag.org/ome)

The SR 11/Otay Mesa East Port of Entry will create an innovative new land port of entry that will shorten border wait times, strengthen border security, improve mobility and air quality in the border region, fuel economic growth, and bolster binational trade. The project includes a new commercial vehicle enforcement facility, infrastructure to accommodate 100% nonintrusive inspections, and a four-lane highway (SR 11) that will connect directly to the new port of entry. The project will use dynamic tolling to enable fast, secure, and predictable crossings with a goal of 20- to 30-minute wait times at the new facility.

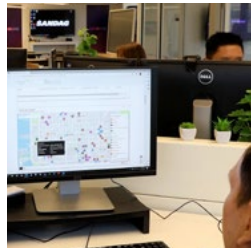
# BUDGET COMPONENTS AND PROJECT HIGHLIGHTS

## Regional Operations and Services

This component of the budget covers management of ongoing operational programs and customer services that deliver enhanced mobility and public safety services. It provides for maintenance and support of intelligent transportation and regional law enforcement data systems that support travelers and public safety agencies in the San Diego region.



**32** Total Regional Operations and Services Projects



### Criminal Justice Data Services

SANDAG creates and maintains and accesses a tremendous amount of data to better understand the needs of the region. One of the many functions of this data is to help local communities and policymakers understand and manage criminal justice issues. Our Regional **Criminal Justice Research and Clearinghouse** work assesses and analyzes crime control programs, patterns, reduction strategies. **Automated Regional Justice Information System (ARJIS)** is an information sharing network used by more than 60 local, state, and federal agencies. It provides public safety personnel with access to critical criminal justice data in the field which helps solve crimes and identify offenders.



### Toll Operations

SANDAG operates tolling on the I-15 Express Lanes and SR 125 Toll Road in the San Diego region using **FasTrak®**—the statewide toll collection system that allows customers to pay tolls electronically. We are transitioning to a new regional **tolling back-office system** (part of the Capital Program budget component) that will provide operational and customer service improvements and support improved communication with the public.

### Transportation Services

The Sustainable Transportation Services program provides services—supported in part by TransNet—that make it easier to walk, bike, carpool, vanpool, and ride transit throughout the San Diego region.

**15,000** people are reached through **bike education events**.

[SANDAG.org/bikeservices](https://www.sandag.org/bikeservices)

**150+** **bike lockers** are available throughout the region.

[SANDAG.org/bikeservices](https://www.sandag.org/bikeservices)

**200+** employers throughout the region participate in our **Employer Commuter Program**.

[SANDAG.org/commuterprogram](https://www.sandag.org/commuterprogram)

**750+** users of sustainable transportation have a **Guaranteed Ride Home**.

[SANDAG.org/grh](https://www.sandag.org/grh)

**2,500** participants each month use the **SANDAG Vanpool Program**.

[SANDAG.org/vanpool](https://www.sandag.org/vanpool)

In partnership with Caltrans and the California Highway Patrol, we are committed to improving safety for stranded motorists and reducing traffic congestion in the San Diego region through free roadside assistance on major freeways and highways. The SANDAG **Motorist Aid** program includes the **Freeway Service Patrol** and **Call Box** programs.

# Funding

State, federal, and local revenues represent the majority of the budget for our primary budget components, with TransNet sales tax accounting for 15%. (Learn more about TransNet on page 1-11.) Additionally, the 19 SANDAG member jurisdictions are assessed a fee according to population. Assessments fund Board expenses, the Office of the Independent Performance Auditor, government relations, criminal justice clearinghouse reporting, and other regional planning efforts. Member agency assessments will account for \$1.7 million in FY 2026. Budget amendments up to \$500,000 may be approved by the Policy Advisory Committees. Budget amendments of more than \$500,000 require approval by the Board.

## Funding Sources

SANDAG's Program Budget has many revenue sources including those detailed below. Actual estimates in the Draft FY 2026 Program Budget are developed and updated between November 2024 and the end of January 2025.

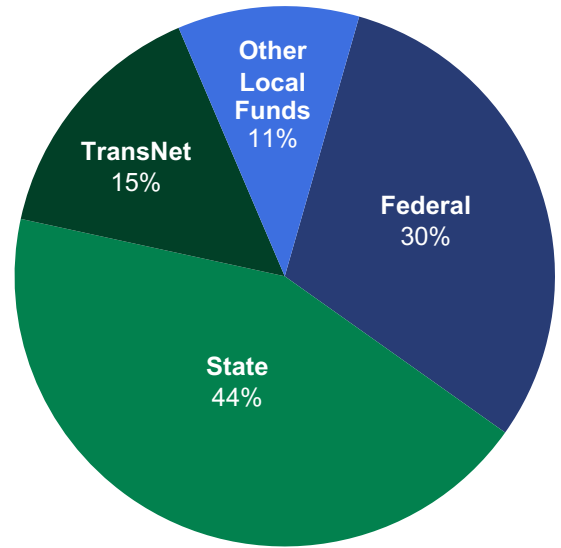
### Local Sales Tax Revenue

Each year, SANDAG updates its forecast of TransNet revenue to reflect the latest data and economic conditions. The data reveal weakness in sales tax revenue growth despite a healthy economy. As a result, we downgraded our outlook for TransNet revenue and our expectation for FY 2025 revenue.

After experiencing extraordinary growth in the three years following the onset of the COVID-19 public health emergency (FY 2021–FY 2023), sales tax revenue recorded negative growth in FY 2024. Collections were \$426.7 million (\$3 million—or 0.7%—lower than FY 2023). SANDAG initially anticipated the dip in FY 2024 to be a one-time occurrence. However, sales tax data in the first half of FY 2025 point to another year of negative growth. TransNet revenue in FY 2025 is predicted to be \$420.1 million (nearly \$14 million less than initially projected in the previous budget), so we have lowered our FY 2026 revenue projection to \$421 million. After FY 2026, TransNet revenue is forecast to gain momentum and converge on a long-term growth average that is slightly above 3% by FY 2029.

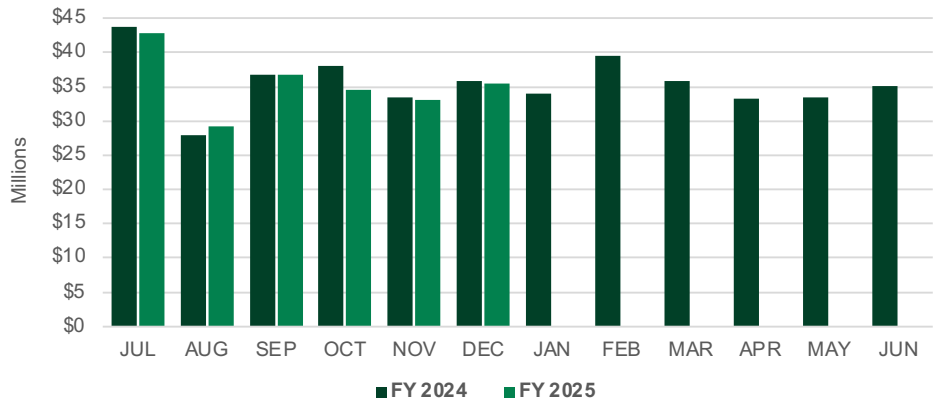
### Budget Revenue

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

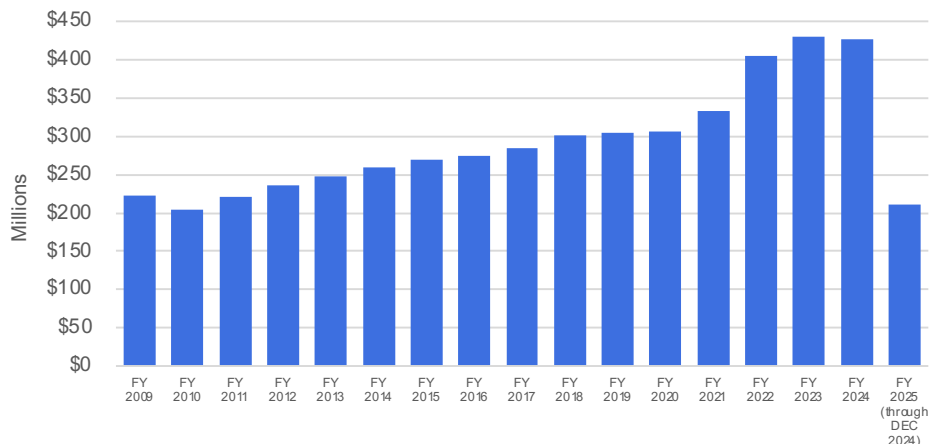


### TransNet Revenue Comparison by Month

July 2024–December 2024 only in FY 2025



### TransNet Revenue by Year





## Federal and State Revenue

SANDAG's revenue is subject to both the state and federal governments approving annual budgets, which we initially assume will remain flat. Actual appropriation of metropolitan planning organization (MPO) planning funds will be announced in subsequent notices appearing in the Federal Register.

Federal formula funds for capital projects increased in FY 2024 pursuant to the Infrastructure Innovation and Jobs Act (IIJA) and based on the region's air quality redesignation from moderate to severe, which increased the share of the annual Congestion Mitigation and Air Quality program apportionment. SANDAG and the transit agencies are also eligible for formula funds under several state programs that include planning, operations, and capital funding. Additional funding may become available through formula appropriation in FY 2025 depending on how the State of California distributes the additional funds made available through the passage of the IIJA.

## Other Revenue and Grants

Dedicated grants, enterprise revenue, and ongoing multi-year state and federal grant programs provide funding for projects and programs in the OWP, capital, and regional operations budget components. In particular, SANDAG and the transit agencies are eligible for discretionary funds under many federal and state programs with awards continuing in FY 2024 and FY 2025. SANDAG continuously competes for discretionary grants for its planning and capital programs that are added to the Program Budget as they are awarded.

The revenue generated on the SR 125 toll road and the I-15 Express Lanes have shown positive growth. Traffic and revenue on both of these roads increased during FY 2023 and the first quarter of FY 2024. Toll and Express Lane revenues will be updated for the Draft 2025 Program Budget along with the rest of the revenues discussed above.



## Local Economic Outlook

While recession fears have faded, we expect modest economic growth for the San Diego region. The national and state economies ran hot in 2023 and 2024, averaging above 3% in annual GDP growth. However, the San Diego region has not kept pace. In 2023, the region's GDP grew by 1.4%, and 2024 and 2025 are expected to remain at a similar growth rate.

The employment situation in the region remains healthy even as unemployment ticked up through 2024. Month-over-month, the number of jobs in the region has grown, resulting in 2024 total employment that surpassed 2023 levels. This employment growth, coupled with strong, real wage growth, is anchoring the economy. Additionally, price pressure is easing in the second half of 2024, which further solidifies the region's economy.

While the employment situation and strength of the consumer in San Diego are positive, two key sectors in the region will continue to face headwinds. The slower-than-expected rate cuts by the Federal Reserve through 2024 are creating a drag on manufacturing and real estate. Higher interest rates have slowed business investment and stalled the absorption of commercial and industrial real estate. In the residential markets, mortgage rates—despite falling—remain at levels that deter residential home listings and continue to put upward pressure on home prices.



## Partners

### Coordinating Agencies

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

Examples of agencies with whom we coordinate and collaborate include MTS, NCTD, the California Air Resources Board, California Department of Transportation (Caltrans) District 11, Southern California Tribal Chairmen's Association (SCTCA), peer MPOs, the U.S. Department of Defense, the Republic of Mexico, and many others. We engage with these agencies in a variety of ways. For example, SANDAG maintains formal agreements with the Southern California Tribal Chairmen's Association (SCTCA) to collaborate with the region's 17 sovereign tribal nations to ensure that our plans for the region protect tribal lands, culture, and resources throughout every stage of the process. Through a government-to-government framework, SANDAG collaborates with SCTCA to convene tribal summits every four years where regional leaders from local governments and federally recognized tribal governments engage in a diplomatic dialogue and identify priority actions. We also partner with community-based organizations selected through a competitive request for proposals process. To find out more, visit our website at [SANDAG.org/partners](https://www.sandag.org/partners).

### Federal Certification Process

Federal metropolitan transportation planning regulations require annual certification that SANDAG's planning process conforms with all applicable federal requirements. The certification finding is based upon several factors:

- ▶ The agency must be officially designated as the Metropolitan Planning Organization for the San Diego region.<sup>1</sup>
- ▶ SANDAG must have an adopted RTP,<sup>2</sup> RTIP,<sup>2</sup> and OWP<sup>2</sup> that meet the necessary federal requirements.
- ▶ The RTP and RTIP must be consistent with the regionally adopted air quality plan.<sup>2</sup>

SANDAG provides the appropriate documents and endorsements to Caltrans and maintains file copies. As a part of the annual Program Budget and OWP adoption process, the Board makes the required certification finding. The finding is then transmitted to Caltrans, the Federal Highway Administration, and the Federal Transit Administration. Caltrans notifies SANDAG if there are any deficiencies in the planning process which could result in conditional certification. In such a case, the corrective actions and the date by which they must be taken are specified in an agreement between SANDAG and Caltrans.

<sup>1</sup> 23 U.S.C. 134, 49 U.S.C. 1607

<sup>2</sup> Sec. 174 and 176(c) and (d) of the Clean Air Act



## Setting Performance Targets and Selecting Projects

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

## Public Participation Process

The success of SANDAG’s regional projects and programs depends on fostering a close relationship with communities throughout our region. Public outreach efforts are guided by SANDAG Board Policy No. 025, Public Participation Plan Policy (PPP, available at [SANDAG.org/legal](https://www.sandag.org/legal)), the agency’s commitment to equity ([SANDAG.org/equity](https://www.sandag.org/equity)), and our Language Assistance Plan (LAP, [SANDAG.org/languageassistance](https://www.sandag.org/languageassistance)). The PPP establishes a process for communicating with and obtaining input from the public concerning agency programs, projects, and funding. It addresses Title VI and related requirements. The PPP includes procedures, strategies, and outcomes associated with the ten requirements listed in 23 CFR 450.316. The plan also fulfills various state and federal requirements pertaining to public involvement. As required by the Federal Transit Administration, the LAP identifies groups in the San Diego region that may need additional support and how language assistance—comprised of translation and interpretation services—is provided to people with limited English proficiency.

SANDAG has an obligation to ensure that everyone has safe, healthy, and accessible ways to get involved by providing a variety of opportunities to connect. Members of the public are invited to:

- ▶ Apply to serve on the TransNet Independent Taxpayer Oversight Committee or the Audit Committee
- ▶ Attend public hearings, workshops, and community meetings which are held virtually and/or in person
- ▶ Provide feedback through surveys, phone hotlines, our website, written correspondence, etc.
- ▶ Engage with us through our website, social media, and in-person events such as community fairs and workshops
- ▶ Learn more through fact sheets, reports, emails, and other publications

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

# Understanding this Document

## Project Type Glossary

SANDAG is continually working to fulfill our commitment to the people of this region through large infrastructure projects. We are also working on other projects throughout the region which are included in this budget. This visual glossary explains many project types you may find mentioned in this document.



### Arterial Improvement

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



### Bus Layover

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



### Circulator Route

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



### Connector

A ramp that connects one highway to another.



### Direct Access Ramp (DAR)

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



### Express Route

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



### Highway Intersection Improvements

Improves safety, and traffic flow in places where a highway crosses a major road.



### Highway Straightening

Removes curves from highways.



### Interchange

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



### LOSSAN Improvements

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



### Local Route

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



### Managed Lanes (ML)

Separated highway lanes set aside for multi-passenger transportation like buses or carpoolers, or for people who pay a toll.



### Managed Lane Connector

Ramps that connect managed lanes on different freeways.



### Microtransit

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



### Mobility Hub

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



### Multimodal Corridor Improvements

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



### Neighborhood Electric Vehicle (NEV) Service

Small, on-demand electric shuttle available for short trips in a small area (ex. FRED San Diego).



### Otay Mesa East Port of Entry (OME POE)

A new U.S./Mexico border crossing.



### Purple Line

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



### Rapid Bus

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



### Reversible Managed Lanes

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



### Shoulder Widening

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



### Train and Trolley Improvements

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

# How To Read This Budget

Throughout this book, there are detailed budgets for each of the projects and initiatives SANDAG will undertake in FY 2026. In chapter 2, find descriptions and summaries for our Overall Work Program (OWP) projects. In chapter 5, find the same information for our Capital Program projects. Below is a quick guide to reading and understanding these pages

## Overall Work Program (OWP)

- Project expenses are listed out to include previous years with a multiyear total.
- The "Objective" explains what we plan to do.
- "Previous Accomplishments" explains related past work.
- "Justification" outlines why we are doing this work.
- "Future Activities" explains what will happen related to this when this work is complete.

**Work Element:** 3322302 - South County Rapid Transit  
**Project Manager:** Jennifer Williamson

| Expense                      | FY 2025 Budget     | FY 2026 Budget     | Future Years       | Multi-Year Total   |
|------------------------------|--------------------|--------------------|--------------------|--------------------|
| Salaries, Benefits, Indirect | \$350,000          | \$712,021          | \$914,979          | \$1,977,000        |
| Other Direct Costs           | \$3,000            | \$8,000            | \$12,000           | \$23,000           |
| Contracted Services          | \$800,000          | \$2,200,000        | \$2,000,000        | \$5,000,000        |
| <b>Total</b>                 | <b>\$1,153,000</b> | <b>\$2,920,021</b> | <b>\$2,926,979</b> | <b>\$7,000,000</b> |

| Funding      | FY 2025 Funding    | FY 2026 Funding    | Future Years       | Multi-Year Total   |
|--------------|--------------------|--------------------|--------------------|--------------------|
| FTA 5307     | \$1,153,000        | \$2,920,021        | \$2,926,979        | \$7,000,000        |
| <b>Total</b> | <b>\$1,153,000</b> | <b>\$2,920,021</b> | <b>\$2,926,979</b> | <b>\$7,000,000</b> |

**Objective**  
 The objective of this work element is to evaluate options for improving transit travel times, increasing ridership, and expanding travel options between the U.S.-Mexico border and Downtown San Diego. This includes a near-term Rapid service in the corridor (e.g., Rapid 640) and a feasibility assessment of increasing rail capacity in the corridor to enable operation of additional service (e.g., extension of Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor service to the border and future integration of Purple Line and Blue Line operations). Emphasis in FY 2026 will include planning and outreach activities to develop alternatives, cost estimates, implementation strategies, and final summary reports.

**Previous Accomplishments**  
 Work completed in FY 2025 includes project scope development, requests for proposals documentation to procure a consultant, stakeholder and public outreach strategy development, and existing conditions assessment.

**Justification**  
 The I-5 corridor is one of the most heavily used in the region. The Blue Line Trolley has the highest ridership of any service in the Metropolitan Transit System and serves key local communities as well as a large cross-border population connecting to employment, education, and other essential services. Despite high ridership, current transit travel times are double that of personal-auto drive times in the corridor. Prioritizing performance improvements to transit as well as expanding travel options in this corridor advances the Regional Plan and aligns with state and federal planning goals included in the California State Rail Plan and Corridor Identification and Development Program.

| Task No. | Total       | Task Description                                                       | Task Product           | Completion Date |
|----------|-------------|------------------------------------------------------------------------|------------------------|-----------------|
| 1.       | \$715,021   | SANDAG staff administrative efforts and consultant oversight (Staff)   | Administration         | 6/30/2026       |
| 2.       | \$1,000,000 | Rapid 640 Development (Staff/Consultant)                               | Summary Technical Memo | 6/30/2026       |
| 3.       | \$800,000   | LOSSAN Corridor extension to the border feasibility (Staff/Consultant) | Summary Technical Memo | 6/30/2026       |
| 4.       | \$405,000   | Community outreach and engagement to support alternatives analysis     | Public engagement plan | 6/30/2026       |

**Future Activities**  
 Future activities include further study of project alternatives, integration of study findings and recommendations into the Regional Plan and Regional Transportation Improvement Program, and coordination with local, state, and federal agencies.

- Income that will fund this project is listed similarly to expenses.
- Details of what we plan to do including funding for each component task.

## Capital Improvement Project (CIP)

- The "Project Scope" explains briefly what we are doing in this project.
- "Progress to Date" conveys the status of the project as of July 1, 2025, and the projected work for FY 2026.
- In "Major Milestones," we share our best estimate of when we'll meet key goals of the project.

**Project Name:** Del Mar Bluffs Access Improvements  
**CIP No.:** 1147101 **RTIP No.:** SAN206  
**Project Manager:** Alexandra DeVaux **Corridor Director:** Bruce Smith


**Project Scope:**  
 Environmental clearance and design of pedestrian access improvements, which are anticipated to include a lateral (North-South) trail, a railroad crossing and a vertical accessway (East-Nest) to the beach.

**Project Limits:**  
 On LOSSAN Rail Corridor from Mile Post (MP) 244.1 near Coast Boulevard to MP 246.1 near McGoogle Road.

**Progress to Date:**  
 The preliminary engineering and environmental clearance phase started in FY 2025, with design now 30% complete. Work will continue into FY 2026, and the Draft Environmental Document is expected in the first quarter of the fiscal year.

**Major Milestones:**

| Milestone                    | Date    |
|------------------------------|---------|
| Draft Environmental Document | July 25 |
| Final Environmental Document | July 28 |
| Ready to Advertise           | TBD     |
| Begin Construction           | TBD     |
| Open to Public               | TBD     |
| Construction Complete        | TBD     |



| Budget Phase           | Prior Years | FY 25        | FY 26          | FY 27          | FY 28           | FY 29          | FY 30        | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|-------------|--------------|----------------|----------------|-----------------|----------------|--------------|------------|------------|------------|------------|-----------------|
| Administration         | \$0         | \$206        | \$324          | \$252          | \$360           | \$144          | \$72         | \$0        | \$0        | \$0        | \$0        | \$1,442         |
| Environmental Document | \$0         | 400          | 1,000          | 200            | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 1,600           |
| Design                 | 0           | 0            | 700            | 1,700          | 937             | 0              | 0            | 0          | 0          | 0          | 0          | 3,337           |
| Right-of-Way Support   | 0           | 0            | 20             | 20             | 20              | 0              | 0            | 0          | 0          | 0          | 0          | 60              |
| Right-of-Way Capital   | 0           | 0            | 50             | 50             | 50              | 0              | 0            | 0          | 0          | 0          | 0          | 150             |
| Construction Support   | 0           | 0            | 0              | 150            | 1,448           | 1,448          | 338          | 0          | 0          | 0          | 0          | 3,384           |
| Construction Capital   | 0           | 0            | 0              | 0              | 7,427           | 5,617          | 0            | 0          | 0          | 0          | 0          | 13,044          |
| Vehicles               | 0           | 0            | 0              | 0              | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0           | 0            | 0              | 0              | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 0           | 0            | 24             | 72             | 24              | 0              | 0            | 0          | 0          | 0          | 0          | 120             |
| Communications         | 0           | 0            | 12             | 12             | 168             | 48             | 0            | 0          | 0          | 0          | 0          | 240             |
| Project Contingency    | 0           | 25           | 25             | 25             | 25              | 25             | 0            | 0          | 0          | 0          | 0          | 125             |
| <b>Total SANDAG</b>    | <b>\$0</b>  | <b>\$713</b> | <b>\$2,155</b> | <b>\$2,481</b> | <b>\$10,499</b> | <b>\$7,282</b> | <b>\$416</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$23,500</b> |

| Budget Phase                | Prior Years | FY 25        | FY 26          | FY 27          | FY 28           | FY 29          | FY 30        | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|-------------|--------------|----------------|----------------|-----------------|----------------|--------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0         | \$0          | \$0            | \$0            | \$0             | \$0            | \$0          | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0           | 0            | 0              | 0              | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0           | 0            | 0              | 0              | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0           | 0            | 0              | 0              | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0           | 0            | 0              | 0              | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0           | 0            | 0              | 0              | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0           | 0            | 0              | 0              | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>  | <b>\$0</b>   | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$0</b>  | <b>\$713</b> | <b>\$2,155</b> | <b>\$2,481</b> | <b>\$10,499</b> | <b>\$7,282</b> | <b>\$416</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$23,500</b> |

| Funding Source       | Prior Years | FY 25        | FY 26          | FY 27          | FY 28          | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|----------------------|-------------|--------------|----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|----------------|
| Federal              | \$0         | \$173        | \$2,155        | \$2,481        | \$3,651        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$9,200        |
| 4100021 881P         | \$0         | \$173        | \$2,155        | \$2,481        | \$3,651        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$9,200        |
| <b>Total Funding</b> | <b>\$0</b>  | <b>\$173</b> | <b>\$2,155</b> | <b>\$2,481</b> | <b>\$3,651</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$9,200</b> |

- The "Project Limits" and "Site Location" map define the location of the project.
- These two sections show the estimated spending per fiscal year.
- This is the grand total expected cost to complete the project scope.
- The "Funding Plan" outlines the secured funding for the project over time.

# Revenue and Expenditure Summary

## Revenue Summary

| Revenue Summary                                        | Regional Capital Projects |                                  |                      |                                   |                      |                                |                        | Ch. Reference  |
|--------------------------------------------------------|---------------------------|----------------------------------|----------------------|-----------------------------------|----------------------|--------------------------------|------------------------|----------------|
|                                                        | OWP Projects              | Regional Operations and Services | SANDAG               | Caltrans and Other Local Agencies | TransNet Program     | Board Budget and Admin Reserve | Total Program Budget   |                |
| Federal Grants                                         | \$46,296,404              | \$11,643,027                     | \$158,822,726        | \$50,065,183                      | -                    | -                              | \$266,827,340          | 2, 3, and 5    |
| State Grants                                           | 32,114,346                | 23,665,393                       | 232,076,036          | 95,119,000                        | -                    | -                              | 382,974,775            | 2, 3, and 5    |
| TransNet Sales Tax Revenue                             | -                         | -                                | -                    | -                                 | 421,507,511          | -                              | 421,507,511            | 4              |
| Interfund TransNet Transfers (including debt proceeds) | 12,218,483                | 1,323,887                        | 93,982,646           | 24,525,204                        | -                    | 1,173,561                      | 133,223,781            | 2, 3, 5, and 6 |
| Transportation Development Act Funds                   | 10,008,021                | -                                | 396,140              | -                                 | -                    | -                              | 10,404,161             | 2 and 5        |
| Member Agency Assessments                              | 352,958                   | 308,380                          | -                    | -                                 | -                    | 1,050,439                      | 1,711,777              | 2, 3 and 6     |
| Other Funds                                            | 4,302,362                 | 49,054,523                       | 28,909,063           | 1,129,000                         | -                    | -                              | 83,394,948             | 2, 3, and 5    |
| Interest Income                                        | -                         | -                                | -                    | -                                 | 37,741,479           | -                              | 37,741,479             | 4              |
| <b>Total Revenues</b>                                  | <b>\$105,292,574</b>      | <b>\$85,995,210</b>              | <b>\$514,186,611</b> | <b>\$170,838,387</b>              | <b>\$459,248,990</b> | <b>\$2,224,000</b>             | <b>\$1,337,785,772</b> | -              |

## Expenditure Summary

| Expenditure Summary                                   | Regional Capital Projects |                                  |                      |                                   |                      |                                |                        | Total Program Budget |
|-------------------------------------------------------|---------------------------|----------------------------------|----------------------|-----------------------------------|----------------------|--------------------------------|------------------------|----------------------|
|                                                       | OWP Projects              | Regional Operations and Services | SANDAG               | Caltrans and Other Local Agencies | TransNet Program     | Board Budget and Admin Reserve |                        |                      |
| Direct Personnel Costs                                | \$23,035,755              | \$16,843,794                     | \$20,716,720         | -                                 | \$343,517            | -                              | \$60,939,786           |                      |
| Administration (Indirect) Costs                       | 15,791,514                | 4,183,182                        | 14,641,137           | -                                 | 244,019              | 855,000                        | 35,714,852             |                      |
| Direct Project Costs                                  | 24,297,951                | 60,792,578                       | 478,828,754          | 170,838,387                       | -                    | -                              | 734,757,670            |                      |
| Board Related Functions                               | -                         | -                                | -                    | -                                 | -                    | 1,369,000                      | 1,369,000              |                      |
| Pass-Through Expenditures                             | 42,167,354                | 4,175,656                        | -                    | -                                 | -                    | -                              | 46,343,010             |                      |
| TransNet Administrative Allocations                   | -                         | -                                | -                    | -                                 | 7,842,614            | -                              | 7,842,614              |                      |
| TransNet Bicycle, Pedestrian, and Neighborhood Safety | -                         | -                                | -                    | -                                 | 8,430,150            | -                              | 8,430,150              |                      |
| TransNet Independent Taxpayer Oversight Committee     | -                         | -                                | -                    | -                                 | 527,740              | -                              | 527,740                |                      |
| TransNet Major Corridors Program                      | -                         | -                                | -                    | -                                 | 171,346,656          | -                              | 171,346,656            |                      |
| TransNet New Major Corridor Transit Operations        | -                         | -                                | -                    | -                                 | 32,733,677           | -                              | 32,733,677             |                      |
| TransNet Transit System Improvements                  | -                         | -                                | -                    | -                                 | 66,679,713           | -                              | 66,679,713             |                      |
| TransNet Local System Improvements                    | -                         | -                                | -                    | -                                 | 133,359,425          | -                              | 133,359,425            |                      |
| Allocable Interests                                   | -                         | -                                | -                    | -                                 | 37,741,479           | -                              | 37,741,479             |                      |
| <b>Total Expenditures</b>                             | <b>\$105,292,574</b>      | <b>\$85,995,210</b>              | <b>\$514,186,611</b> | <b>\$170,838,387</b>              | <b>\$459,248,990</b> | <b>\$2,224,000</b>             | <b>\$1,337,785,772</b> |                      |

## **Adoption of FY 2026 Program Budget, and Providing for All Authorizations Necessary and Pertinent Thereto**

WHEREAS, the San Diego Association of Governments (SANDAG) Bylaws stipulate that the Board of Directors shall adopt a final Program Budget no later than June 30 of each year; and

WHEREAS, SANDAG serves as the San Diego County Regional Transportation Commission (RTC) and California Public Utilities Section 132104(a), which is part of the enabling legislation creating the RTC, requires the adoption of an annual budget; and

WHEREAS, the adopted FY 2026 Program Budget, including the Overall Work Program (OWP), anticipates reliance on federal, State of California, and other funds, which require certification of nonfederal matching funds; and

WHEREAS, such required match is identified as being available from Transportation Development Act funds, member agency assessments, local assistance, and other local funds and in-kind services; and

WHEREAS, pursuant to SANDAG Board Policy No. 017, Delegation of Authority, adoption of the annual budget by the Board shall automatically authorize the Chief Executive Officer to enter into any agreements or take any other actions necessary to implement budget items or other actions approved by the Board; and

WHEREAS, California Code of Regulations, Title 2, Section 570.5 (Requirement for a Publicly Available Pay Schedule) and Sections 571(b) and 571.1 (Definition of Special Compensation) were adopted by the California Public Employee Retirement System to provide specific requirements on how public agencies should approve and document pay rates and special compensation items; and

WHEREAS, it is necessary to authorize the SANDAG Chief Executive Officer to reimburse SANDAG for necessary administrative expenditures made on behalf of the RTC, including Board expenses, SANDAG staff services, and contractual services necessary to carry out the legal, administrative, auditing, and investment management responsibilities of the RTC;

NOW THEREFORE

The SANDAG Board of Directors, ALSO ACTING AS THE RTC, DOES HEREBY RESOLVE AS FOLLOWS:

- a. The FY 2026 Program Budget and associated Position Classification / Salary Range Table, hereby incorporated by reference, is adopted in an amount projected to be \$1.3 billion, including the OWP in the amount of \$105.3 million, the annual portion of the Capital Program in the amount of \$685 million, and the annual portion of Regional Operations and Programs in the amount of \$86 million. The SANDAG Director of Finance hereby is authorized to finalize the FY 2026 appropriations based on actual grant agreements/funding contracts executed, transfer of funds from consolidated transit agencies, actual sales tax revenues, sales tax-backed commercial paper proceeds, interest earnings received pursuant to this budgetary authority, and actual end-of-year carryover funds status as determined by the Director of Finance; and
- b. Each member agency hereby is assessed its share of the amount shown in the adopted FY 2026 Program Budget for the base SANDAG membership, the Criminal Justice Clearinghouse assessment, and for the Automated Regional Justice Information System assessment; and
- c. The FY 2026 Position Classification / Salary Range Table and FY 2026 Special Compensation Table (Chapter 8) are hereby duly approved consistent with 2 CCR § 570.5, 571(b), and § 571.1; and
- d. The SANDAG Chief Executive Officer, or his/her designee, is authorized to make, if applicable, such personnel changes and employee compensation and benefits package adjustments for which funding is provided in the adopted FY 2026 Program Budget and as may be amended by the Board; and
- e. The SANDAG Chief Executive Officer, or his/her designee, is hereby authorized to submit grant applications and revenue claims, and execute grant and revenue agreements in the amounts identified in this adopted FY 2026 Program Budget and as may be amended subject to the final agreement of the funding agencies; and
- f. The SANDAG Chief Executive Officer, or his/her designee, is hereby authorized to execute grant agreements and all necessary documents and covenants required by granting agency laws, rules, and administrative regulations, and the Board hereby certifies the required nonfederal match to the above listed agencies and in the amounts necessary subject to SANDAG Director of Finance certification of funds availability; and
- g. The SANDAG Chief Executive Officer, or his/her designee, is hereby authorized to invest or to reinvest funds, and to sell or exchange securities so purchased, in accordance with the full allowances, conditions, and limitations set forth in Board Policy No. 003, Investment Policy, during FY 2026.
- h. The SANDAG Chief Executive Officer is hereby authorized to accept funds from member agencies and other entities for the performance of Service Bureau projects and is further authorized to enter into agreements for goods and services in any amount requested by the entities as may be necessary to carry out the project; and



BE IT FURTHER RESOLVED that a copy of this resolution and adopted  
FY 2026 Program Budget be filed with the Clerk of each member agency.

PASSED AND ADOPTED this            of May 2025.

**Ayes**

**Noes**

**Absent**

---

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

[Seal]

Attest

---

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

DRAFT



## CHAPTER 2

# Overall Work Program Projects

---

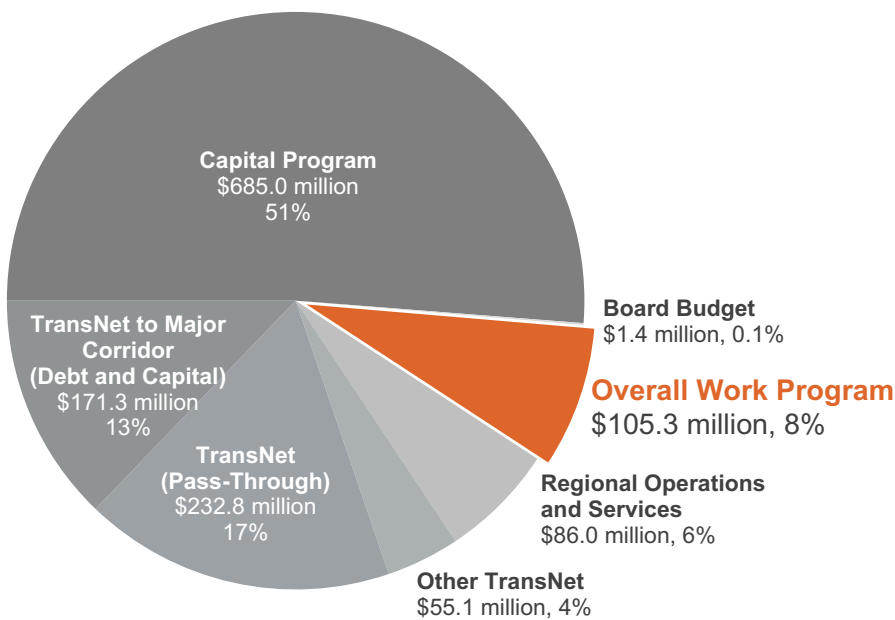
This chapter contains project descriptions and financial summaries for our Overall Work Program (OWP) projects.

## CHAPTER 2

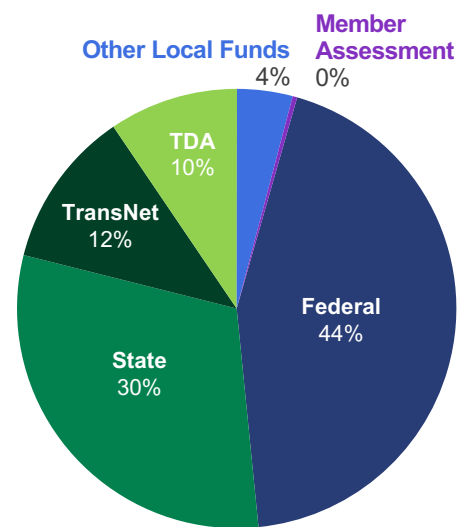
# Overall Work Program Projects

Project descriptions contain planning activities, tasks, products, and completion dates. FY 2026 budgeting is presented alongside prior-year expenditures and multiyear total budgets (where applicable). In the financial summaries, we identify sources of funding, application of funds (by expense category), the expense summary, and the contracted services budget. The revenue summary shows which work elements are specifically supported by annual federal planning funds. These constitute the core funding for the OWP. The Federal Highway Administration, Federal Transit Administration, and Caltrans appropriate these Consolidated Planning Grant Program funds. These agencies are authorized to review and approve the funded activities to ensure that they comply with federally established criteria for core planning functions. The final section shows the historical comparison of current project budgets relative to FY 2025 estimated expenditures and FY 2024 actual expenditures.

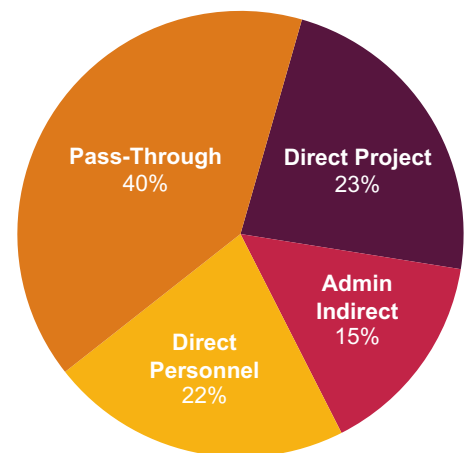
### Total Budget Breakdown



### Revenue



### Expenses



### Major Work Efforts

- ▶ Regional Plan development, implementation, and outreach
- ▶ Data science, analytics, and modeling
- ▶ Regional Housing Acceleration Program
- ▶ Smart Growth Incentive Program
- ▶ Active Transportation Grant Program
- ▶ Access for All Grant Program
- ▶ TransNet financial management
- ▶ Rapid bus projects
- ▶ Zero-emission vehicle infrastructure and Incentives
- ▶ Blue Line and Purple Line planning
- ▶ Flexible Fleets initiative

**55** Total OWP Projects

FY 2026 Overall Work Program Projects

**List of Projects**

|                                                                                         |      |                                                                                       |      |
|-----------------------------------------------------------------------------------------|------|---------------------------------------------------------------------------------------|------|
| 1500000 Project Monitoring and Oversight .....                                          | 2-13 | 3322300 San Ysidro Mobility Hub Planning .....                                        | 2-54 |
| 1500100 TransNet Financial Management .....                                             | 2-15 | 3322301 Blue Line Express Feasibility Study .....                                     | 2-56 |
| 1500300 Funds Management and Oversight .....                                            | 2-17 | 3322302 South County Rapid Transit .....                                              | 2-57 |
| 1500400 OWP and Budget Programs Management .....                                        | 2-18 | 3322500 Purple Line Conceptual Studies .....                                          | 2-58 |
| 1500800 TDA Funds Management and Oversight .....                                        | 2-20 | 3322501 Purple Line Alternative Analysis .....                                        | 2-59 |
| 2300000 Data Science, Analytics, and Modeling .....                                     | 2-21 | 3322800 Imperial Avenue Bikeway Art Installations .....                               | 2-61 |
| 2300001 Data Science Research Assistance .....                                          | 2-24 | 3330700 Regional ITS Planning .....                                                   | 2-62 |
| 3100400 Regional Plan Implementation .....                                              | 2-25 | 3401601 Next Gen Rapid R-625 Advanced Planning .....                                  | 2-63 |
| 3100404 Tribal Consultation Program .....                                               | 2-27 | 3402101 Border Climate Adaptation & Environmental<br>Justice Plan – FY24/25 .....     | 2-64 |
| 3100408 Regional Plan Outreach FY 2026 .....                                            | 2-29 | 3402200 Downtown La Mesa Trolley<br>Prioritization - FY 23/24 .....                   | 2-66 |
| 3100600 Air Quality Planning and Transportation<br>Conformity .....                     | 2-31 | 3402300 Reconnecting Communities Study – FY23/24 .....                                | 2-68 |
| 3102700 Regional Transportation Safety Program .....                                    | 2-32 | 3402301 Barrio Logan Freeway Lid Study .....                                          | 2-69 |
| 3102800 Federal Performance Management and<br>Congestion Management Process .....       | 2-33 | 3402400 San Diego Regional VMT Mitigation Program –<br>FY 23/24 .....                 | 2-70 |
| 3102900 Regional Infrastructure Incubator .....                                         | 2-34 | 3430200 Smart Corridors .....                                                         | 2-72 |
| 3103000 Regional Plan Development .....                                                 | 2-35 | 3501000 Flexible Fleet Pilots .....                                                   | 2-73 |
| 3103100 Regional Housing Needs Assessment .....                                         | 2-37 | 3501002 Microtransit Pilot Southeast SD .....                                         | 2-74 |
| 3200200 Regional Shoreline Management Planning .....                                    | 2-38 | 3502000 Regl EV Charger Incntve Prg: CALeVIP .....                                    | 2-75 |
| 3202000 Regional Climate Action Plan .....                                              | 2-40 | 3503000 Next OS Planning .....                                                        | 2-76 |
| 3300100 TransNet Smart Growth Incentive &<br>Active Transportation Grant Programs ..... | 2-41 | 3505000 Youth Opportunity Pass Program .....                                          | 2-78 |
| 3300200 Active Transportation Planning and Programs .....                               | 2-43 | 7300000 TransNet Program: Public Engagement<br>and Education .....                    | 2-79 |
| 3311700 Transportation Performance Monitoring<br>and Reporting .....                    | 2-44 | 7300100 Public Engagement & Education Activities .....                                | 2-81 |
| 3320100 Transit Planning .....                                                          | 2-46 | 7300200 Public Awareness .....                                                        | 2-83 |
| 3320200 Specialized Transportation Grant Program .....                                  | 2-48 | 7300300 Software Development Services .....                                           | 2-84 |
| 3321400 Enhanced Mobility for Seniors and<br>Disabled Pass Through .....                | 2-49 | 7300400 Government Relations .....                                                    | 2-86 |
| 3321901 Regional Housing Acceleration<br>Program - REAP 2.0 .....                       | 2-50 | 7300500 Transportation-Related Public Meeting Activities .....                        | 2-88 |
| 3321902 Regional Housing Acceleration HIT TASC .....                                    | 2-51 | 7300600 Title VI Compliance Program .....                                             | 2-90 |
| 3322100 Access for All .....                                                            | 2-52 | 7101000 Workforce Opportunities for Rising Careers<br>(WORC) Program Initiative ..... | 2-92 |
|                                                                                         |      | 7500000 Service Bureau .....                                                          | 2-94 |

## Program Revenues

| OWP No. | Project Title                                                    | CPG | Total Funding | Federal                 |                             |               |                                  |          |       |          |       |      |               |           | State                         |                |             |           | Local                |                  |           |             |           |                    |                            |           |
|---------|------------------------------------------------------------------|-----|---------------|-------------------------|-----------------------------|---------------|----------------------------------|----------|-------|----------|-------|------|---------------|-----------|-------------------------------|----------------|-------------|-----------|----------------------|------------------|-----------|-------------|-----------|--------------------|----------------------------|-----------|
|         |                                                                  |     |               | FTA (5303) MPO Planning | FTA (5307) Transit Planning | FHWA Planning | FHWA Planning - Complete Streets | FTA 5304 | Notes | FHWA-SPR | Notes | CMAQ | Federal Other | Notes     | SB1 Sustainable Comm. FY 25-F | SHA (FY 23/24) | State Other | Notes     | TDA Planning / Admin | TransNet Program | Notes     | Local Other | Notes     | Member Assessments | Local Match (display only) |           |
| 1500000 | Project Monitoring and Oversight                                 |     | \$454,753     | -                       | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | \$404,211 | S1                   | \$50,542         | -         | -           | -         | -                  | -                          | -         |
| 1500100 | TransNet Financial Management                                    |     | 1,976,066     | -                       | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | -         | -                    | -                | 1,976,066 | T1          | -         | -                  | -                          | -         |
| 1500300 | Funds Management and Oversight                                   | ✓   | 535,403       | -                       | -                           | 285,000       | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | -         | -                    | 203,613          | 46,790    | T1          | -         | -                  | -                          | 36,925    |
| 1500400 | OWP and Budget Programs Management                               | ✓   | 693,571       | 135,000                 | -                           | 130,000       | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | -         | -                    | 428,571          | -         | -           | -         | -                  | -                          | 34,334    |
| 1500800 | TDA Funds Management and Oversight                               |     | 189,902       | -                       | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | -         | -                    | 189,902          | -         | -           | -         | -                  | -                          | -         |
| 2300000 | Data Science, Analytics, and Modeling                            | ✓   | 13,151,391    | -                       | 3,725,414                   | 3,131,595     | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | -         | -                    | 3,826,319        | 2,468,063 | T1/T3       | -         | -                  | -                          | 1,337,085 |
| 2300001 | Data Science Research Assistance                                 |     | 99,503        | -                       | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | -         | -                    | 99,503           | -         | -           | -         | -                  | -                          | -         |
| 3100400 | Regional Plan Implementation                                     | ✓   | 2,411,933     | 538,059                 | -                           | 367,158       | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | -         | -                    | 863,130          | 643,586   | T1/T3       | -         | -                  | -                          | 117,280   |
| 3100404 | Tribal Consultation Program                                      | ✓   | 378,726       | -                       | -                           | 232,701       | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | -         | -                    | 146,025          | -         | -           | -         | -                  | -                          | 30,149    |
| 3100408 | Regional Plan Outreach FY26                                      | ✓   | 1,607,967     | -                       | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | 1,041,679      | -           | -         | -                    | 566,288          | -         | -           | -         | -                  | -                          | 134,961   |
| 3100600 | Air Quality Planning and Transportation Conformity               | ✓   | 183,981       | 140,994                 | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | -         | -                    | 42,987           | -         | -           | -         | -                  | -                          | 18,267    |
| 3102700 | Regl Transportation Safety Prg                                   |     | 304,856       | -                       | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | -         | -                    | -                | 304,856   | T1          | -         | -                  | -                          | -         |
| 3102800 | Federal Performance Management and Congestion Management Process | ✓   | 117,647       | 79,209                  | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | -         | -                    | 38,438           | -         | -           | -         | -                  | -                          | 10,262    |
| 3102900 | Regional Infrastructure Incubator                                |     | 1,070,577     | -                       | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | 1,070,577 | F27                           | -              | -           | -         | -                    | -                | -         | -           | -         | -                  | -                          | -         |
| 3103000 | Regional Plan Development                                        | ✓   | 5,446,664     | 1,109,316               | 2,720,280                   | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | 458,568   | S1                   | 875,000          | 283,500   | T1          | -         | -                  | -                          | 823,794   |
| 3103100 | Regional Housing Needs Assessment                                | ✓   | 113,090       | 50,000                  | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | -         | -                    | 63,090           | -         | -           | -         | -                  | -                          | -         |
| 3200200 | Regional Shoreline Mgmt Planning                                 |     | 669,453       | -                       | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | -         | -                    | -                | -         | -           | 316,495   | L2                 | 352,958                    | -         |
| 3202000 | Regional Climate Action Plan                                     |     | 102,573       | -                       | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | 102,573   | F29                           | -              | -           | -         | -                    | -                | -         | -           | -         | -                  | -                          | -         |
| 3300100 | TransNet SG_AT Grant Programs                                    |     | 587,887       | -                       | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | -         | -                    | -                | 587,887   | T1/T4/T5    | -         | -                  | -                          | -         |
| 3300200 | AT Planning and Programs                                         | ✓   | 188,360       | -                       | -                           | -             | 125,029                          | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | -         | -                    | 63,331           | -         | -           | -         | -                  | -                          | -         |
| 3311700 | Trans Perf Monitoring_Reporting                                  |     | 498,935       | -                       | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | -         | -                    | -                | 498,935   | T1/T2       | -         | -                  | -                          | -         |
| 3320100 | Transit Planning                                                 |     | 671,253       | -                       | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | 330,221     | S1        | 29,505               | 311,527          | T1        | -           | -         | -                  | -                          | -         |
| 3320200 | Specialized Trans Grant Progr                                    |     | 472,984       | -                       | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | 355,107   | F21                           | -              | -           | -         | -                    | -                | -         | 117,877     | T6        | -                  | -                          | -         |
| 3321400 | Enh Mobility for Srs_Disb Pass Thru                              |     | 4,617,868     | -                       | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | 4,412,005 | F21                           | -              | -           | -         | -                    | -                | -         | -           | 205,863   | L2                 | -                          | -         |
| 3321901 | Regl Housing Accelerator Prog-REAP 2.0                           |     | 20,016,303    | -                       | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | 20,016,303  | S2        | -                    | -                | -         | -           | -         | -                  | -                          |           |
| 3321902 | Rgnl Housing Accl HIT TASC                                       |     | 7,432,042     | -                       | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | 7,432,042   | S2        | -                    | -                | -         | -           | -         | -                  | -                          | -         |
| 3322100 | Access for All                                                   |     | 2,731,158     | -                       | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | -         | -                    | -                | -         | -           | 2,731,158 | L2                 | -                          | -         |
| 3322300 | San Ysidro Mobility Hub Planning                                 |     | 898,418       | -                       | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | 830,400   | F23/F24/F32                   | -              | -           | -         | -                    | -                | 68,018    | T1          | -         | -                  | -                          | -         |
| 3322301 | Blue Line Express Feasibility Study                              |     | 1,061,920     | -                       | 1,061,920                   | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | -         | -                    | -                | -         | -           | -         | -                  | -                          | 265,480   |
| 3322302 | South County Rapid Transit                                       |     | 2,920,021     | -                       | 2,920,021                   | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | -         | -                    | -                | -         | -           | -         | -                  | -                          | -         |
| 3322500 | Purple Line Conceptual Studies                                   |     | 993,864       | -                       | 993,864                     | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | -         | -                    | -                | -         | -           | -         | -                  | -                          | -         |
| 3322501 | Purple Line Alternative Analysis                                 |     | 5,493,352     | -                       | 5,493,352                   | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | -         | -                    | -                | -         | -           | -         | -                  | -                          | -         |
| 3322800 | Imperial Avenue Art Installations                                |     | 360,000       | -                       | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | 360,000     | S2        | -                    | -                | -         | -           | -         | -                  | -                          | -         |
| 3330700 | Regional ITS Planning                                            |     | 1,100,251     | -                       | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | -           | -         | -                    | -                | 1,100,251 | T2          | -         | -                  | -                          | -         |
| 3401601 | Next Gen Rapid R-625 Adv Planning                                |     | 1,347,036     | -                       | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | 1,347,036 | -                             | -              | -           | -         | -                    | -                | -         | -           | -         | -                  | -                          | -         |
| 3402101 | Border Climate Adaption and Environmental Justice Plan FY24/25   | ✓   | 1,648,751     | -                       | -                           | -             | -                                | -        | -     | -        | -     | -    | -             | -         | -                             | -              | 1,459,639   | S2        | 189,112              | -                | -         | -           | -         | -                  | -                          | -         |

| OWP No.                             | Project Title                                        | CPG | Total Funding        | Federal                 |                             |                    |                                  |                  |          |                  |          |                    |                     |          | State                         |                  |                     |                      | Local                |                  |                    |             |                  |                    |                            |
|-------------------------------------|------------------------------------------------------|-----|----------------------|-------------------------|-----------------------------|--------------------|----------------------------------|------------------|----------|------------------|----------|--------------------|---------------------|----------|-------------------------------|------------------|---------------------|----------------------|----------------------|------------------|--------------------|-------------|------------------|--------------------|----------------------------|
|                                     |                                                      |     |                      | FTA (5303) MPO Planning | FTA (5307) Transit Planning | FHWA Planning      | FHWA Planning - Complete Streets | FTA 5304         | Notes    | FHWA-SPR         | Notes    | CMAQ               | Federal Other       | Notes    | SB1 Sustainable Comm. FY 25-F | SHA (FY 23/24)   | State Other         | Notes                | TDA Planning / Admin | TransNet Program | Notes              | Local Other | Notes            | Member Assessments | Local Match (display only) |
| 3402200                             | DT La Mesa Trolley Prioritization - FY 23/24         | ✓   | 335,602              | -                       | -                           | -                  | -                                | 297,144          | F26      | -                | -        | -                  | -                   | -        | -                             | -                | -                   | -                    | 38,458               | -                | -                  | -           | -                | -                  | 38,498                     |
| 3402300                             | Reconnecting Communities Study FY 23/24              | ✓   | 352,064              | -                       | -                           | -                  | -                                | -                | -        | -                | -        | -                  | -                   | -        | -                             | -                | 311,683             | -                    | 40,381               | -                | -                  | -           | -                | -                  | -                          |
| 3402301                             | Barrio Logan Freeway Lid Study                       |     | 1,278,000            | -                       | -                           | -                  | -                                | -                | -        | -                | -        | -                  | 1,023,520           | F31      | -                             | -                | -                   | -                    | 254,480              | -                | -                  | -           | -                | -                  | -                          |
| 3402400                             | San Diego Regional VMT Mitigation Program – FY 23/24 | ✓   | 222,520              | -                       | -                           | -                  | -                                | -                | -        | 222,520          | F30      | -                  | -                   | -        | -                             | -                | -                   | -                    | -                    | -                | -                  | -           | -                | -                  | -                          |
| 3430200                             | Smart Corridors                                      |     | 698,047              | -                       | -                           | -                  | -                                | -                | -        | -                | -        | -                  | 354,072             | F2       | -                             | -                | -                   | -                    | -                    | 343,975          | T3                 | -           | -                | -                  | -                          |
| 3501000                             | Flexible Fleet Pilots                                |     | 4,871,713            | -                       | -                           | -                  | -                                | -                | -        | -                | -        | -                  | 4,871,713           | F2       | -                             | -                | -                   | -                    | -                    | -                | -                  | -           | -                | -                  | -                          |
| 3501002                             | Microtransit Pilot Southeast SD                      |     | 604,882              | -                       | -                           | -                  | -                                | -                | -        | -                | -        | -                  | 54,882              | F2       | -                             | -                | 300,000             | S2                   | -                    | -                | -                  | 250,000     | L2               | -                  | -                          |
| 3502000                             | Regl EV Charger Incntve Prg:CALeVIP                  |     | 1,100,000            | -                       | -                           | -                  | -                                | -                | -        | -                | -        | -                  | -                   | -        | -                             | -                | -                   | -                    | -                    | 1,000,000        | T2                 | 100,000     | L2               | -                  | -                          |
| 3503000                             | Next OS Planning                                     |     | 675,393              | -                       | -                           | -                  | -                                | -                | -        | -                | -        | -                  | 373,223             | F2       | -                             | -                | -                   | -                    | -                    | -                | -                  | 302,170     | L2               | -                  | -                          |
| 3505000                             | Youth Opportunity Pass Program                       |     | 6,536,615            | -                       | -                           | -                  | -                                | -                | -        | -                | -        | 6,536,615          | -                   | -        | -                             | -                | -                   | -                    | -                    | -                | -                  | -           | -                | -                  | -                          |
| 7300000                             | TransNet Program: Public Engagement and Education    |     | 228,789              | -                       | -                           | -                  | -                                | -                | -        | -                | -        | -                  | -                   | -        | -                             | -                | -                   | -                    | -                    | 228,789          | T1                 | -           | -                | -                  | -                          |
| 7300100                             | Public Engagement and Education Activities           | ✓   | 181,909              | -                       | -                           | 119,333            | -                                | -                | -        | -                | -        | -                  | -                   | -        | -                             | -                | -                   | -                    | 62,576               | -                | -                  | -           | -                | -                  | 15,461                     |
| 7300200                             | Public Awareness                                     |     | 241,626              | -                       | -                           | -                  | -                                | -                | -        | -                | -        | -                  | -                   | -        | -                             | -                | -                   | -                    | 116,703              | 124,923          | T1                 | -           | -                | -                  | -                          |
| 7300300                             | Software Development Services                        | ✓   | 731,109              | -                       | -                           | 260,348            | -                                | -                | -        | -                | -        | -                  | -                   | -        | -                             | -                | -                   | -                    | 470,761              | -                | -                  | -           | -                | -                  | 33,731                     |
| 7300400                             | Government Relations                                 |     | 2,375,752            | -                       | -                           | -                  | -                                | -                | -        | -                | -        | -                  | -                   | -        | -                             | -                | -                   | -                    | 711,100              | 1,664,652        | T1                 | -           | -                | -                  | -                          |
| 7300500                             | Transportation-Related Public Meeting Activities     | ✓   | 878,271              | -                       | 200,000                     | 350,000            | -                                | -                | -        | -                | -        | -                  | -                   | -        | -                             | -                | -                   | -                    | 328,271              | -                | -                  | -           | -                | -                  | 95,346                     |
| 7300600                             | Title VI Compliance                                  |     | 1,035,147            | -                       | 276,424                     | -                  | -                                | -                | -        | -                | -        | -                  | -                   | -        | -                             | -                | -                   | -                    | 309,935              | 448,788          | T1                 | -           | -                | -                  | 69,106                     |
| 7301000                             | Workforce Opportunities for Rising Careers           |     | 363,489              | -                       | -                           | -                  | -                                | -                | -        | -                | -        | -                  | -                   | -        | -                             | -                | -                   | -                    | -                    | -                | -                  | 363,489     | L2               | -                  | -                          |
| 7500000                             | Service Bureau                                       |     | 33,187               | -                       | -                           | -                  | -                                | -                | -        | -                | -        | -                  | -                   | -        | -                             | -                | -                   | -                    | -                    | -                | -                  | 33,187      | O1               | -                  | -                          |
| <b>Total</b>                        |                                                      |     | <b>\$105,292,574</b> | <b>\$2,052,578</b>      | <b>\$17,391,275</b>         | <b>\$4,876,135</b> | <b>\$125,029</b>                 | <b>\$297,144</b> | <b>-</b> | <b>\$222,520</b> | <b>-</b> | <b>\$7,883,651</b> | <b>\$13,448,072</b> | <b>-</b> | <b>\$1,041,679</b>            | <b>\$311,683</b> | <b>\$30,760,984</b> | <b>-\$10,008,021</b> | <b>\$12,218,483</b>  | <b>-</b>         | <b>\$4,302,362</b> | <b>-</b>    | <b>\$352,958</b> | <b>\$3,060,678</b> |                            |
| <b>CPG Funded Projects Subtotal</b> |                                                      |     | <b>\$29,178,959</b>  | <b>\$2,052,578</b>      | <b>\$6,645,694</b>          | <b>\$4,876,135</b> | <b>\$125,029</b>                 | <b>\$297,144</b> | <b>-</b> | <b>\$222,520</b> | <b>-</b> | <b>-</b>           | <b>-</b>            | <b>-</b> | <b>\$1,041,679</b>            | <b>\$311,683</b> | <b>\$1,918,207</b>  | <b>-\$8,246,351</b>  | <b>\$3,441,939</b>   | <b>-</b>         | <b>-</b>           | <b>-</b>    | <b>-</b>         | <b>\$2,726,092</b> |                            |

## Notes and Explanations of Fund Sources shown in Overall Work Program Revenues

### Federal Transportation Planning Funds

| Funds                                                        | Note                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| FTA (5303) MPO Planning (CPG)<br>FTA (5307) Transit Planning | These funds, which are allocated to Metropolitan Planning Organizations (MPOs) based on Federal Transit Administration (FTA) formula to be used for regional transportation planning efforts are subject to confirmation by federal and state funding agencies.                                                                                                                          |
| FHWA Planning (CPG)                                          | Regional transportation planning funds administered by the Federal Highway Administration (FHWA) and Caltrans, allocated to MPOs according to the requirements of 23 USC 134 and 135, as amended by Moving Ahead for Progress in the 21st Century Act. FTA (5303) and FHWA Planning grant funds are considered Consolidated Planning Grant (CPG) funds and are administered by Caltrans. |

### Federal

| Note  | Fund Source                                                                                                       |
|-------|-------------------------------------------------------------------------------------------------------------------|
| (F2)  | Surface Transportation Block Grant (STBG) Program                                                                 |
| (F21) | FTA 5310 Enhanced Mobility of Seniors & Individuals with Disabilities                                             |
| (F23) | FTA Transit Oriented Development Planning Pilot Program                                                           |
| (F24) | FTA Areas of Persistent Poverty                                                                                   |
| (F26) | FTA 5304 Strategic Partnerships Transit                                                                           |
| (F27) | U.S. Department of Transportation - Build America Bureau                                                          |
| (F29) | EPA Climate Pollution Reduction Grant (CPRG) Program                                                              |
| (F30) | FHWA SPR matched by the County of San Diego General Fund, in the amount of \$135,750 over the life of the project |
| (F31) | FY 2023 Reconnecting Communities and Neighborhoods (RCN) Grant Program                                            |
| (F32) | Department of Housing and Urban Development Community Development Fund                                            |

### TransNet Program

| Note | Fund Source                                    |
|------|------------------------------------------------|
| (T1) | TransNet Program Administration                |
| (T2) | TransNet Major Corridors Program               |
| (T3) | TransNet/FasTrak® Swap                         |
| (T4) | TransNet Bicycle/Pedestrian Program Monitoring |
| (T5) | TransNet Smart Growth Program Monitoring       |
| (T6) | TransNet Senior Services Program Monitoring    |

### Local Other

| Note | Fund Source                                            |
|------|--------------------------------------------------------|
| (L2) | Other Local Funds                                      |
| (O1) | Services to Other Agencies: SANDAG Service Bureau Fees |

### State Other

| Note  | Fund Source                                   |
|-------|-----------------------------------------------|
| (S1)  | Planning, Programming, and Monitoring Program |
| (S22) | State Other                                   |

### Local Flexible Funds

| Funds                                                        | Note                                                                                                                                                                                                                                                                |
|--------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Transportation Development Act (TDA) Planning/Administration | The TDA passed by the state allocates a portion of the local quarter-percent sales tax revenue to MPOs for transportation planning and programming purposes and for the administration of TDA funds.                                                                |
| TransNet                                                     | The voter approved TransNet Extension Ordinance provides administrative funding for SANDAG to administer the TransNet Program, undertake related planning efforts, and distribute funds for the various expenditure categories under the Ordinance (see Chapter 4). |

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

## Program Expenses

| OWP No. | Annual (A) or Multi-Yr (M) | Project Title                                                    | Total Project Budget | Salaries, Benefits, Indirect | Other Direct Costs | Contract Services | Pass Through |
|---------|----------------------------|------------------------------------------------------------------|----------------------|------------------------------|--------------------|-------------------|--------------|
| 1500000 | (A)                        | Project Monitoring and Oversight                                 | \$454,753            | \$442,753                    | \$12,000           | -                 | -            |
| 1500100 | (A)                        | TransNet Financial Management                                    | 1,976,066            | 1,235,964                    | 488,724            | 251,378           | -            |
| 1500300 | (A)                        | Funds Management and Oversight                                   | 535,403              | 458,503                      | 76,900             | -                 | -            |
| 1500400 | (A)                        | OWP and Budget Programs Management                               | 693,571              | 691,465                      | 2,106              | -                 | -            |
| 1500800 | (A)                        | TDA Funds Management and Oversight                               | 189,902              | 145,481                      | -                  | 44,421            | -            |
| 2300000 | (A)                        | Data Science, Analytics, and Modeling                            | 13,151,391           | 10,773,051                   | 882,340            | 1,496,000         | -            |
| 2300001 | (A)                        | Data Science Research Assistance                                 | 99,503               | 99,503                       | -                  | -                 | -            |
| 3100400 | (A)                        | Regional Plan Implementation                                     | 2,411,933            | 2,398,933                    | 13,000             | -                 | -            |
| 3100404 | (A)                        | Tribal Consultation Program                                      | 378,726              | 344,726                      | 4,000              | -                 | 30,000       |
| 3100408 | (A)                        | Regional Plan Outreach FY26                                      | 1,607,967            | 1,204,967                    | 15,000             | 388,000           | -            |
| 3100600 | (A)                        | Air Quality Planning and Transportation Conformity               | 183,981              | 183,981                      | -                  | -                 | -            |
| 3102700 | (M)                        | Regl Transportation Safety Prg                                   | 304,856              | 301,856                      | 3,000              | -                 | -            |
| 3102800 | (M)                        | Federal Performance Management and Congestion Management Process | 117,647              | 114,647                      | 3,000              | -                 | -            |
| 3102900 | (M)                        | Regional Infrastructure Incubator                                | 1,070,577            | 540,577                      | 10,000             | 520,000           | -            |
| 3103000 | (M)                        | Regional Plan Development                                        | 5,446,664            | 4,361,104                    | 24,000             | 1,061,560         | -            |
| 3103100 | (A)                        | Regional Housing Needs Assessment                                | 113,090              | 113,090                      | -                  | -                 | -            |
| 3200200 | (A)                        | Regional Shoreline Mgmt Planning                                 | 669,453              | 454,018                      | 9,800              | 205,635           | -            |
| 3202000 | (M)                        | Regional Climate Action Plan                                     | 102,573              | 71,500                       | 4,573              | 21,500            | 5,000        |
| 3300100 | (A)                        | TransNet SG & AT Grant Programs                                  | 587,887              | 481,755                      | 29,380             | 76,752            | -            |
| 3300200 | (A)                        | AT Planning and Programs                                         | 188,360              | 188,360                      | -                  | -                 | -            |
| 3311700 | (A)                        | Trans Perf Monitoring_Reporting                                  | 498,935              | 384,935                      | -                  | 114,000           | -            |
| 3320100 | (A)                        | Transit Planning                                                 | 671,253              | 345,753                      | 25,500             | -                 | 300,000      |
| 3320200 | (A)                        | Specialized Trans Grant Progr                                    | 472,983              | 452,803                      | 4,240              | 15,940            | -            |
| 3321400 | (M)                        | Enh Mobility for Srs_Disb Pass Thru                              | 4,617,868            | 1,372,417                    | -                  | -                 | 3,245,451    |
| 3321901 | (M)                        | Regl Housing Accelera Prog-REAP 2.0                              | 20,016,303           | 594,812                      | 750                | 2,570,741         | 16,850,000   |
| 3321902 | (M)                        | Rgnl Housing Accl HIT TASC                                       | 7,432,042            | 32,042                       | -                  | -                 | 7,400,000    |
| 3322100 | (M)                        | Access for All                                                   | 2,731,158            | 205,404                      | -                  | -                 | 2,525,754    |
| 3322300 | (M)                        | San Ysidro Mobility Hub Planning                                 | 898,418              | 239,936                      | 3,300              | 655,182           | -            |
| 3322301 | (M)                        | Blue Line Express Feasibility Study                              | 1,061,920            | 359,920                      | 2,000              | 700,000           | -            |
| 3322302 | (M)                        | South County Rapid Transit                                       | 2,920,021            | 712,021                      | 8,000              | 2,200,000         | -            |
| 3322500 | (M)                        | Purple Line Conceptual Studies                                   | 993,863              | 275,811                      | 500                | 717,552           | -            |



| OWP No.      | Annual (A) or Multi-Yr (M) | Project Title                                                     | Total Project Budget | Salaries, Benefits, Indirect | Other Direct Costs | Contract Services   | Pass Through        |
|--------------|----------------------------|-------------------------------------------------------------------|----------------------|------------------------------|--------------------|---------------------|---------------------|
| 3322501      | (M)                        | Purple Line Alternative Analysis                                  | 5,493,352            | 991,352                      | 2,000              | 4,500,000           | -                   |
| 3322800      | (M)                        | Imperial Avenue Art Installations                                 | 360,000              | -                            | -                  | -                   | 360,000             |
| 3330700      | (A)                        | Regional ITS Planning                                             | 1,100,251            | 650,251                      | -                  | 450,000             | -                   |
| 3401601      | (M)                        | Next Gen Rapid R-625 Adv Planning                                 | 1,347,036            | 289,036                      | -                  | 1,058,000           | -                   |
| 3402101      | (M)                        | Border Climate Adaption and Environmental Justice Plan – FY 24/25 | 1,648,751            | 540,125                      | 25,153             | 1,083,473           | -                   |
| 3402200      | (M)                        | DT La Mesa Trolley Prioritization - FY 23/24                      | 335,602              | 73,440                       | 1,890              | 260,272             | -                   |
| 3402300      | (M)                        | Reconnecting Communities Study – FY 23/24                         | 352,064              | 55,422                       | 500                | 296,142             | -                   |
| 3402301      | (M)                        | Barrio Logan Freeway Lid Study                                    | 1,278,000            | 442,700                      | 10,300             | 825,000             | -                   |
| 3402400      | (M)                        | San Diego Regional VMT Mitigation Program – FY 23/24              | 222,521              | 58,919                       | 163,602            | -                   | -                   |
| 3430200      | (M)                        | Smart Corridors                                                   | 698,047              | 338,047                      | -                  | 360,000             | -                   |
| 3501000      | (M)                        | Flexible Fleet Pilots                                             | 4,871,713            | 365,213                      | 3,500              | 3,000               | 4,500,000           |
| 3501002      | (M)                        | Microtransit Pilot Southeast SD                                   | 604,882              | 60,224                       | -                  | 525,936             | 18,722              |
| 3502000      | (M)                        | Regl EV Charger Incntve Prg:CALeVIP                               | 1,100,000            | 218,316                      | 3,000              | 701,757             | 176,927             |
| 3503000      | (M)                        | Next OS Planning                                                  | 675,393              | 425,393                      | -                  | 250,000             | -                   |
| 3505000      | (M)                        | Youth Opportunity Pass Program                                    | 6,536,615            | 36,615                       | -                  | -                   | 6,500,000           |
| 7300000      | (A)                        | TransNet Program: Public Engagement and Education                 | 228,789              | 228,789                      | -                  | -                   | -                   |
| 7300100      | (A)                        | Public Engagement and Education Activities                        | 181,909              | 170,889                      | 2,020              | 9,000               | -                   |
| 7300200      | (A)                        | Public Awareness                                                  | 241,626              | 216,626                      | 25,000             | -                   | -                   |
| 7300300      | (A)                        | Software Development Services                                     | 731,109              | 731,109                      | -                  | -                   | -                   |
| 7300400      | (A)                        | Government Relations                                              | 2,375,752            | 1,643,533                    | 63,260             | 668,959             | -                   |
| 7300500      | (A)                        | Transportation-Related Public Meeting Activities                  | 878,271              | 761,271                      | 117,000            | -                   | -                   |
| 7300600      | (A)                        | Title VI Compliance                                               | 1,035,147            | 823,147                      | 8,000              | 204,000             | -                   |
| 7301000      | (M)                        | Workforce Opportunities for Rising Careers                        | 363,489              | 91,576                       | 16,413             | -                   | 255,500             |
| 7500000      | (A)                        | Service Bureau                                                    | 33,187               | 33,187                       | -                  | -                   | -                   |
| <b>Total</b> |                            |                                                                   | <b>\$105,292,573</b> | <b>\$38,827,268</b>          | <b>\$2,063,751</b> | <b>\$22,234,200</b> | <b>\$42,167,354</b> |

## Contracted Services

| OWP No.        | Contract Type Scope                                                                                                | Budget Amount    |
|----------------|--------------------------------------------------------------------------------------------------------------------|------------------|
| 1500100        | Financial auditing services for SD - Contract/consulting services- Existing Contract                               | \$44,000         |
| 1500100        | Ongoing TransNet monthly retainer - Financial advisor services - Existing Contract                                 | 198,007          |
| 1500100        | Disclosure & dissemination service - Contract/consulting services - Existing Contract                              | 9,371            |
| <b>1500100</b> | <b>TransNet Financial Management</b>                                                                               | <b>251,378</b>   |
| 1500800        | Financial auditing services - State-mandated TDA audits - Existing Contract                                        | 44,421           |
| <b>1500800</b> | <b>TDA Funds Management and Oversight</b>                                                                          | <b>44,421</b>    |
| 2300000        | ABM Maint & Dev, TNED Maint, TNO -Existing contracts                                                               | 546,000          |
| 2300000        | Activity Sim - Existing Contract                                                                                   | 35,000           |
| 2300000        | Vision Eval -Existing Contract                                                                                     | 15,000           |
| 2300000        | New RFO Demography Services                                                                                        | 100,000          |
| 2300000        | New RFP DBA Services - New contract                                                                                | 200,000          |
| 2300000        | Cross Border Survey - New contract                                                                                 | 600,000          |
| <b>2300000</b> | <b>Data Science, Analytics, and Modeling</b>                                                                       | <b>1,496,000</b> |
| 3100408        | Outreach Services for Regional Plan Implementation and Development- New Contract                                   | 388,000          |
| <b>3100408</b> | <b>Regional Plan Outreach FY26</b>                                                                                 | <b>388,000</b>   |
| 3102900        | RIA Consultant Support - New Contract                                                                              | 520,000          |
| <b>3102900</b> | <b>Regional Infrastructure Incubator</b>                                                                           | <b>520,000</b>   |
| 3103000        | Outreach & Engagement - Existing Contract                                                                          | 92,812           |
| 3103000        | EIR - Existing Contract                                                                                            | 763,748          |
| 3103000        | Legal Service - Existing Contract                                                                                  | 205,000          |
| <b>3103000</b> | <b>Regional Plan Development</b>                                                                                   | <b>1,061,560</b> |
| 3200200        | Shoreline Monitoring Program & Regional Beach Sand Project III Preliminary Planning Activities - Existing Contract | 205,635          |
| <b>3200200</b> | <b>Regional Shoreline Mgmt Planning</b>                                                                            | <b>205,635</b>   |
| 3202000        | Technical support to develop CCAP --Existing Contract                                                              | 21,500           |
| <b>3202000</b> | <b>Regional Climate Action Plan</b>                                                                                | <b>21,500</b>    |
| 3300100        | Labor Compliance Monitoring Services - Existing Contract                                                           | 76,752           |
| <b>3300100</b> | <b>TransNet SG &amp; AT Grant Programs</b>                                                                         | <b>76,752</b>    |
| 3311700        | Bike Counting Services                                                                                             | 114,000          |
| <b>3311700</b> | <b>Trans Perf Monitoring_Reporting</b>                                                                             | <b>114,000</b>   |
| 3320200        | Auctioneer Services - New Contract                                                                                 | 15,940           |
| <b>3320200</b> | <b>Specialized Trans Grant Progr</b>                                                                               | <b>15,940</b>    |
| 3321901        | Outreach and Engagement - Prof Services - New Contract                                                             | 500,000          |
| 3321901        | Comms Prof Services - New Contract                                                                                 | 520,741          |
| 3321901        | Local Jurisdiction Support - Prof Services --Existing Contract                                                     | 700,000          |
| 3321901        | Transit Agency Partnership - Prof Services - Existing/New contract                                                 | 850,000          |
| <b>3321901</b> | <b>Regl Housing Accelera Prog-REAP 2.0</b>                                                                         | <b>2,570,741</b> |
| 3322300        | Planning consultant SYMH - Long-term SYMH study - New Contract                                                     | 655,182          |
| <b>3322300</b> | <b>San Ysidro Mobility Hub Planning</b>                                                                            | <b>655,182</b>   |
| 3322301        | Blue Line Service Enhancements - New Contract                                                                      | 700,000          |
| <b>3322301</b> | <b>Blue Line Express Feasibility Study</b>                                                                         | <b>700,000</b>   |
| 3322302        | LOSSAN extension study - New Consultant Contract                                                                   | 1,000,000        |
| 3322302        | Rapid 640 study - Consultant Services- Existing Contract                                                           | 800,000          |
| 3322302        | Public outreach - Consultant Services-Existing Contract                                                            | 400,000          |
| <b>3322302</b> | <b>South County Rapid Transit</b>                                                                                  | <b>2,200,000</b> |
| 3322500        | Purple Line Alternatives Analysis - New Consultant Contract                                                        | 717,552          |
| <b>3322500</b> | <b>Purple Line Conceptual Studies</b>                                                                              | <b>717,552</b>   |
| 3322501        | Rapid 688 study - Consultant Services -Existing Contract                                                           | 1,000,000        |
| 3322501        | Purple Line Alternatives Analysis - New Contract                                                                   | 3,000,000        |
| 3322501        | Public outreach - Consultant Services - New Contract                                                               | 500,000          |
| <b>3322501</b> | <b>Purple Line Alternative Analysis</b>                                                                            | <b>4,500,000</b> |

| OWP No.        | Contract Type Scope                                                                                                                                                                          | Budget Amount       |
|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| 3330700        | System Requirements for Regional Managed Lanes - New Consultant Contract                                                                                                                     | 200,000             |
| 3330700        | Concept of Operations for Pilot Project (Truck Arrival Appointment System) - New Consultant Contract                                                                                         | 250,000             |
| <b>3330700</b> | <b>Regional ITS Planning</b>                                                                                                                                                                 | <b>450,000</b>      |
| 3401601        | Rapid 625 study - Consultant Services- New Contract                                                                                                                                          | 1,058,000           |
| <b>3401601</b> | <b>Next Gen Rapid R-625 Adv Planning</b>                                                                                                                                                     | <b>1,058,000</b>    |
| 3402101        | Communications Professional services - outreach and engagement - New Consultant Contract                                                                                                     | 20,000              |
| 3402101        | Development of the Border Master Plan - new consultant contract                                                                                                                              | 1,063,473           |
| <b>3402101</b> | <b>Border Climate Adaption and Environmental Justice Plan</b>                                                                                                                                | <b>1,083,473</b>    |
| 3402200        | Project Admin (DBE Reporting) -DBE Reporting for Existing Consultant Contract                                                                                                                | 600                 |
| 3402200        | Public Outreach Activities - Outreach plan and activities, materials, and summary report- -Existing Contract                                                                                 | 32,935              |
| 3402200        | Mobility Solutions Development - Development of mobility solutions with evaluation methodology, conceptual plans, and a summary memo with phased implementation approach and cost estimates. | 169,065             |
| 3402200        | Draft and Final Report: Project Summary Report documenting key outcomes and final summary recommendations. Existing Contract                                                                 | 57,672              |
| <b>3402200</b> | <b>DT La Mesa Trolley Prioritization - FY 23/24</b>                                                                                                                                          | <b>260,272</b>      |
| 3402300        | Planning Consultant Services - Implementation Strategies and Final Report- New Contract                                                                                                      | 296,142             |
| <b>3402300</b> | <b>Reconnecting Communities Study</b>                                                                                                                                                        | <b>296,142</b>      |
| 3402301        | Planning Consultant Services - Feasibility Study - New contract                                                                                                                              | 825,000             |
| <b>3402301</b> | <b>Barrio Logan Freeway Lid Study</b>                                                                                                                                                        | <b>825,000</b>      |
| 3430200        | Legal Services -New Contract                                                                                                                                                                 | 360,000             |
| <b>3430200</b> | <b>Smart Corridors</b>                                                                                                                                                                       | <b>360,000</b>      |
| 3501000        | Communications and program engagement (wayfinding, mapping, surveys, printing)- Existing Contract                                                                                            | 3,000               |
| <b>3501000</b> | <b>Flexible Fleet Pilots</b>                                                                                                                                                                 | <b>3,000</b>        |
| 3501002        | Service operations - New Contract                                                                                                                                                            | 525,936             |
| <b>3501002</b> | <b>Microtransit Pilot Southeast SD</b>                                                                                                                                                       | <b>525,936</b>      |
| 3502000        | CALeVIP Technical Assistance - Existing Contract                                                                                                                                             | 200,000             |
| 3502000        | CALeVIP Program Administration - Existing Contract                                                                                                                                           | 300,000             |
| 3502000        | CALeVIP Outreach - Existing Contract                                                                                                                                                         | 201,757             |
| <b>3502000</b> | <b>Regl EV Charger Incntve Prg:CALeVIP</b>                                                                                                                                                   | <b>701,757</b>      |
| 3503000        | System Requirements for a Regional Tolling Back Office System - New Consultant Contract                                                                                                      | 250,000             |
| <b>3503000</b> | <b>Next OS Planning</b>                                                                                                                                                                      | <b>250,000</b>      |
| 7300100        | Communications consultant services: website, copywriting, editing for agency products and activities                                                                                         | 9,000               |
| <b>7300100</b> | <b>Public Engagement and Education Activities</b>                                                                                                                                            | <b>9,000</b>        |
| 7300400        | Legislative Tracking Service, Staff Directories Service                                                                                                                                      | 4,700               |
| 7300400        | State Advocacy Services Contract, Federal Advocacy Services Contract, Binational Services Contract                                                                                           | 664,259             |
| <b>7300400</b> | <b>Government Relations</b>                                                                                                                                                                  | <b>668,959</b>      |
| 7300600        | FHWA Title VI & LAP Update Including Training, Implementation, and Technical Support                                                                                                         | 184,000             |
| 7300600        | ADA Transition Plan and Implementation Support                                                                                                                                               | 20,000              |
| <b>7300600</b> | <b>Title VI Compliance</b>                                                                                                                                                                   | <b>204,000</b>      |
| <b>Total</b>   | <b>Contracted Services</b>                                                                                                                                                                   | <b>\$22,234,200</b> |

FY 2026 Overall Work Program Projects

**FY 2024-2026 Expenditure Comparison**

| Project No. | Project Title                                                    | FY 2024 Est. Actual | FY 2025 Estimated | FY 2026 Budgeted |
|-------------|------------------------------------------------------------------|---------------------|-------------------|------------------|
| 1500000     | Project Monitoring and Oversight                                 | \$462,414           | \$558,468         | \$454,753        |
| 1500100     | TransNet Financial Management                                    | 1,742,711           | 1,897,188         | 1,976,066        |
| 1500300     | Funds Management and Oversight                                   | 461,387             | 477,675           | 535,403          |
| 1500400     | OWP and Budget Programs Management                               | 631,366             | 694,667           | 693,571          |
| 1500800     | TDA Funds Management and Oversight                               | 123,112             | 189,902           | 189,902          |
| 2300000     | Data Science, Analytics, and Modeling                            | 12,264,639          | 13,223,777        | 13,151,391       |
| 2302600     | Automated Passenger Count Dashboard - FY22/23                    | 303,083             | 30,699            | -                |
| 2300001     | Data Science Research Assistance                                 | 20,678              | 6,037             | 99,503           |
| 3100400     | Regional Plan Implementation                                     | 1,902,833           | 1,337,477         | 2,411,933        |
| 3100404     | Tribal Consultation Program                                      | 272,581             | 350,352           | 378,726          |
| 3100406     | Regional Plan Outreach FY 2024                                   | 587,787             | 19,426            | -                |
| 3100407     | Regional Plan Outreach FY25                                      | -                   | 1,682,309         | -                |
| 3100408     | Regional Plan Outreach FY26                                      | -                   | -                 | 1,607,967        |
| 3100600     | Air Qual Planning_Trans Conformity                               | 149,074             | 180,643           | 183,981          |
| 3102008     | Amend the 2021 Regional Plan                                     | 32,154              | -                 | -                |
| 3102600     | MV Revitalization Mobility Study                                 | 67,277              | -                 | -                |
| 3102700     | Regl Transportation Safety Prg                                   | 1,356,180           | 1,544,928         | 304,856          |
| 3102800     | Federal Performance Management and Congestion Management Process | 125,284             | 231,668           | 117,647          |
| 3102900     | Regional Infrastructure Incubator                                | -                   | 679,423           | 1,070,577        |
| 3103000     | Regional Plan Development                                        | 7,821,097           | 8,040,552         | 5,446,664        |
| 3103100     | Regional Housing Needs Assessment                                | -                   | -                 | 113,090          |
| 3200200     | Regional Shoreline Mgmt Planning                                 | 464,813             | 690,735           | 669,453          |
| 3201701     | Climate Action Planning Prog FY22                                | 93,241              | -                 | -                |
| 3202000     | Regional Climate Action Plan                                     | 442,645             | 435,856           | 102,573          |
| 3300100     | TransNet SG_AT Grant Programs                                    | 175,054             | 419,474           | 587,887          |
| 3300200     | AT Planning and Programs                                         | 944,766             | 213,324           | 188,360          |
| 3310714     | Public Private Partnership Program                               | 624,990             | 390,321           | -                |
| 3311700     | Trans Perf Monitoring_Reporting                                  | 577,185             | 806,818           | 498,935          |
| 3320100     | Transit Planning                                                 | 764,357             | 1,366,396         | 671,253          |
| 3320200     | Specialized Trans Grant Progr                                    | 475,602             | 483,510           | 472,983          |
| 3321400     | Enh Mobility for Srs_Disb Pass Thru                              | 1,644,879           | 2,384,956         | 4,617,868        |
| 3321900     | Regl Housing Accelera Prog-REAP 1.0                              | 2,867,105           | 99,518            | -                |
| 3321901     | Regl Housing Accelera Prog-REAP 2.0                              | 1,029,937           | 18,706,250        | 20,016,303       |
| 3321902     | Rgnl Housing Accl HIT TASC                                       | -                   | 2,567,958         | 7,432,042        |
| 3322100     | Access for All                                                   | 682,977             | 3,091,024         | 2,731,158        |
| 3322300     | San Ysidro Mobility Hub Planning                                 | 486,121             | 176,609           | 898,418          |
| 3322301     | Blue Line Express Feasibility Study                              | 338,626             | 451,000           | 1,061,920        |
| 3322302     | South County Rapid Transit                                       | -                   | 1,153,000         | 2,920,021        |
| 3322400     | 5310 Program - COVID-19 Relief                                   | 23,982              | 2,767             | -                |
| 3322500     | Purple Line Conceptual Studies                                   | 1,009,011           | 1,406,645         | 993,863          |
| 3322501     | Purple Line Alternative Analysis                                 | -                   | 3,031,397         | 5,493,352        |
| 3322600     | Digital Equity Action Plan Implemen                              | 184,800             | 121,592           | -                |
| 3322601     | CASF Get Connected Program                                       | 133,966             | -                 | -                |

| Project No. | Project Title                                                            | FY 2024 Est. Actual | FY 2025 Estimated   | FY 2026 Budgeted     |
|-------------|--------------------------------------------------------------------------|---------------------|---------------------|----------------------|
| 3322700     | San Diego Regional Zero-Emission Vehicle Incentives Program – FY 22/23   | 255,843             | 172,089             | -                    |
| 3322800     | Imperial Avenue Bikeway Art Installations                                | -                   | 420,000             | 360,000              |
| 3322901     | Central Mobility H&C                                                     | 90,970              | 920,693             | -                    |
| 3330700     | Regional ITS Planning                                                    | 597,833             | 1,016,824           | 1,100,251            |
| 3331400     | Caltrans Elec Design Consult                                             | 2,479               | 5,763               | -                    |
| 3331500     | Dsgn Con Supp:Brdwy to Gaslamp                                           | -                   | 59,975              | -                    |
| 3401400     | SD_IC Sust Freight Implem Strategy                                       | 221,688             | -                   | -                    |
| 3401500     | Clairemont Complete Corridors                                            | 292,254             | -                   | -                    |
| 3401600     | Next Gen Rapid Routes Adv Planning                                       | 94,396              | -                   | -                    |
| 3401601     | Next Gen Rapid R-625 Adv Planning                                        | -                   | 700,000             | 1,347,036            |
| 3401700     | Rail Regl Infrastructure Accelerator                                     | 629,880             | 126,353             | -                    |
| 3401800     | Regional Strategy for Advanced Air Mobility - FY 22/23                   | 280,367             | 125,907             | -                    |
| 3401900     | On the Move – Transit Priority Solutions for Complete Streets – FY 22/23 | 58,835              | 435,266             | -                    |
| 3402101     | Border Climate Adaptation & Environmental Justice Plan – FY 24/25        | -                   | 572,840             | 1,648,751            |
| 3402200     | DT La Mesa Trolley Prioritization - FY 23/24                             | 3,449               | 225,729             | 335,602              |
| 3402300     | Reconnecting Communities Study                                           | 112,440             | 326,188             | 352,064              |
| 3402301     | Barrio Logan Freeway Lid Study                                           | -                   | 306,800             | 1,278,000            |
| 3402400     | San Diego Regional VMT Mitigation Program – FY 23/24                     | 5,683               | 251,797             | 222,521              |
| 3430100     | Research and Development                                                 | 279,895             | -                   | -                    |
| 3430200     | Smart Corridors                                                          | 104,923             | 141,005             | 698,047              |
| 3501000     | Flexible Fleet Pilots                                                    | 842,735             | 1,902,210           | 4,871,713            |
| 3501001     | eBike Incentive Program                                                  | 94,766              | -                   | -                    |
| 3501002     | Microtransit Pilot Southeast SD                                          | -                   | 1,000,000           | 604,882              |
| 3502000     | Regl EV Charger Incntvte Prg:CALeVIP                                     | 181,795             | 6,977,593           | 1,100,000            |
| 3503000     | Next OS Planning                                                         | 283,159             | 799,105             | 675,393              |
| 3504100     | SD Regl MD/HD ZEV Blueprint                                              | 73,216              | 1,325               | -                    |
| 3505000     | Early Action Transit Pilot                                               | 6,595,805           | 7,295,595           | 6,536,615            |
| 3505001     | Transit Fare Subsidy Impact Study                                        | 332,306             | 73,518              |                      |
| 7300000     | TransNet Progr: Public Engage_Educ                                       | 146,166             | 71,865              | 228,789              |
| 7300100     | Public Engagement_Educ Activities                                        | 107,725             | 202,706             | 181,909              |
| 7300200     | Public Awareness                                                         | 286,697             | 355,792             | 241,626              |
| 7300300     | Software Development Services                                            | 486,630             | 303,101             | 731,109              |
| 7300400     | Government Relations                                                     | 2,609,100           | 2,630,258           | 2,375,752            |
| 7300500     | Transportation-Related Public Meeting Activities                         | 916,436             | 714,810             | 878,271              |
| 7300600     | Title VI Compliance                                                      | 577,242             | 794,450             | 1,035,147            |
| 7301000     | Workforce Opportunities for Rising Careers (WORC) Program Initiative     | -                   | 283,334             | 363,489              |
| 7500000     | Service Bureau                                                           | 6,406               | 25,177              | 33,187               |
|             | <b>Total</b>                                                             | <b>\$57,858,833</b> | <b>\$98,382,409</b> | <b>\$105,292,573</b> |

## Contingency Reserve

| Overall Work Program Fund Reserve<br>FY 2025 – FY 2026<br><i>in thousands</i> | Committed | Uncommitted     | Budget           | Uncommitted<br>as % of<br>Budget |
|-------------------------------------------------------------------------------|-----------|-----------------|------------------|----------------------------------|
| <b>FY 2025 Budgeted Changes</b>                                               |           |                 |                  |                                  |
| Beginning Balance                                                             | -         | \$8,945         | -                | -                                |
| Changes in Commitment                                                         | 500       | (500)           | -                | -                                |
| Expenditures                                                                  | (500)     | -               | -                | -                                |
| Projected Deposit                                                             | -         | 1,300           | -                | -                                |
| <b>FY 2025 Projected Ending Balance</b>                                       | -         | <b>\$9,745</b>  | <b>\$80,905</b>  | <b>12%</b>                       |
| <b>FY 2026 Changes</b>                                                        |           |                 |                  |                                  |
| Changes in Commitment                                                         | -         | -               | -                | -                                |
| Expenditures                                                                  | -         | -               | -                | -                                |
| Projected Deposit                                                             | -         | 400             | -                | -                                |
| <b>FY 2026 Projected Ending Balance</b>                                       | -         | <b>\$10,145</b> | <b>\$105,293</b> | <b>10%</b>                       |

**Work Element: 1500000 – Project Monitoring and Oversight**

**Project Manager: Suzanne Martinez**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget | FY 2026<br>Budget |
|------------------------------|-----------------------------|-------------------|-------------------|
| Salaries, Benefits, Indirect | \$452,765                   | \$548,468         | \$442,753         |
| Other Direct Costs           | \$9,649                     | \$10,000          | \$12,000          |
| <b>Total</b>                 | <b>\$462,414</b>            | <b>\$558,468</b>  | <b>\$454,753</b>  |

### Project Funding

| Funding          | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|------------------|--------------------|--------------------|--------------------|
| LTDA             | \$9,634            | \$154,257          | \$50,542           |
| SCaltrans - STIP | \$452,780          | \$404,211          | \$404,211          |
| <b>Total</b>     | <b>\$462,414</b>   | <b>\$558,468</b>   | <b>\$454,753</b>   |

### Objective

The objective of this work element is to coordinate with partners, including state and federal funding and oversight agencies, on jointly funded projects to ensure that projects stay on schedule, keep within scope and budget, and meet all relevant local, state, and federal requirements, including the timely use of funds. Emphasis in FY 2026 will be continued implementation of funding programs included in the Infrastructure Investment and Jobs Act I, and earmarks in annual OmniBus Bills. Also, continued monitoring and reporting on the projects and programs funded through California Senate Bill 1 (SB 1) (Beall, 2017); submitting documentation to request funding awarded in the third cycle of SB 1 grants; seeking allocations for State Transportation Improvement Program (STIP)-funded projects; and serving as a representative on the statewide Regional Transportation Planning Agency (RTPA) Working Group on behalf of SANDAG.

### Previous Accomplishments

In FY 2025, accomplishments included continued participation with the California Transportation Commission (CTC) and other partner agencies to implement programs, including SB 1, freight plans, Active Transportation Program (ATP), and STIP; continued input to the development of guidelines for 2025 SB1 programs; participation with the RTPA Working Group, the Funds Accountability Sub-Group, and the ATP Technical Advisory Committee (TAC) to identify project delivery issues and propose solutions to keep projects on schedule; and complying with reporting requirements of the Mid-Coast Trolley (Mid-Coast) project Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.

### Justification

Year-round project monitoring and oversight activities are the responsibility of the Board of Directors acting as the San Diego County Regional Transportation Commission and the RTPA under various statutes, regulations, and agreements. These tasks fulfill federal and state mandates.

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                                                                 | Task Product                                             | Completion Date |
|----------|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|-----------------|
| 1.       | \$113,690 | Prepare state and federal allocation and authorization documents to support implementation of STIP, SB1, and formula program projects (Staff)                                                                                    | Allocation/authorization requests                        | 6/30/2026       |
| 2.       | \$45,475  | Review and comment on environmental documents, engineering reports, plans, and estimates prepared by project sponsors and ensure consistency with the 2025 Regional Plan and Regional Transportation Improvement Program (Staff) | Completed review/comments, as needed                     | 6/30/2026       |
| 3.       | \$90,950  | Continue to participate in the statewide RTPA Working Group and other meetings; and attend CTC meetings (Staff)                                                                                                                  | Meetings, participate in statewide transportation issues | 6/30/2026       |
| 4.       | \$68,215  | Comply with Mid-Coast TIFIA loan requirements by submitting reports and monthly documentation, or more frequently as needed (Staff)                                                                                              | Mid-Coast TIFIA reporting                                | 6/30/2026       |
| 5.       | \$90,950  | Work with local, state, and federal agencies and others to improve project delivery processes for projects, including commenting on state funding program guidelines (Staff)                                                     | Memos/meeting minutes documenting coordination efforts   | 6/30/2026       |
| 6.       | \$22,736  | Prepare transportation project agreements between SANDAG, Caltrans, Metropolitan Transit System, North County Transit District, and local jurisdictions (Staff)                                                                  | Project agreements, as needed                            | 6/30/2026       |
| 7.       | \$22,737  | Facilitate communication between state and local agencies to avoid financial inactivity on projects and comply with timely use of funds deadlines (Staff)                                                                        | Meetings and correspondence, as needed                   | 6/30/2026       |

### Future Activities

Participate with the RTPA Working Group, the Funds Accountability Sub-Group, and the ATP TAC to identify project delivery issues and propose solutions to keep projects on schedule; work with project managers and other agencies to submit obligation and allocation requests; work with state and local agencies to implement new requirements and new funding programs from Federal Transportation Act and OmniBus Bills; and comply with reporting requirements of the Mid-Coast TIFIA loan.



**Work Element: 1500100 – TransNet Financial Management**

**Project Manager: Adrian Paniagua**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget  | FY 2026<br>Budget  |
|------------------------------|-----------------------------|--------------------|--------------------|
| Salaries, Benefits, Indirect | \$1,354,874                 | \$1,577,553        | \$1,235,964        |
| Other Direct Costs           | \$44,471                    | \$77,628           | \$ 488,724         |
| Contracted Services          | \$343,366                   | \$242,007          | \$251,378          |
| <b>Total</b>                 | <b>\$1,742,711</b>          | <b>\$1,897,188</b> | <b>\$1,976,066</b> |

### Project Funding

| Funding               | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|-----------------------|--------------------|--------------------|--------------------|
| LTransNet - TNetAdmin | \$1,742,711        | \$1,897,188        | \$1,976,066        |
| <b>Total</b>          | <b>\$1,742,711</b> | <b>\$1,897,188</b> | <b>\$1,976,066</b> |

### Objective

The objective of this work element is to manage and administer the TransNet local sales tax revenues consistent with the TransNet Extension Ordinance. In FY 2026, key priorities include overseeing the implementation of recommendations from the FY 2015, FY 2018, FY 2021, and FY 2024 TransNet Triennial Performance Audits, with a focus on the critical and high-priority recommendations, and the Transportation Performance Framework. Additional efforts will center on managing the annual Plan of Finance, supporting amendments to the TransNet Ordinance, participating in the Self-Help Counties Coalition, and prioritizing TransNet Major Corridor eligible projects to maximize leveraging opportunities.

### Previous Accomplishments

Previous accomplishments include the implementation of recommendations from the TransNet Ten-Year Review, FYs 2015, 2018, 2021, and 2024 TransNet Triennial Performance Audits; updates to the TransNet Program; monitoring and management of TransNet local sales tax revenues consistent with TransNet Extension Ordinance requirements, prior Ordinance amendments.

### Justification

This is a requirement of the TransNet Extension Ordinance.

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total       | Task Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Task Product                                                                                                                                                                                                                                                                                                                                 | Completion Date |
|----------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 1.       | \$1,704,584 | Provide updated revenue forecasts, as necessary, for the ongoing implementation of the TransNet Program and its update; implement debt financing mechanisms, as needed, consistent with the updated TransNet Program update. Refine and maintain database to track TransNet cash flows, including sales tax allocations among programs, disbursements, and allocation of debt service; determine annual ongoing cash-flow requirements for member agencies (Staff and outside services) | Annual TransNet revenue forecast update by February 2026, revisions as needed; annual TransNet Program update; quarterly financial updates to the Independent Taxpayer Oversight Committee and the Board of Directors, including debt portfolio status; annual Plan of Finance updates; database maintenance; monthly cash flow by recipient | 6/30/2026       |
| 2.       | \$198,007   | Review of the TransNet Program pdate and implementation of recommendations from the FY 2015 TransNet Triennial Performance Audit, and continue implementation of critical recommendations from FY 2018, FY 2021, and FY 2024 TransNet Triennial Performance Audit, including implementation of TransNet Ordinance amendments. Continue Implementation of the TransNet Ten-Year Review: Look-Ahead Implementation Plan. (Staff and outside services)                                     | Periodic updates on implementation progress                                                                                                                                                                                                                                                                                                  | 6/30/2026       |
| 3.       | \$73,475    | Continue efforts to develop or refine program guidelines and SANDAG Board Policy to implement components of the TransNet Extension Ordinance Work with other transportation sales tax “self-help” counties on common issues of concern, such as improved project delivery efforts and legislative issues including impact of SB 375. (Staff)                                                                                                                                            | New/revised guidelines and Board Policy, as needed; reports summarizing attendance at Self-Help Counties Coalition                                                                                                                                                                                                                           | 6/30/2026       |

### Future Activities

Future activities include the continued implementation of recommendations from all prior TransNet Triennial Performance Audits, regular TransNet Program updates, continued monitoring and management of TransNet local sales tax revenues consistent with TransNet Extension Ordinance requirements, and implementation of TransNet Ordinance amendments.

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

**Project Manager: Suzanne Martinez**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actuals | FY 2025<br>Budget | FY 2026<br>Budget |
|------------------------------|------------------------------|-------------------|-------------------|
| Salaries, Benefits, Indirect | \$389,516                    | \$400,885         | \$458,503         |
| Other Direct Costs           | \$71,871                     | \$76,790          | \$76,900          |
| <b>Total</b>                 | <b>\$461,387</b>             | <b>\$477,675</b>  | <b>\$535,403</b>  |

### Project Funding

| Funding               | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|-----------------------|--------------------|--------------------|--------------------|
| FFHWA – CPG Planning  | \$285,000          | \$285,000          | \$285,000          |
| LTDA                  | \$36,925           | \$145,885          | \$203,613          |
| LTransNet - TNetAdmin | \$139,462          | \$46,790           | \$46,790           |
| <b>Total</b>          | <b>\$461,387</b>   | <b>\$477,675</b>   | <b>\$535,403</b>   |

### Objective

The objective of this work element is to provide funding oversight for regional transportation projects and programs by estimating, administering, and allocating local, state, and federal funds; preparing, adopting, and amending the Regional Transportation Improvement Program (RTIP); ensuring compliance and consistency with local, state, and federal laws and regulations related to the administration of these various funding sources; and submitting required state and federal reports. Emphasis in FY 2026 will be on beginning the 2027 RTIP update, preparing amendments to the 2025 RTIP, and implementing the new software upgrade for the ProjectTrak system.

### Previous Accomplishments

In FY 2025, SANDAG completed the annual estimate of short-term revenue; approved the FY 2025 RTIP and amendments to the 2023 and 2025 RTIPs; published federal obligation reports; and administered Consolidated Planning Grant-funded projects.

### Justification

All the tasks involved with this work element are to fulfill the requirements of SANDAG in its role as the San Diego County Regional Transportation Commission, Regional Transportation Planning Agency, and Metropolitan Planning Organization under various statutes, regulations, and agreements.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                                                                  | Task Product                                                 | Completion Date |
|----------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|-----------------|
| 1.       | \$26,800  | Produce federally required annual reports: (1) Annual Listing of Obligated Projects; and (2) Congestion Mitigation and Air Quality Improvement (CMAQ) Emissions Reduction Report (Staff)                                          | Annual Obligation Listing, CMAQ Emissions Annual Report      | 1/15/2026       |
| 2.       | \$26,740  | Provide annual apportionment and five-year revenue projections to transit operators and local jurisdictions (Staff)                                                                                                               | Staff report; revenue projections to transit/ local agencies | 2/28/2026       |
| 3.       | \$428,323 | Process RTIP amendments including preparing for biennial update; update ProjectTrak functionality; update ProjectTrak manual; maintain RTIP public webpage; ensure consistency with the 2025 Regional Transportation Plan (Staff) | RTIP amendments/ update; updated ProjectTrak features/manual | 6/30/2026       |
| 4.       | \$53,540  | Continue to participate in statewide meetings and task force groups including the California Federal Program Group (Staff)                                                                                                        | Memo summarizing regional input to interagency groups        | 6/30/2026       |

### Future Activities

Future activities include an annual estimate of short-term revenues; update to the 2027 RTIP; approval of amendments to the 2025 RTIP; continuing work to align the RTIP projects with the Regional Plan and publication of federal obligation reports.

**Work Element: 1500400 – OWP and Budget Programs Management**

**Project Manager: Julian Podgruszewski**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actuals | FY 2025<br>Budget | FY 2026<br>Budget |
|------------------------------|------------------------------|-------------------|-------------------|
| Salaries, Benefits, Indirect | \$631,366                    | \$692,561         | \$691,465         |
| Other Direct Costs           | \$0                          | \$2,106           | \$2,106           |
| <b>Total</b>                 | <b>\$631,366</b>             | <b>\$694,667</b>  | <b>\$693,571</b>  |

### Project Funding

| Funding              | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|----------------------|--------------------|--------------------|--------------------|
| FFHWA – CPG Planning | \$130,000          | \$130,000          | \$130,000          |
| FFTA – CPG 5303      | \$135,000          | \$135,000          | \$135,000          |
| LTDA                 | \$366,366          | \$429,667          | \$428,571          |
| <b>Total</b>         | <b>\$631,366</b>   | <b>\$694,667</b>   | <b>\$693,571</b>   |

### Objective

The objective of this work element is to provide the overall development, management, and coordination of the annual SANDAG Program Budget, including the Overall Work Program (OWP). The OWP is a required component of the budget and encompasses all the regional planning activities related to transportation, including supporting infrastructure. Emphasis in FY 2026 will be on balancing agency strategic initiatives and funding constraints; refining a newly implemented Enterprise Resource Planning (ERP) platform to integrate budgeting functions with accounting, payroll and human resources; and ensuring effective coordination with local, state, and federal funding agencies and compliance with funding requirements.

### Previous Accomplishments

The draft annual Program Budget is produced in early March each year and reviewed by the Executive Committee, the Board of Directors, and funding agencies. SANDAG has met the requirement to produce a balanced budget each year and has managed the components of the budget to ensure that available funding sources are utilized and comply with funding requirements.

### Justification

The development, approval, and monitoring of the OWP is a requirement for the receipt of Consolidated Planning Grant funds. The OWP guidelines are published annually, and the draft OWP budget is submitted to the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), and Caltrans for review and approval. SANDAG Bylaws require the Board of Directors to consider a draft budget for approval no later than April 1 of each year, and again during the month of May, and final budget approval no later than June 30 of each year.

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                                                        | Task Product                                                                     | Completion Date |
|----------|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|-----------------|
| 1.       | \$71,847  | Produce year-end package for OWP for prior year including; certification of allocation and expenditure by fund source, final statement of expenditures, quarterly progress reports, and compilation of products (Staff) | Year-end package submittal to Caltrans                                           | 8/31/2025       |
| 2.       | \$27,256  | Identify timeline and process improvements for the annual budget process (Staff)                                                                                                                                        | Summary of process improvements, annual budget schedule, and guidelines document | 11/30/2025      |
| 3.       | \$119,522 | Customize ERP platform for improved OWP reporting and integration with other SANDAG financial systems, including coordination with financial, payroll and human resource system (Staff)                                 | ERP platform improvements                                                        | 12/30/2025      |
| 4.       | \$27,107  | Coordinate draft and final OWP with local, state, and federal funding agencies to ensure compliance with funding eligibility requirements (Staff)                                                                       | Annual OWP development and coordination meeting with FHWA, FTA, and Caltrans     | 1/31/2026       |
| 5.       | \$27,106  | Produce quarterly and annual OWP progress reports for review by management, Caltrans, and other funding agencies (Staff)                                                                                                | Quarterly and annual reports                                                     | 6/30/2026       |
| 6.       | \$366,518 | Develop draft and final FY 2026 Program Budget and distribute to the public, member agencies and funding agencies for review and comment (Staff)                                                                        | Draft (March 2025) and final (May 2025) budget documents                         | 6/30/2026       |
| 7.       | \$54,215  | Coordinate with project managers and funding agencies to identify and process accurate and timely budget amendments, as needed (Staff)                                                                                  | Budget amendment documents, including OWP agreement amendments                   | 6/30/2026       |

### Future Activities

This is a recurring work element relating to annual budget development and monitoring. Future activities include refining budget development and monitoring processes and developing enhanced reporting and transparency through the new ERP platform.

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

**Project Manager: Adrian Paniagua**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actuals | FY 2025<br>Budget | FY 2026<br>Budget |
|------------------------------|------------------------------|-------------------|-------------------|
| Salaries, Benefits, Indirect | \$47,453                     | \$118,693         | \$145,481         |
| Contracted Services          | \$75,659                     | \$71,209          | \$44,421          |
| <b>Total</b>                 | <b>\$123,112</b>             | <b>\$189,902</b>  | <b>\$189,902</b>  |

### Project Funding

| Funding      | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|--------------|--------------------|--------------------|--------------------|
| LTDA         | \$123,112          | \$189,902          | \$189,902          |
| <b>Total</b> | <b>\$123,112</b>   | <b>\$189,902</b>   | <b>\$189,902</b>   |

### Objective

The objective of this work element is to provide funding oversight for regional transportation projects and programs by estimating, administering, and allocating Transportation Development Act (TDA) funds; ensuring compliance and consistency with state regulations related to the administration of this funding source, including submitting required state and federal reports. Emphasis in FY 2026 will be on continuing ongoing activities and participating in the TDA Reform Task Force and responding to recommendations coming out of the FY 2025 TDA Triennial Performance Audit.

### Previous Accomplishments

In FY 2025, SANDAG approved TDA claims, completed TDA and State Transit Assistance (STA) audits, and continued implementation of recommendations from the TDA performance audit.

### Justification

All the tasks involved with this work element support the requirements of SANDAG in its role as the Regional Transportation Planning Agency under various statutes, regulations, and agreements.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                                                                                                                                | Task Product                                                                                | Completion Date |
|----------|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|-----------------|
| 1.       | \$44,421  | Conduct annual fiscal audit for TDA/STA recipients. (Consultant)                                                                                                                                                                                                                                | Fiscal audits                                                                               | 12/31/2025      |
| 2.       | \$145,481 | Review TDA/STA claims for eligibility; process TDA/STA claim amendments, as needed; maintain TDA database; update the TDA manual, as needed; and maintain TDA website. Provide annual TDA apportionment and five-year revenue projections to transit operators and local jurisdictions. (Staff) | TDA/STA claims and amendments; staff report; revenue projections to transit agencies and lo | 6/30/2026       |

### Future Activities

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

**Project Expenses**

| Expense                      | FY 2024<br>Estimated Actuals | FY 2025<br>Budget   | FY 2026<br>Budget   |
|------------------------------|------------------------------|---------------------|---------------------|
| Salaries, Benefits, Indirect | \$9,075,926                  | \$10,689,537        | \$10,773,051        |
| Other Direct Costs           | \$405,611                    | \$964,240           | \$882,340           |
| Contracted Services          | \$2,783,102                  | \$1,570,000         | \$1,496,000         |
| <b>Total</b>                 | <b>\$12,264,639</b>          | <b>\$13,223,777</b> | <b>\$13,151,391</b> |

**Project Funding**

| Funding               | FY 2024<br>Funding  | FY 2025<br>Funding  | FY 2026<br>Funding  |
|-----------------------|---------------------|---------------------|---------------------|
| FFHWA – CPG Planning  | \$2,702,910         | \$3,031,809         | \$3,131,595         |
| FFTA - 5307           | \$3,120,061         | \$3,143,637         | \$3,725,414         |
| LTDA                  | \$1,137,705         | \$2,051,074         | \$3,826,319         |
| LTransNet - TNet/FTsw | \$3,333,142         | \$3,175,145         | \$1,598,807         |
| LTransNet - TNetAdmin | \$1,970,821         | \$1,822,112         | \$869,256           |
| <b>Total</b>          | <b>\$12,264,639</b> | <b>\$13,223,777</b> | <b>\$13,151,391</b> |

**Objective**

The objective of this work element is to conduct data analysis and modeling to inform regional planning and policy development. This work element will develop, maintain, and operate data systems, models, and analytic tools that allow SANDAG and its member agencies to transform data into actionable and meaningful information for the San Diego region that facilitates effective decision-making. The scope of efforts includes transportation modeling; demographic, economic and land use analysis and forecasting; geographic information systems; survey research; performance monitoring; and data dissemination. The Open Data Portal (ODP) will continue to be the central focus of disseminating data related to mobility, the economy, the environment, and social equity in the San Diego region. Quality management practices will be used to ensure accuracy, reliability, timeliness, appropriate use and transparency of data and analytic products developed and used supported by consistent and effective procurement, data governance, and project management practices. These tools and data products are needed to conduct analyses required by federal and state laws. Program emphasis in FY 2026 will be support for the production use of new forecast and modeling tools in the final stages of the 2025 Regional Plan and other priority agency projects, such as the Los Angeles-San Diego-San Luis Obispo Corridor, Otay Mesa East, and Airport Transit Connection.

**Previous Accomplishments**

Previous accomplishments include modeling and analysis for the 2025 Regional Plan following extensive survey research to better understand post-pandemic travel behavior, transformational updates to transportation modeling tools, population, land use and economic forecasting tools and transportation network editing tools. Geographic Information Systems (GIS) application updates, database modernization and Cloud migration, modernization of older data dissemination tools such as Data Surfer and the Regional GIS Data Warehouse, Economic data analysis and presentations, and extensive data product dissemination using the ODP also took place. In addition, Quality Assurance/Quality Control (QA/QC) procedures, including increased use of automation in QA/QC reviews, Peer Review Process (PRP), proactive data quality measures such as use of standardized templates, and project management procedures have been employed to monitor and ensure data quality and project performance.

**Justification**

SANDAG is required by state and federal law to have a transportation model that addresses the planning needs of the region and can be used for air quality conformity determinations, including those related to California Senate Bill 375 (SB 375), the Sustainable Communities and Climate Protection Act of 2008 (Steinberg, 2008). This law requires the transportation model assumptions and data to be current and properly reflect the associated behavior in making travel choices. The transportation model must be validated, properly documented, and transparent to the public. This work element provides all data, analysis, models, and GIS technology framework that supports development of the Regional Plan, TransNet capital improvement program, and other SANDAG priority projects and ensures the necessary technology and systems are in place to support a broad range of agency projects and initiatives.

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total        | Task Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Task Product                                                                                              | Completion Date |
|----------|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|-----------------|
| 1.       | \$10,773,051 | Leverage a variety of data-science-enabled and analytical techniques to develop data products and actionable insights for local jurisdictions and the public. This includes data content creation and platform enhancements to support key initiatives outlined in the regional plan. Note: labor costs for the entire overall work program (OWP) are included in this task. Other tasks include direct costs only. (Staff)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | ODP, Dashboards, Demographic and Travel Behavior Reports, Travel Demand and Emission Forecasts            | 6/30/2026       |
| 2.       | \$1,101,990  | Implement and support major update to SANDAG travel model, Activity-Based Model 3 (ABM3), that incorporates post-pandemic survey datasets and also includes a software platform upgrade. Completion and maintenance of features and enhancements to ABM3 that are required for 2025 Regional Plan (Regional Plan) analysis and other Comprehensive Multimodal Corridor Plans and transit studies. Maintenance and enhancement of new Transportation Network Editor (TNED) network editing system to accurately reflect networks on the ground for existing years and future networks for the Regional Plan. Produce networks (highway and transit) for the final Regional Plan and Environmental Impact Review (EIR) and conduct ABM3 model runs and EMFAC emissions modeling runs to support Performance Measures, SB 375 greenhouse gas analysis, air quality conformity analysis, and EIR analysis for the plan. Maintain updated off-model calculators for the Regional Plan. Complete technical documentation for the final Regional Plan appendixes and provide support for other documentation. Support Regional Transportation Improvement Plan, highway corridor and transit studies such as Purple Line and Blue Line. Address any questions or comments from the board, external and internal stakeholders regarding transportation modeling, including modeling use in the Regional Plan. (Staff/Consultant) | ABM3 Travel Model Code, Networks, Model and Off Model Calculator Output, Performance Measures and Reports | 6/30/2026       |
| 3.       | \$100,000    | Demographic and economic modeling development, maintenance, and enhancements; updated Regional Cohort Component Model, re-architecture of Subregional Allocation Model, and development of the Estimates Program. Delivery of Cohort Component Model, Subregional Allocation Model, and Estimates Program to public repositories with thorough Wiki-based documentation and issue-tracking boards. Delivery of Estimates 2024 and Estimates 2025 to the ODP. (Staff/Consultant)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | SANDAG Regional Growth Forecasts and Estimates Program                                                    | 6/30/2026       |
| 4.       | \$452,000    | Maintenance and enhancement of Enterprise GIS software, infrastructure, and data. Provide GIS support for TNED transportation network editing. Produce analysis for ABM3 performance measures. Create web mapping applications and visualizations to support dissemination of data to the public and collaboration for internal project teams. Develop enhanced models and processes for updating land use, employment, and building inventories, resulting in an authoritative geographic data library, spatial analyses including proximity-based performance measures for ABM3 Regional Plan and EIR model runs, GIS applications and tools supporting agency projects and workflows. Technical support for agency GIS users. Web mapping applications for visualization and dissemination of data to public, including the SanGIS/SANDAG GIS Regional Data Warehouse. (Staff)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Enterprise GIS- Spatial Analysis, maps, reports, websites                                                 | 6/30/2026       |



| Task No. | Total     | Task Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Task Product                                                  | Completion Date |
|----------|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|-----------------|
| 5.       | \$664,000 | Transportation surveys and other primary data collection, including small sample household travel survey, cross-border travel survey, and transit surveys, including adoption of advanced data science and data management techniques for storage and analysis of survey data. Inventory and analysis of vehicle count data. Continued oversight of the Passenger Counting Program for ridership data to help meet mandated Federal Transit Administration requirements. (Staff/Consultant)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Applied Research - Survey and research reports and dashboards | 6/30/2026       |
| 6.       | \$47,850  | Regular updates and tracking on San Diego's economy as it impacts SANDAG's revenue and cost estimates and forecast – specifically for employment, TransNet revenue, Regional Transportation Congestion Improvement Program and cost escalation. Conduct benefit-cost analyses to support grant applications and economic impact analyses to convey the value of SANDAG's major capital projects and initiatives. Work with Planners and Engineers to evaluate economic, social and environmental benefits. Provide ongoing technical support to ABM around assumptions for forecasted change. Provide routine updates to working groups and regional partners on Data Science products, SR 15 forecast and the economy, producing updated forecasts for TransNet, and other local revenue sources. State and federal-compliant benefit-cost analysis; economic presentations to Independent Taxpayer Oversight Committee, Board, agency partners and community stakeholders, update guidelines and tools for cost escalation for budgets, contracts and engineering. (Staff) | Economic Research Reports, Cost Analysis and Forecasts        | 6/30/2026       |
| 7.       | \$12,500  | Refine and implement QA/QC and PRP procedures and conduct rigorous analysis of the agency's use of data, analysis, and modeling; implement project management best practices, manage and oversee the acquisition and procurement of core datasets, professional services and specialized software, resulting in peer review documentation, QC test plans and test results, proactive QA documents including templates and guides, project management plans, schedules, risk and issue registers Budget and procurement documents including proposals and contracts. Development and maintenance of departmental Standard Operating Procedures. (Staff)                                                                                                                                                                                                                                                                                                                                                                                                                       | Peer review and QA/QC documents, project management plans     | 6/30/2026       |

### Future Activities

Future activities include the ongoing data collection, analysis, and creation of model inputs necessary to be able to complete the 2025 Regional Plan and prepare for future plans and studies; modeling, analysis, and GIS support for agency plans and programs, plans and preparation for ongoing improvements in core ABM and Regional Forecast systems; continued adaptation of Cloud data systems and modernized data engineering and data science methods, performance monitoring activities; efforts to maintain and continue to improve the agency's GIS mapping and public access through online capabilities; QA/QC, peer reviews, data governance, and project management procedures; and data dissemination through the ODP, related dashboards and data visualizations and specialized data products, including integration of data pipelines from acquisition to analysis and visualization.

**Work Element: 2300001 – Data Science Research Assistance**

**Project Manager: Mike Duncan**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actuals | FY 2025<br>Budget | FY 2026<br>Budget |
|------------------------------|------------------------------|-------------------|-------------------|
| Salaries, Benefits, Indirect | \$20,678                     | \$6,037           | \$99,503          |
| <b>Total</b>                 | <b>\$20,678</b>              | <b>\$6,037</b>    | <b>\$99,503</b>   |

### Project Funding

| Funding        | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|----------------|--------------------|--------------------|--------------------|
| LTDA - TDAPIng | \$20,678           | \$6,037            | \$99,503           |
| <b>Total</b>   | <b>\$20,678</b>    | <b>\$6,037</b>     | <b>\$99,503</b>    |

### Objective

The objective of this work element is to account for assistance that is provided to jurisdictions and the general public that is not a fee-based service or component of a SANDAG project. These are typically very small items but should be tracked separately to ensure appropriate and allowable funding sources are used.

### Previous Accomplishments

Staff have traditionally responded to activities that require 30 minutes or less for the general public and 4 hours or less for jurisdictions. To ensure equitable response and use of agency resources, requests that be accomplished within current policies started being charged to a separate budget in FY 2024. Staff responded to 102 external requests in the first six months of FY 2025.

### Justification

Inquiries from jurisdiction and the general public for data, analyses, and other information frequently occur. The SANDAG Service Bureau is used for projects over 30 minutes of staff time for the general public and for over 3 hours for member agencies. This overall work program is to account for time spent for such inquiries and allow for local funds to be used for staff time. The budget for FY 2026 increased, as there was higher volume of requests in FY 2025.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total    | Task Description                                                                                  | Task Product                                          | Completion Date |
|----------|----------|---------------------------------------------------------------------------------------------------|-------------------------------------------------------|-----------------|
| 1.       | \$99,503 | Provide limited duration research support in response to agencies and the general public. (Staff) | Research provided to jurisdictions and general public | 6/30/2026       |

### Future Activities

Future activities include continued response to data and analytical requests from jurisdictions and the public.

**Work Element: 3100400 – Regional Plan Implementation**

**Project Manager: Tuere Fa'aola**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actuals | FY 2025<br>Budget  | FY 2026<br>Budget  |
|------------------------------|------------------------------|--------------------|--------------------|
| Salaries, Benefits, Indirect | \$1,902,833                  | \$1,337,477        | \$2,398,933        |
| Other Direct Costs           | \$0                          | \$0                | \$13,000           |
| <b>Total</b>                 | <b>\$1,902,833</b>           | <b>\$1,337,477</b> | <b>\$2,411,933</b> |

### Project Funding

| Funding               | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|-----------------------|--------------------|--------------------|--------------------|
| FFHWA – CPG Planning  | \$367,158          | \$367,158          | \$367,158          |
| FFTA – CPG 5303       | \$541,646          | \$541,646          | \$538,059          |
| LTDA                  | \$227,351          | \$135,087          | \$863,130          |
| LTransNet - TNet/FTsw | \$430,889          | \$150,078          | \$150,078          |
| LTransNet - TNetAdmin | \$335,789          | \$143,508          | \$493,508          |
| <b>Total</b>          | <b>\$1,902,833</b> | <b>\$1,337,477</b> | <b>\$2,411,933</b> |

### Objective

The objective of this work element is to advance projects in the adopted Regional Plan. In FY 2026, staff will continue to seek funding for early action projects identified in the Regional Plan; support smart growth incentive program grants for local agencies; coordinate with local, state, and federal agencies to ensure consistency with the adopted Regional Plan through the Intergovernmental Review (IGR) Process; continue goods movement planning coordination between local, state, and federal agencies, and advance regional and local climate change mitigation, adaptation, and resiliency planning.

### Previous Accomplishments

Previous accomplishments include IGR of projects, programs, and policies relevant to the Regional Plan, pursuit of grants for implementation of Regional Plan projects, continued advancement of climate initiatives, and development of criteria and schedule for the smart growth incentive program along with presentations to working groups and policy advisory committees.

### Justification

This project is required to meet state and federal laws governing the creation and adoption of the Regional Transportation Plan, including requirements from California Senate Bill 375 (Steinberg, 2008). The project is also required to meet state law regarding the development of Regional Comprehensive Plans described in Assembly Bill 361 (Kehoe, 2003). Requirements of Assembly Bill 805 (Gonzalez, 2017) related to the Regional Plan are incorporated in Overall Work Program No. 3103000.

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Task Product                                                            | Completion Date |
|----------|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|-----------------|
| 1.       | \$679,733 | Coordinate and conduct areawide clearinghouse and IGR processing, internal reporting, and conduct review local development projects to ensure consistency with the adopted Regional Plan. Review state policy documents and guidelines, for transportation, land use, or housing related impacts in coordination with State. (e.g. SB 375 target setting, Sustainable Communities Strategy (SCS) Guideline updates, Regional Transportation Plan Guideline updates, etc.). Update the SCS Implementation Tracking Report for the adopted Regional Plan to meet AB 1730 requirements. (Staff) | IGR database, project tracking, and reporting tool, and comment letters | 6/30/2026       |
| 2.       | \$579,733 | Coordinate with regional stakeholders to implement goods movement and sustainable freight projects in the Regional Plan. Coordinate with Caltrans on studies and project development for the implementation of the proposed managed lanes network in the adopted Regional Plan. (Staff)                                                                                                                                                                                                                                                                                                      | Meetings, agendas, notes, technical memos                               | 6/30/2026       |
| 3.       | \$579,733 | Coordinate with regional stakeholders to seek funding opportunities and advance planning and implementation of transportation projects and programs the adopted Regional Plan. (Staff)                                                                                                                                                                                                                                                                                                                                                                                                       | Meetings, agendas, grant applications                                   | 6/30/2026       |
| 4.       | \$242,867 | Coordinate and award Smart Growth Incentive Program (SGIP) projects that align with adopted Regional Plan. Includes grant agreements, workshops and presentations with local jurisdiction staff, working groups, and Policy Advisory Committees. (Staff)                                                                                                                                                                                                                                                                                                                                     | SGIP call for projects and grant award documentation                    | 6/30/2026       |
| 5.       | \$329,867 | Coordinate with regional stakeholders to advance climate change mitigation, adaptation, and resilience planning including decarbonization and zero emission vehicle and infrastructure initiatives such as the Climate Collaborative and Accelerate to Zero Emissions collaboration. (Staff)                                                                                                                                                                                                                                                                                                 | Meetings, agendas, grant applications                                   | 6/30/2026       |

### Future Activities

The implementation of the 2021 Regional Plan will continue through 2025 until the 2025 Regional Plan is adopted. In FY 2027, staff will also focus on advancing new near-term initiatives and projects from the adopted 2025 Regional Plan.

**Work Element: 3100404 – Tribal Consultation Program**

**Project Manager: Paula Zamudio**

### Project Expenses

| Expense                        | FY 2024<br>Estimated Actuals | FY 2025<br>Budget | FY 2026<br>Budget |
|--------------------------------|------------------------------|-------------------|-------------------|
| Salaries, Benefits, Indirect   | \$225,220                    | \$315,938         | \$344,726         |
| Other Direct Costs             | \$2,361                      | \$4,414           | \$4,000           |
| Pass-Through to Other Agencies | \$45,000                     | \$30,000          | \$30,000          |
| <b>Total</b>                   | <b>\$272,581</b>             | <b>\$350,352</b>  | <b>\$378,726</b>  |

### Project Funding

| Funding              | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|----------------------|--------------------|--------------------|--------------------|
| FFHWA – CPG Planning | \$232,701          | \$232,701          | \$232,701          |
| LTDA -               | \$39,880           | \$117,651          | \$146,025          |
| <b>Total</b>         | <b>\$272,581</b>   | <b>\$350,352</b>   | <b>\$378,726</b>   |

### Objective

The objective of this work element is to continue the government-to-government framework for engaging the 17 federally recognized sovereign tribal governments in the regional transportation planning process as mandated by state and federal regulations; coordinate and consult with tribal governments and intertribal organizations on major transportation, land use, and other regional planning initiatives; and provide a technical forum for discussing tribal transportation issues. Emphasis in FY 2026 will be on continuing tribal consultation for the 2025 Regional Plan, implementation of collaborative strategies agreed upon in prior Tribal Summits and planning for the next agreement with the Southern California Tribal Chairmen's Association (SCTCA).

### Previous Accomplishments

A Tribal Summit was hosted for the first time in six years in June 2024 and the Tribal Consultation Plan continued to be implemented. Staff collaborated with SCTCA to continue to work on collaborative strategies in the 2021 Regional Plan as well as develop the 2025 Regional Plan. Prior years have included hosting a Tribal Symposium with the Borders Committee, collaborating with the SCTCA on grant applications and the update of the Intraregional Tribal Transportation Strategy (ITTS). The focus in FY 2024 and 2025 was on relationship building and integrating tribal concerns in the implementation of the 2021 Regional Plan and development of the 2025 Regional Plan.

### Justification

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

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                                                    | Task Product                                                                    | Completion Date |
|----------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|-----------------|
| 1.       | \$238,726 | Provide staff support and coordination for quarterly Tribal Working Group and monthly taskforce meetings and annual events. (Staff)                                                                                 | Meetings, agendas and materials, membership lists, meeting minutes              | 6/30/2026       |
| 2.       | \$30,000  | Coordinate technical support and project management for the memorandum of understanding (MOU) with the SCTCA on 2025 Regional Plan development - Tribal Consultation. Planning for the 2029 MOU with SCTCA. (Staff) | Quarterly reports, meetings, agendas and materials, coordination, presentations | 6/30/2026       |
| 3.       | \$100,000 | Tribal liaison activities to advance implementation of the adopted Regional Plan and ITTS and coordination with tribal governments on planning initiatives and strategies. (Staff)                                  | Meetings, agendas and materials, coordination, reports, presentations           | 6/30/2026       |
| 4.       | \$10,000  | Coordinate with local, state, and federal government agencies on relevant tribal-related issues as well as with intertribal agencies such as the Native American Environmental Protection Coalition. (Staff)        | Meetings, agendas and materials, coordination, staff reports and presentations  | 6/30/2026       |

### Future Activities

This is an ongoing work element. SANDAG will continue to work within its government-to-government framework to ensure timely and meaningful tribal engagement in regional planning efforts, including the implementation of collaborative strategies. SANDAG will follow up on recommendations that came from the Tribal Summit between Tribal leaders and the Board of Directors, host monthly Tribal Task Force, as well as quarterly Tribal Transportation meetings. Staff will continue to identify areas of opportunity to advance regionally significant tribal priority projects by seeking grant funding, coordinating with other agency tribal liaisons and scheduling site visits with newly elected tribal leaders for relationship building and identification of areas of potential collaboration.

**Work Element: 3100408 – Regional Plan Outreach FY 2026**

**Project Manager: Paula Zamudio**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actuals | FY 2025<br>Budget | FY 2026<br>Budget  |
|------------------------------|------------------------------|-------------------|--------------------|
| Salaries, Benefits, Indirect | \$0                          | \$0               | \$1,204,967        |
| Other Direct Costs           | \$0                          | \$0               | \$15,000           |
| Contracted Services          | \$0                          | \$0               | \$388,000          |
| <b>Total</b>                 | <b>\$0</b>                   | <b>\$0</b>        | <b>\$1,607,967</b> |

### Project Funding

| Funding                                                    | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|------------------------------------------------------------|--------------------|--------------------|--------------------|
| LTDA                                                       | \$0                | \$0                | \$1,041,679        |
| S-Caltrans - SB1 – Sustainable Communities<br>Formula FY25 | \$0                | \$0                | \$566,288          |
| <b>Total</b>                                               | <b>\$0</b>         | <b>\$0</b>         | <b>\$1,607,967</b> |

### Objective

The objective of this work element is to continue the implementation of the Public Involvement Program (PIP) for the 2021 Regional Plan and development of the 2025 Regional Plan, through engaging with disadvantaged communities. Emphasis in the first half of FY 2026 will be engagement with 12 community-based organizations (CBOs) located in historically underrepresented communities on the Draft 2025 Regional Plan. Outreach efforts will center around co-creating strategies with the CBOs in the SANDAG network to provide education around agency planning efforts and address multimodal transportation and land use planning needs in disadvantaged communities. Another primary objective for this work element in FY 2026 will also include development of the new CBO network as the current contract expires December 2025. This will include preparing contract documents, conducting research on other organizations in the region, reviewing and evaluating proposals and onboarding the new CBO network organizations once contracts are awarded.

### Previous Accomplishments

Prior accomplishments include robust education and outreach during the implementation of the 2021 Regional Plan and initial development of the 2025 Regional Plan. This included initiating and overseeing contracts with 12 CBOs across the region to engage disadvantaged communities. Outreach efforts during implementation of the 2021 Regional Plan resulted in multiple community events to explain various projects and programs such as the Housing Acceleration Program, Youth Opportunity Pass, and more. Outreach efforts conducted for the development of the 2025 Regional Plan included execution of activities co-designed to provide understanding for the Regional Plan process and community specific project information. Regional Plan 2025 outreach efforts included a focus on input and follow up on the feedback received. Activities included social media campaigns, pop-up events, advertising, roadshow presentations, and participation in SANDAG community fairs and outreach events.

### Justification

This project furthers SANDAG's Commitment to Equity and will ensure state and federal laws and regulations governing public outreach for the 2025 Regional Plan are met, including requirements from California Senate Bill 375 (Steinberg, 2008), Assembly Bill 361 (Kehoe, 2003), Assembly Bill 805 (Gonzalez, 2017), and Federal Title VI.

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total       | Task Description                                                                                                                                                                                                                                                                                                                                   | Task Product                                                                                                         | Completion Date |
|----------|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|-----------------|
| 1.       | \$1,092,967 | Coordinate the engagement of disadvantaged communities as identified by CalEnviroScreen 4.0 on the development of the 2025 Regional Plan and implementation of the 2021 Regional Plan. Manage Community Outreach Service contracts for 12 CBOs and co-collaborate on engagement strategies and activities for the 2025 Regional Plan. (Staff/CBOs) | Monthly CBO and Social Equity Working Group meetings, agendas and materials, outreach materials and events, invoices | 12/31/2025      |
| 2.       | \$15,000    | Update and implement PIP strategies. (Staff/CBOs)                                                                                                                                                                                                                                                                                                  | Updated PIP; CBO meetings, events, and materials                                                                     | 6/30/2026       |
| 3.       | \$500,000   | Development of the new CBO network. Refine scope of work, research organizations outside of the current network, review and evaluate new proposals and onboard CBOs selected.                                                                                                                                                                      | Scope of work, proposal evaluations executed contracts, onboarding materials                                         | 6/30/2026       |

### Future Activities

Future activities will include continued implementation of the PIP for development of the 2025 Regional Plan and outreach for the 2025 Regional Plan draft. SANDAG will continue to work with CBOs and explore updates for their contracted services as needed and applicable as well as research additional CBOs working in disadvantaged communities who could become part of the CBO network as a way to reach a greater number of communities and community members in historically disadvantaged communities. SANDAG will begin efforts for the new CBO procurement for the 2029 Regional Plan update.



**Work Element: 3100600 – Air Quality Planning and Transportation Conformity**

**Project Manager: Keith Greer**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget | FY 2026<br>Budget |
|------------------------------|-----------------------------|-------------------|-------------------|
| Salaries, Benefits, Indirect | \$148,614                   | \$180,643         | \$183,981         |
| Other Direct Costs           | \$460                       | \$0               | \$0               |
| <b>Total</b>                 | <b>\$149,074</b>            | <b>\$180,643</b>  | <b>\$183,981</b>  |

### Project Funding

| Funding         | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|-----------------|--------------------|--------------------|--------------------|
| FFTA – CPG 5303 | \$131,976          | \$140,994          | \$140,994          |
| LTDA            | \$17,098           | \$39,649           | \$42,987           |
| <b>Total</b>    | <b>\$149,074</b>   | <b>\$180,643</b>   | <b>\$183,981</b>   |

### Objective

The objectives of this work element are to demonstrate federal air quality conformity for the 2025 Regional Plan and Regional Transportation Improvement Program (RTIP). Emphasis in FY 2026 will be to: (1) complete air quality transportation conformity for the 2025 Regional Plan; and (2) initiate consultation for the 2027 RTIP, and (3) continue discussion and collaboration with federal and state partners through the Conformity Working Group (CWG).

### Previous Accomplishments

Accomplishments in FY 2025 included: (1) obtaining air quality conformity determination for the 2021 Regional Plan Amendment; (2) Initiating and continuing conformity consultation for the 2025 Regional Plan; (3) ongoing consultation on the 2025 Regional Plan with the CWG; (3) initiating and completing conformity consultation on the 2025 RTIP; and (4) holding discussions on implementation of new federal PM2.5 standards.

### Justification

Federal regulations require SANDAG to consult with the CWG and demonstrate air quality conformity for the Regional Plan and the RTIP.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total    | Task Description                                                                                                                                                                                                                                      | Task Product                                                                                                           | Completion Date |
|----------|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|-----------------|
| 1.       | \$56,081 | The air quality transportation conformity determination for the final 2025 Regional Plan and Consistency Determination for the final 2025 Regional Plan and amended 2025 RTIP will be finalized, and consultation with CWG will be completed. (Staff) | Conformity for final 2025 Regional Plan and Consistency Determination for the 2025 Regional Plan and amended 2025 RTIP | 12/31/2025      |
| 2.       | \$69,900 | SANDAG will initiate air quality transportation conformity consultation on the 2027 RTIP. (Staff)                                                                                                                                                     | Draft Conformity for 2027 RTIP                                                                                         | 6/30/2026       |
| 3.       | \$58,000 | SANDAG staff will host virtual CWG meetings to facilitate discussion and collaboration on the air quality transportation conformity process. (Staff)                                                                                                  | Host CWG meetings and prepare materials                                                                                | 6/30/2026       |

### Future Activities

Future work will involve continued coordination with CWG on federal transportation conformity for the 2027 RTIP and progress on implementation guidelines for new federal PM2.5 standards.

**Work Element: 3102700 – Regional Transportation Safety Program**

**Project Manager: Rachel Kennedy**

### Project Expenses

| Expense                      | Prior Years      | FY 2024 Estimated Actual | FY 2025 Budget     | FY 2026 Budget   | Multi-Year Total   |
|------------------------------|------------------|--------------------------|--------------------|------------------|--------------------|
| Salaries, Benefits, Indirect | \$252,191        | \$558,444                | \$945,500          | \$301,856        | \$2,057,991        |
| Other Direct Costs           | \$1,127          | \$2,984                  | \$152,500          | \$3,000          | \$159,611          |
| Contracted Services          | \$299,735        | \$794,752                | \$446,928          | \$0              | \$1,541,415        |
| <b>Total</b>                 | <b>\$553,053</b> | <b>\$1,356,180</b>       | <b>\$1,544,928</b> | <b>\$304,856</b> | <b>\$3,759,017</b> |

### Project Funding

| Funding              | Prior Years      | FY 2024 Funding    | FY 2025 Funding    | FY 2026 Funding  | Multi-Year Total   |
|----------------------|------------------|--------------------|--------------------|------------------|--------------------|
| FFHWA -SS4A          | \$208,256        | \$1,094,816        | \$1,244,928        | \$0              | \$2,548,000        |
| LTransNet -TNetAdmin | \$344,797        | \$226,364          | \$300,000          | \$304,856        | \$1,176,017        |
| LLocal - Vista       | \$0              | \$35,000           | \$0                | \$0              | \$35,000           |
| <b>Total</b>         | <b>\$553,053</b> | <b>\$1,356,180</b> | <b>\$1,544,928</b> | <b>\$304,856</b> | <b>\$3,759,017</b> |

### Objective

The objective of this work element is to advance regional transportation safety including the implementation of the Regional Vision Zero Action Plan. This includes regional coordination around safety planning, tracking implementation and impacts on safety, updates to the regional safety data dashboard, development of a roadway safety audit process, targeted outreach and education efforts, and effective safety research.

### Previous Accomplishments

Accomplishments in FY 2025 included the completion of the Safety Focus Network, Systemic Safety Network, regional Vision Zero Action Plan, Local Agency Resource Hub, local agency speed limit setting support with Safety Corridor Networks, and safety alignment updates to grants programs distributed by SANDAG.

### Justification

The 2021 Regional Plan identified development of a regional safety policy as a near-term implementation action. In July 2022, the Board of Directors adopted Board Resolution No. 2023-02, which directed staff to develop a Vision Zero Action Plan, Regional Safety Policy, and Safety Data Dashboard.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                                                                                                         | Task Product                                            | Completion Date |
|----------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|-----------------|
| 1.       | \$31,856  | Update and enhance Regional Safety Data Dashboard and integrate additional data as identified and needed to benefit analyses. (Staff)                                                                                                                                    | Updated Regional Safety Data Dashboard                  | 6/30/2026       |
| 2.       | \$100,000 | Support and coordinate regional safety activities including State Highway Safety Plan engagement, Vision Zero Task Force meetings, legislation tracking, federal safety target setting coordination, and local jurisdiction project/program development support. (Staff) | Meeting notes, process documentation, project summaries | 6/30/2026       |
| 3.       | \$120,000 | Regional Vision Zero Action Plan implementation including tracking and analysis, roadway safety audit process development, internal training, targeted outreach on regional safety challenge areas and new safety regulations, and effective safety research. (Staff)    | Meeting notes, process documentation, project summaries | 6/30/2026       |
| 4.       | \$53,000  | Project implementation and grant development support. (Staff)                                                                                                                                                                                                            | Capital project and program support materials           | 6/30/2026       |

### Future Activities

Continued advancement of critical plan implementation actions, annually updating the Regional Safety Data dashboard, pursuit of safety grant funding, and plan monitoring and evaluation process.

**Project Expenses**

| Expenses                     | Prior Years     | FY 2024 Estimated Actual | FY 2025 Budget   | FY 2026 Budget   | Multi-Year Total |
|------------------------------|-----------------|--------------------------|------------------|------------------|------------------|
| Salaries, Benefits, Indirect | \$34,988        | \$124,621                | \$229,168        | \$114,647        | \$503,424        |
| Other Direct Costs           | \$0             | \$663                    | \$2,500          | \$3,000          | \$6,163          |
| <b>Total</b>                 | <b>\$34,988</b> | <b>\$125,284</b>         | <b>\$231,668</b> | <b>\$117,647</b> | <b>\$509,586</b> |

**Project Funding**

| Funding         | Prior Years     | FY 2024 Funding  | FY 2025 Funding  | FY 2026 Funding  | Multi-Year Total |
|-----------------|-----------------|------------------|------------------|------------------|------------------|
| FFTA – CPG 5303 | \$30,974        | \$48,235         | \$158,418        | \$79,209         | \$316,836        |
| LTDA            | \$4,013         | \$77,049         | \$73,250         | \$38,438         | \$192,750        |
| <b>Total</b>    | <b>\$34,988</b> | <b>\$125,284</b> | <b>\$231,668</b> | <b>\$117,647</b> | <b>\$509,586</b> |

**Objective**

Transportation Performance Management (TPM) is a systematic process to advance national goals and objectives aimed at a better performing transportation system. The objective of this work element is to establish performance targets to inform planning and programming processes and monitor goal area progress. Federal TPM requires regular monitoring and communication in Regional Plan and Regional Transportation Improvement Program documents. This work element also will implement the required Congestion Management Process as part of transportation planning, monitoring, and programming activities.

**Previous Accomplishments**

Accomplishments in FY 2025 included completion of the federal performance appendices for the final 2025 RTIP and draft 2025 Regional Plan, coordination with Caltrans and establishment of Performance Management (PM) Rule 1 safety targets and System Performance PM Rule 3 Level of Travel Time Reliability targets, and coordination with transit operators and establishment of Federal Transit Administration Transit Asset Management and Public Transportation Agency Safety Regional targets.

**Justification**

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

**Product, Tasks, and Schedule for FY 2026**

| Task No. | Total    | Task Description                                                                                                                                                                      | Task Product                                                                               | Completion Date |
|----------|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|-----------------|
| 1.       | \$79,647 | Analyze data and coordinate with Caltrans to develop annual targets for five federally required safety targets to reduce fatalities and serious injuries on all public roads. (Staff) | Calendar Year 2026 Safety Targets, meeting notes, process documentation, project summaries | 6/30/2026       |
| 2.       | \$25,000 | Programming process documentation including demonstration of Regional Transportation Improvement Program (RTIP) support of target achievement. (Staff)                                | 2027 RTIP Performance appendix                                                             | 6/30/2026       |
| 3.       | \$13,000 | Planning process documentation in 2025 Regional Plan including performance measures, adopted targets and progress on target demonstration. (Staff)                                    | 2025 Regional Plan Performance report                                                      | 12/30/2025      |

**Future Activities**

Future activities include development of the 2027 RTIP Federal Performance appendix, annual PM Rule 1 target setting, coordination on statewide Full Performance Period Progress Report.

**Work Element: 3102900 – Regional Infrastructure Incubator**

**Project Manager: Danielle Kochman**

### Project Expenses

| Expense                      | FY 2025 Budget   | FY 2026 Budget     | Multi-Year Total   |
|------------------------------|------------------|--------------------|--------------------|
| Salaries, Benefits, Indirect | \$344,423        | \$540,577          | \$885,000          |
| Other Direct Costs           | \$10,000         | \$10,000           | \$20,000           |
| Contracted Services          | \$325,000        | \$520,000          | \$845,000          |
| <b>Total</b>                 | <b>\$679,423</b> | <b>\$1,070,577</b> | <b>\$1,750,000</b> |

### Project Funding

| Funding        | FY 2025 Budget   | FY 2026 Funding    | Multi-Year Total   |
|----------------|------------------|--------------------|--------------------|
| FOthrFed - BAB | \$679,423        | \$1,070,577        | \$1,750,000        |
| <b>Total</b>   | <b>\$679,423</b> | <b>\$1,070,577</b> | <b>\$1,750,000</b> |

### Objective

This project will launch the SANDAG Innovative Infrastructure Incubator, intended to support accelerated delivery of projects in the Regional Plan. The Incubator will develop standardized processes for alternative delivery methods (ADMs). Funded through a successful grant award from the Build American Bureau, the Incubator aims to develop projects that would be eligible for their financing programs. Emphasis in FY 2026 will be to select the pipeline of projects to participate in the incubator and advance these projects through the established process framework. The final deliverable will provide SANDAG and our region with the tools to navigate ADMs and attract innovative financing opportunities in the region.

### Previous Accomplishments

In FY 2025, the incubator kicked off work with the establishment of a project and risk management plan and convening of stakeholders from across the agency to actively participate as project advisors. The team prepared a final deliverable outline, project playbook to record lessons learned, and entered the procurement process for consultant support for individual project studies.

### Justification

SANDAG is responsible for developing and implementing a Regional Plan that meets state and federal laws. This project will help the agency identify, evaluate, and adopt project delivery models and innovative financing methods that will allow the agency to accelerate the implementation of projects in the Regional Plan.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                               | Task Product                                              | Completion Date |
|----------|-----------|--------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|-----------------|
| 1.       | \$345,577 | Procure consultant support (Staff)                                                                                             | Executed consultant agreement                             | 07/15/2025      |
| 2.       | \$125,000 | Project administration and incubator operations (Staff)                                                                        | Project team meeting agendas, materials, action items     | 06/30/2026      |
| 3.       | \$75,000  | Develop a project selection process and evaluate projects for inclusion in the Incubator. (Staff/Consultant)                   | Pipeline of projects                                      | 06/30/2026      |
| 4.       | \$150,000 | Evaluate pipeline projects for strengths, weaknesses, opportunities, and threats (Staff/Consultant)                            | Pipeline project analysis memo                            | 05/31/2026      |
| 5.       | \$230,000 | Develop as needed project studies and feasibility assessment for pipeline projects                                             | Project studies, project specific feasibility assessments | 06/30/2026      |
| 6.       | \$145,000 | Develop an agency-wide approach to perform value for money assessments to evaluate the choice of a P3 procurement alternative. | Agency Value for Money Guidebook                          | 06/30/2026      |

### Future Activities

Future activities will include project specific studies to advance project development and developing an agency-wide approach for value for money analyses.

**Work Element: 3103000 – Regional Plan Development**

**Project Manager: Tuere Fa'aola**

### Project Expenses

| Expense                      | Prior Years        | FY 2024 Estimated Actual | FY 2025 Budget     | FY 2026 Budget     | Multi-Year Total    |
|------------------------------|--------------------|--------------------------|--------------------|--------------------|---------------------|
| Salaries, Benefits, Indirect | \$929,068          | \$7,100,158              | \$6,728,052        | \$4,361,104        | \$19,118,382        |
| Other Direct Costs           | \$7,798            | \$21,087                 | \$47,500           | \$24,000           | \$100,385           |
| Contracted Services          | \$253,373          | \$699,852                | \$1,265,000        | \$1,061,560        | \$3,279,785         |
| <b>Total</b>                 | <b>\$1,190,239</b> | <b>\$7,821,097</b>       | <b>\$8,040,552</b> | <b>\$5,446,664</b> | <b>\$22,498,552</b> |

### Project Funding

| Funding                | Prior Years        | FY 2024 Funding    | FY 2025 Funding    | FY 2026 Funding    | Multi-Year Total    |
|------------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| FFTA - 5307            | \$50,000           | \$2,702,700        | \$2,879,124        | \$2,720,280        | \$8,352,104         |
| FFTA – CPG 5303        | \$85,000           | \$1,147,524        | \$1,159,316        | \$1,109,316        | \$3,501,156         |
| LTDA                   | \$23,672           | \$824,349          | \$2,399,746        | \$875,000          | \$4,122,767         |
| LTransNet - TNet/FTsw  | \$0                | \$1,414,627        | \$1,143,798        | \$0                | \$2,558,425         |
| LTransNet - TNetAdmin  | \$275,798          | \$874,412          | \$0                | \$283,500          | \$1,433,710         |
| SCaltrans – STIP - PPM | \$755,769          | \$857,484          | \$458,568          | \$458,568          | \$2,530,389         |
| <b>Total</b>           | <b>\$1,190,239</b> | <b>\$7,821,097</b> | <b>\$8,040,552</b> | <b>\$5,446,664</b> | <b>\$22,498,552</b> |

### Objective

The objective of this work element is to complete the development of the 2025 Regional Plan and Sustainable Communities Strategy (SCS) in collaboration with the Board of Directors, stakeholders, and the public. This includes finalized draft technical studies and analysis for the draft Environmental Impact Report (EIR) while continuing public outreach for the release of the draft 2025 Regional Plan. Emphasis in FY 2026 will be on releasing the draft EIR, addressing public comments, and asking the Board to adopt the 2025 Regional Plan and certify the EIR to submit to regulatory agencies.

### Previous Accomplishments

In FY 2025, the proposed draft 2025 Regional Plan transportation network, supporting land use, costs, and revenue assumptions were presented to the Board of Directors. Staff continued work on development of the draft EIR and technical analysis. Staff continued stakeholder and public outreach activities throughout the development of the draft 2025 Regional Plan including ongoing coordination with state agencies (e.g. California Air Resources Board [CARB], Housing and Community Development, Caltrans).

### Justification

This project will ensure state and federal laws and regulations governing the creation and adoption of a Regional Transportation Plan are met, including the development of an SCS as required by California Senate Bill 375 (Steinberg, 2008), and Regional Comprehensive Plan requirements as described in Assembly Bill 361 (Kehoe, 2003).

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total       | Task Description                                                                                                                                                                                                                                                                                                                                                | Task Product                                           | Completion Date |
|----------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|-----------------|
| 1.       | \$763,748   | Perform administrative duties to support the development of the draft Regional Plan and EIR. This includes the staff labor and direct expenses related to posting legally required advertisements, meeting agendas, materials, and securing event venues. (Staff)                                                                                               | Meetings, agendas, presentations                       | 6/30/2026       |
| 2.       | \$1,626,914 | Modify draft plan chapters and supporting documents for the technical appendices based on public feedback/comment period in spring/summer 2025. Develop draft Regional Transportation Plan (RTP) and SCS checklists for federal and state regulatory agencies. (Staff)                                                                                          | Final RTP/SCS and supporting appendices                | 12/31/2025      |
| 3.       | \$1,737,518 | Coordinate with CARB on SCS review, comments, and acceptance. Perform modeling and air quality analysis of Final Regional Plan and EIR. Perform quality assurance/quality control (QA/QC) review of all modeling and data analysis. (Staff)                                                                                                                     | ABM3 model results, QA/QC, peer review panels, maps    | 6/30/2026       |
| 4.       | \$112,812   | Continue public outreach strategies to communicate the Regional Plan projects, policies and programs (supplements efforts in Overall Work Program No. 3100407). (Staff/Consultant)                                                                                                                                                                              | Roadshow presentations, reports, educational materials | 6/30/2026       |
| 5.       | \$1,000,672 | Prepare for the release of the draft EIR and supporting technical analysis and documentation during the summer of 2025; address draft EIR comments and prepare Final EIR. The EIR for the 2025 Regional Plan will include an analysis of the air quality and health impacts of the 2025 Regional Plan at the regional and subregional level. (Staff/Consultant) | Draft and final EIR                                    | 2/28/2026       |
| 6.       | \$205,000   | Legal review, guidance, and coordination with state and federal agencies on the Regional Plan and EIR requirements. (Staff/consultant)                                                                                                                                                                                                                          | Meetings, memos, reports, agendas                      | 6/30/2026       |

### Future Activities

Development of the 2029 Regional Plan will commence in FY 2027. Future activities will include beginning the process of reviewing and updating data, as appropriate, stakeholder engagement and public outreach, and other technical updates. Activities related to the 2025 Regional Plan implementation and monitoring are covered in other work elements.

**Work Element: 3103100 – Regional Housing Needs Assessment**

**Project Manager: Stacey Cooper**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget | FY 2026<br>Budget |
|------------------------------|-----------------------------|-------------------|-------------------|
| Salaries, Benefits, Indirect | \$0                         | \$0               | \$113,090         |
| <b>Total</b>                 | <b>\$0</b>                  | <b>\$0</b>        | <b>\$113,090</b>  |

### Project Funding

| Funding         | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|-----------------|--------------------|--------------------|--------------------|
| FFTA – CPG 5303 | \$0                | \$0                | \$50,000           |
| LTDA            | \$0                | \$0                | \$63,090           |
| <b>Total</b>    | <b>\$0</b>         | <b>\$0</b>         | <b>\$113,090</b>   |

### Objective

The work element supports local jurisdictions with implementation of their sixth cycle Regional Housing Needs Assessments (RHNA) and monitoring seventh cycle RHNA reform efforts. The California Department of Housing and Community Development (HCD) published “California’s Housing Future 2040: The Next Regional Housing Needs Allocation” which outlines suggested changes to the RHNA process. The report includes recommendations to the legislature and modifications that HCD has existing authority to implement, both of which are expected to impact the seventh cycle RHNA process.

### Previous Accomplishments

In 2020, the Board of Directors approved the sixth cycle RHNA Plan, which covers an eight-year planning period (April 15, 2021 – April 15, 2029) and as of FY 2025, all local jurisdictions have compliant housing elements. SANDAG staff have been closely monitoring RHNA reform and informing relevant Policy Advisory Committees and working groups about state efforts that could impact the region in the next cycle. In FY 2025, the Board sent a letter to the housing chairs of the senate and assembly outlining principles to consider in the upcoming legislative cycles regarding RHNA.

### Justification

Statute requires that the council of governments develop a RHNA allocation methodology that furthers five statutory objectives (Gov. Code Section 65584(d)). SANDAG is responsible for developing the methodology and RHNA Plan for the San Diego region.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                      | Task Product                                | Completion Date |
|----------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|-----------------|
| 1.       | \$113,090 | Perform administrative duties and research to support local jurisdictions with sixth cycle implementation, and monitor and participate in seventh cycle reform effort | Presentations, Educational Materials, Memos | 6/30/2026       |

### Future Activities

In FY 2027, SANDAG will prepare for and begin the seventh cycle RHNA process.

**Project Expenses**

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget | FY 2026<br>Budget |
|------------------------------|-----------------------------|-------------------|-------------------|
| Salaries, Benefits, Indirect | \$188,685                   | \$343,158         | \$454,018         |
| Other Direct Costs           | \$894                       | \$9,800           | \$9,800           |
| Contracted Services          | \$275,234                   | \$337,777         | \$205,635         |
| <b>Total</b>                 | <b>\$464,813</b>            | <b>\$690,735</b>  | <b>\$669,453</b>  |

**Project Funding**

| Funding            | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|--------------------|--------------------|--------------------|--------------------|
| Llocal – Other     | \$60,468           | \$154,404          | \$130,076          |
| LLocal - Carlsbad  | \$32,001           | \$27,452           | \$27,776           |
| LLocal - CityofSD  | \$85,521           | \$73,328           | \$74,194           |
| LLocal - Coronado  | \$15,256           | \$12,213           | \$13,236           |
| LLocal - DelMar    | \$14,827           | \$12,713           | \$12,863           |
| LLocal - Encinitas | \$28,563           | \$24,504           | \$24,794           |
| LLocal - ImpBeach  | \$13,310           | \$11,423           | \$11,558           |
| LLocal - Oceanside | \$17,802           | \$15,292           | \$15,473           |
| LLocal - SolanaBch | \$7,486            | \$6,448            | \$6,525            |
| LMA                | \$189,579          | \$352,958          | \$352,958          |
| <b>Total</b>       | <b>\$464,813</b>   | <b>\$690,735</b>   | <b>\$669,453</b>   |

**Objective**

The objectives of this work element are to facilitate the region's adaptation to sea level rise, assess infrastructure at risk from sea level rise, develop the necessary planning studies for a potential beach nourishment project, continue the Regional Shoreline Monitoring Program, and facilitate the Shoreline Preservation Working Group. Emphasis in FY 2026 will be: completion of planning studies for future Regional Beach Sand Project (RBSP III); continuation of shoreline monitoring program; and update of current shoreline polices with creation of shoreline monitoring data portal.

**Previous Accomplishments**

SANDAG has administered two regional beach sand projects (2001 and 2012). Shoreline monitoring in FY 2023 has indicated that it is time for another nourishment effort. In FY 2023 SANDAG executed a memorandum of understanding with coastal jurisdictions to take the necessary first steps toward a new nourishment effort by preparing the required feasibility and cost benefit analysis. SANDAG has completed regional shoreline monitoring with consultant support. SANDAG has completed RSBP III Phase I – Preliminary Planning.

**Justification**

Shoreline preservation and restoration is an important climate adaptation strategy that leads to healthy beaches, which provide necessary habitat, recreation, and economic prosperity, in support of an overall healthy environment. In addition, healthy beaches act as a buffer to protect coastal infrastructure from high tides, strong storms, and sea-level rise thereby enhancing the resilience of the San Diego coastal infrastructure. The program is guided by the SANDAG approved Shoreline Preservation Strategy, Coastal Regional Sediment Management Plan, and Sand Retention Strategy.



## Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                    | Task Product                                              | Completion Date |
|----------|-----------|-------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|-----------------|
| 1.       | \$160,669 | Planning studies to evaluate RBSP III. (Consultant and staff)                                                                       | Completion of RBSP III feasibility and cost benefit study | 9/30/2025       |
| 2.       | \$226,418 | Continuation of shoreline monitoring program. (Consultant and staff)                                                                | Bi-annual reports and annual reports                      | 6/30/2026       |
| 3.       | \$132,398 | Update of current shoreline polices with creation of shoreline monitoring data portal. (Staff)                                      | Updated and consolidated shoreline policies               | 6/30/2026       |
| 4.       | \$149,968 | Project administration and continued support of SANDAG Preservation Working Group and interregional collaboration meetings. (Staff) | Quarterly meeting minutes                                 | 6/30/2026       |

### Future Activities

Finalization of RBSP III Phase I – Preliminary Planning project will be completed by early FY 2026, and staff will be seeking funding opportunities and a partnership with the U.S. Army Corps of Engineers to complete Phase 2 (engineering and design) and Phase 3 (construction and monitoring) for the project. Continuation of regional shoreline monitoring and reporting program will continue to assess the rate and location of coastal erosion.

**Work Element: 3202000 – Regional Climate Action Plan**

**Project Manager: Susan Freedman**

### Project Expenses

| Expense                        | FY 2024<br>Estimated<br>Actual | FY 2025<br>Budget | FY 2026<br>Budget | Future<br>Years | Multi-Year<br>Total |
|--------------------------------|--------------------------------|-------------------|-------------------|-----------------|---------------------|
| Salaries, Benefits, Indirect   | \$281,976                      | \$235,611         | \$71,500.75       | \$15,000        | \$604,088           |
| Other Direct Costs             | \$3,231                        | \$6,244           | \$4,572.52        | \$3,926         | \$17,974            |
| Contracted Services            | \$157,437                      | \$150,000         | \$21,500.00       | \$0             | \$328,937           |
| Pass-Through to Other Agencies | \$0                            | \$44,000          | \$5,000.00        | \$0             | \$49,000            |
| <b>Total</b>                   | <b>\$442,645</b>               | <b>\$435,856</b>  | <b>\$102,573</b>  | <b>\$18,926</b> | <b>\$1,000,000</b>  |

### Project Funding

| Funding        | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding | Future<br>Years | Multi-Year<br>Total |
|----------------|--------------------|--------------------|--------------------|-----------------|---------------------|
| FOthrFed - EPA | \$442,645          | \$435,856          | \$102,573          | \$18,926        | \$1,000,000         |
| <b>Total</b>   | <b>\$442,645</b>   | <b>\$435,856</b>   | <b>\$102,573</b>   | <b>\$18,926</b> | <b>\$1,000,000</b>  |

### Objective

The objective of this work element is to develop a near-term regional climate plan and a long-term vision for climate action for the region under the U.S. Environmental Protection Agency’s (EPA) Climate Pollution Reduction Grant program. Emphasis in FY 2026 will be to continue stakeholder engagement and inter-agency collaboration to prepare a draft and final long-term regional climate vision called the Climate Action Roadmap, in coordination with the 2025 Regional Plan.

### Previous Accomplishments

SANDAG received the grant award in FY 2024 and completed the near-term Priority Climate Action Plan through coordination with local governments, tribal governments, community-based organizations (CBOs), and regional agencies. In FY 2025, SANDAG began developing the long-term climate roadmap including a draft regional greenhouse gas (GHG) inventory and GHG reduction measures. Significant outreach through workshops, interagency meetings, CBO partners, and SANDAG working groups and committees was also conducted. This project builds on past local and regional climate planning efforts.

### Justification

The 2021 Regional Plan Amendment Supplemental Environmental Impact Report includes GHG mitigation measure GHG-5g, which requires SANDAG to prepare a regional climate action plan. This project also furthers a number of federal planning emphasis areas relating to tackling the climate crisis and advancing equity in transportation planning.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total       | Task Description                                                                                                                                                                                                                      | Task Product                                                                   | Completion Date |
|----------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|-----------------|
| 1.       | \$71,500.75 | Preparation of the regional climate roadmap due to EPA on December 1, 2025. Updates to EPA on progress, data quality assurance/quality control (QA/QC), and planned GHG reductions. (Staff)                                           | Draft and final roadmap reports, meeting materials, progress and QA/QC reports | 6/30/2026       |
| 2.       | \$9,572.52  | Community and stakeholder engagement including local jurisdictions, regional agencies, state agencies, tribal nations, CBOs, and other stakeholders. Room rental fees, translation and interpretation, etc. (Staff, CBO Pass Through) | Meeting and outreach materials, pass through for CBOs                          | 6/30/2026       |
| 3.       | \$21,500    | Completion of regional 2022 GHG emissions inventory and methodology report, quantification of GHG reduction targets, quantification of near- and long-term GHG reduction measures (Consultant)                                        | Technical climate reports                                                      | 12/31/2025      |

### Future Activities

This is a four-year grant project. Future activities include continued community and stakeholder engagement and reporting on Priority Climate Action Plan and roadmap progress.

**Project Expenses**

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget | FY 2026<br>Budget |
|------------------------------|-----------------------------|-------------------|-------------------|
| Salaries, Benefits, Indirect | \$138,286                   | \$358,673         | \$481,755         |
| Other Direct Costs           | \$36,768                    | \$28,552          | \$29,380          |
| Contracted Services          | \$0                         | \$32,249          | \$76,752          |
| <b>Total</b>                 | <b>\$175,054</b>            | <b>\$419,474</b>  | <b>\$587,887</b>  |

**Project Funding**

| Funding               | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|-----------------------|--------------------|--------------------|--------------------|
| LTransNet - BPNSAT    | \$87,307           | \$207,237          | \$238,984          |
| LTransNet - SGIP      | \$87,307           | \$207,237          | \$343,904          |
| LTransNet - TNetAdmin | \$440              | \$5,000            | \$5,000            |
| <b>Total</b>          | <b>\$175,054</b>   | <b>\$419,474</b>   | <b>\$587,887</b>   |

**Objective**

The objective of this work element is to administer and implement the TransNet Smart Growth Incentive Program (SGIP) and Active Transportation Grant Program (ATGP). In FY 2026, emphasis will be placed on completing the Cycle 6 SGIP call for projects, conducting the Cycle 5 ATGP call for projects, and continued monitoring and oversight of grantees.

**Previous Accomplishments**

In FY 2022, the Cycle 5 SGIP call for projects was held, resulting in the award of approximately \$1.9 million for five projects. FY 2023 and 2024 efforts focused on program administration and monitoring of active grant projects. In FY 2025, the Cycle 6 SGIP call for projects was developed and released, which will result in the award of \$45 million to local jurisdictions in FY 2026. To date, SANDAG has awarded approximately \$60 million in SGIP funding to 72 projects and over \$29 million in ATGP funding to 88 projects throughout the San Diego region.

**Justification**

Both programs are required under the TransNet Extension Ordinance.

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                                                                                                                                                                                                                                                            | Task Product                                                                                                                                                                                                                                                                                                                                          | Completion Date |
|----------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 1.       | \$389,995 | Monitor active grant projects for progress and compliance with grant agreement requirements; review and process invoices; collect quarterly progress reports and reporting of project progress and requested amendments to the Independent Taxpayer Oversight Committee (ITOC) and Policy Advisory Committees (PACs); labor compliance oversight; and provide technical advice and guidance to grantees. (Staff/Consultant) | Progress payments to grantees, quarterly status reports to ITOC and PACs, time extension amendments with grantees, monthly labor compliance reports, meetings and other correspondence with grantees                                                                                                                                                  | 6/30/2026       |
| 2.       | \$116,140 | Develop and conduct Cycle 5 ATGP call for projects. (Staff)                                                                                                                                                                                                                                                                                                                                                                 | Outreach to stakeholders and potential applicants, Sustainable Communities and Mobility working groups; reports and meetings with ITOC, Regional Planning, and Transportation Committees, and Board of Directors to obtain approval; final call for projects and related materials; prospective applicant webinar; and submitted project applications | 6/30/2026       |
| 3.       | \$81,752  | Complete Cycle 6 SGIP and Cycle 5 ATGP calls for projects by awarding and executing grant agreements. (Staff)                                                                                                                                                                                                                                                                                                               | Scored and ranked applications, funding recommendations; reports and meetings with ITOC, Regional Planning and Transportation Committees, and Board to obtain awards; executed grant agreements and related materials, successful applicant webinar                                                                                                   | 6/30/2026       |

### Future Activities

Continued administration and implementation of the TransNet SGIP and ATGP.

**Project Expenses**

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget | FY 2026<br>Budget |
|------------------------------|-----------------------------|-------------------|-------------------|
| Salaries, Benefits, Indirect | \$611,761                   | \$188,824         | \$188,360         |
| Other Direct Costs           | \$2,815                     | \$24,500          | \$0               |
| Contracted Services          | \$330,190                   | \$0               | \$0               |
| <b>Total</b>                 | <b>\$944,766</b>            | <b>\$213,324</b>  | <b>\$188,360</b>  |

**Project Funding**

| Funding                                           | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|---------------------------------------------------|--------------------|--------------------|--------------------|
| FFHWA -CPG Planning                               | \$300,000          | \$0                | \$0                |
| FHWA Metropolitan Planning – Complete Streets     | \$0                | \$123,822          | \$125,029          |
| Surface Transportation Block Grant (STBG) program | \$400,000          | \$0                | \$0                |
| LTransNet -TNetAdmin                              | \$153,873          | \$0                | \$0                |
| LTDA                                              | \$90,893           | \$89,502           | \$63,331           |
| <b>Total</b>                                      | <b>\$944,766</b>   | <b>\$213,324</b>   | <b>\$188,360</b>   |

**Objective**

The objective of this work element is to integrate active transportation planning and policies into SANDAG agencywide efforts while also liaising with local and state public agencies on active transportation practices and project consistency. Additionally, the work element enables SANDAG to administer the regional Active Transportation Program (ATP) grant, perform program-wide subject matter-focused analyses, and provides resources for SANDAG to apply for active transportation planning and implementation funds.

**Previous Accomplishments**

Administration of the state and regional ATP grant cycles, representation for SANDAG on local and statewide bike/walk advisory committees and presentation panels, development of online and in person public engagement tools for regional active transportation planning, reporting updates and performing analyses for internal and external requestors.

**Justification**

This program is responsible for ensuring all ages and abilities active transportation planning practices and policies are integrated into agencywide and external efforts, including but not limited to the SANDAG grant programs, intergovernmental review, and the legislative agenda. Economic analysis of regional active transportation projects and continued staff education and training on up-to-date active transportation planning practices support program objectives.

**Product, Tasks, and Schedule for FY 2026**

| Task No. | Total     | Task Description                                                                                                                                                                                                                                                                                  | Task Product                                                | Completion Date |
|----------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|-----------------|
| 1.       | \$62,786  | Coordinate with local agencies including Caltrans on planning and implementation of active transportation projects, support development of state ATP grant applications, Intergovernmental review for project consistency with Regional Plan and comprehensive multimodal corridor plans. (Staff) | Local agency coordination, grant applications, and external | 6/30/2026       |
| 2.       | \$125,573 | Economic analysis on the benefits of completed and future active transportation projects to educate stakeholders on the key drivers of cost and performance of these projects. (Staff)                                                                                                            | Memo and engagement                                         | 2/28/2026       |

**Future Activities**

Continued collaboration with local public agencies on planning and implementation of active transportation projects and policies while leading the local ATP grant application cycles.

**Project Expenses**

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget | FY 2026<br>Budget |
|------------------------------|-----------------------------|-------------------|-------------------|
| Salaries, Benefits, Indirect | \$282,241                   | \$476,427         | \$384,935         |
| Other Direct Costs           | \$0                         | \$9,000           | \$0               |
| Contracted Services          | \$294,865                   | \$316,391         | \$114,000         |
| Materials & Equipment        | \$79                        | \$5,000           | \$0               |
| <b>Total</b>                 | <b>\$577,185</b>            | <b>\$806,818</b>  | <b>\$498,935</b>  |

**Project Funding**

| Funding               | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|-----------------------|--------------------|--------------------|--------------------|
| LTransNet - MajorCorr | \$313,000          | \$313,014          | \$0                |
| LTransNet - TNetAdmin | \$264,185          | \$493,804          | \$498,935          |
| <b>Total</b>          | <b>\$577,185</b>   | <b>\$806,818</b>   | <b>\$498,935</b>   |

**Objective**

The objective of this work element is to provide regular and ongoing monitoring reports on regional transportation performance to various agency stakeholders. Required by the TransNet Extension Ordinance, the State of the Commute report serves as the primary transportation performance report for the San Diego region. Emphasis in FY 2026 will be on conducting transportation data collection, assessment, and analysis activities; developing the 2024 State of the Commute report; developing and monitoring the 2024 Federal Moving Ahead for Progress in the 21st Century Act (MAP-21) performance targets; and climate data gathering for climate plan performance monitoring.

**Previous Accomplishments**

Previous accomplishments include collection of regional transportation performance data; coordination with other regional performance reporting activities, including the Regional Plan Performance Monitoring Report; project progress updates to the Independent Taxpayer Oversight Committee (ITOC) and ITOC subcommittee; completion of the 2023 State of the Commute report; and establishment of annual regional performance targets for traffic safety, bridge and pavement condition, and roadway travel reliability.

**Justification**

The State of the Commute report is a requirement of the TransNet Extension Ordinance. The report documents how freeway, transit, and some local arterial network systems are performing, identifies transportation performance bottlenecks, and documents the effects and benefits associated with completed TransNet or other capital project investments. Per MAP-21/Fixing America's Surface Transportation Act (FAST Act) federal legislation, performance monitoring and reporting for various transportation measures (safety, bridge, pavement, congestion) is required as an ongoing effort.

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                                                                                              | Task Product                                                 | Completion Date |
|----------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|-----------------|
| 1.       | \$128,312 | Oversee and coordinate the development and release of the annual State of the Commute report. (Staff)                                                                                                                                                         | Draft and final report                                       | 6/30/2026       |
| 2.       | \$114,000 | Conduct transportation data collection, assessment, and analysis for ITOC, State of the Commute report, and other performance monitoring efforts, per recommendations of the TransNet Ten-Year Review and 2018 and 2021 Triennial Performance Audits. (Staff) | Ongoing data analysis, ad-hoc reports as needed              | 6/30/2026       |
| 3.       | \$128,312 | Monitor and assess data collection and reporting efforts for federal performance monitoring efforts per MAP-21/FAST Act federal legislation. (Staff)                                                                                                          | Ongoing quarterly reports for MAP-21/FAST Act implementation | 6/30/2026       |
| 4.       | \$128,311 | Climate Action Data Portal data gathering and monitoring, regional and local greenhouse gas (GHG) emission inventory data collection and performance monitoring. (Staff/Consultant)                                                                           | Data files, reports, and regional GHG emissions inventory    | 6/30/2026       |

### Future Activities

Future activities include ongoing data collection and analysis on a corridor or project-specific level to monitor, track, and evaluate the effects and benefits of transportation projects; continued coordination and collaboration with local, state, and federal partners on MAP-21/FAST Act performance management and reporting; and ongoing efforts to improve assessment and reporting of transportation performance using data analytics and/or business intelligence technology solutions. The production of the 2025 State of the Commute report documenting how freeway, transit, and some local arterial network systems are performing.

**Work Element: 3320100 - Transit Planning**

**Project Manager: Jennifer Williamson**

### Project Expenses

| Expense                        | FY 2024<br>Estimated Actual | FY 2025<br>Budget  | FY 2026<br>Budget |
|--------------------------------|-----------------------------|--------------------|-------------------|
| Salaries, Benefits, Indirect   | \$518,499                   | \$711,295          | \$345,753         |
| Other Direct Costs             | \$11,560                    | \$33,000           | \$25,500          |
| Contracted Services            | \$0                         | \$387,802          | \$0               |
| Pass-Through to Other Agencies | \$234,299                   | \$234,299          | \$300,000         |
| <b>Total</b>                   | <b>\$764,357</b>            | <b>\$1,366,396</b> | <b>\$671,253</b>  |

### Project Funding

| Funding               | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|-----------------------|--------------------|--------------------|--------------------|
| LTDA                  | \$507,176          | \$906,648          | \$29,505           |
| LTransNet - TNetAdmin | \$72,457           | \$129,527          | \$311,527          |
| SCaltrans - STIP      | \$184,724          | \$330,221          | \$330,221          |
| <b>Total</b>          | <b>\$764,357</b>   | <b>\$1,366,396</b> | <b>\$671,253</b>   |

### Objective

The objective of this work element is to fulfill the short-range transit planning functions of SANDAG, including the Regional Short-Range Transit Plan and Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan), Transportation Development Act (TDA) performance monitoring, Federal Title VI monitoring and reporting, and fare policy development; prepare annual TransNet Major Corridor Transit Operations Program operations and maintenance funding plan; provide assistance to transit operators; oversee Social Services Transportation Advisory Council (SSTAC), and oversee the Consolidated Transportation Services Agency (CTSA). Emphasis in FY 2026 will be to implement recommended actions from the FY2021-FY2024 TDA Triennial Performance Audit as well as from the 2025 Coordinated Plan, the SANDAG Commitment to Equity will be incorporated into all projects to ensure equity and justice in transportation planning.

### Previous Accomplishments

Triennial TDA performance audits and annual reporting of transit operator performance monitoring were completed. Planning services were provided on behalf of the operators. SANDAG completed the 2025 Coordinated Plan and continued to coordinate with the transit operators on TransNet expenditures for operation of transit services in the New Major Corridor Transit Operations Services.

### Justification

Federal transit law requires that projects selected for funding under the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) program be developed through the Coordinated Plan. The Coordinated Plan also provides a five-year blueprint to implement the transit services identified in the Regional Plan, as well as integrates the near-term action item into the Short-Range Transit Plan component of the Coordinated Plan. Additionally, the Federal Transit Administration Title VI Circular requires Triennial Program updates as well as analyses of any fare or major service change. TDA statutes require triennial performance audits and annual performance monitoring of services.



**Product, Tasks, and Schedule for FY 2026**

| <b>Task No.</b> | <b>Total</b> | <b>Task Description</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>Task Product</b>                            | <b>Completion Date</b> |
|-----------------|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|------------------------|
| 1.              | \$671,253    | Provide liaison for bimonthly SSTAC and attend other coordination meetings; Coordinate public hearings required by SSTAC. Monitor transit performance for TDA and TransNet projects; complete annual plan for the operations and maintenance of the New Major Corridor Transit Operations Program; make recommendations on possible service changes to regional services and new TransNet services. Manage regional fare structure, including fare levels, fare policy, and revenue sharing; coordinate transit operational issues among SANDAG, North County Transit District, and Metropolitan Transit System, including preparing transit area studies, operations plans, and planning input for TransNet projects. (Staff) | Minutes, agendas, Quarterly and annual reports | 6/30/2026              |

**Future Activities**

Continue to fulfill the short-range transit planning functions of SANDAG, including preparation and implementation of the Coordinated Plan, TDA performance monitoring, Federal Title VI monitoring and reporting, fare policy development, and fare setting; prepare annual TransNet plan for the operations and maintenance of the New Major Corridor Transit Operations Services; prepare transit area studies, operations plans, and planning input for TransNet projects; provide assistance to transit operators; and oversee the CTSA.

**Work Element: 3320200 - Specialized Transportation Grant Program**

**Project Manager: Aly Vazquez**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget | FY 2026<br>Budget |
|------------------------------|-----------------------------|-------------------|-------------------|
| Salaries, Benefits, Indirect | \$470,842                   | \$464,660         | \$452,803         |
| Other Direct Costs           | \$2,292                     | \$5,515           | \$4,240           |
| Contracted Services          | \$2,469                     | \$13,335          | \$15,940          |
| <b>Total</b>                 | <b>\$475,602</b>            | <b>\$483,510</b>  | <b>\$472,984</b>  |

### Project Funding

| Funding                                                               | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|-----------------------------------------------------------------------|--------------------|--------------------|--------------------|
| FTA 5310 Enhanced Mobility of Seniors & Individuals with Disabilities | \$333,234          | \$337,092          | \$355,107          |
| TransNet Senior Grants Program Monitoring                             | \$142,368          | \$146,418          | \$117,877          |
| <b>Total</b>                                                          | <b>\$475,602</b>   | <b>\$483,510</b>   | <b>\$472,984</b>   |

### Objective

The objective of this work element is to administer grants for the Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) and TransNet Senior Mini-Grant programs. Emphasis in FY 2026 will be on submitting a grant application for the FTA for Section 5310 funding, executing grants with successful applicants, purchasing grant-funded vehicles, monitoring performance measures, producing data-driven performance reports, and preparing a call for projects for future competitive funding cycles.

### Previous Accomplishments

Since 2006, SANDAG has administered twelve competitive cycles to distribute specialized transportation funds, including funds through the former FTA New Freedom and Job Access and Reverse Commute grant programs, the current Section 5310 Grant Program, and the TransNet Senior Mini-Grant program. In FY 2025, SANDAG administered Cycle 12 grants and vehicle grants from previous cycles.

### Justification

As the designated recipient of FTA Section 5310 grant funds and administrator of TransNet funds, SANDAG is responsible for the management/oversight of the Section 5310 and Senior Mini-Grant programs. Grant administration includes distributing grant funds; complying with local, state, and federal regulations; monitoring grantee performance and compliance; monitoring vehicles and other equipment procured through the grant program; and performing various reporting.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                           | Task Product                                           | Completion Date |
|----------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|-----------------|
| 1.       | \$141,895 | Any activity that supports a call for projects, including going to Policy Advisory Committees                                                                                              | Evaluation criteria, call for project materials        | 4/30/2026       |
| 2.       | \$141,895 | Grantee monitoring                                                                                                                                                                         | Invoices, site visits, reports                         | 6/30/2026       |
| 3.       | \$141,895 | Grant program administration: Work on grant program not tied to grantee performance monitoring such as updating the Program Management Plan, budgeting or appropriately disposing vehicles | Budgets, audit responses, updated processes/procedures | 6/30/2026       |
| 4.       | \$47,298  | Internal Coordination: Coordination with other staff on grant distribution in general                                                                                                      | Updated SANDAG grant-wide procedures                   | 6/30/2026       |

### Future Activities

Future activities include continuing to improve program procedures as well as administering the competitive process for a subsequent grant cycle and monitoring and reporting on grantee performance.

**Project Expenses**

| Expense                        | Prior Years        | FY 2024 Estimated Actual | FY 2025 Budget     | FY 2026 Budget     | FY 2027 Budget     | Multi-Year Total    |
|--------------------------------|--------------------|--------------------------|--------------------|--------------------|--------------------|---------------------|
| Other Direct Costs             | \$215,038          | \$221,828                | \$1,030,526        | \$1,372,417        | \$0                | \$2,839,809         |
| Materials and Equipment        | \$0                | \$0                      | \$4,136            | \$0                | \$0                | \$4,136             |
| Pass-Through to other Agencies | \$1,685,713        | \$1,423,051              | \$1,350,294        | \$3,245,451        | \$3,245,450        | \$10,949,959        |
| <b>Total</b>                   | <b>\$1,900,751</b> | <b>\$1,644,879</b>       | <b>\$2,384,956</b> | <b>\$4,617,868</b> | <b>\$3,245,450</b> | <b>\$13,793,904</b> |

**Project Funding**

| Funding       | Prior Years        | FY 2024 Funding    | FY 2025 Funding    | FY 2026 Funding    | FY 2027 Funding    | Multi-Year Total    |
|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| FFTA - 5310   | \$1,857,744        | \$1,611,560        | \$1,848,783        | \$4,412,005        | \$3,245,450        | \$12,975,542        |
| LLocal - Misc | \$43,008           | \$33,319           | \$536,173          | \$205,863          | \$0                | \$818,362           |
| <b>Total</b>  | <b>\$1,900,751</b> | <b>\$1,644,879</b> | <b>\$2,384,956</b> | <b>\$4,617,868</b> | <b>\$3,245,450</b> | <b>\$13,793,904</b> |

**Objective**

The objective of this work element is to facilitate pass-through funding for Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) grants. The administration and oversight of these grants is funded separately in Work Element No. 3320200 Specialized Transportation Grant Program. Emphasis in FY 2026 will be on providing funding to Cycle 13 operating, mobility management, and contracted services projects. Cycle 13 funding recommendations are anticipated to be approved by the Board of Directors in March 2025.

**Previous Accomplishments**

Many projects awarded through Cycle 12 call for projects have been completed. SANDAG staff performed FY 2025 desk reviews to ensure compliance with grant agreements and funding requirements.

**Justification**

This project facilitates the administration of the FTA Section 5310 Program.

**Product, Tasks, and Schedule for FY 2026**

| Task No. | Total       | Task Description                                                                           | Task Product                                                    | Completion Date |
|----------|-------------|--------------------------------------------------------------------------------------------|-----------------------------------------------------------------|-----------------|
| 1.       | \$4,617,868 | Reimburses grantees for services or purchases vehicles on their behalf. (Staff/Consultant) | Pass-through funding on a monthly/quarterly reimbursement basis | 6/30/2026       |

**Future Activities**

Pass-through funding for operating, mobility management, and contracted services projects will continue.

**Project Expenses**

| Expense                        | Prior Year Actuals | FY 2024 Estimated Actual | FY 2025 Budget      | FY 2026 Budget      | Multi-Year Total    |
|--------------------------------|--------------------|--------------------------|---------------------|---------------------|---------------------|
| Salaries, Benefits, Indirect   | \$550,039          | \$595,906                | \$1,000,000         | \$594,812           | \$2,740,757         |
| Other Direct Costs             | \$1,582            | \$568                    | \$750               | \$750               | \$3,650             |
| Contracted Services            | \$201,605          | \$218,536                | \$1,305,500         | \$2,570,741         | \$4,296,382         |
| Pass-Through to Other Agencies | \$0                | \$214,928                | \$16,400,000        | \$16,850,000        | \$33,464,928        |
| <b>Total</b>                   | <b>\$753,225</b>   | <b>\$1,029,937</b>       | <b>\$18,706,250</b> | <b>\$20,016,303</b> | <b>\$40,505,716</b> |

**Project Funding**

| Funding      | Prior Years Funding | FY 2024 Funding    | FY 2025 Funding     | FY 2026 Funding     | Multi-Year Total    |
|--------------|---------------------|--------------------|---------------------|---------------------|---------------------|
| SHCD         | \$753,225           | \$1,029,937        | \$18,706,250        | \$20,016,303        | \$40,505,716        |
| <b>Total</b> | <b>\$753,225</b>    | <b>\$1,029,937</b> | <b>\$18,706,250</b> | <b>\$20,016,303</b> | <b>\$40,505,716</b> |

**Objective**

The objective of this work element is to implement the SANDAG Housing Acceleration Program (HAP) with funding from the Regional Early Action Planning Grants of 2021 (REAP 2.0). Emphasis in FY 2026 will be managing the local jurisdiction technical assistance program, the tribal housing program, and the affordable housing trust fund, continued advancement of transit-oriented development activities with transit agencies, and continued outreach and education.

**Previous Accomplishments**

In FY 2025, SANDAG executed grant agreements with local jurisdictions for 3 capital and 12 planning projects, awarded 8 grants to tribal nations through a housing program administered by Southern California Tribal Chairmen's Association, and developed a partnership with the San Diego Foundation for a regional housing trust fund. In addition, staff continued work on transit-oriented development initiatives, program outreach and education, and the technical assistance program for local jurisdictions.

**Justification**

REAP 2.0, established by State Assembly Bill 140 (Committee on Budget), provides regions with one time funding and builds upon the success of the 2019 REAP program. REAP 2.0 is intended to meet multiple objectives – infill development, housing for all incomes, vehicle miles traveled reduction, and affirmatively furthering fair housing in ways that accelerate the implementation of adopted regional and local plans to achieve these goals. SANDAG has been allocated up to \$40.5 million from the California Department of Housing and Community Development.

**Product, Tasks, and Schedule for FY 2026**

| Task No. | Total       | Task Description                                                                                           | Task Product                                                                           | Completion Date |
|----------|-------------|------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|-----------------|
| 1.       | \$1,616,303 | Program administration, education and outreach, inter-regional engagement, and Tribal coordination (Staff) | Agendas, meetings and materials, presentations                                         | 6/30/2026       |
| 2.       | \$8,000,000 | Local jurisdiction support, technical assistance, data and planning tools (Consultant/Pass-through)        | Training, data resources                                                               | 6/30/2026       |
| 3.       | \$5,750,000 | Regional Housing Trust Fund                                                                                | Grant agreements, quarterly reports                                                    | 6/30/2026       |
| 4.       | \$3,200,000 | Tribal partnership on housing priorities (Pass-through)                                                    | Agendas, meetings and materials, presentations, memorandum of understanding agreements | 6/30/2026       |
| 5.       | \$1,450,000 | Transit agency partnership to advance transit-oriented development (Pass-through/Consultant)               | Predevelopment plans, studies                                                          | 6/30/2026       |

**Future Activities**

REAP 2.0 funds must be expended by June 2026. Future activities include project close-out.

**Work Element: 3321902 - Regional Housing Acceleration HIT TASC**

**Project Manager: Stacey Cooper**

### Project Expenses

| Expense                        | FY 2025 Budget     | FY 2026 Budget     | Multi-Year Total    |
|--------------------------------|--------------------|--------------------|---------------------|
| Salaries, Benefits, Indirect   | \$67,958           | \$32,042           | \$100,000           |
| Pass-Through to Other Agencies | \$2,500,000        | \$7,400,000        | \$9,900,000         |
| <b>Total</b>                   | <b>\$2,567,958</b> | <b>\$7,432,042</b> | <b>\$10,000,000</b> |

### Project Funding

| Funding      | FY 2025 Funding    | FY 2026 Funding    | Multi-Year Total    |
|--------------|--------------------|--------------------|---------------------|
| SHCD         | \$2,567,958        | \$7,432,042        | \$10,000,000        |
| <b>Total</b> | <b>\$2,567,958</b> | <b>\$7,432,042</b> | <b>\$10,000,000</b> |

### Objective

Funded by a grant allocated from the California Department of Housing and Community Development, the objective of this work element is to advance the Regional Early Action Planning Grants of 2021 (REAP 2.0) High Impact Transformative (HIT) objectives by investing in infrastructure, capital improvements and affordable housing along the Blue Line Trolley. The project, Transforming & Advancing South County Transit Communities (TASC), will support transit-oriented affordable housing development at the Palm Avenue Transit Station, convert an alleyway into a safer corridor for pedestrians and bikes and establish rent-to-own opportunities for residents in San Ysidro.

### Previous Accomplishments

SANDAG applied as the fiscal agent in collaboration with the City of San Diego, National Core, and Casa Familiar, and was awarded \$10 million in REAP 2.0 HIT funding for the TASC project. In FY 2025, SANDAG executed fund transfer agreements with the City of San Diego, National Core, and Casa Familiar, and partners began work on components of the TASC project funded through this program.

### Justification

REAP 2.0, established by State Assembly Bill 140 (Committee on Budget), provides regions with one time funding to integrate housing and climate goals and allowing for broader planning and implementation investments, including infrastructure. REAP 2.0 HIT funding was awarded competitively to communities for place-based planning and implementation activities that support REAP 2.0's goals and objectives. REAP 2.0 HIT funding prioritized projects that will have a high impact on disadvantaged and historically underserved communities. This project furthers the 2021 Regional Plan Sustainable Communities Strategy and advances our commitment to equity.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total       | Task Description                                                                                                                  | Task Product                                                          | Completion Date |
|----------|-------------|-----------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|-----------------|
| 1.       | \$32,042    | SANDAG staff administration and oversight of the suballocation contracts. Review, edit, and approval of progress reports. (Staff) | Memorandum of understanding (MOU) agreements, reporting documentation | 6/30/2026       |
| 2.       | \$7,400,000 | Suballocation of funds to partners (Pass-through funds to National CORE, Casa Familiar, City of San Diego)                        | Progress reports, MOU agreements, contracts                           | 6/30/2026       |

### Future Activities

The REAP 2.0 expenditure deadline is June 30, 2026. SANDAG staff will continue to work collaboratively with partners to ensure grant obligations are met.

**Work Element: 3322100 - Access for All**

**Project Manager: Benjamin Gembler**

### Project Expenses

| Expense                        | Prior Years        | FY 2024 Estimated Actual | FY 2025 Budget     | FY 2026 Budget     | Future Years       | Multi-Year Total    |
|--------------------------------|--------------------|--------------------------|--------------------|--------------------|--------------------|---------------------|
| Salaries, Benefits, Indirect   | \$371,314          | \$233,631                | \$310,602          | \$205,404          | \$385,871          | \$1,506,822         |
| Other Direct Costs             | \$0                | \$216                    | \$0                | \$0                | \$0                | \$216               |
| Pass-Through to Other Agencies | \$2,080,874        | \$449,130                | \$2,780,422        | \$2,525,754        | \$2,186,600        | \$10,022,780        |
| <b>Total</b>                   | <b>\$2,452,188</b> | <b>\$682,977</b>         | <b>\$3,091,024</b> | <b>\$2,731,158</b> | <b>\$2,572,470</b> | <b>\$11,529,817</b> |

### Project Funding

| Funding      | Prior Years        | FY 2024 Funding  | FY 2025 Funding    | FY 2026 Funding    | Future Years       | Multi-Year Total    |
|--------------|--------------------|------------------|--------------------|--------------------|--------------------|---------------------|
| Local - TNC  | \$2,452,188        | \$682,977        | \$3,091,024        | \$2,731,158        | \$2,572,470        | \$11,529,817        |
| <b>Total</b> | <b>\$2,452,188</b> | <b>\$682,977</b> | <b>\$3,091,024</b> | <b>\$2,731,158</b> | <b>\$2,572,470</b> | <b>\$11,529,817</b> |

### Objective

The objective of this work element is to manage the Access for All (AFA) grant initiative by distributing pass-through funds from the California Public Utilities Commission (CPUC). These funds support on-demand wheelchair accessible vehicle trips for individuals with disabilities across the region. Key priorities for FY 2026 include: developing and issuing the Cycle 3 call for projects; executing Cycle 3 grant agreements with Access providers; continuing to monitor and support Cycle 2 grantees; initiating monitoring and reporting processes for Cycle 3 grantees; and preparing for the development of the Cycle 4 call for projects.

### Previous Accomplishments

In FY 2023, the program's first call for projects was conducted, an Access Provider was selected and began providing service, and quarterly reporting was provided to the CPUC. In FY 2024, quarterly reporting began in earnest for the Cycle 1 Grant Term, quarterly reporting was provided to the CPUC, and the first grant term was completed and closed out. The Cycle 2 call for projects was developed and conducted. In FY 2025, an Access provider was selected and began providing service, and quarterly reporting was provided to the CPUC.

### Justification

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

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total       | Task Description                                                                                                                                                                                                                    | Task Product                                                                                                                                     | Completion Date |
|----------|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 1.       | \$102,702   | Complete Cycle 3 call for projects by awarding and executing grant agreements with Access providers (Staff)                                                                                                                         | Scored and ranked applications, funding recommendations, reports to Policy Advisory Committees and Board of Directors, executed grant agreements | 3/30/2026       |
| 2.       | \$2,525,754 | Monitor grantee project progress and compliance with grant agreement requirements; reviewing and processing of invoices, collecting quarterly progress reports, and providing technical assistance and guidance to grantees (Staff) | Processed payments, invoices, SANDAG quarterly reporting,                                                                                        | 6/30/2026       |
| 3.       | \$51,351    | Develop Cycle 4 call for projects (Staff)                                                                                                                                                                                           | Completed outreach to stakeholders and potential applicants                                                                                      | 6/30/2026       |
| 4.       | \$51,351    | Provide quarterly progress reports and performance data to CPUC (Staff)                                                                                                                                                             | Development and submittal of quarterly status reports and performance data                                                                       | 6/30/2026       |

### Future Activities

Future activities include the continued refinement of the AFA program, development of annual calls for projects, grantee monitoring, reporting to the CPUC, and meetings with other agencies and stakeholders across the state to share best practices and program enhancements.

**Work Element: 3322300 - San Ysidro Mobility Hub Planning**

**Project Manager: Zach Hernandez**

### Project Expenses

| Expense                      | Prior Years Actuals | FY 2024 Estimated Actual | FY 2025 Budget   | FY 2026 Budget   | Future Years     | Multi-Year Total   |
|------------------------------|---------------------|--------------------------|------------------|------------------|------------------|--------------------|
| Salaries, Benefits, Indirect | \$0                 | \$0                      | \$0              | \$239,936        | \$90,000         | \$329,936          |
| Other Direct Costs           | \$165               | \$713                    | \$0              | \$3,300          | \$1,800          | \$5,978            |
| Contracted Services          | \$332,808           | \$485,407                | \$176,609        | \$655,182        | \$124,582        | \$1,774,588        |
| <b>Total</b>                 | <b>\$332,973</b>    | <b>\$486,121</b>         | <b>\$176,609</b> | <b>\$898,418</b> | <b>\$216,382</b> | <b>\$2,110,503</b> |

### Project Funding

| Funding               | Prior Years Funding | FY 2024 Funding  | FY 2025 Funding  | FY 2026 Funding  | Future Years     | Multi-Year Total   |
|-----------------------|---------------------|------------------|------------------|------------------|------------------|--------------------|
| FFTA - AOPP           | \$0                 | \$0              | \$35,000         | \$650,400        | \$100,000        | \$785,400          |
| FFTA - TOD            | \$300               | \$265,957        | \$138,743        | \$0              | \$0              | \$405,000          |
| Fed Other - FHUD      | \$0                 | \$0              | \$0              | \$180,000        | \$100,000        | \$280,000          |
| LMTS                  | \$332,673           | \$220,163        | \$0              | \$0              | \$0              | \$552,836          |
| LTransNet - TNetAdmin | \$0                 | \$0              | \$2,867          | \$68,018         | \$16,382         | \$87,267           |
| <b>Total</b>          | <b>\$332,973</b>    | <b>\$486,121</b> | <b>\$176,609</b> | <b>\$898,418</b> | <b>\$216,382</b> | <b>\$2,110,503</b> |

### Objective

The objective of this work element is to develop a comprehensive vision for the future San Ysidro Mobility Hub. As a critical component of the Regional Plan transportation network, the future facility will integrate an array of mobility and transit options, supportive land uses, development opportunities, and technology to enhance accessibility and equity for regional and cross-border movement. Emphasis in FY 2026 will be continued planning, outreach and conceptual design for the future San Ysidro Mobility Hub.

### Previous Accomplishments

Work completed in FY 2025 included completion of planning and outreach activities to identify potential near-term station improvement concepts for enhancing operations and capacity at the existing San Ysidro Transit Center. Staff completed the Blue Line Transit Oriented Development Study which identified strategies to encourage transit-supportive land use development around the future station.

### Justification

The San Ysidro Transit Center is a critical asset for the regional transportation network and facilitates some of the highest transit ridership across the existing system. The future San Ysidro Mobility Hub will advance the goals of the adopted Regional Plan and expand travel choices for the region and cross-border travel.



**Product, Tasks, and Schedule for FY 2026**

| Task No. | Total     | Task Description                                   | Task Product                                                                                                                                    | Completion Date |
|----------|-----------|----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 1.       | \$239,936 | Project management (Staff)                         | Meeting agendas, meeting summaries, quarterly updates                                                                                           | 6/30/2026       |
| 2.       | \$78,300  | Stakeholder and public outreach (Staff/Consultant) | Public outreach plan, stakeholder and community outreach events (meeting agendas, summaries, visual materials), outreach collateral (as-needed) | 6/30/2026       |
| 3.       | \$580,182 | San Ysidro Mobility Hub Study (Staff/Consultant)   | Existing Conditions Report, Draft Station Design Concepts, Draft Land Use Development Concepts                                                  | 6/30/2026       |

**Future Activities**

Future activities include completion of San Ysidro Mobility Hub planning activities and further development of implementation strategies to advance the project. Staff will also continue integration of study assumptions with related transportation and land use planning efforts.

**Project Expenses**

| Expense                      | Prior Years      | FY 2024 Estimated Actual | FY 2025 Budget   | FY 2026 Budget     | Future Years     | Multi-Year Total   |
|------------------------------|------------------|--------------------------|------------------|--------------------|------------------|--------------------|
| Salaries, Benefits, Indirect | \$221,266        | \$337,590                | \$350,000        | \$359,920          | \$341,499        | \$1,610,275        |
| Other Direct Costs           | \$80             | \$277                    | \$1,000          | \$2,000            | \$2,000          | \$5,357            |
| Contracted Services          | \$300            | \$760                    | \$100,000        | \$700,000          | \$300,000        | \$1,101,060        |
| <b>Total</b>                 | <b>\$221,646</b> | <b>\$338,626</b>         | <b>\$451,000</b> | <b>\$1,061,920</b> | <b>\$643,499</b> | <b>\$2,716,691</b> |

**Project Funding**

| Funding      | Prior Years      | FY 2024 Funding  | FY 2025 Funding  | FY 2026 Funding    | Future Years     | Multi-Year Total   |
|--------------|------------------|------------------|------------------|--------------------|------------------|--------------------|
| FFTA - 5307  | \$221,646        | \$338,626        | \$451,000        | \$1,061,920        | \$643,499        | \$2,716,691        |
| <b>Total</b> | <b>\$221,646</b> | <b>\$338,626</b> | <b>\$451,000</b> | <b>\$1,061,920</b> | <b>\$643,499</b> | <b>\$2,716,691</b> |

**Objective**

The objective of this work element is to study the feasibility of implementing express-level transit service along the Blue Line corridor between San Ysidro and Downtown San Diego. Additionally, this work element will support coordination for San Ysidro Transit Center improvements, extension of Los Angeles-San Diego-San Luis Obispo Corridor service to the border, and other related conceptual planning activities. Emphasis in FY 2026 will include planning activities to develop operational goals, alternatives analysis, cost estimates, implementation strategies, and final summary reporting.

**Previous Accomplishments**

Accomplishment in FY 2025 includes project scope development and strategizing the approach across related transit planning studies.

**Justification**

The Blue Line Trolley has the highest ridership of any service in the Metropolitan Transit System and serves key local communities as well as a large cross border population. Despite high ridership, the current transit travel times are double that of automobile drive times in the corridor. Prioritizing improvements to transit performance as well as expanding travel options in this corridor advances strategic goals in the Regional Plan and aligns with state and federal planning goals included in the California State Rail Plan.

**Product, Tasks, and Schedule for FY 2026**

| Task No. | Total     | Task Description                                                                                   | Task Product           | Completion Date |
|----------|-----------|----------------------------------------------------------------------------------------------------|------------------------|-----------------|
| 1.       | \$360,420 | SANDAG staff administrative efforts and consultant oversight (Staff)                               | Administration         | 6/30/2026       |
| 2.       | \$700,000 | Blue Line Express Alternatives Development (Staff/Consultant)                                      | Summary technical memo | 6/30/2026       |
| 3.       | \$1,500   | Communications support (e.g., translation) in support of community outreach and engagement (Staff) | Engagement collateral  | 6/30/2026       |

**Future Activities**

Future activities include further study of project alternatives, integration of study findings and recommendations into the Regional Plan and Regional Transportation Improvement Program, and coordination with local, state, and federal agencies.

**Work Element:** 3322302 - South County Rapid Transit

**Project Manager:** Jennifer Williamson

### Project Expenses

| Expense                      | FY 2025 Budget     | FY 2026 Budget     | Future Years       | Multi-Year Total   |
|------------------------------|--------------------|--------------------|--------------------|--------------------|
| Salaries, Benefits, Indirect | \$350,000          | \$712,021          | \$914,979          | \$1,977,000        |
| Other Direct Costs           | \$3,000            | \$8,000            | \$12,000           | \$23,000           |
| Contracted Services          | \$800,000          | \$2,200,000        | \$2,000,000        | \$5,000,000        |
| <b>Total</b>                 | <b>\$1,153,000</b> | <b>\$2,920,021</b> | <b>\$2,926,979</b> | <b>\$7,000,000</b> |

### Project Funding

| Funding      | FY 2025 Funding    | FY 2026 Funding    | Future Years       | Multi-Year Total   |
|--------------|--------------------|--------------------|--------------------|--------------------|
| FTA 5307     | \$1,153,000        | \$2,920,021        | \$2,926,979        | \$7,000,000        |
| <b>Total</b> | <b>\$1,153,000</b> | <b>\$2,920,021</b> | <b>\$2,926,979</b> | <b>\$7,000,000</b> |

### Objective

The objective of this work element is to evaluate options for improving transit travel times, increasing ridership, and expanding travel options between the U.S.-Mexico border and Downtown San Diego. This includes a near-term Rapid service in the corridor (e.g., Rapid 640) and a feasibility assessment of increasing rail capacity in the corridor to enable operation of additional service (e.g., extension of Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor service to the border and future integration of Purple Line and Blue Line operations). Emphasis in FY 2026 will include planning and outreach activities to develop alternatives, cost estimates, implementation strategies, and final summary reports.

### Previous Accomplishments

Work completed in FY 2025 includes project scope development, requests for proposals documentation to procure a consultant, stakeholder and public outreach strategy development, and existing conditions assessment.

### Justification

The I-5 corridor is one of the most heavily used in the region. The Blue Line Trolley has the highest ridership of any service in the Metropolitan Transit System and serves key local communities as well as a large cross-border population connecting to employment, education, and other essential services. Despite high ridership, current transit travel times are double that of personal-auto drive times in the corridor. Prioritizing performance improvements to transit as well as expanding travel options in this corridor advances the Regional Plan and aligns with state and federal planning goals included in the California State Rail Plan and Corridor Identification and Development Program.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total       | Task Description                                                       | Task Product           | Completion Date |
|----------|-------------|------------------------------------------------------------------------|------------------------|-----------------|
| 1.       | \$715,021   | SANDAG staff administrative efforts and consultant oversight (Staff)   | Administration         | 6/30/2026       |
| 2.       | \$1,000,000 | Rapid 640 Development (Staff/Consultant)                               | Summary Technical Memo | 6/30/2026       |
| 3.       | \$800,000   | LOSSAN Corridor extension to the border feasibility (Staff/Consultant) | Summary Technical Memo | 6/30/2026       |
| 4.       | \$405,000   | Community outreach and engagement to support alternatives analysis     | Public engagement plan | 6/30/2026       |

### Future Activities

Future activities include further study of project alternatives, integration of study findings and recommendations into the Regional Plan and Regional Transportation Improvement Program, and coordination with local, state, and federal agencies.

**Work Element: 3322500 - Purple Line Conceptual Studies**

**Project Manager: Jennifer Williamson**

### Project Expenses

| Expense                      | Prior Years     | FY 2024 Estimated Actual | FY 2025 Budget     | FY 2026 Budget   | Multi-Year Total   |
|------------------------------|-----------------|--------------------------|--------------------|------------------|--------------------|
| Salaries, Benefits, Indirect | \$80,076        | \$358,517                | \$375,000          | \$275,811        | \$1,089,404        |
| Other Direct Costs           | \$0             | \$0                      | \$500              | \$500            | \$1,000            |
| Contracted Services          | \$10,404        | \$650,494                | \$1,031,145        | \$717,552        | \$2,409,595        |
| <b>Total</b>                 | <b>\$90,481</b> | <b>\$1,009,011</b>       | <b>\$1,406,645</b> | <b>\$993,864</b> | <b>\$3,500,000</b> |

### Project Funding

| Funding      | Prior Years     | FY 2024 Funding    | FY 2025 Funding    | FY 2026 Funding  | Multi-Year Total   |
|--------------|-----------------|--------------------|--------------------|------------------|--------------------|
| FTA 5307     | \$90,481        | \$1,009,011        | \$1,406,645        | \$993,864        | \$3,500,000        |
| <b>Total</b> | <b>\$90,481</b> | <b>\$1,009,011</b> | <b>\$1,406,645</b> | <b>\$993,864</b> | <b>\$3,500,000</b> |

### Objective

The objective of this work element is to identify the feasibility of implementing a new Regional Transit line between Sorrento Valley and central San Diego trolley services, consistent with the State Rail Plan. The latest study evaluated this line as a high-speed heavy rail service. Emphasis in FY 2026 will be to initiate Alternatives Analysis (Overall Work Program No. 3322501).

### Previous Accomplishments

The Purple Line Conceptual Planning Study has identified potential minimum operating segments of the transit line and performed initial high-level feasibility analysis of implementing the project as high-speed heavy rail. A project implementation timeline was also developed as part of the study. These findings will be used as input for the Alternatives Analysis effort.

### Justification

The Purple Line is identified in the Regional Plan as a critical connection between the dense urban neighborhoods south of I-8 and major employment centers in the Kearny Mesa and University/Sorrento Valley communities. Consistent with the State Rail Plan, this would provide a new Regional Transit line between Sorrento Valley and central San Diego trolley services.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                       | Task Product                                             | Completion Date |
|----------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|-----------------|
| 1.       | \$276,311 | SANDAG staff administrative efforts and consultant oversight (Staff)                                                                                   | Administration                                           | 6/30/2026       |
| 2.       | \$717,552 | Alternatives Analysis: public outreach and technical analysis to determine the mode and alignment of the preferred project concept. (Staff/Consultant) | Public engagement strategy, Alternatives Analysis Report | 6/30/2026       |

### Future Activities

Future activities include finalizing the Alternatives Analysis per Federal Transit Administration requirements that will evaluate modes of service, alignment options, cost benefit, and conduct extensive public engagement. The outcome will be that the Board will select a preferred alternative that will allow the project to compete for Federal New Starts funding.

**Project Expenses**

| Expense                      | FY 2025 Budget     | FY 2026 Budget     | Future Years        | Multi-Year Total    |
|------------------------------|--------------------|--------------------|---------------------|---------------------|
| Salaries, Benefits, Indirect | \$550,397          | \$991,352          | \$2,771,251         | \$4,313,000         |
| Other Direct Costs           | \$1,000            | \$2,000            | \$4,000             | \$7,000             |
| Contracted Services          | \$2,480,000        | \$4,500,000        | \$8,700,000         | \$15,680,000        |
| <b>Total</b>                 | <b>\$3,031,397</b> | <b>\$5,493,352</b> | <b>\$11,475,251</b> | <b>\$20,000,000</b> |

**Project Funding**

| Funding      | FY 2025 Funding    | FY 2026 Funding    | Future Years        | Multi-Year Total    |
|--------------|--------------------|--------------------|---------------------|---------------------|
| FTA 5307     | \$3,031,397        | \$5,493,352        | \$11,475,251        | \$20,000,000        |
| <b>Total</b> | <b>\$3,031,397</b> | <b>\$5,493,352</b> | <b>\$11,475,251</b> | <b>\$20,000,000</b> |

**Objective**

The objective of this work element is to build upon the Purple Line conceptual planning work completed last fiscal year and analyze alternatives for both a near-term bus option and longer-term rail option that would identify a preferred alignment and provide enough information to gain permission from the Federal Transit Administration (FTA) to enter the Small Starts/New Starts application process. Goals of the project are to identify an alignment and mode of service that provides direct and fast connection between densely populated communities along I-805 to major employment centers north of I-8.

Emphasis in FY 2026 and beyond will be to undertake FTA Alternatives Analysis (AA) and will include extensive public outreach to inform the development of alternatives. Alternatives analysis will answer the question of what the right mode of service is, where the stations should be located and where essential grade separations will be needed. Modeling and data analytics will determine where the alignment should be placed to optimize ridership and passenger benefits. Ultimately, a preferred alternative will be submitted to the FTA for entry into the Federal New Starts process and permission to enter into an Environmental Impact Report/Environment Impact Statement (EIR/EIS).

FY 2026 will also initiate planning for the Rapid 688 to provide transit service to the corridor in the near-term. The preferred Rapid alternative will be submitted to the FTA for entry into the Federal Small Starts process.

**Previous Accomplishments**

In FY 2025 a Conceptual Planning Study was completed that performed initial high-level feasibility analysis of implementing the project as heavy rail. The study also identified potential options for a minimum operating segment, i.e., the potential first phase of the longer Purple Line project.

**Justification**

The Purple Line is identified in the Regional Plan as a critical connection between the dense urban neighborhoods south of I-8 and major employment centers in the Kearny Mesa and University/Sorrento Valley communities. Consistent with the State Rail Plan, this would provide a new Regional Transit line between Sorrento Valley and central San Diego Trolley services.

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total       | Task Description                                                                          | Task Product           | Completion Date |
|----------|-------------|-------------------------------------------------------------------------------------------|------------------------|-----------------|
| 1.       | \$993,352   | SANDAG staff administrative efforts and consultant oversight (Staff)                      | Administration         | 6/30/2026       |
| 2.       | \$1,000,000 | Rapid 688 development (Staff/Consultant)                                                  | Summary Technical Memo | 6/30/2026       |
| 3.       | \$3,000,000 | Develop scope and range of alternatives for analysis by mode/alignment (Staff/Consultant) | Alternatives Analysis  | 6/30/2026       |
| 4.       | \$500,000   | Community outreach and engagement to support alternatives analysis (Staff/Consultant)     | Public engagement plan | 6/30/2026       |

### Future Activities

Future activities include an EIR/EIS. The environmental document will evaluate all environmental impacts and mitigation measures needed. The EIR/EIS will also include an extensive public outreach effort.

**Work Element: 3322800 – Imperial Avenue Bikeway Art Installations**

**Project Manager: Paula Zamudio**

### Project Expenses

| Expense                        | FY 2025 Budget   | FY 2026 Budget   | Multi-Year Total |
|--------------------------------|------------------|------------------|------------------|
| Salaries, Benefits, Indirect   | \$60,000         | \$0              | \$60,000         |
| Pass-Through to Other Agencies | \$360,000        | \$360,000        | \$720,000        |
| <b>Total</b>                   | <b>\$420,000</b> | <b>\$360,000</b> | <b>\$780,000</b> |

### Project Funding

| Funding           | FY 2025 Funding  | FY 2026 Funding  | Multi-Year Total |
|-------------------|------------------|------------------|------------------|
| Caltrans Clean CA | \$420,000        | \$360,000        | \$780,000        |
| <b>Total</b>      | <b>\$420,000</b> | <b>\$360,000</b> | <b>\$780,000</b> |

### Objective

The objective of this work element is to pay for services related to the installation of three art projects on Caltrans right-of-way along the Imperial Avenue Bikeway project; one in the Mountain View and two in the Logan Heights communities. SANDAG has entered into a Project Implementation Order with Caltrans to support the installation of transportation art murals along the Imperial Avenue Bikeway project. Community Based Organizations (CBOs) will complete the work.

### Previous Accomplishments

Coordination with CBOs and Caltrans on CBO agreements and commencement of work by CBOs on art installation.

### Justification

The work will be completed using Clean California Local Grant Program funds, which provide funds to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                        | Task Product                | Completion Date |
|----------|-----------|---------------------------------------------------------|-----------------------------|-----------------|
| 1.       | \$360,000 | Pass through funds to organizations completing the work | Completed art installations | 12/31/2025      |
| 2.       | -         | Administration of contracts with CBOs                   | Payment to CBOs             | 12/31/2025      |

### Future Activities

No future activities. Project will end once art installation is completed, and CBOs have been paid.

**Work Element:** 3330700 - Regional ITS Planning

**Project Manager:** Alex Estrella

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget  | FY 2026<br>Budget  |
|------------------------------|-----------------------------|--------------------|--------------------|
| Salaries, Benefits, Indirect | \$557,466                   | \$577,265          | \$650,251          |
| Contracted Services          | \$40,366                    | \$439,559          | \$450,000          |
| <b>Total</b>                 | <b>\$597,833</b>            | <b>\$1,016,824</b> | <b>\$1,100,251</b> |

### Project Funding

| Funding               | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|-----------------------|--------------------|--------------------|--------------------|
| LTransNet - MajorCorr | \$597,833          | \$1,016,824        | \$1,100,251        |
| <b>Total</b>          | <b>\$597,833</b>   | <b>\$1,016,824</b> | <b>\$1,100,251</b> |

### Objective

The objective of this work element is to provide ongoing strategic planning for Intelligent Transportation Systems (ITS); advance strategic implementation of ITS initiatives with local, state, tribal, and federal agencies; and provide coordinating oversight of the various ITS pilot project deployments; and ensure consistency and compliance with regional and federal ITS architecture mandates. Emphasis in FY 2026 will be on advancing the implementation of the various regional projects requiring cross-agency cooperation to support the implementation of ITS components such as the North Coast Express Lanes and the Harbor Drive 2.0 projects. Emphasis in FY 2026 will also include developing Concept of Operations (ConOps) for a regional Truck Arrival Appointment System and build on the Regional Managed Lanes ConOps to initiate the development of system requirements for a selected corridor in support of the smart corridors concept.

### Previous Accomplishments

In FY 2025, staff initiated the development of the Regional Managed Lanes ConOps and Implementation Plan study. This effort included documenting the state of the existing managed lanes network, associated policies and regulations, and conducting multiple operator workshops to document user needs. In 2025, work efforts also included the establishment of a Transportation Systems Management and Operations (TSMO) Task Force to provide guidance and input on ITS to regional strategic planning and implementation activities.

### Justification

ITS strategic planning plays a significant role in delivering regional priority projects. Projects and activities include technology improvements that contribute to improving mobility and tackling the climate crisis by reducing congestion and greenhouse gas emissions and enabling multi-agency TSMO, the technical platform for systems to work together regardless of jurisdictional boundaries. Implementation of these projects will advance Regional Plan projects and help address federal and state requirements and priorities.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                                                                                                           | Task Product                          | Completion Date |
|----------|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------|
| 1.       | \$650,251 | SANDAG staff will develop a TSMO Task Force to provide regional guidance on ITS cross-agency coordination to ensure that ITS strategic plans and regional priority projects with technology components are integrated and operated consistently across the region. (Staff) | Quarterly progress reports            | 6/30/2026       |
| 2.       | \$200,000 | Consultant team will begin the development of system requirements for a selected corridor of the regional managed lanes network. (Staff/Consultant)                                                                                                                        | Draft and Final System Requirements   | 3/30/2026       |
| 3.       | \$250,000 | Consultant team will begin development of ConOps for pilot projects such as the Truck Arrival Appointment System. (Staff/Consultant)                                                                                                                                       | Draft and Final Concept of Operations | 6/30/2026       |

### Future Activities

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



**Project Expenses**

| Expense                      | FY 2025 Budget   | FY 2026 Budget     | Future Years       | Multi-Year Total    |
|------------------------------|------------------|--------------------|--------------------|---------------------|
| Salaries, Benefits, Indirect | \$360,000        | 289036.00          | \$1,500,000        | \$2,149,036         |
| Contracted Services          | \$340,000        | 1058000.00         | \$6,452,964        | \$7,850,964         |
| <b>Total</b>                 | <b>\$700,000</b> | <b>\$1,347,036</b> | <b>\$7,952,964</b> | <b>\$10,000,000</b> |

**Project Funding**

| Funding      | FY 2025 Funding  | FY 2026 Funding    | Future Years       | Multi-Year Total    |
|--------------|------------------|--------------------|--------------------|---------------------|
| CMAQ         | \$700,000        | \$1,347,036        | \$7,952,964        | \$10,000,000        |
| <b>Total</b> | <b>\$700,000</b> | <b>\$1,347,036</b> | <b>\$7,952,964</b> | <b>\$10,000,000</b> |

**Objective**

The objective of this work element is to build upon the conceptual planning work conducted in FY 2023 and FY 2024 and advance Rapid 625. This route operates between San Diego State University and the Palomar Trolley Station in Chula Vista. The route will connect the communities of Mid-City, Southeast San Diego, National City, and Chula Vista with major educational institutions. The new phase of this study will take Rapid 625 into 30% design and prepare the route for entry into environmental. Public outreach will be undertaken to ensure that the project development is fully informed by the communities they serve.

**Previous Accomplishments**

The project team conducted a New Generation Rapid Route Analysis, which identified preferred alignments, conducted public outreach, and identified initial capital and operating costs.

**Justification**

Development of Rapid 625 is an early action in the 2021 Regional Plan and a critical first step in building a regional Rapid network. Rapid 625 would provide the region's residents and visitors with more mobility options, greater connectivity, and greater access to resources across the region. This project will prepare Rapid 625 to compete for federal funding for implementation.

**Product, Tasks, and Schedule for FY 2026**

| Task No. | Total       | Task Description                                                                                                                                                         | Task Product                                                                                                                      | Completion Date |
|----------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 1.       | \$289,036   | Develop Basis of Design for Rapid 625; Existing Conditions Analysis – Environmental Assessment; Public and stakeholder engagement; Draft Report (Staff)                  | Meeting notes; existing conditions memo; Draft Report                                                                             | 6/30/2026       |
| 2.       | \$1,058,000 | Existing Conditions Analysis: Environmental Assessment; Plan sets including design up to 30% of completion; Public and stakeholder engagement; Final Report (Consultant) | Meeting notes; existing conditions memo; Designs up to 30% and memo describing document and design layouts; Final report document | 6/30/2026       |

**Future Activities**

Rapid 625 will be ready for the final design phase and construction. Possible funding options for final design, construction and ongoing operations will be identified.

**Project Expenses**

| Expense                      | FY 2025 Budget   | FY 2026 Budget     | Future Years       | Multi-Year Total   |
|------------------------------|------------------|--------------------|--------------------|--------------------|
| Salaries, Benefits, Indirect | \$460,861        | \$540,125          | \$447,968          | \$1,448,954        |
| Other Direct Costs           | \$20,000         | \$25,153           | \$31,305           | \$76,458           |
| Contracted Services          | \$91,979         | \$1,083,473        | \$687,818          | \$1,863,271        |
| <b>Total</b>                 | <b>\$572,840</b> | <b>\$1,648,751</b> | <b>\$1,167,091</b> | <b>\$3,388,682</b> |

**Project Funding**

| Funding                                  | FY 2025 Funding  | FY 2026 Funding    | Future Years       | Multi-Year Total   |
|------------------------------------------|------------------|--------------------|--------------------|--------------------|
| Caltrans Climate Adaption Planning Grant | \$507,135        | \$1,459,639        | \$1,033,226        | \$3,000,000        |
| LTDA                                     | \$65,705         | \$189,112          | \$133,865          | \$388,682          |
| <b>Total</b>                             | <b>\$572,840</b> | <b>\$1,648,751</b> | <b>\$1,167,091</b> | <b>\$3,388,682</b> |

**Objective**

The objective of this work element is to prepare a Climate Adaptation and Environmental Justice Plan for the border region. The project will identify climate and public health stressors in the California-Baja California border region and build consensus around the development of a recommended list of prioritized climate adaptation strategies, programs, and projects that reduce climate pollution, promote environmental justice and provide co-benefits improving water and air quality. Stakeholder engagement will occur to expand outreach to community groups and stakeholders in the border region to gain insights about their climate and environmental concerns while maintaining and strengthening binational coordination on climate and environmental justice issues affecting the border region. The Plan could be included in a future update of the Border Master Plan.

**Previous Accomplishments**

Work on this project kicked off in January 2025. Activities completed included gathering of existing data, datasets and identifying gaps to inform the draft Existing Conditions and Literature Review Summary Report, development of the Public Participation and Stakeholder Outreach Plan, including pre-study stakeholder coordination meetings, convening of the first Environmental Taskforce meeting, and procurement of professional services via a request for proposals.

**Justification**

The border region has been historically overburdened by water and air pollution on communities that have fewer resources to cope with these impacts. Climate change is expected to exacerbate these impacts with more frequent wildfires, floods, severe storms, and heat waves, and place an increased stress on transportation and other public infrastructure. This grant would develop adaptation strategies to reduce climate pollution and promote environmental justice along the border region.

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total        | Task Description                                           | Task Product                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Completion Date |
|----------|--------------|------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 1.       | \$72,615     | Project administration                                     | Project Development Team meeting agendas, summary notes and action items; Quarterly invoices and progress reports                                                                                                                                                                                                                                                                                                                                                                                                                                               | 6/30/2026       |
| 2.       | \$160,649    | Existing conditions; literature review and data collection | Existing Conditions and Literature Review Summary Report; Existing Conditions Spatial Database (Geographic Information System based webtool)                                                                                                                                                                                                                                                                                                                                                                                                                    | 11/28/2025      |
| 3.       | \$677,736    | Identify climate and environmental justice vulnerabilities | Climate and Environmental Justice Communities Summary Report; EJ Community Climate Vulnerability Assessment Memo; Data Gaps and Future Research Areas Memo                                                                                                                                                                                                                                                                                                                                                                                                      | 5/30/2026       |
| 4.       | \$329,145.50 | Stakeholder engagement                                     | Finalize Public Participation and Stakeholder Outreach Plan; Outreach collateral (i.e., PowerPoint presentations, maps, flyers, website announcements, social media content, etc.) as needed; Language/document translation as needed; Language interpretation services for live meetings as needed; Up to 20 presentations and outreach events for Technical Task Force meetings, stakeholder workshops, and presentations to existing forums, committees, and working groups; Up to six additional community engagement events; Draft Outreach Summary Report | 6/30/2026       |
| 5.       | \$408,605.02 | Climate Adaptation Analysis                                | Begin preparation of Border Climate Adaptation Strategies Technical Memo; Begin preparation of Border Climate Adaptation Implementation Technical Memo; Begin preparation of Border Climate Adaptation and Environmental Justice Screening Methodology Technical Memo                                                                                                                                                                                                                                                                                           | 6/30/2026       |

### Future Activities

Future activities include the development of a final report with recommended strategies, programs, projects that address improvements to water and air quality, and corresponding climate adaptation strategies with implementation considerations.

**Project Expenses**

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget | FY 2026<br>Budget | Multi-Year<br>Total |
|------------------------------|-----------------------------|-------------------|-------------------|---------------------|
| Salaries, Benefits, Indirect | \$3,239                     | \$46,381          | 73440.14          | \$123,061           |
| Other Direct Costs           | \$0                         | \$1,450           | 1890.00           | \$3,340             |
| Contracted Services          | \$210                       | \$177,898         | 260271.72         | \$438,380           |
| <b>Total</b>                 | <b>\$3,449</b>              | <b>\$225,729</b>  | <b>\$335,602</b>  | <b>\$564,780</b>    |

**Project Funding**

| Funding                                | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding | Multi-Year<br>Total |
|----------------------------------------|--------------------|--------------------|--------------------|---------------------|
| FFTA – CPG 5304 Strategic Partnerships | \$3,054            | \$199,803          | \$297,144          | \$500,000           |
| LTDA - TDAPIng                         | \$396              | \$25,926           | \$38,458           | \$64,780            |
| <b>Total</b>                           | <b>\$3,449</b>     | <b>\$225,729</b>   | <b>\$335,602</b>   | <b>\$564,780</b>    |

**Objective**

The objective of this planning study is to identify and assess alternatives to enhance operations of the Orange Line Trolley within Downtown La Mesa along Spring Street, including but not limited to the feasibility of grade separation. Considerations could include grade separations, alternative rail alignments or road configurations, and supportive technology. Proposed solutions will have the co-benefit of mitigating congestion and travel delays and reducing the frequency of conflicts and crashes between pedestrians, bicyclists, and vehicles. The Downtown La Mesa Prioritization project will examine and recommend improvements for individual crossings or a group of crossings on the Orange Line Trolley adjacent to Spring Street, identify impacts and benefits of proposed crossing improvements, and prepare a scope and schedule identifying high-level costs and requirements for further analysis in design. Conceptual plans and high-level cost estimates will be developed for alternatives that would potentially increase transit operations efficiency and lower the traffic volumes.

**Previous Accomplishments**

SANDAG began the project administration in FY 2024. In FY 2025, SANDAG procured a consultant to support the scope of work, including a project kick-off meeting and other meetings throughout the project schedule, and invoice and progress reports. The consultant completed the current conditions report and began the public outreach and mobility solutions development/analysis in FY 2025. The mobility solutions development/analysis, public outreach, and the draft and final report will be completed in FY 2026.

**Justification**

This study will analyze improvements included in the Regional Plan, which proposes increasing frequency of Orange Line service from 15 minutes to 7.5-minute headways by 2028.

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                                                                                                                                                                                                                                   | Task Product                                                                                                                          | Completion Date |
|----------|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 1.       | \$14,752  | Project administration: SANDAG staff, along with consultants, will develop and maintain the project specific work plan and update project related information. (Staff)                                                                                                                                                                                                                             | Caltrans kickoff/agenda/ notes, quarterly progress reports and invoices with disadvantaged business enterprise reporting              | 6/30/2026       |
| 2.       | \$44,796  | Public Outreach: Consultant will develop an outreach plan to identify and develop project team presentations, briefings, farmers market outreach events, and/or workshops with community members, stakeholders and elected officials to gather feedback and share updates with respect to project progress and direction. The project team will participate in three outreach events. (Consultant) | Project outreach plan and materials, support La Mesa Mobility Commission/SANDAG Military Working Group updates, and project factsheet | 2/28/2026       |
| 3.       | \$208,078 | Mobility Solutions Development and Analysis: Consultant will develop a draft list of possible mobility solutions, an evaluation criterion for identifying recommendations, conceptual plans, and a summary memo. (Consultant)                                                                                                                                                                      | Brainstorm of mobility solutions, methodology and evaluation criterion, conceptual plans, and summary memo.                           | 2/28/2026       |
| 4.       | \$67,976  | Draft and Final Report: Consultant will develop a Project Summary Report that includes an executive summary and Project overview, documents key outcomes of each project task and subtask, and includes final summary recommendations for implementation of the preferred solution developed in coordination with SANDAG and the project development team. (Consultant)                            | Draft project report, comment log with responses to comment, and final project report.                                                | 2/28/2026       |

### Future Activities

This project is scheduled to be completed in FY 2026.

**Project Expenses**

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget | FY 2026<br>Budget | Multi-Year<br>Total |
|------------------------------|-----------------------------|-------------------|-------------------|---------------------|
| Salaries, Benefits, Indirect | \$112,440                   | \$200,188         | \$55,422          | \$368,050           |
| Other Direct Costs           | \$0                         | \$1,000           | \$500             | \$1,500             |
| Contracted Services          | \$0                         | \$125,000         | \$296,142         | \$421,142           |
| <b>Total</b>                 | <b>\$112,440</b>            | <b>\$326,188</b>  | <b>\$352,064</b>  | <b>\$790,692</b>    |

**Project Funding**

| Funding                     | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding | Multi-Year<br>Total |
|-----------------------------|--------------------|--------------------|--------------------|---------------------|
| LTDA - TDAPIng              | \$12,897           | \$37,414           | \$40,381           | \$90,692            |
| SCaltrans – CPG SHA FY23/24 | \$99,543           | \$288,774          | \$A311,683         | \$700,000           |
| <b>Total</b>                | <b>\$112,440</b>   | <b>\$326,188</b>   | <b>\$352,064</b>   | <b>\$790,692</b>    |

**Objective**

Funded by a Caltrans Sustainable Transportation Planning Grant, the Regional Reconnecting Communities Study will identify communities throughout the region that are most harmed and disconnected by transportation infrastructure and will develop priority projects that will enhance mobility, safety, accessibility, and economic opportunities. The objective of this to prepare SANDAG and regional partners to apply for state and federal funding opportunities for “reconnecting communities” projects.

**Previous Accomplishments**

During FY 2025, SANDAG staff worked closely with the Social Equity Working Group and formed a multi-agency task force to complete an analysis on impacted communities and produce a High-Medium-Low Prioritization Map, Study Area and Existing Conditions Memo, and Best Practices Research Memo. SANDAG has also submitted multiple applications for Reconnecting Communities funding programs at the state and federal level.

**Justification**

This project advances the 2021 Regional Plan, SANDAG’s commitment to equity, and aligns with the strategic imperatives and goals of the Caltrans 2020-2024 Strategic Plan.

**Product, Tasks, and Schedule for FY 2026**

| Task No. | Total     | Task Description                                                                                                                                                                                                          | Task Product                                                                 | Completion Date |
|----------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|-----------------|
| 1.       | \$27,422  | Project Administration: Conduct meetings and coordination. Prepare invoices and progress reports as required by the grant agreement. (Staff).                                                                             | Meetings, invoices, progress reports                                         | 3/30/2026       |
| 2.       | \$28,500  | Outreach and Engagement; Conduct outreach and engagement throughout the study at key milestones to incorporate feedback from stakeholders and the public in final deliverables. (Staff).                                  | Public outreach materials and outreach summary report                        | 12/31/2025      |
| 3.       | \$150,000 | Implementation Strategies and Solutions: Prioritize strategies, projects, and project types across study areas to include basic cost estimates, partnership models, and timelines for implementation. (Staff/Consultant). | Implementation Strategies and Solutions Memo                                 | 9/30/2025       |
| 4.       | \$146,142 | Final Report: Compile all previous tasks into a final report highlighting the study’s process, community engagement, and findings. (Staff/Consultant).                                                                    | Final Report and all other final deliverables, such as maps, data sets, etc. | 12/31/2025      |

**Future Activities**

The study will conclude in FY 2026.

**Work Element: 3402301 – Barrio Logan Freeway Lid Study**

**Project Manager: Rachel Kennedy**

### Project Expenses

| Expense                      | FY 2025 Budget   | FY 2026 Budget     | Future Years     | Multi-Year Total   |
|------------------------------|------------------|--------------------|------------------|--------------------|
| Salaries, Benefits, Indirect | \$175,000        | \$442,700          | \$458,400        | \$1,076,100        |
| Other Direct Costs           | \$6,800          | \$10,300           | \$6,800          | \$23,900           |
| Contracted Services          | \$125,000        | \$825,000          | \$450,000        | \$1,400,000        |
| <b>Total</b>                 | <b>\$306,800</b> | <b>\$1,278,000</b> | <b>\$915,200</b> | <b>\$2,500,000</b> |

### Project Funding

| Funding       | FY 2025 Funding  | FY 2026 Funding    | Future Years     | Multi-Year Total   |
|---------------|------------------|--------------------|------------------|--------------------|
| Federal Other | \$257,712        | \$1,023,520        | \$718,768        | \$2,000,000        |
| LTDA          | \$49,088         | \$254,480          | \$196,432        | \$500,000          |
| <b>Total</b>  | <b>\$306,800</b> | <b>\$1,278,000</b> | <b>\$915,200</b> | <b>\$2,500,000</b> |

### Objective

The objective of this work element is to study the feasibility of a freeway lid at the two locations sited in the Barrio Logan Community Plan to prepare for future implementation of one or both lids. The project will develop alternatives that take into consideration multimodal connections, amenities, costs, and maintenance.

### Previous Accomplishments

The Reconnecting Communities Pilot Program grant agreement between SANDAG and the U.S. Department of Transportation was executed in FY 2025. Staff began work on the best practices document and existing conditions analysis, kicked off public outreach efforts and stakeholder coordination, and procured a consultant team. Staff also submitted the grant material package to the U.S. Department of Housing and Urban for the Development Economic Development Initiative Community Project Funding grant.

### Justification

State and federal funding programs, including Reconnecting Communities and Neighborhoods grants, provide opportunities to redress the legacy of harm from transportation infrastructure that created barriers to accessing resources and opportunities. This effort supports and furthers the SANDAG 2021 Regional Plan implementation actions and the agency's commitment to equity.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                        | Task Product                                                                        | Completion Date |
|----------|-----------|---------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-----------------|
| 1.       | \$10,000  | Project management/admin (Staff/Consultant)                                                             | Agendas, meeting notes, invoices, progress reports                                  | 06/30/2026      |
| 2.       | \$144,000 | Best Practices and Existing Conditions Analysis (Staff)                                                 | Best Practices Report, Existing Conditions Report, Study Area Memo, geospatial data | 06/30/2026      |
| 3.       | \$574,000 | Develop community-oriented study goals, public outreach and stakeholder coordination (Staff/Consultant) | Memo, schedule, goal plan, public outreach materials and outreach summary report    | 06/30/2026      |
| 4.       | \$550,000 | Feasibility assessment and alternatives selection (Staff/Consultant)                                    | Draft deliverables                                                                  | 06/30/2026      |

### Future Activities

In FY 2027, SANDAG will continue public outreach and stakeholder coordination and work on additional tasks, such as the feasibility assessment & alternatives selection and conceptual design.

**Project Expenses**

| <b>Expense</b>                 | <b>FY 2024<br/>Estimated<br/>Actual</b> | <b>FY 2025<br/>Budget</b> | <b>FY 2026<br/>Budget</b> | <b>Multi-Year<br/>Total</b> |
|--------------------------------|-----------------------------------------|---------------------------|---------------------------|-----------------------------|
| Salaries, Benefits, Indirect   | \$5,683                                 | \$51,797                  | \$58,919                  | \$116,398                   |
| Pass-Through to Other Agencies | \$0                                     | \$200,000                 | \$163,602                 | \$363,602                   |
| <b>Total</b>                   | <b>\$5,683</b>                          | <b>\$251,797</b>          | <b>\$222,520</b>          | <b>\$480,000</b>            |

**Project Funding**

| <b>Funding</b>               | <b>FY 2024<br/>Funding</b> | <b>FY 2025<br/>Funding</b> | <b>FY 2026<br/>Funding</b> | <b>Multi-Year<br/>Total</b> |
|------------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|
| FFHWA – CPG SPR <sup>1</sup> | \$5,683                    | \$251,797                  | \$222,520                  | \$480,000                   |
| <b>Total</b>                 | <b>\$5,683</b>             | <b>\$251,797</b>           | <b>\$222,520</b>           | <b>\$480,000</b>            |

**Objective**

Funded by a Caltrans Strategic Partnership Grant, SANDAG and the County of San Diego are partnering to develop a Regional Vehicle Miles Traveled (VMT) Mitigation program for the region. Objectives for FY 2026 include stakeholder outreach and public outreach; evaluation and development of recommendations for implementing a preferred VMT Mitigation Program for the region. Final recommendations will be summarized in a report and presented to the County and Boards of Directors.

**Previous Accomplishments**

Grant awarded and agreement executed in FY 2024. Key Accomplishment in FY 2025: Project kick off meeting, detailed project schedule, establishment of Technical Advisory Committee, execution of Memorandum of Agreement between SANDAG and the County of San Diego on grant implementation, development of evaluation criteria and identification of VMT mitigation options for evaluation.

**Justification**

Transportation infrastructure projects are required to mitigate for increases in VMT pursuant to Senate Bill 743 (Steinberg, 2013) in order to achieve the State of California’s goal to address the climate crisis. Small and rural jurisdictions in the region are finding it difficult to offset projects that increase VMT on a project-by-project basis. Since VMT crosses jurisdictional boundaries, a regional solution is needed. The VMT Mitigation Program will help to ensure that VMT reducing infrastructure and programs will be implemented in conjunction with the buildout of the region’s land uses. The program will allow for new development to be consistent with the Regional Plan by paying its fair share towards the completion of the transportation network and assisting the region to meet its Senate Bill 375 targets. This project furthers implementation of the Regional Plan, the State’s Climate Action Plan for Transportation Infrastructure and federal planning emphasis areas related to climate resilience and complete streets.

<sup>1</sup> Matched by \$135,750 County of San Diego General Fund over life of project (not included in totals above)



## Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                                                                                                                                                   | Task Product                                                         | Completion Date |
|----------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|-----------------|
| 1.       | \$58,919  | Continued coordination with County and consultant. (Staff)                                                                                                                                                                                                                                                         | Consultant selection and administration                              | 6/30/2026       |
| 2.       | \$38,297  | Coordination with Technical Working Group, stakeholder outreach, public outreach (Staff/Consultant)                                                                                                                                                                                                                | Summary of technical working group meetings and stakeholder outreach | 6/30/2026       |
| 3.       | \$125,304 | Applying evaluation criteria to potential VMT mitigation framework options. Advance analysis to identify preferred VMT mitigation framework for the region and complete detailed analysis of that option. Final recommendations will be summarized in a report and presented to the County and Board. (Consultant) | Develop evaluation criteria for framework                            | 6/30/2026       |

### Future Activities

This project will be completed by June 2026. Opportunities for implementation of the recommended measures will be addressed in future budgets years.

**Work Element: 3430200 - Smart Corridors**

**Project Manager: Danielle Kochman**

### Project Expenses

| Expense                      | FY 2024<br>Estimated<br>Actual | FY 2025<br>Budget | FY 2026<br>Budget | Multi-Year<br>Total |
|------------------------------|--------------------------------|-------------------|-------------------|---------------------|
| Salaries, Benefits, Indirect | \$104,923                      | \$141,005         | \$338,047         | \$583,975           |
| Contracted Services          | \$0                            | \$0               | \$360,000         | \$360,000           |
| <b>Total</b>                 | <b>\$104,923</b>               | <b>\$141,005</b>  | <b>\$698,047</b>  | <b>\$943,975</b>    |

### Project Funding

| Funding      | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding | Multi-Year<br>Total |
|--------------|--------------------|--------------------|--------------------|---------------------|
| FFHWA -STBG  | \$104,923          | \$141,005          | \$354,072          | \$600,000           |
| LTransnet    | \$0                | \$0                | \$343,975          | \$343,975           |
| <b>Total</b> | <b>\$104,923</b>   | <b>\$141,005</b>   | <b>\$698,047</b>   | <b>\$943,975</b>    |

### Objective

The objective of this work element is to develop and support the development of the regional managed lane network envisioned in the Regional Plan. Emphasis in FY 2026 will be on supporting Caltrans with managed lanes policy development; identifying technology solutions for operating managed lanes; working with the Board, stakeholders, and the public to customize the operations of managed lanes to achieve policy goals; and addressing regulatory and legislative roadblocks to managed lane implementation.

### Previous Accomplishments

SANDAG successfully partnered with Caltrans Headquarters on a grant through the Build America Bureau to fund a statewide initiative to address roadblocks to managed lane implementation. SANDAG also considered Public Private Partnership opportunities for managed lanes implementation and researched best practices for operational strategies and technologies.

### Justification

This work element will support the successful implementation of the managed lanes network in the Regional Plan. Managed lanes are essential infrastructure for the Rapid network, and they support vanpooling and carpooling.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                                                    | Task Product                               | Completion Date |
|----------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|-----------------|
| 1.       | \$300,000 | Support Caltrans and its district office on managed lane implementation efforts. (Staff)                                                                                                                            | Managed Lane System Plan, RIA deliverables | 06/30/2026      |
| 2.       | \$360,000 | Work with Caltrans, California Transportation Commission (CTC), the state legislature, and other regulatory agencies on authorization for alternative delivery options on managed lane projects. (Consultant/Staff) | Recommendations for Legislation as needed  | 06/30/2026      |
| 3.       | \$38,047  | Define goals for managed lanes operational policies (Staff)                                                                                                                                                         | Managed lanes policy goals                 | 04/30/2026      |

### Future Activities

Continue working with Caltrans, CTC, state legislature, other regulatory agencies, and other metropolitan planning organizations around the state to proactively address regulatory and legislative roadblocks, operations and maintenance plans, and a roadmap for long-term operations of managed lanes.

**Project Expenses**

| Expense                        | Prior Years      | FY 2024 Estimated Actual | FY 2025 Budget     | FY 2026 Budget     | Future Years     | Multi-Year Total   |
|--------------------------------|------------------|--------------------------|--------------------|--------------------|------------------|--------------------|
| Salaries, Benefits, Indirect   | \$234,633        | \$322,125                | \$1,094,700        | \$365,213          | \$926,818        | \$2,943,489        |
| Other Direct Costs             | \$0              | \$1,511                  | \$2,410            | \$3,500            | \$0              | \$7,421            |
| Contracted Services            | \$29,294         | \$133,633                | \$555,100          | \$3,000            | \$0              | \$721,027          |
| Pass-Through to Other Agencies | \$0              | \$385,466                | \$250,000          | \$4,500,000        | \$0              | \$5,135,466        |
| <b>Total</b>                   | <b>\$263,927</b> | <b>\$842,735</b>         | <b>\$1,902,210</b> | <b>\$4,871,713</b> | <b>\$926,818</b> | <b>\$8,807,403</b> |

**Project Funding**

| Funding               | Prior Years      | FY 2024 Funding  | FY 2025 Funding    | FY 2026 Funding    | Future Years     | Multi-Year Total   |
|-----------------------|------------------|------------------|--------------------|--------------------|------------------|--------------------|
| FFHWA - STBG          | \$263,927        | \$642,647        | \$1,115,878        | \$4,871,713        | \$926,818        | \$7,820,983        |
| DMV Registration Fees | \$0              | \$200,088        | \$786,332          | \$0                | \$0              | \$986,420          |
| <b>Total</b>          | <b>\$263,927</b> | <b>\$842,735</b> | <b>\$1,902,210</b> | <b>\$4,871,713</b> | <b>\$926,818</b> | <b>\$8,807,403</b> |

**Objective**

The objective of this work element is to plan, deploy and monitor Flexible Fleet pilot projects that expand shared mobility travel choices, enhance transit connections and reduce vehicle miles traveled (VMT). Emphasis in FY 2026 will be to administer and implement the Flexible Fleets Pilot Grant Program.

**Previous Accomplishments**

The Flexible Fleets Implementation Strategic Plan was finalized and provided guidance for implementation of Flexible Fleet pilot projects with input from community-based organizations. Contracts with Flexible Fleet service providers have been executed with additional capacity to allow local jurisdictions and non-profits to deploy services while also supporting regional consistency and coordination. The Beach Bug and gO'side neighborhood electric vehicles launched in July 2023, and performance data has been analyzed and integrated into the Open Data Portal (ODP). The third SANDAG Flexible Fleet pilot program is administered under Overall Work Program No. 3501002.

**Justification**

Flexible Fleets are one of the mobility strategies in the Regional Plan for creating a balanced and equitable transportation system that meets all regulatory requirements for reducing VMT and greenhouse gas emissions.

**Product, Tasks, and Schedule for FY 2026**

| Task No. | Total       | Task Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Task Product                                                      | Completion Date |
|----------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-----------------|
| 1.       | \$367,713   | Project administration activities to include internal and external agency collaboration, lead Flexible Fleets Task Force meetings, and coordinate with local jurisdictions about flexible fleets best practices, bench and funding opportunities.<br>Monitor active grant projects for progress and compliance with grant agreement requirements; review and process invoices; collect quarterly progress reports and reporting of project progress and requested amendments to Independent Taxpayer Oversight Committee and Policy Advisory Committees; labor compliance oversight; and provide technical advice and guidance to grantees. (Staff) | Progress reports, invoices, meetings, meeting notes and materials | 6/30/2026       |
| 2.       | \$4,000     | Communications-related direct costs for program engagement. (Staff/Consultant)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Wayfinding, mapping, surveys, printing                            | 6/30/2026       |
| 3.       | \$4,500,000 | Award and execute grant agreements. (Pass-through)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Funding recommendations, grant agreements, and implementation     | 6/30/2026       |

**Future Activities**

Monitor service operations and integrate data into ODP. Seek funding to support Flexible Fleet services in the region.

**Work Element: 3501002 - Microtransit Pilot Southeast SD**

**Project Manager: Jennifer Williamson**

### Project Expenses

| Expense                        | FY 2025 Budget     | FY 2026 Budget   | Future Years       | Multi-Year Total   |
|--------------------------------|--------------------|------------------|--------------------|--------------------|
| Salaries, Benefits, Indirect   | \$85,022           | \$60,224         | \$279,864          | \$425,110          |
| Contracted Services            | \$896,256          | \$525,936        | \$1,577,808        | \$3,000,000        |
| Pass-Through to Other Agencies | \$18,722           | \$18,722         | \$37,446           | \$74,890           |
| <b>Total</b>                   | <b>\$1,000,000</b> | <b>\$604,882</b> | <b>\$1,895,118</b> | <b>\$3,500,000</b> |

### Project Funding

| Funding           | FY 2025 Funding    | FY 2026 Funding  | Future Years       | Multi-Year Total   |
|-------------------|--------------------|------------------|--------------------|--------------------|
| SState - CapTrade | \$250,000          | \$300,000        | \$950,000          | \$1,500,000        |
| STBG              | \$500,000          | \$54,882         | \$945,118          | \$1,500,000        |
| LLocal – CityofSD | \$250,000          | \$250,000        | \$0                | \$500,000          |
| <b>Total</b>      | <b>\$1,000,000</b> | <b>\$604,882</b> | <b>\$1,895,118</b> | <b>\$3,500,000</b> |

### Objective

The objective of this work element is to plan, deploy and monitor a four-year microtransit pilot in Southeast San Diego. This project will expand shared mobility travel choices, enhance transit connections and reduce vehicle miles traveled (VMT). Emphasis in FY 2026 will be to launch and monitor service operations and conduct robust outreach.

### Previous Accomplishments

The project team received Board approval to accept Clean Mobility Options funding to support operations and has initiated agreements with project partners. An additional \$800,000 in local and state funds were allocated to the project in FY 2025 to ensure the service has sufficient funding to meet project goals and provide a safe, reliable, and efficient service to the community.

### Justification

Flexible Fleets are one of the strategies in the 2021 Regional Plan for creating a balanced and equitable transportation system that meets all regulatory requirements for reducing VMT and greenhouse gas emissions.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                             | Task Product                                                                                                              | Completion Date |
|----------|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|-----------------|
| 1.       | \$60,224  | Project administration activities. (Staff)                                                                                                                                                   | Progress reports, month-to-month supervision of contract deliverables, project management, coordination with stakeholders | 6/30/2026       |
| 2.       | \$18,722  | Pass-through to community-based organization, Urban Collaborative Project, to conduct community engagement and outreach activities for this project within Southeast San Diego. (Consultant) | Meeting summaries, sign-in sheets, agendas, presentation slides                                                           | 6/30/2026       |
| 3.       | \$525,936 | Vendor operation of services and performance data and analysis, summary of accomplishments, identified problems and resolution and scheduled service deviation recommendations. (Consultant) | Service operations, Data Analysis, Summary of Accomplishments                                                             | 6/30/2026       |

### Future Activities

Continued service operations, data analysis and integration into the SANDAG Open Data Portal, plan for sustainable funding source opportunities, Clean Mobility Options Coordination.

Work Element: 3502000 - Regl EV Charger Incntve Prg: CALeVIP

Project Manager: Susan Freedman

### Project Expenses

| Expense                        | Prior Years        | FY 2024 Estimated Actual | FY 2025 Budget     | FY 2026 Budget     | Multi-Year Total    |
|--------------------------------|--------------------|--------------------------|--------------------|--------------------|---------------------|
| Salaries, Benefits, Indirect   | \$150,428          | \$86,568                 | \$509,838          | \$218,316          | \$965,150           |
| Other Direct Costs             | \$500              | \$0                      | \$0                | \$3,000            | \$3,500             |
| Contracted Services            | \$122,395          | \$95,227                 | \$104,033          | \$701,757          | \$1,023,412         |
| Pass-Through to Other Agencies | \$1,967,290        | \$0                      | \$6,363,721        | \$176,927          | \$8,507,938         |
| <b>Total</b>                   | <b>\$2,240,613</b> | <b>\$181,795</b>         | <b>\$6,977,593</b> | <b>\$1,100,000</b> | <b>\$10,500,000</b> |

### Project Funding

| Funding      | Prior Years        | FY 2024 Funding  | FY 2025 Funding    | FY 2026 Funding    | Multi-Year Total    |
|--------------|--------------------|------------------|--------------------|--------------------|---------------------|
| LLocal -APCD | \$1,200,000        | \$100,000        | \$100,000          | \$100,000          | \$1,500,000         |
| LTransNet    | \$1,040,613        | \$81,795         | \$6,877,593        | \$1,000,000        | \$9,000,000         |
| <b>Total</b> | <b>\$2,240,613</b> | <b>\$181,795</b> | <b>\$6,977,593</b> | <b>\$1,100,000</b> | <b>\$10,500,000</b> |

### Objective

The objective of this work element is to manage and fund a rebate program for shared-use, public, and workplace electric vehicle (EV) charging stations in the San Diego region in partnership with state and local agencies. Emphasis in FY 2026 will be to disperse final payments for EV charger installations completed through the California Electric Vehicle Infrastructure Project (CALeVIP) San Diego County Incentive Project (SDCIP), closeout the contracts with the program administrator and funding partners and develop the next phase of a regional charger rebate program.

### Previous Accomplishments

In FY 2021, through a Caltrans Planning Grant, SANDAG established partnerships with the County Air Pollution Control District (APCD), Center for Sustainable Energy (CSE), and California Energy Commission's CALeVIP to unify regional and state EV charger investments into one cohesive project as the CALeVIP SDCIP. In FY 2022-2025, CSE processed rebate applications and, in coordination with SANDAG, conducted outreach on permit streamlining, workforce training, and EV expert services. SANDAG coordinated additional regional planning activities to advance charger installations through the Accelerate to Zero (A2Z) Emissions collaboration.

### Justification

The EV charger rebate program is a greenhouse gas reduction measure in the 2015 and 2021 Regional Plans' Sustainable Communities Strategies, which called for SANDAG to support a network of publicly accessible chargers throughout the region. This project furthers the federal planning emphasis area to tackle the climate crisis through a transition to a clean energy and resilient future.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                      | Task Product                           | Completion Date |
|----------|-----------|---------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|-----------------|
| 1.       | \$21,316  | Project management including coordination with project administrator and APCD (Staff)                                                 | Project management and CSE oversight   | 6/30/2026       |
| 2.       | \$878,684 | CSE SDCIP rebate processing and customer service and progress reports to SANDAG and APCD. (Consultant)                                | Report on projects and rebates issued  | 9/30/2025       |
| 3.       | \$100,000 | Community and stakeholder engagement including A2Z collaborative efforts. (Staff)                                                     | Meeting agendas and outreach materials | 6/30/2026       |
| 4.       | \$100,000 | Develop Phase 2 of charger rebate program to fill near-term infrastructure needs in low income and disadvantaged communities. (Staff) | Project guidance and materials         | 6/30/2026       |

### Future Activities

This project will end in FY 2026. A new work element will be established for the next phase of a regional charger rebate program.

**Work Element: 3503000 - Next OS Planning**

**Project Manager: Alex Estrella**

### Project Expenses

| Expense                      | Prior Years        | FY 2024 Estimated Actual | FY 2025 Budget   | FY 2026 Budget   | Multi-Year Total   |
|------------------------------|--------------------|--------------------------|------------------|------------------|--------------------|
| Salaries, Benefits, Indirect | \$1,605,126        | \$100,254                | \$468,000        | \$425,393        | \$2,598,773        |
| Contracted Services          | \$709,475          | \$182,906                | \$331,105        | \$250,000        | \$1,473,486        |
| <b>Total</b>                 | <b>\$2,314,601</b> | <b>\$283,159</b>         | <b>\$799,105</b> | <b>\$675,393</b> | <b>\$4,072,257</b> |

### Project Funding

| Funding               | Prior Years        | FY 2024 Funding  | FY 2025 Funding  | FY 2026 Funding  | Multi-Year Total   |
|-----------------------|--------------------|------------------|------------------|------------------|--------------------|
| FFHWA-STBG            | \$2,314,601        | \$283,159        | \$799,105        | \$373,223        | \$3,770,088        |
| DMV Registration Fees | \$0                | \$0              | \$0              | \$302,170        | \$302,170          |
| <b>Total</b>          | <b>\$2,314,601</b> | <b>\$283,159</b> | <b>\$799,105</b> | <b>\$675,393</b> | <b>\$4,072,257</b> |

### Objective

The objective of this work element is to establish the Next Operating System (Next OS) as a regional data hub that will enable Regional Plan strategies to work together to create a seamless transportation system. Emphasis in FY 2026 will be on completing the procurement efforts and initiating the development of SANDAG's Next Generation Rapid bus technology Concept of Operations (ConOps) and System Requirements, and development of System Requirements for a Regional Tolling Back Office System. The Rapid ConOps will advance the deployment of smart and connected technologies to improve transit service efficiencies through the application of Transit Signal Priority (TSP) technologies.

### Previous Accomplishments

Development of the Next OS concept is a critical technology and mobility component of the Regional Plan. In FY 2025, an existing conditions assessment on the Next OS Business Plan was carried out to document the state of existing SANDAG transportation management systems data platforms. Also in FY 2025, the development of the Broadband Master Plan was completed. Coordination with the 2025 Regional Plan was carried out in FY 2025 by developing emerging technology white paper and supporting the development of the Data Viewer.

### Justification

Next OS serves as the digital platform and is a key component in delivering Regional Plan strategies such the implementation of a pilot Smart Intersection System, the Regional Border Management System, the Integrated Corridor Management System, and Mobility as a Service concept. These strategies focus on connecting users, transportation service providers, and infrastructure to orchestrate more efficient and safe movement of people and goods across the region. Successful implementation of Next OS infrastructure and technologies will enhance the equity and resiliency of the transportation network. The Next OS also builds on SANDAG's core capabilities as a data driven organization. Implementation of these projects will advance the Regional Plan per federal and state requirements and priorities.

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                                                                                                                                                                                                                    | Task Product                                                    | Completion Date |
|----------|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|-----------------|
| 1.       | \$425,393 | SANDAG staff will provide regional guidance and support for regional and local technology projects to pilot technology deployments; support efforts to advance SANDAG's Next Generation Rapid TSP system that will improve transit mobility at targeted intersections along the planned Rapid routes to ensure a coordinated and consistent approach for advancing Next OS. (Staff) | Ongoing coordination with regional and local partners           | 6/30/2026       |
| 2.       | \$250,000 | The consultant team will begin development of System Requirements for a Regional Tolling Back Office System to advance the Regional Plan. (Staff/Consultant)                                                                                                                                                                                                                        | Draft and Final System Requirements Regional Back Office System | 6/30/2026       |

### Future Activities

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

**Work Element: 3505000 – Youth Opportunity Pass Program**

**Project Manager: Jennifer Williamson**

### Project Expenses

| Expense                        | Prior Years        | FY 2024 Estimated Actual | FY 2025 Budget     | FY 2026 Budget     | Multi-Year Total    |
|--------------------------------|--------------------|--------------------------|--------------------|--------------------|---------------------|
| Salaries, Benefits, Indirect   | \$0                | \$0                      | \$50,424           | \$36,615           | \$87,039            |
| Other Direct Costs             | \$349              | \$0                      | \$100,000          | \$0                | \$100,349           |
| Contracted Services            | \$212,971          | \$17,965                 | \$0                | \$0                | \$230,936           |
| Pass-Through to Other Agencies | \$7,648,480        | \$6,577,840              | \$7,145,171        | \$6,500,000        | \$27,871,491        |
| <b>Total</b>                   | <b>\$7,861,800</b> | <b>\$6,595,805</b>       | <b>\$7,295,595</b> | <b>\$6,536,615</b> | <b>\$28,289,815</b> |

### Project Funding

| Funding           | Prior Years        | FY 2024 Funding    | FY 2025 Funding    | FY 2026 Funding    | Multi-Year Total    |
|-------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| FFHWA - CMAQ      | \$6,361,800        | \$6,595,805        | \$7,295,595        | \$6,536,615        | \$26,789,815        |
| LLocal - CntyofSD | \$1,500,000        | \$0                | \$0                | \$0                | \$1,500,000         |
| <b>Total</b>      | <b>\$7,861,800</b> | <b>\$6,595,805</b> | <b>\$7,295,595</b> | <b>\$6,536,615</b> | <b>\$28,289,815</b> |

### Objective

The objective of this work element is to implement the Youth Opportunity Pass (YOP) Program a multiyear pilot project to advance the social equity goals of the 2021 Regional Plan by providing free transit to all youth ages 18 and under throughout San Diego County, with a focus on serving communities that have been historically underserved and that were hit hardest by the COVID-19 pandemic. The pilot project is conducted in partnership with the Metropolitan Transit System (MTS) and North County Transit District (NCTD). The YOP pilot program is currently funded through June 2026. SANDAG and the transit operators are seeking a long-term sustainable funding source to continue YOP into the future.

### Previous Accomplishments

SANDAG staff began planning the pilot program in summer 2021, and SANDAG successfully launched the YOP pilot program in May 2022 in coordination with the County of San Diego, MTS, and NCTD. Outreach to community organizations and schools was conducted beginning in March 2022 to distribute information about the program and free transit passes for youth. A study of the program's impact started in fall 2022 and included elements such as surveys and focus group sessions. The survey results and study report were finalized in fall 2023. Before the program, regional youth transit ridership was approximately 300,000 monthly rides from about 16,000 individual youth. The YOP has more than tripled the average number of monthly rides to over 900,000 and has more than tripled the number of youth regularly riding transit, with over 50,000 unique riders every month.

### Justification

In early 2021, the Board of Directors adopted a Commitment to Equity Statement that guides SANDAG's work on social equity and environmental justice. As a part of this commitment, YOP was included as an early action in the 2021 Regional Plan.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total       | Task Description                   | Task Product                | Completion Date |
|----------|-------------|------------------------------------|-----------------------------|-----------------|
| 1.       | \$6,536,615 | YOP program administration (Staff) | Fare-free transit provision | 6/30/2026       |

### Future Activities

The YOP pilot program is funded through June 2026.



**Project Expenses**

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget | FY 2026<br>Budget |
|------------------------------|-----------------------------|-------------------|-------------------|
| Salaries, Benefits, Indirect | \$122,311                   | \$61,865          | \$228,789         |
| Other Direct Costs           | \$780                       | \$10,000          | \$0               |
| Contracted Services          | \$23,075                    | \$0               | \$0               |
| <b>Total</b>                 | <b>\$146,166</b>            | <b>\$71,865</b>   | <b>\$228,789</b>  |

**Project Funding**

| Funding               | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|-----------------------|--------------------|--------------------|--------------------|
| LTransNet - TNetAdmin | \$146,166          | \$71,865           | \$228,789          |
| <b>Total</b>          | <b>\$146,166</b>   | <b>\$71,865</b>    | <b>\$228,789</b>   |

**Objective**

The objective of this work element is to provide accurate, easily-accessible, up-to-date information on the TransNet Program with the goal of educating the public about TransNet history, structure, accomplishments, projects, programs, and opportunities for engagement, in pursuit of the goal of encouraging public engagement in the TransNet program project process. Emphasis in FY 2026 will be on the first phases of building out the SANDAG.org website with TransNet Program of Projects information to create a TransNet Dashboard including all current and completed TransNet projects and programs.

**Previous Accomplishments**

Previous accomplishments include: Subregional TransNet project maps with completed and in-progress Major Corridor projects, Smart Growth Incentive Program and Active Transportation Improvement Program grants, Local Streets and Roads projects, and Local and Major Corridor Environmental Mitigation grant projects—the first time this information has been brought together on the same map; TransNet Annual Report supplement for Board of Directors detailing TransNet projects and programs and distribution of funding regionally and by jurisdiction; updating TransNet signage guidelines to streamline process and reduce costs while providing consistency to encourage awareness; creating dashboards and awareness campaigns around major project milestones.

**Justification**

This work effort is essential to ensure all communities have accurate, timely, organized, and understandable information about the TransNet program of projects. Providing organized, accessible, and current information through a variety of media and in multiple languages allows SANDAG to follow through on its commitment to transparency and allows residents and other stakeholders to stay updated on our progress on implementing transportation projects funded by the TransNet half-cent sales tax. A central part of this educational effort is to ensure the public is aware of opportunities to contribute valuable input in the agency's planning and project delivery process of TransNet programs and projects.

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total       | Task Description                                                                                                                                                                                                                                   | Task Product                                                                  | Completion Date |
|----------|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|-----------------|
| 1.       | \$94,429.50 | First phase of development of integrated TransNet Dashboard and website project pages, including strategy, content development, integration of data, page design, and structure of information on SANDAG.org.                                      | TransNet Dashboard and SANDAG.org project pages, phase 1 (current projects)   | 12/15/2025      |
| 2.       | \$94,429.50 | Research and organize historical information. Incorporate information in accurate, easy-to-understand website content for completed TransNet projects to be included in TransNet Dashboard.                                                        | TransNet Dashboard and SANDAG.org project pages, phase 2 (completed projects) | 6/30/2026       |
| 3.       | \$19,965    | Create consistent, easy-to-understand infographics for the TransNet Flow of Funds distribution and the Capital project process highlighting the best opportunities for public engagement.                                                          | Financial and project infographics                                            | 6/30/2026       |
| 4.       | \$19,965    | Update the public, news media, elected officials, and other stakeholders on current TransNet program activities, including joint projects with Caltrans, the San Diego Metropolitan Transit System, and the North County Transit District. (Staff) | Advertising, brochures, social media, and editorials                          | 6/30/2026       |

### Future Activities

Complete the fully developed TransNet Dashboard, incorporating the full universe of TransNet-funded projects and their relationship to the TransNet Extension Ordinance. This information will educate the public on the many projects in the region funded by TransNet, as well as educate about the lifecycle of a project, from planning through operations, with an emphasis on when in the process the public can meaningfully engage and how to get involved.

**Work Element: 7300100 – Public Engagement & Educational Activities**

**Project Manager: Jessica Gonzales Zepeda**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget | FY 2026<br>Budget |
|------------------------------|-----------------------------|-------------------|-------------------|
| Salaries, Benefits, Indirect | \$89,393                    | \$72,706          | \$170,889         |
| Other Direct Costs           | \$13,332                    | \$0               | \$2,020           |
| Contracted Services          | \$5,000                     | \$130,000         | \$9,000           |
| <b>Total</b>                 | <b>\$107,725</b>            | <b>\$202,706</b>  | <b>\$181,909</b>  |

### Project Funding

| Funding              | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|----------------------|--------------------|--------------------|--------------------|
| FFHWA – CPG Planning | \$92,176           | \$172,039          | \$119,333          |
| LTDA                 | \$15,549           | \$30,667           | \$62,576           |
| <b>Total</b>         | <b>\$107,725</b>   | <b>\$202,706</b>   | <b>\$181,909</b>   |

### Objective

The objective of this work element is to educate and meaningfully involve the public in SANDAG’s various activities through media, online engagement, and traditional outreach activities.

Emphasis in FY 2026 will be on revising the agency strategic communications plan to improve the effectiveness and impact of SANDAG public involvement programs. To support the implementation of Board Policy No. 025 updates, staff procedures and training will be developed.

### Previous Accomplishments

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

### Justification

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

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total    | Task Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Task Product                                                                                                                                                                                                                                                                                             | Completion Date |
|----------|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 1.       | \$36,381 | Develop a tiered comprehensive public involvement plan template that aligns and standardizes communications efforts across SANDAG projects, programs, and initiatives. Train staff in new policy requirements and prepare supporting processes and procedures.                                                                                                                                                                                                                     | Public involvement plan template, including research, planning, implementation, and evaluation methods; staff training resources                                                                                                                                                                         | 6/30/2026       |
| 2.       | \$36,381 | Update the SANDAG strategic communications plan with best practices for how to communicate with and engage different audiences.                                                                                                                                                                                                                                                                                                                                                    | Protocols for meaningful and authentic communication with different audiences such as stakeholder mapping and inclusivity analysis                                                                                                                                                                       | 6/30/2026       |
| 3.       | \$72,766 | Create and implement public involvement plans for key projects, programs, and initiatives. Provide proactive and transparent communication through timely release of information and opportunities for the public to participate. Promote and secure news media coverage to educate and involve stakeholders with agency activities and regional issues. Expand and maintain opportunities for public participation, education, and input through in-person and online activities. | Public involvement plans for key projects, programs, and initiatives; social media, photos, videos, media advisories, media-focused events, press releases, responding to public inquiries, fact sheets, brochures, reports, web copy, public notices, meeting broadcasts, eblasts, newsletters, surveys | 6/30/2026       |
| 4.       | \$36,381 | Expand strategic communications program within the agency to ensure transparent, timely, and thorough exchange of information. Assist the Board of Directors and staff with scheduling and preparing educational materials for public forums and speeches.                                                                                                                                                                                                                         | Newsletters, fact sheets, reports, toolkits, speaking points, internet web copy                                                                                                                                                                                                                          | 6/30/2026       |

### Future Activities

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

**Work Element: 7300200 - Public Awareness**

**Project Manager: Lisa Starace**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget | FY 2026<br>Budget |
|------------------------------|-----------------------------|-------------------|-------------------|
| Salaries, Benefits, Indirect | \$237,303                   | \$194,792         | \$216,626         |
| Other Direct Costs           | \$17,737                    | \$86,000          | \$25,000          |
| Contracted Services          | \$31,657                    | \$75,000          | \$0               |
| <b>Total</b>                 | <b>\$286,697</b>            | <b>\$355,792</b>  | <b>\$241,626</b>  |

### Project Funding

| Funding               | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|-----------------------|--------------------|--------------------|--------------------|
| LTDA                  | \$97,035           | \$172,391          | \$116,703          |
| LTransNet - TNetAdmin | \$189,662          | \$183,401          | \$124,923          |
| <b>Total</b>          | <b>\$286,697</b>   | <b>\$355,792</b>   | <b>\$241,626</b>   |

### Objective

The primary goal of this work element is to increase access to SANDAG programs, projects, and services by deploying consistent, repeated application of the SANDAG branding and style guidelines across all communications throughout the agency. Maintaining this consistency across the agency's wide range of products requires coordination across hundreds of applications, including the development of templates and guidelines.

### Previous Accomplishments

Launched complete SANDAG brand and style guidelines, including developing partner branding with Caltrans and providing direction on consistent terminology to be used throughout all communications. Continued building out the website to add more project information, enhancing its value as a primary resource for information on SANDAG. Developed updated informational presentations, new quarterly budget reporting, and enhanced Annual Report with additional budget information, furthering the connection between the Annual Report and the annual budget, putting the annual accomplishments in context with the high-level financials.

### Justification

It is essential that SANDAG provides easily accessible, accurate, and transparent information for the people the agency serves. This includes ensuring the public understands what roles the agency plays in the region, including our processes and how and when they can participate in them. Providing consistently written and branded content builds familiarity and trust, keeping the focus on the information necessary to plan, deliver, and operate the projects and programs SANDAG is responsible for in the region.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                               | Task Product                    | Completion Date |
|----------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|-----------------|
| 1.       | \$216,626 | Create a documented system for the creation, maintenance, and review of routine publications and websites, including creating a maintenance and review schedule.               | Maintenance and review schedule | 9/1/2025        |
| 2.       | \$25,000  | Develop and implement a five-year analytics plan, including developing metrics and goals for regional understanding of projects, programs, and public participation processes. | Five-year analytics             | 6/30/2026       |

### Future Activities

Use analytics, metrics, and other data to inform scheduled evaluations of the effectiveness of marketing and outreach efforts and strategies. Upon review of these evaluations, determine further refinement and development of web-based content.

**Work Element: 7300300 – Software Development Services**

**Project Manager: Grace Mino**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget | FY 2026<br>Budget |
|------------------------------|-----------------------------|-------------------|-------------------|
| Salaries, Benefits, Indirect | \$486,630                   | \$303,101         | \$731,109         |
| <b>Total</b>                 | <b>\$486,630</b>            | <b>\$303,101</b>  | <b>\$731,109</b>  |

### Project Funding

| Funding              | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|----------------------|--------------------|--------------------|--------------------|
| FFHWA – CPG Planning | \$412,396          | \$260,348          | \$260,348          |
| LTDA                 | \$74,234           | \$42,753           | \$470,761          |
| <b>Total</b>         | <b>\$486,630</b>   | <b>\$303,101</b>   | <b>\$731,109</b>   |

### Objective

The objectives of this work element are to improve public outreach productivity through the application of configurable technologies; increase the accessibility of the SANDAG data stores by configuring, enhancing, and documenting commercial off-the-shelf software and database solutions for SANDAG functions; and provide direct, comprehensive technical support to SANDAG.org and other public-facing SANDAG websites. Emphasis in FY 2026 will be on the continued development of the new SANDAG website, assisting and supporting the implementation and improvement of the new Enterprise Resource Planning (ERP) system, building and supporting internal and commercially developed applications that improve workflows.

### Previous Accomplishments

Previous accomplishments include supporting the successful launch of the ERP Phase 1, ensuring current critical functionality was considered and, when appropriate, added to the configuration of the new system. Provided guidance and technical support on data conversion from existing databases in custom applications. Retired a few in-house developed applications, enabling SANDAG to focus on process improvement and configuration of new software. Continued website consolidation onto the Sitecore Content Management System (CMS), providing self-service content editing to staff, created new and migrated custom reports from the old financial system to the new system, managed the workflows in ERP, and developed new sections and functions on SANDAG websites.

### Justification

This work element supports internal and external communications for various SANDAG departments by developing applications, automating workflows, and processes that facilitate the dissemination of data to the public. The work element plays a significant role in increasing the efficiency of these activities.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                              | Task Product                                               | Completion Date |
|----------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|-----------------|
| 1.       | \$220,135 | Provide technical support for the development and maintenance of in-house applications that automate workflows and processes that facilitate the dissemination of data to the public. (Staff) | Specific applications or existing application enhancements | 6/30/2026       |
| 2.       | \$172,362 | Provide technical support and enhancements to SANDAG's public-facing websites. (Staff)                                                                                                        | Specific products or enhancements produced under this task | 6/30/2026       |
| 3.       | \$118,475 | Provide technical support for the SANDAG strategic initiative to modernize systems and technology. (Staff)                                                                                    | Specific products or enhancements produced under this task | 6/30/2026       |
| 4.       | \$220,137 | Provide technical support for the development and maintenance of reporting resources (Staff)                                                                                                  | Specific reports developed or modified under this task     | 6/30/2026       |

## **Future Activities**

Providing front-end and technical support for SANDAG.org, the ERP, the Board payment system, the PMTools and numerous data integration changes to support the new ERP system. Migrate ShiftSanDiego.com and SDForward.com to the new Sitecore CMS. Create new workflows to hook website forms into the SANDAG SharePoint lists for reporting and commenting. Create and manage workflows in the ERP system. Create new and migrate custom reports the old financial system to the new system.

**Work Element: 7300400 – Government Relations**

**Project Manager: Hannah Stern**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget  | FY 2026<br>Budget  |
|------------------------------|-----------------------------|--------------------|--------------------|
| Salaries, Benefits, Indirect | \$2,095,613                 | \$1,934,582        | \$1,643,533        |
| Other Direct Costs           | \$60,364                    | \$60,000           | \$63,260           |
| Contracted Services          | \$453,123                   | \$635,676          | \$668,959          |
| <b>Total</b>                 | <b>\$2,609,100</b>          | <b>\$2,630,258</b> | <b>\$2,375,752</b> |

### Project Funding

| Funding               | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|-----------------------|--------------------|--------------------|--------------------|
| LMA                   | \$734,111          | \$468,116          | \$0                |
| LTDA                  | \$459,581          | \$614,929          | \$711,100          |
| LTransNet - TNetAdmin | \$1,415,408        | \$1,547,213        | \$1,664,652        |
| <b>Total</b>          | <b>\$2,609,100</b> | <b>\$2,630,258</b> | <b>\$2,375,752</b> |

### Objective

The objective of this work element is to manage state and federal legislative activities in accordance with the SANDAG Legislative Program. Emphasis in FY 2026 is on implementing the Legislative Program, including supporting the SANDAG priority projects and strategic initiatives by utilizing relationships and outreach to elected members and stakeholders to advance project development and by securing funding and policy updates. This work element also includes supporting the Board of Directors and Policy Advisory Committees to ensure timely and successful meetings and strategic outcomes.

### Previous Accomplishments

Previous work element accomplishments include signing a Federal Project Agreement for the future Otay Mesa East Port of Entry project; securing millions of dollars to mitigate the impact of transportation projects through the state and federal Reconnecting Communities program; partnering with the California State Transportation Agency to reconvene the Los Angeles-San Diego-San Luis Obispo Regional Rail Corridor Working Group; protecting critical state transportation funding in a challenging fiscal environment; and increasing outreach to regulatory agencies to demonstrate sound policy initiatives that will yield funding for the region and improved processes, including for the required Regional Housing Needs Assessment.

### Justification

Through coordinated state and federal legislative efforts, this work element helps accomplish key SANDAG initiatives and coordinates regional priorities among member agencies, advisory members, and other stakeholders.



## Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                                                                                                                                                                                 | Task Product                                                   | Completion Date |
|----------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|-----------------|
| 1.       | \$918,831 | Monitor and respond to key state and federal legislation and funding opportunities through the implementation of the annual legislative program. (Staff)                                                                                                                                                                                         | Legislative Program and related policy initiatives/funding     | 6/30/2026       |
| 2.       | \$518,974 | Identify and implement collaboration activities with member agencies and key regional stakeholders in support of SANDAG project, programs, and priorities. (Staff)                                                                                                                                                                               | Educational briefings, project visits, cooperative agreement   | 6/30/2026       |
| 3.       | \$543,974 | Represent SANDAG on state, federal, and regional organizations to advance agency policies and programs (i.e., California Association of Councils of Governments, California Transit Association, National Association of Regional Councils, American Public Transportation Association, and Southern California Legislative Roundtable). (Staff) | Presentations, reports, and participation in conferences       | 6/30/2026       |
| 4.       | \$393,973 | Binational, tribal, military, and interregional liaison activities to advance implementation and planning for the Regional Plan; coordination with government entities in Mexico on planning initiatives and strategies. (Staff)                                                                                                                 | Meeting coordination and participation; reports, presentations | 6/30/2026       |

### Future Activities

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

**Work Element: 7300500 – Transportation-Related Public Meeting Activities**

**Project Manager: Michael Garcia**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actuals | FY 2025<br>Budget | FY 2026<br>Budget |
|------------------------------|------------------------------|-------------------|-------------------|
| Salaries, Benefits, Indirect | \$876,034                    | \$597,810         | \$761,271         |
| Other Direct Costs           | \$40,402                     | \$117,000         | \$117,000         |
| <b>Total</b>                 | <b>\$916,436</b>             | <b>\$714,810</b>  | <b>\$878,271</b>  |

### Project Funding

| Funding              | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|----------------------|--------------------|--------------------|--------------------|
| FFHWA – CPG Planning | \$366,491          | \$350,000          | \$350,000          |
| FFTA - 5307          | \$400,000          | \$200,000          | \$200,000          |
| LTDA                 | \$149,945          | \$164,810          | \$328,271          |
| <b>Total</b>         | <b>\$916,436</b>   | <b>\$714,810</b>   | <b>\$878,271</b>   |

### Objective

The objective of this work element is to support all work done by the Board of Directors, the Policy Advisory Committees (PAC), and the Working Groups by developing and communicating interagency solutions concerning regional issues, transportation project/program implementation, conflict resolution, and other coordination needs. Emphasis in FY 2026 will be on facilitating discussions and policy decisions related to the Regional Plan and continuing to enhance coordination activities with the public and member agencies to advance the region's priority projects and initiatives.

### Previous Accomplishments

PAC meetings and Working Groups have provided significant opportunities to advance regionally coordinated issues. The ongoing information sharing, consensus building, and development of various memoranda of understanding have contributed to the successful implementation of key regional improvements in all areas improving the quality of life for all.

### Justification

Many regional projects and programs are heavily dependent upon interagency agreement and commitment for successful implementation. Activities supported by this work element ensure that consistent communication in the planning and implementation phases occurs with a focus on regional strategic goals. This work element captures established as well as ad hoc efforts where additional coordination is necessary to ensure all impacted agencies have a chance to voice their concerns and agree on solutions that advance regional priorities. SANDAG will continue to coordinate with member and partner agencies to develop strategies and policies that support an integrated and equitable transportation system, affordable housing, and other priorities for the region. SANDAG will also review and consider process improvements to ensure more efficient and effective means to raise and address issues with various member agencies, receive feedback, and coordinate technical solutions to regional transportation, equity, and quality of life issues.

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                                                                                                                                                                                                         | Task Product                       | Completion Date |
|----------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-----------------|
| 1.       | \$572,271 | Provide administrative support, develop agendas, conduct PAC and Board meetings as a forum for coordinating regional initiatives involving elected officials, agency executives, and staff of member agencies. Topics include SANDAG projects, initiatives, programs, and agreements impacting cities, transit agencies, tribal governments, and other agencies. (Staff) | Board and PAC meetings             | 6/30/2025       |
| 2.       | \$117,000 | Implement a new content management system for agenda production and posting activities to enhance transparency and regional involvement in transportation-related meetings held by the agency; including integration with new SANDAG website and agency wide training to support transition to new processes and software. (Staff)                                       | Meeting agendas and Board payments | 6/30/2025       |
| 3.       | \$189,000 | Coordinate interpretation, closed captioning, and Zoom access to increase equity and inclusion in all Board, PAC, and Working Group meetings. (Staff)                                                                                                                                                                                                                    | Public engagement                  | 6/30/2025       |

### Future Activities

Continue all activities related to Board, PAC, and Working Groups to support successful implementation of key regional improvements in all areas improving the quality of life for all. Implement new and improved agenda production software to improve transparency, agenda production, board payment process, and public and member engagement. Highlight and elevate the work of the Working Groups to improve regional coordination and partnerships.

**Work Element: 7300600 - Title VI Compliance Program**

**Project Manager: Jennifer Bianchi**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget | FY 2026<br>Budget  |
|------------------------------|-----------------------------|-------------------|--------------------|
| Salaries, Benefits, Indirect | \$557,713                   | \$590,055         | \$823,147          |
| Other Direct Costs           | \$1,135                     | \$8,000           | \$8,000            |
| Contracted Services          | \$18,394                    | \$196,395         | \$204,000          |
| <b>Total</b>                 | <b>\$577,242</b>            | <b>\$794,450</b>  | <b>\$1,035,147</b> |

### Project Funding

| Funding               | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|-----------------------|--------------------|--------------------|--------------------|
| FFTA - 5307           | \$276,424          | \$276,424          | \$276,424          |
| LTDA                  | \$69,106           | \$188,741          | \$309,935          |
| LTransNet - TNetAdmin | \$231,712          | \$329,285          | \$448,788          |
| <b>Total</b>          | <b>\$577,242</b>   | <b>\$794,450</b>   | <b>\$1,035,147</b> |

### Objective

This work element advances Title VI which states that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. This ensures SANDAG is in compliance with federal and state civil rights legislation, Executive Orders, regulations, and supports development of Title VI capacity with staff across the agency through training, project reviews, and other technical assistance.

Emphasis in FY 2026 will be focused on producing the federally mandated Federal Highway Administration (FHWA) Title VI Program Update, due on October 1, 2025. The Language Assistance Plan (LAP) update will be completed by December 31, 2025.

As part of the technical support component of this work element, staff will continue with regular trainings on Title VI, fair distribution of regional benefits and burdens, and the Americans with Disabilities Act (ADA) as well as on how to conduct Title VI analyses. Technical support for specific projects will also be provided.

Other key components of this work element include the implementation and coordination of the LAP, with ongoing processing of language assistance requests and technical support pertaining to interpretation of the plan.

### Previous Accomplishments

Previous accomplishments under this work element include the update of the SANDAG Federal Transit Administration (FTA) Title VI program which received Board approval in September 2024. In addition, the LAP supports the implementation and monitoring of elements in the Title VI plan including providing interpretation at more than 360 Board and Policy Advisory Committee meetings and translation of over 90 documents. The team also provided ADA reviews of plans and specifications, as well as ongoing technical assistance to internal staff and regional transit agencies on matters pertaining to ADA, Title VI, and regional benefits and burdens. The Otay Mesa East (OME) Port of Entry (POE) White Paper documents initiatives promoting fair outcomes from the new POE. The paper also discusses potential processes, initiatives, and actions to further address regional opportunities.

### Justification

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

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                                                                                                                                                                                                                      | Task Product                         | Completion Date |
|----------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|-----------------|
| 1.       | \$479,259 | Prepare the FHWA Title VI Program update, due on October 1, 2025. The task also includes completing the LAP update by December 31, 2025.                                                                                                                                                                                                                                              | FHWA Title VI Program and LAP update | 12/31/2025      |
| 2.       | \$192,861 | Provide review of projects at 30, 60, and 95% design for ADA compliance. The task also includes providing accommodation for effective communications and implementing the Department of Justice requirement for public agencies to adhere to Web Content Accessibility Guidelines 2.1 for ADA web remediation. Develop the self-evaluation and transition plan for the West location. | ADA compliance                       | 6/30/2026       |
| 3.       | \$16,462  | Receive, review, and respond to external discrimination complaints, following the process detailed in Board Policy No. 009 and the Caltrans Local Assistance Procedures Manual.                                                                                                                                                                                                       | Discrimination complaints            | 6/30/2026       |
| 4.       | \$107,315 | Provide technical support related to compliance with Title VI programs and the ADA through trainings and review of work products.                                                                                                                                                                                                                                                     | Training and technical support       | 6/30/2026       |
| 5.       | \$198,620 | Support priority projects and staff efforts to conduct analyses for the fair distribution of regional benefits and burdens and integrate Title VI considerations. Key projects for FY 2026 include OME, Los Angeles-San Diego-San Luis Obispo Rail Corridor, Purple Line, etc.                                                                                                        | Support priority projects            | 6/30/2026       |
| 6.       | \$40,630  | Provide technical support related to implementation of the LAP and Title VI on SANDAG projects. Conduct day-to-day coordination and implementation of the plan, including coordination with vendors, dissemination of information, and creation of tools to support staff.                                                                                                            | Language assistance                  | 6/30/2026       |

### Future Activities

Future activities under this work element include ongoing compliance with Title VI program requirements such as LAP and Limited English Proficiency review. Additionally, we will complete the FHWA biennial Title VI and ADA Program assessments. In 2027, the FTA Triennial Program update will be completed by October. SANDAG will continue to support internal teams, providing subject-matter-expertise on Title VI, ADA, and language assistance services. SANDAG will monitor and implement ADA reviews on construction projects and support the ADA web compliance and document formatting efforts. SANDAG will also continue to receive and review discrimination complaints submitted.

**Project Expenses**

| Expense                        | FY 2025 Budget   | FY 2026 Budget   | Future Years     | Multi-Year Total |
|--------------------------------|------------------|------------------|------------------|------------------|
| Salaries, Benefits, Indirect   | \$73,334         | \$91,576         | \$36,590         | \$201,500        |
| Other Direct Costs             | \$15,000         | \$16,413         | \$18,587         | \$50,000         |
| Pass-Through to Other Agencies | \$195,000        | \$255,500        | \$148,000        | \$598,500        |
| <b>Total</b>                   | <b>\$283,334</b> | <b>\$363,489</b> | <b>\$203,177</b> | <b>\$850,000</b> |

**Project Funding**

| Funding      | FY 2025 Funding  | FY 2026 Funding  | Future Years     | Multi-Year Total |
|--------------|------------------|------------------|------------------|------------------|
| Local-PCIC   | \$283,334        | \$363,489        | \$203,177        | \$850,000        |
| <b>Total</b> | <b>\$283,334</b> | <b>\$363,489</b> | <b>\$203,177</b> | <b>\$850,000</b> |

**Objective**

SANDAG has been awarded \$850,000 in grant funding from the Powering Climate and Infrastructure Careers Challenge (PCIC) grant to expand the SANDAG Workforce Opportunities for Rising Careers (WORC) program. WORC will connect systemically marginalized individuals to training and sustainable construction jobs on public works projects that offer livable wages and benefits, industry training, and opportunities for upward mobility. WORC was created to address workforce demands and expand opportunities through strategic outreach among disadvantaged (low-income) and targeted workers (individuals facing barriers to employment), including formerly incarcerated, those on public assistance, and US Veterans, as well as Native Americans, people of color, and women. During Phase 1, the focus will be on establishing project management and partner coalitions, conducting research and data analysis on targeted populations, and designing a regional workforce plan and outreach strategy. In Phase 2, efforts will involve implementing tracking systems to monitor program success, conducting community workshops, networking at local job fairs and events, and educating potential workers about the Trades. As Phase 3 begins, outreach to disadvantaged populations will continue and the focus will shift to placing new workers in training programs and on jobsites. Additionally, we will compile a report based on new data analysis, program progress, stakeholder feedback, and will celebrate successes while planning for continuous improvements.

**Previous Accomplishments**

Accomplishments in FY 2025 consist of designing the program strategies.

**Justification**

SANDAG has hundreds of millions of dollars of construction projects that will be built in the upcoming years which will require thousands of skilled and trained workers. Reaching out and placing the underserved on SANDAG projects will impact families for generations to come. SANDAG will invest in the recruitment of quality workers that is needed to offset the shortage and current aging workforce of construction workers that exists today in this industry. Additionally, there are no matching funds required to accept this grant.

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description             | Task Product                                                                                                                                                                                                                                                                                                                                                      | Completion Date |
|----------|-----------|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 1.       | \$347,076 | Project Administration       | Establish project management, create partner coalition, and onboard stakeholders. Implement a tracking system to monitor and evaluate program outcomes and success.                                                                                                                                                                                               | 6/30/2026       |
| 2.       | \$800     | Subrecipient Oversight       | Hold bi-monthly status meetings. Review educational and promotional materials. Assign timeline and deadlines.                                                                                                                                                                                                                                                     | 6/30/2026       |
| 3.       | \$6,636   | Outreach and Marketing       | Design outreach plan and messaging tailored to target communities. Form relationships with workforce organizations and community-based organizations. Host and attend existing recruitment events in low-income and ethnically diverse communities. Attend events hosted by Tribal communities, Veteran organizations, and programs for the formerly incarcerated | 6/30/2026       |
| 4.       | \$6,816   | Worker Placement and Support | Assist students in enrolling in Apprenticeship Readiness Program (ARP). Place Multi-Craft Core Curriculum grads and disadvantaged and targeted workers on SANDAG Community Benefits Agreement (CBA) projects. Monitor placements and continue to communicate with workers and employers                                                                           | 6/30/2026       |
| 5.       | \$2,161   | Analysis and Reporting       | Produce bi-annual comprehensive reports to showcase WORC program and CBA success to the SANDAG Board and the public. Comply with all reporting requirements of the PCIC Grant.                                                                                                                                                                                    | 6/30/2026       |

### Future Activities

This is a three-year grant project, with three phases that will largely overlap over the project period. Future activities include outreach and recruitment efforts, such as hosting events in low-income and ethnically diverse communities, attending events in Tribal communities, speaking with Veteran organizations and other programs working with populations such as formerly incarcerated and homeless, and raising awareness in local schools, will continue on an ongoing basis. The program will put out press releases and advertisements on social media platforms, and representatives will attend job fairs to showcase training and apprenticeship programs.

As the ARP expands to new locations beyond FY 2026, it will assist students in registering, and in connecting to wraparound services like transportation and childcare, which may be necessary for them to sustain a career in construction. SANDAG construction projects, including the Otay Mesa East project, which will pick up in upcoming years, and the program will be instrumental in placing individuals in jobs on SANDAG projects.

Bi-annual reports will be compiled and publicized based on quantitative data as well as input and feedback from students, workers and partners, with a final report detailing the project successes in FY 2028.

**Work Element: 750000 – Service Bureau**

**Project Manager: Mike Duncan**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget | FY 2026<br>Budget |
|------------------------------|-----------------------------|-------------------|-------------------|
| Salaries, Benefits, Indirect | \$6,406                     | \$25,177          | \$33,187          |
| <b>Total</b>                 | <b>\$6,406</b>              | <b>\$25,177</b>   | <b>\$33,187</b>   |

### Project Funding

| Funding                    | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|----------------------------|--------------------|--------------------|--------------------|
| SANDAG Service Bureau Fees | \$6,406            | \$25,177           | \$33,187           |
| <b>Total</b>               | <b>\$6,406</b>     | <b>\$25,177</b>    | <b>\$33,187</b>    |

### Objective

The SANDAG Service Bureau is a fee-based operation established in 2005 that includes work conducted through SourcePoint, the nonprofit public benefit corporation chartered by SANDAG in 1982. The objective of this work element is to provide customized data and reports to member agencies, non-member government agencies, tribal governments, private organizations, and individuals. Through its Executive Committee, the Board of Directors directed staff to prioritize 2025 Regional Plan efforts during FY 2025. During FY 2026, it is anticipated that a modest amount of Service Bureau work will take place for member and nonmember government agencies.

### Previous Accomplishments

During FY 2024, a variety of Service Bureau projects were completed for local jurisdictions including the cities of Oceanside, San Diego, and Vista, and the Port of San Diego. Through the provision of open-source documentation on the SANDAG Activity-Based Model (ABM), staff have made it possible for multiple engineering firms to use the SANDAG model to provide services to local governments and businesses. During FY 2025, a custom population, housing and land use forecast was prepared for the County Water Authority. Transportation modeling staff maintained the Activity Based Transportation Model, ABM 3, as a well-documented open-source project.

### Justification

The purpose of the Service Bureau is to offer products and services that meet the needs of decisionmakers in the public sector while providing revenue to sustain these activities.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total    | Task Description                                                                                                                                          | Task Product                         | Completion Date |
|----------|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|-----------------|
| 1.       | \$33,187 | Offer data products and professional services that meet the needs of public agencies, tribal governments, private organizations, and individuals. (Staff) | Service Bureau products and services | 6/30/2025       |
| 2.       | -        | Manage Service Bureau by overseeing operations, including contracting, invoicing, and presenting progress reports to the Executive Committee. (Staff)     | Annual report to Executive Committee | 6/30/2025       |

### Future Activities

In FY 2026, it is anticipated that staff will provide travel modeling services to member agencies as needed. Staff will continue to maintain the ABM as a well-documented open-source project, thus supporting the capacity of multiple entities to provide travel modeling services to local jurisdictions.





## CHAPTER 3

# Regional Operations and Services

---

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

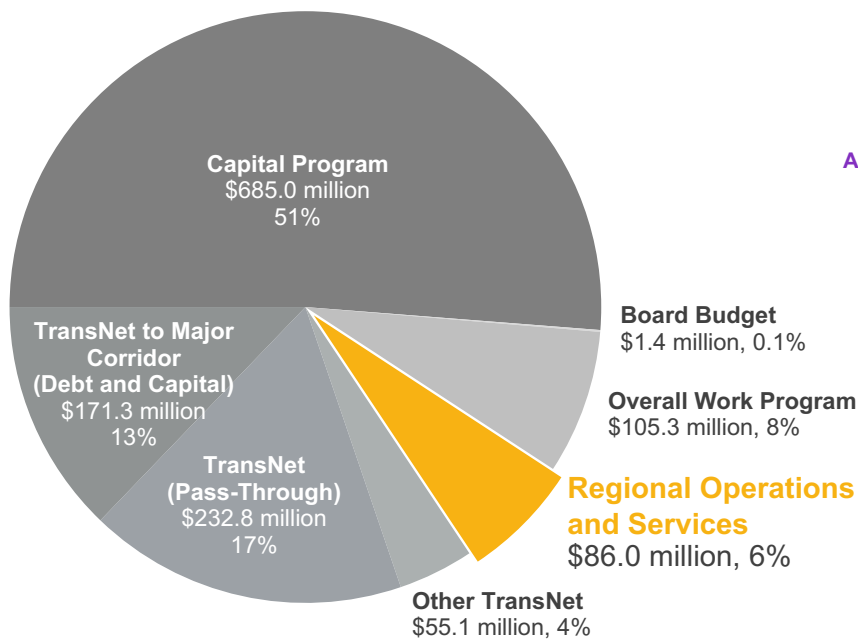
## CHAPTER 3

# Regional Operations and Services

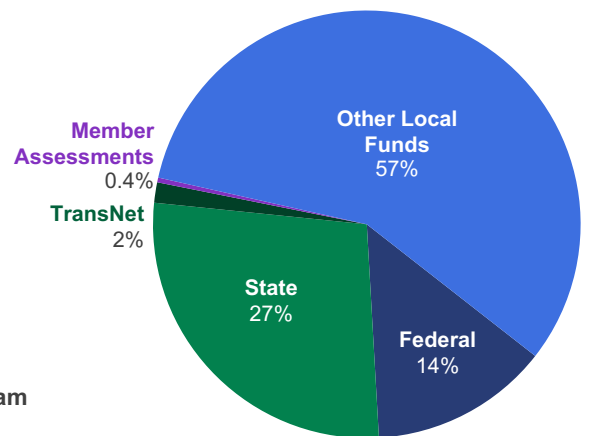
This chapter includes operations of the SR 125 toll facilities, Freeway Service Patrol program, the I-15 FasTrak® Value Pricing Program, Intelligent Transportation Systems Operations, and Transportation Demand Management. Mobility programs, the Automated Regional Justice Information System (ARJIS), and property management activities are also covered. We also operate and maintain regional transportation facilities and law enforcement data systems that support travelers, employers, and public safety agencies in San Diego County. This chapter describes the work elements and budgets for this distinct group of projects in much the same way that chapter 2 describes our OWP work elements.

Also, this chapter shows the three forms of member agency assessments that are part of the annual budget: SANDAG member assessments, Criminal Justice member assessments, and the ARJIS member assessments and user fees. SANDAG and Criminal Justice assessments are based on population estimates updated per the California Department of Finance each May. These assessments increase annually based on the Consumer Price Index (CPI).

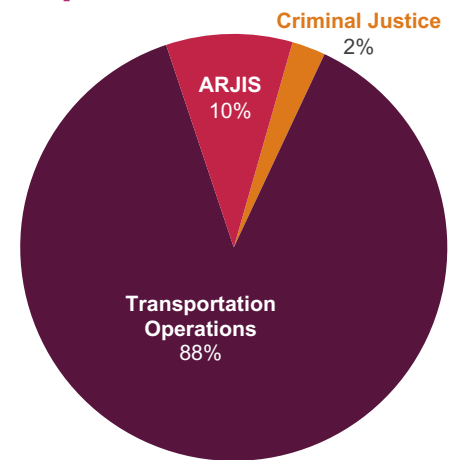
### Total Budget Breakdown



### Revenue



### Expenses



### Major Work Efforts

- ▶ SR 125 toll facilities
- ▶ I-15 FasTrak Value Pricing Program
- ▶ Motorist Aid services
- ▶ Automated Regional Justice Information System (ARJIS)
- ▶ Criminal justice research and clearinghouse
- ▶ SANDAG Vanpool Program
- ▶ Employer Commuter program

**32** Total Regional Operations and Services Projects

FY 2026 Regional Operations and Services

**List of Projects**

|                                                                          |      |                                                        |      |
|--------------------------------------------------------------------------|------|--------------------------------------------------------|------|
| 2340000 CJAM – CJ Clearinghouse.....                                     | 3-17 | 2354300 CJAM-CV Violence Reduction Proj.....           | 3-25 |
| 2340100 CJAM – Substance Abuse Monitoring.....                           | 3-18 | 2354400 CJAM-2023 Prop 64 San Diego.....               | 3-25 |
| 2345000 – CJAM – Adult Criminal Justice Projects<br>(Group Program)..... | 3-19 | 2354500 CJAM-2023 Prop 64 Chula Vista.....             | 3-26 |
| 2347200 CJAM - 2022 County Prop 47 Evaluation.....                       | 3-20 | 3310200 Motorist Aid Services – FSP.....               | 3-27 |
| 2347300 CJAM - S District USAO PSN 2022.....                             | 3-20 | 3310300 I-15 FasTrak® Value Pricing Program.....       | 3-28 |
| 2347400 CJAM – C District USAO PSN 2022.....                             | 3-20 | 3310500 511 Advanced Traveler Information Service..... | 3-30 |
| 2347500 CJAM – N District USAO PSN 2022.....                             | 3-21 | 3310703 TDM - Program and Service Delivery.....        | 3-31 |
| 2353600 - CJAM-PSN Research Partner.....                                 | 3-21 | 3310704 TDM - Regional Vanpool Program.....            | 3-32 |
| 2353800 CJAM-Central District USAO PSN.....                              | 3-21 | 3310711 TDM - Employer Outreach.....                   | 3-33 |
| 2354100 CJAM-BJA CV RIPA Analysis.....                                   | 3-22 | 3311000 ITS Operational Support.....                   | 3-35 |
| 2347600 CJAM REACH 2.....                                                | 3-22 | 3312100 SR 125 Facility Operations.....                | 3-36 |
| 2347700 CJAM S District USAO PSN 2023.....                               | 3-22 | 3312200 Motorist Aid – Call Box Program.....           | 3-38 |
| 2347800 CJAM C District USAO PSN 2023.....                               | 3-23 | 3312400 FSP – Traffic Mitigation Program.....          | 3-39 |
| 2347900 CJAM N District USAO PSN 2023.....                               | 3-23 | 3312700 A Street Property Management.....              | 3-40 |
| 2348000 Organized Retail Theft (ORT) 2023.....                           | 3-23 | 7350100 ARJIS: Maintenance and Support.....            | 3-41 |
| 2350000 CJAM – Youth Evaluation Projects<br>(Group Program).....         | 3-24 | 7353200 ARJIS: UASI FFY 2023.....                      | 3-43 |
| 2350100 CJAM – Juvenile Justice Crime Prev Act.....                      | 3-25 | 7353700 ARJIS: UASI FFY 2024.....                      | 3-44 |

FY 2026 Regional Operations and Services

**Program Revenues**

| OWP No.      | Project Title                       | Total Funding       | Federal CMAQ       | Federal Other      | Notes | State               | Notes      | TransNet           | Notes | Member Assessments | Notes | Other Local         | Notes |
|--------------|-------------------------------------|---------------------|--------------------|--------------------|-------|---------------------|------------|--------------------|-------|--------------------|-------|---------------------|-------|
| 2340000      | CJAM – CJ Clearinghouse             | \$289,630           | -                  | -                  | -     | -                   | -          | -                  | -     | \$289,630          | CJ    | -                   | -     |
| 2340100      | CJAM – Substance Abuse Monitoring   | 144,750             | -                  | -                  | -     | -                   | -          | -                  | -     | 18,750             | CJ    | 126,000             | L4    |
| 2347200      | CJAM-2022 County Prop 47 Eval       | 321,000             | -                  | -                  | -     | -                   | -          | -                  | -     | -                  | -     | 321,000             | L4    |
| 2347300      | CJAM-S District USAO PSN 2022       | 51,921              | -                  | 51,921             | F6    | -                   | -          | -                  | -     | -                  | -     | -                   | -     |
| 2347400      | CJAM-C District USAO PSN 2022       | 217,245             | -                  | 217,245            | F6    | -                   | -          | -                  | -     | -                  | -     | -                   | -     |
| 2347500      | CJAM-N District USAO PSN 2022       | 97,694              | -                  | 97,694             | F6    | -                   | -          | -                  | -     | -                  | -     | -                   | -     |
| 2347600      | CJAM REACH 2                        | 26,570              | -                  | 26,570             | F6    | -                   | -          | -                  | -     | -                  | -     | -                   | -     |
| 2347700      | CJAM S District USAO PSN 2023       | 62,379              | -                  | 62,379             | F6    | -                   | -          | -                  | -     | -                  | -     | -                   | -     |
| 2347800      | CJAM C District USAO PSN 2023       | 257,984             | -                  | 257,984            | F6    | -                   | -          | -                  | -     | -                  | -     | -                   | -     |
| 2347900      | CJAM N District USAO PSN 2023       | 116,798             | -                  | 116,798            | F6    | -                   | -          | -                  | -     | -                  | -     | -                   | -     |
| 2348000      | Organized Retail Theft (ORT) 2023   | 62,814              | -                  | -                  | -     | 62,814              | S50        | -                  | -     | -                  | -     | -                   | -     |
| 2350100      | CJAM – Juvenile Just Crime Prev Act | 270,400             | -                  | -                  | -     | -                   | -          | -                  | -     | -                  | -     | 270,400             | L9    |
| 2353600      | CJAM-PSN Research Partner           | 19,290              | -                  | 19,290             | F6    | -                   | -          | -                  | -     | -                  | -     | -                   | -     |
| 2353800      | CJAM-Central District USAO PSN      | 66,499              | -                  | 66,499             | F6    | -                   | -          | -                  | -     | -                  | -     | -                   | -     |
| 2354100      | CJAM-BJA CV RIPA Analysis           | 19,246              | -                  | 19,246             | F6    | -                   | -          | -                  | -     | -                  | -     | -                   | -     |
| 2354300      | CJAM-CV Violence Reduction Proj     | 38,261              | -                  | -                  | -     | 38,261              | S50        | -                  | -     | -                  | -     | -                   | -     |
| 2354400      | CJAM-2023 Prop 64 San Diego         | 64,000              | -                  | -                  | -     | 64,000              | S50        | -                  | -     | -                  | -     | -                   | -     |
| 2354500      | CJAM-2023 Prop 64 Chula Vista       | 64,000              | -                  | -                  | -     | 64,000              | S50        | -                  | -     | -                  | -     | -                   | -     |
| 3310200      | Motorist Aid Services – FSP         | 10,331,513          | -                  | -                  | -     | 10,331,513          | S2/S11/S15 | -                  | -     | -                  | -     | -                   | -     |
| 3310300      | I-15 FasTrak® Value Pricing Program | 11,046,262          | -                  | -                  | -     | -                   | -          | -                  | -     | -                  | -     | 11,046,262          | L1    |
| 3310500      | 511 Advanced Traveler Infor Service | 357,713             | -                  | -                  | -     | -                   | -          | 357,713            | T2    | -                  | -     | -                   | -     |
| 3310703      | TDM – Program and Service Delivery  | 2,530,128           | 2,530,128          | -                  | -     | -                   | -          | -                  | -     | -                  | -     | -                   | -     |
| 3310704      | TDM – Regional Vanpool Program      | 4,413,877           | 4,395,607          | -                  | -     | -                   | -          | 6,090              | T2    | -                  | -     | 12,180              | L1    |
| 3310711      | TDM – Employer Outreach             | 2,814,352           | 2,814,352          | -                  | -     | -                   | -          | -                  | -     | -                  | -     | -                   | -     |
| 3311000      | ITS Operational Support             | 960,084             | -                  | -                  | -     | -                   | -          | 960,084            | T2    | -                  | -     | -                   | -     |
| 3312100      | State Route 125 Facility Operations | 37,169,474          | -                  | -                  | -     | -                   | -          | -                  | -     | -                  | -     | 37,169,474          | L11   |
| 3312200      | Motorist Aid – Call Box Program     | 2,883,321           | -                  | -                  | -     | 2,883,321           | S11        | -                  | -     | -                  | -     | -                   | -     |
| 3312400      | FSP – Traffic Mitigation Program    | 2,953,342           | -                  | -                  | -     | 2,953,342           | S17        | -                  | -     | -                  | -     | -                   | -     |
| 3312700      | A Street Property Management        | 109,207             | -                  | -                  | -     | -                   | -          | -                  | -     | -                  | -     | 109,207             | L16   |
| 7350100      | ARJIS: Maintenance and Support      | 7,268,142           | -                  | -                  | -     | 7,268,142           | A          | -                  | -     | -                  | -     | -                   | -     |
| 7353200      | ARJIS: UASI FFY 2023                | 353,953             | -                  | 353,953            | F7    | -                   | -          | -                  | -     | -                  | -     | -                   | -     |
| 7353300      | ARJIS: UASI FFY 2024                | 613,361             | -                  | 613,361            | F7    | -                   | -          | -                  | -     | -                  | -     | -                   | -     |
| <b>Total</b> |                                     | <b>\$85,995,210</b> | <b>\$9,740,087</b> | <b>\$1,902,940</b> | -     | <b>\$23,665,393</b> | -          | <b>\$1,323,887</b> | -     | <b>\$308,380</b>   | -     | <b>\$49,054,523</b> | -     |

## Notes and Explanations of Fund Sources shown in Regional Operations and Services Program Revenues

### Federal Dedicated Funds

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

### Federal

| Note | Fund Source                       |
|------|-----------------------------------|
| (F6) | Dept. of Justice                  |
| (F7) | Dept. of Homeland Security - UASI |

### State Other

| Note  | Fund Source                                                        |
|-------|--------------------------------------------------------------------|
| (S2)  | Caltrans Freeway Service Patrol (FSP)                              |
| (S11) | California State Dept. of Motor Vehicle - Vehicle Registration Fee |
| (S15) | California Senate Bill 1 (Beall, 2017) FSP                         |
| (S17) | Traffic Mitigation Program - Caltrans                              |
| (S50) | Criminal Justice-Misc Revenue                                      |
| (A)   | ARJIS Member Assessments and User Connectivity Fees                |

### Member Assessments

| Note | Fund Source      |
|------|------------------|
| CJ   | Criminal Justice |

### Local Other

| Note  | Fund Source                                                          |
|-------|----------------------------------------------------------------------|
| (L1)  | FasTrak® Revenues                                                    |
| (L4)  | Contribution from Local Cities or Member Agencies                    |
| (L5)  | Use of Automated Regional Justice Information System (ARJIS) Reserve |
| (L9)  | County Dept. of Probation                                            |
| (L11) | SR 125 Toll Road Revenue                                             |
| (L16) | Lease Revenue                                                        |

### TransNet Sales Tax Revenues Other

| Note | Fund Source                     |
|------|---------------------------------|
| (T2) | TransNet Major Corridor Program |

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

FY 2026 Regional Operations and Services

**Program Expenses**

| OWP No.      | Annual (A) or Multi-Yr (M) | Project Title                       | Total Project Budget | Salaries, Benefits, Indirect | Other Direct Costs  | Contract Services   | Materials & Equipment | Pass Through       | Debt Service And Project Reserves |
|--------------|----------------------------|-------------------------------------|----------------------|------------------------------|---------------------|---------------------|-----------------------|--------------------|-----------------------------------|
| 2340000      | (A)                        | CJAM – CJ Clearinghouse             | \$289,630            | \$284,700                    | \$4,930             | -                   | -                     | -                  | -                                 |
| 2340100      | (A)                        | CJAM – Substance Abuse Monitoring   | 144,750              | 119,730                      | 3,020               | 22,000              | -                     | -                  | -                                 |
| 2347200      | (M)                        | CJAM-2022 County Prop 47 Eval       | 321,000              | 319,395                      | 1,605               | -                   | -                     | -                  | -                                 |
| 2347300      | (M)                        | CJAM-S District USAO PSN 2022       | 51,921               | 10,820                       | -                   | -                   | -                     | 41,101             | -                                 |
| 2347400      | (M)                        | CJAM-C District USAO PSN 2022       | 217,245              | 16,061                       | -                   | -                   | -                     | 201,184            | -                                 |
| 2347500      | (M)                        | CJAM-N District USAO PSN 2022       | 97,694               | 7,875                        | -                   | -                   | -                     | 89,819             | -                                 |
| 2347600      | (M)                        | CJAM REACH 2                        | 26,570               | 26,570                       | -                   | -                   | -                     | -                  | -                                 |
| 2347700      | (M)                        | CJAM S District USAO PSN 2023       | 62,379               | 5,962                        | -                   | -                   | -                     | 56,417             | -                                 |
| 2347800      | (M)                        | CJAM C District USAO PSN 2023       | 257,984              | 24,690                       | -                   | -                   | -                     | 233,294            | -                                 |
| 2347900      | (M)                        | CJAM N District USAO PSN 2023       | 116,798              | 11,324                       | -                   | -                   | -                     | 105,474            | -                                 |
| 2348000      | (M)                        | Organized Retail Theft (ORT) 2023   | 62,814               | 62,186                       | 628                 | -                   | -                     | -                  | -                                 |
| 2350100      | (M)                        | CJAM – Juvenile Just Crime Prev Act | 270,400              | 269,724                      | 676                 | -                   | -                     | -                  | -                                 |
| 2353600      | (M)                        | CJAM-PSN Research Partner           | 19,290               | 19,290                       | -                   | -                   | -                     | -                  | -                                 |
| 2353800      | (M)                        | CJAM-Central District USAO PSN      | 66,499               | 792                          | -                   | -                   | -                     | 65,707             | -                                 |
| 2354100      | (M)                        | CJAM-BJA CV RIPA Analysis           | 19,246               | 19,246                       | -                   | -                   | -                     | -                  | -                                 |
| 2354300      | (M)                        | CJAM-CV Violence Reduction Proj     | 38,261               | 37,878                       | 383                 | -                   | -                     | -                  | -                                 |
| 2354400      | (M)                        | CJAM-2023 Prop 64 San Diego         | 64,000               | 63,469                       | 531                 | -                   | -                     | -                  | -                                 |
| 2354500      | (M)                        | CJAM-2023 Prop 64 Chula Vista       | 64,000               | 63,469                       | 531                 | -                   | -                     | -                  | -                                 |
| 3310200      | (A)                        | Motorist Aid Services – FSP         | 10,331,513           | 202,306                      | 53,383              | 10,075,824          | -                     | -                  | -                                 |
| 3310300      | (A)                        | I-15 FasTrak® Value Pricing Program | 11,046,262           | 2,382,660                    | 3,789,207           | 1,468,195           | 86,200                | 3,320,000          | -                                 |
| 3310500      | (A)                        | 511 Advanced Traveler Infor Service | 357,713              | 66,913                       | 128,000             | 162,800             | -                     | -                  | -                                 |
| 3310703      | (A)                        | TDM – Program and Service Delivery  | 2,530,128            | 530,422                      | 193,358             | 1,783,688           | -                     | 22,660             | -                                 |
| 3310704      | (A)                        | TDM – Regional Vanpool Program      | 4,413,877            | 375,511                      | 251,600             | 3,786,766           | -                     | -                  | -                                 |
| 3310711      | (A)                        | TDM – Employer Outreach             | 2,814,352            | 728,365                      | 23,000              | 2,022,987           | -                     | 40,000             | -                                 |
| 3311000      | (A)                        | ITS Operational Support             | 960,084              | 372,334                      | 387,750             | -                   | 200,000               | -                  | -                                 |
| 3312100      | (A)                        | State Route 125 Facility Operations | 37,169,474           | 9,893,595                    | 10,138,692          | 2,404,434           | 821,503               | -                  | 13,911,250                        |
| 3312200      | (A)                        | Motorist Aid – Call Box Program     | 2,883,321            | 303,611                      | 309,650             | 2,270,060           | -                     | -                  | -                                 |
| 3312400      | (A)                        | FSP – Traffic Mitigation Program    | 2,953,342            | 22,539                       | -                   | 2,930,803           | -                     | -                  | -                                 |
| 3312700      | (A)                        | A Street Property Management        | 109,207              | 35,207                       | 74,000              | -                   | -                     | -                  | -                                 |
| 7350100      | (A)                        | ARJIS: Maintenance and Support      | 7,268,142            | 4,502,706                    | 2,253,918           | 385,018             | 126,500               | -                  | -                                 |
| 7353200      | (M)                        | ARJIS: UASI FFY 2023                | 353,953              | 75,000                       | 103,953             | 175,000             | -                     | -                  | -                                 |
| 7353300      | (M)                        | ARJIS: UASI FFY 2024                | 613,361              | 172,626                      | 93,546              | 347,189             | -                     | -                  | -                                 |
| <b>Total</b> |                            |                                     | <b>\$85,995,210</b>  | <b>\$21,026,976</b>          | <b>\$17,812,361</b> | <b>\$27,834,764</b> | <b>\$1,234,203</b>    | <b>\$4,175,656</b> | <b>\$13,911,250</b>               |

## Contracted Services

| OWP No.        | Contract Type Scope                                                                                                     | Budget Amount     |
|----------------|-------------------------------------------------------------------------------------------------------------------------|-------------------|
| 2340100        | Security and logistical assistance for interviewing at local jails                                                      | 22,000            |
| <b>2340100</b> | <b>CJAM – Substance Abuse Monitoring</b>                                                                                | <b>22,000</b>     |
| 3310200        | Marketing/Communications                                                                                                | 50,000            |
| 3310200        | FSP Peak Service and SB1 Extended Service                                                                               | 10,025,824        |
| <b>3310200</b> | <b>Motorist Aid Services – FSP</b>                                                                                      | <b>10,075,824</b> |
| 3310300        | Professional Services                                                                                                   | 70,000            |
| 3310300        | Legal Services                                                                                                          | 90,000            |
| 3310300        | Navient Business Processing Grp, L - DMV Out of state lookup                                                            | 10,080            |
| 3310300        | Global Aglity                                                                                                           | 54,014            |
| 3310300        | Infosend                                                                                                                | 29,174            |
| 3310300        | Fruth                                                                                                                   | 605               |
| 3310300        | Professional Services                                                                                                   | 60,000            |
| 3310300        | MBE                                                                                                                     | 1,154,322         |
| <b>3310300</b> | <b>I-15 FasTrak® Value Pricing Program</b>                                                                              | <b>1,468,195</b>  |
| 3310500        | Marketing/Communications                                                                                                | 50,000            |
| 3310500        | AAMCOM - Call Answering Center                                                                                          | 112,800           |
| <b>3310500</b> | <b>511 Advanced Traveler Infor Service</b>                                                                              | <b>162,800</b>    |
| 3310703        | New Vendor - Transition Costs                                                                                           | 706,164           |
| 3310703        | Data Migration - New System                                                                                             | 141,211           |
| 3310703        | Locker Connectivity & Service                                                                                           | 171,427           |
| 3310703        | Locker Vandalism & Relocations                                                                                          | 56,789            |
| 3310703        | Locker Replacements                                                                                                     | 216,067           |
| 3310703        | Program Location Expansion                                                                                              | 492,030           |
| <b>3310703</b> | <b>TDM – Program and Service Delivery</b>                                                                               | <b>1,783,688</b>  |
| 3310704        | Vanpool decals, rent for parking spots                                                                                  | 53,000            |
| 3310704        | Vendor vanpool subsidy (Enterprise)                                                                                     | 3,607,766         |
| 3310704        | Vendor vanpool subsidy(Green Commuter)                                                                                  | 126,000           |
| <b>3310704</b> | <b>TDM– Regional Vanpool Program</b>                                                                                    | <b>3,786,766</b>  |
| 3310711        | Consultant support with employer, school, and community outreach, education, and marketing of TDM programs and services | 2,011,987         |
| 3310711        | Updated photos/videos/graphics                                                                                          | 11,000            |
| <b>3310711</b> | <b>TDM – Employer Outreach</b>                                                                                          | <b>2,022,987</b>  |
| 3312100        | Armed Security Services - Elite                                                                                         | 125,000           |
| 3312100        | SAMBA Holdings - Employee Driving                                                                                       | 500               |
| 3312100        | Nossaman LLP - General Counsel                                                                                          | 65,000            |
| 3312100        | Legal Services Quinterp vs SANDAG                                                                                       | 30,000            |
| 3312100        | Translation Services                                                                                                    | 9,975             |
| 3312100        | Navient Business Processing Grp LL - DMV Out of State Lookup                                                            | 31,920            |
| 3312100        | Harris and Harris - Collections                                                                                         | 281,400           |
| 3312100        | Global Agility - Image Review                                                                                           | 306,082           |
| 3312100        | Infosend - Mail House                                                                                                   | 92,385            |
| 3312100        | Fruth - Copier Overage                                                                                                  | 1,916             |
| 3312100        | Electrical On-call                                                                                                      | 20,000            |
| 3312100        | General Contractor On-call                                                                                              | 60,000            |
| 3312100        | Fire Suppression PM/CM                                                                                                  | 18,000            |
| 3312100        | Elevator PM/CM                                                                                                          | 20,000            |
| 3312100        | Window cleaning                                                                                                         | 2,000             |
| 3312100        | Plumbing On-call                                                                                                        | 30,000            |
| 3312100        | Locksmith On-call                                                                                                       | 12,000            |
| 3312100        | Generator Maintenance                                                                                                   | 35,000            |
| 3312100        | Armed Security Services                                                                                                 | 175,000           |
| 3312100        | Pest Control                                                                                                            | 16,000            |

| OWP No.        | Contract Type Scope                             | Budget Amount       |
|----------------|-------------------------------------------------|---------------------|
| 3312100        | HVAC                                            | 27,000              |
| 3312100        | All Start Water                                 | 1,200               |
| 3312100        | Janitorial                                      | 51,000              |
| 3312100        | Brinks                                          | 184,800             |
| 3312100        | PFM - Financial Advisory- Proforma              | 16,500              |
| 3312100        | Support Services ERP                            | 12,375              |
| 3312100        | Trash Pickup - Urban Corp                       | 69,000              |
| 3312100        | Traffic Control - Hudson - Flagging             | 710,381             |
| <b>3312100</b> | <b>State Route 125 Facility Operations</b>      | <b>2,404,434</b>    |
| 3312200        | Regional Helicopter Program (City)              | 375,000             |
| 3312200        | Regional Helicopter Program-County              | 375,000             |
| 3312200        | Call Answering Services                         | 26,958              |
| 3312200        | Call Box Pilot                                  | 100,000             |
| 3312200        | Call Box Maintenance                            | 612,102             |
| 3312200        | Call Box Paint Project                          | 175,000             |
| 3312200        | Call Box Signs Project                          | 365,000             |
| 3312200        | ADA Assessment                                  | 170,000             |
| 3312200        | Call 511 Signs Project                          | 71,000              |
| <b>3312200</b> | <b>Motorist Aid – Call Box Program</b>          | <b>2,270,060</b>    |
| 3312400        | Traffic Mitigation Program - Tow Truck Services | 2,930,803           |
| <b>3312400</b> | <b>FSP – Traffic Mitigation Program</b>         | <b>2,930,803</b>    |
| 7350100        | Ann. Fin. Audit/Legal Asst.                     | 59,018              |
| 7350100        | Consulting and Professional Svc.                | 326,000             |
| <b>7350100</b> | <b>ARJIS: Maintenance and Support</b>           | <b>385,018</b>      |
| 7353200        | UASI 2023 - Cloud Transformation                | 100,000             |
| 7353200        | UASI 2023- Cyber Security                       | 75,000              |
| <b>7353200</b> | <b>ARJIS: UASI FFY 2023</b>                     | <b>175,000</b>      |
| 7353300        | UASI 2024 - Cyber Security                      | 97,633              |
| 7353300        | UASI 2024 - Disaster Recovery                   | 249,557             |
| <b>7353300</b> | <b>ARJIS: UASI FFY 2024</b>                     | <b>347,189</b>      |
| <b>Total</b>   |                                                 | <b>\$27,834,764</b> |



## FY 2024-2026 Expenditure Comparison

| OWP No.      | Project Title                       | FY 2024<br>Estimated Actual | FY 2025<br>Estimated | FY 2026<br>Budgeted |
|--------------|-------------------------------------|-----------------------------|----------------------|---------------------|
| 2340000      | CJAM – CJ Clearinghouse             | \$319,690                   | \$278,223            | \$289,630           |
| 2340100      | CJAM – Substance Abuse Monitoring   | 176,442                     | 144,750              | 144,750             |
| 2347200      | CJAM-2022 County Prop 47 Eval       | 67,473                      | 181,000              | 321,000             |
| 2347300      | CJAM-S District USAO PSN 2022       | 75,843                      | 53,046               | 51,921              |
| 2347400      | CJAM-C District USAO PSN 2022       | 182,973                     | 484,256              | 217,245             |
| 2347500      | CJAM-N District USAO PSN 2022       | 15,561                      | 282,952              | 97,694              |
| 2347600      | CJAM REACH 2                        | 8,430                       | 60,000               | 26,570              |
| 2347700      | CJAM S District USAO PSN 2023       | -                           | 81,411               | 62,379              |
| 2347800      | CJAM C District USAO PSN 2023       | 4,799                       | 322,508              | 257,984             |
| 2347900      | CJAM N District USAO PSN 2023       | 4,485                       | 148,144              | 116,798             |
| 2348000      | Organized Retail Theft (ORT) 2023   | 11,436                      | 70,000               | 62,814              |
| 2350100      | CJAM – Juvenile Just Crime Prev Act | 168,380                     | 270,400              | 270,400             |
| 2352400      | CJAM-Reduc Racial_Ethnc Disparities | 28,821                      | 156                  | -                   |
| 2353100      | CJAM-Incr Resili in High-Risk Youth | 75,525                      | 432                  | -                   |
| 2353200      | CJAM-DA Juvenile Diversion Initiatv | 98,030                      | 14,789               | -                   |
| 2353300      | CJAM-San Diego Prop 64 Eval         | 33,492                      | 41,131               | -                   |
| 2353400      | CJAM-Chula Vista Prop 64 Eval       | 35,986                      | 22,297               | -                   |
| 2353500      | CJAM-La Mesa Prop 64 Eval           | 31,024                      | 40,305               | -                   |
| 2353600      | CJAM-PSN Research Partner           | 14,214                      | 14,641               | 19,290              |
| 2353700      | CJAM-Southern District USAO PSN     | 79,897                      | 15,728               | -                   |
| 2353800      | CJAM-Central District USAO PSN      | 441,781                     | 267,149              | 66,499              |
| 2353900      | CJAM-Northern District USAO PSN     | 309,684                     | 67,073               | -                   |
| 2354000      | CJAM-Eastern District USAO PSN      | 323,693                     | 62,434               | -                   |
| 2354100      | CJAM-BJA CV RIPA Analysis           | 163,103                     | 157,661              | 19,246              |
| 2354300      | CJAM-CV Violence Reduction Proj     | 59,677                      | 34,000               | 38,261              |
| 2354400      | CJAM-2023 Prop 64 San Diego         | -                           | 48,000               | 64,000              |
| 2354500      | CJAM-2023 Prop 64 Chula Vista       | -                           | 48,000               | 64,000              |
| 3310200      | Motorist Aid Services – FSP         | 2,590,679                   | 9,012,367            | 10,331,513          |
| 3310300      | I-15 FasTrak® Value Pricing Program | 7,492,466                   | 9,739,812            | 11,046,262          |
| 3310500      | 511 Advanced Traveler Infor Service | 134,396                     | 346,409              | 357,713             |
| 3310703      | TDM – Program and Service Delivery  | 577,562                     | 2,679,878            | 2,530,128           |
| 3310704      | TDM – Regional Vanpool Program      | 2,529,231                   | 4,098,344            | 4,413,877           |
| 3310711      | TDM – Employer Outreach             | 2,624,319                   | 2,840,056            | 2,814,352           |
| 3311000      | ITS Operational Support             | 1,181,840                   | 1,731,227            | 960,084             |
| 3312100      | State Route 125 Facility Operations | 24,196,016                  | 31,927,889           | 37,169,474          |
| 3312200      | Motorist Aid – Call Box Program     | 1,605,843                   | 2,249,195            | 2,883,321           |
| 3312400      | FSP – Traffic Mitigation Program    | 322,603                     | 2,858,371            | 2,953,342           |
| 3312500      | Santa Fe Street Building Management | 161,618                     | 80,412               | -                   |
| 3312700      | A Street Property Management        | 70,036                      | 94,749               | 109,207             |
| 7350100      | ARJIS: Maintenance and Support      | 5,210,735                   | 7,330,853            | 7,268,142           |
| 7353200      | ARJIS: UASI FFY 2023                | -                           | 353,952              | 353,953             |
| 7352800      | ARJIS: UASI FFY 2021                | 245,311                     | 387,441              | -                   |
| 7352900      | ARJIS: UASI FFY 2022                | 106,480                     | 949,539              | -                   |
| 7353300      | ARJIS: UASI FFY 2024                | -                           | -                    | 613,361             |
| <b>Total</b> |                                     | <b>\$51,779,574</b>         | <b>\$79,890,980</b>  | <b>\$85,995,210</b> |

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

### I-15 FasTrak® Value Pricing Program - 3310300

|                                      | Estimated<br>FY 2026 | Estimated<br>FY 2027 | Estimated<br>FY 2028 | Estimated<br>FY 2029 | Estimated<br>FY 2030 |
|--------------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| <b>Revenues</b>                      |                      |                      |                      |                      |                      |
| FasTrak Revenues and Violation Fines | \$13,326             | \$13,726             | \$14,137             | \$14,562             | \$14,998             |
| <b>Operating Expenses</b>            |                      |                      |                      |                      |                      |
| Salaries, Benefits, Indirect         | 2,383                | 2,454                | 2,528                | 2,604                | 2,682                |
| Other Direct Costs                   | 775                  | 798                  | 822                  | 846                  | 872                  |
| Contracted Services                  | 4,197                | 4,323                | 4,452                | 4,586                | 4,723                |
| Materials and Equipment              | 372                  | 384                  | 395                  | 407                  | 419                  |
| Pass-Through to Other Agencies       | 2,000                | 2,000                | 2,000                | 2,000                | 2,000                |
| <b>Total Operating</b>               | <b>\$9,726</b>       | <b>\$9,958</b>       | <b>\$10,197</b>      | <b>\$10,443</b>      | <b>\$10,696</b>      |
| <b>Non-Operating Expenses</b>        |                      |                      |                      |                      |                      |
| Project Reserve Deposits             | 3,600                | 3,768                | 3,941                | 4,119                | 4,302                |
| <b>Total Non-Operating</b>           | <b>\$3,600</b>       | <b>\$3,768</b>       | <b>\$3,941</b>       | <b>\$4,119</b>       | <b>\$4,302</b>       |
| <b>Total Program Activities</b>      | <b>\$13,326</b>      | <b>\$13,726</b>      | <b>\$14,137</b>      | <b>\$14,562</b>      | <b>\$14,998</b>      |

### SR 125 Facility Operations – 3312100

|                                    | Estimated<br>FY 2026 | Estimated<br>FY 2027 | Estimated<br>FY 2028 | Estimated<br>FY 2029 | Estimated<br>FY 2030 |
|------------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| <b>Revenues</b>                    |                      |                      |                      |                      |                      |
| SR 125 Toll Revenues               | \$48,681             | \$49,870             | \$51,394             | \$53,029             | \$54,788             |
| <b>Operating Expenses</b>          |                      |                      |                      |                      |                      |
| Salaries, Benefits, Indirect       | \$9,894              | \$10,190             | \$10,496             | \$10,811             | \$11,135             |
| Other Direct Costs                 | 4,010                | 4,131                | 4,255                | 4,382                | 4,514                |
| Contracted Services                | 7,292                | 7,511                | 7,736                | 7,968                | 8,208                |
| Materials and Equipment            | 2,062                | 2,124                | 2,187                | 2,253                | 2,321                |
| <b>Total Operating</b>             | <b>\$23,258</b>      | <b>\$23,956</b>      | <b>\$24,675</b>      | <b>\$25,415</b>      | <b>\$26,177</b>      |
| <b>Non-Operating Expenses</b>      |                      |                      |                      |                      |                      |
| Debt Service                       | \$13,911             | \$13,920             | \$13,929             | \$13,935             | \$13,945             |
| O&M Expense Fund Deposits          | -                    | -                    | -                    | -                    | -                    |
| O&M Reserve Fund Deposits          | 11,511               | 11,994               | 12,791               | 13,679               | 14,666               |
| Capital Expenditures Fund Deposits | -                    | -                    | -                    | -                    | -                    |
| <b>Total Non-Operating</b>         | <b>\$25,423</b>      | <b>\$25,914</b>      | <b>\$26,719</b>      | <b>\$27,614</b>      | <b>\$28,610</b>      |
| <b>Total Program Activities</b>    | <b>\$48,681</b>      | <b>\$49,870</b>      | <b>\$51,394</b>      | <b>\$53,029</b>      | <b>\$54,788</b>      |

## Motorist Aid – 3312200

|                                   | Estimated<br>FY 2026 | Estimated<br>FY 2027 | Estimated<br>FY 2028 | Estimated<br>FY 2029 | Estimated<br>FY 2030 |
|-----------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| <b>Revenues</b>                   |                      |                      |                      |                      |                      |
| DMV Vehicle Registration Fee      | \$3,183              | \$3,343              | \$3,510              | \$3,685              | \$3,870              |
| Collections                       | 5                    | 5                    | 5                    | 5                    | 5                    |
| Interest Income                   | 10                   | 10                   | 10                   | 10                   | 10                   |
| Reserve Fund                      | 2,309                | 2,038                | 1,026                | 1,944                | 561                  |
| <b>Total</b>                      | <b>\$5,508</b>       | <b>\$5,395</b>       | <b>\$4,550</b>       | <b>\$5,645</b>       | <b>\$4,445</b>       |
| <b>Expenses</b>                   |                      |                      |                      |                      |                      |
| Salaries, Benefits, Indirect      | \$304                | \$313                | \$322                | \$332                | \$342                |
| Contracted Services               | 1,520                | 858                  | 878                  | 898                  | 919                  |
| Other Direct Costs                | 310                  | 203                  | 204                  | 206                  | 208                  |
| Regional Helicopter Program       | 750                  | -                    | -                    | -                    | -                    |
| <b>Total Expenses</b>             | <b>\$5,557</b>       | <b>\$2,329</b>       | <b>\$2,381</b>       | <b>\$2,435</b>       | <b>\$2,490</b>       |
| <b>Non-Recurring</b>              |                      |                      |                      |                      |                      |
| Distribution to Cities and County | -                    | -                    | -                    | -                    | -                    |
| <b>Other</b>                      |                      |                      |                      |                      |                      |
| Freeway Service Patrol            | \$2,625              | \$4,022              | \$3,146              | \$4,208              | \$2,976              |
| <b>Reserve Deposits</b>           | <b>-</b>             | <b>-</b>             | <b>-</b>             | <b>-</b>             | <b>-</b>             |
| <b>Total Program Activities</b>   | <b>\$8,182</b>       | <b>\$6,350</b>       | <b>\$5,527</b>       | <b>\$6,643</b>       | <b>\$5,466</b>       |

## ARJIS Program – (7350100)

|                                 | Estimated<br>FY 2026 | Estimated<br>FY 2027 | Estimated<br>FY 2028 | Estimated<br>FY 2029 | Estimated<br>FY 2030 |
|---------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| <b>Revenues</b>                 |                      |                      |                      |                      |                      |
| Member Assessments / User Fees  | \$7,194              | \$8,472              | \$8,418              | \$8,274              | \$8,514              |
| Grants                          | 967                  | 613                  | 950                  | 1,323                | 1,318                |
| Reserve/Carry-over              | 74                   | 236                  | 179                  | 184                  | 189                  |
| <b>Total Revenues</b>           | <b>\$8,235</b>       | <b>\$9,321</b>       | <b>\$9,547</b>       | <b>\$9,781</b>       | <b>\$10,021</b>      |
| <b>Operating Expenses</b>       |                      |                      |                      |                      |                      |
| Salaries, Benefits, Indirect    | \$4,751              | \$4,894              | \$5,040              | \$5,192              | \$5,347              |
| Other Direct Costs              | 2,451                | 2,525                | 2,600                | 2,678                | 2,759                |
| Contracted Services             | 906                  | 1,772                | 1,772                | 1,772                | 1,772                |
| Materials and Equipment         | 127                  | 131                  | 135                  | 139                  | 143                  |
| <b>Total Operating</b>          | <b>\$8,235</b>       | <b>\$9,321</b>       | <b>\$9,547</b>       | <b>\$9,781</b>       | <b>\$10,021</b>      |
| <b>Total Program Activities</b> | <b>\$8,235</b>       | <b>\$9,321</b>       | <b>\$9,547</b>       | <b>\$9,781</b>       | <b>\$10,021</b>      |

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

### SR 125 Operations Program

| Project No.                               | Project Name                                                                                            | Revenue/<br>Expenditure<br>Category | Prior<br>Years  | FY 2026         | FY 2027         | FY 2028         | FY 2029         | FY 2030         |
|-------------------------------------------|---------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| <b>SR 125 – Capital Expenditures Fund</b> |                                                                                                         |                                     |                 |                 |                 |                 |                 |                 |
|                                           |                                                                                                         | Carryover                           | \$27,379        | \$12,828        | \$11,008        | \$11,294        | \$19,093        | \$25,214        |
|                                           |                                                                                                         | Reserve Deposits                    | 8,713           | 8,845           | 9,102           | 9,579           | 9,579           | -               |
|                                           |                                                                                                         | <b>Available Funds</b>              | <b>\$36,092</b> | <b>\$21,673</b> | <b>\$20,110</b> | <b>\$20,873</b> | <b>\$28,672</b> | <b>\$25,214</b> |
| 1130102                                   | Financial System Upgrade Contract Management System                                                     | Expenditures                        | -               | -               | -               | -               | -               | -               |
| 1131500                                   | Fiber Optic Information Network Gap Closures                                                            | Expenditures                        | 59              | 115             | -               | -               | -               | -               |
| 1142600                                   | Joint Transportation Operations Center (JTOC)                                                           | Expenditures                        | 179             | 73              | 16              | 16              | 16              | -               |
| 1201101                                   | Design and ROW SR 11 and Otay Mesa East POE                                                             | Expenditures                        | -               | 340             | -               | -               | -               | -               |
| 1201103                                   | SR 11 and Otay Mesa East Port of Entry: Segment 2A and SR 905/125/11 Southbound Connectors Construction | Expenditures                        | 88              | -               | -               | -               | -               | -               |
| 1390506                                   | SR 125/905 Southbound to Westbound Connector                                                            | Expenditures                        | 121             | 6               | -               | -               | -               | -               |
| 1400000                                   | Regional Tolling Back Office System                                                                     | Expenditures                        | 2,609           | 908             | -               | -               | -               | -               |
| 1400402                                   | Roadway Toll Collection System                                                                          | Expenditures                        | 4,059           | 725             | -               | -               | -               | -               |
| 1400405                                   | SR 125 Ramps Overlay                                                                                    | Expenditures                        | -               | -               | -               | -               | -               | -               |
| 1612501                                   | CMCP - High Speed Transit/SR 125                                                                        | Expenditures                        | 22              | 35              | 43              | -               | -               | -               |
| 1612502                                   | CMCP--SR 125 Toll Removal Analysis                                                                      | Expenditures                        | 300             | 100             | -               | -               | -               | -               |
| 1130100                                   | New - ERP                                                                                               | Expenditures                        | -               | 429             | -               | -               | -               | -               |
| 1400406                                   | New - Roadway Toll Collection System                                                                    | Expenditures                        | 15,348          | 5,316           | 1,250           | -               | -               | -               |
| -                                         | - Pavement Maintenance                                                                                  | Expenditures                        | -               | -               | 300             | -               | 10              | -               |
| -                                         | - Bridge/Structure Maintenance                                                                          | Expenditures                        | 155             | 155             | 155             | 155             | 155             | -               |
| -                                         | - Vehicle Replacement                                                                                   | Expenditures                        | 174             | 158             | 138             | 67              | -               | -               |
| -                                         | - Facilities Maintenance and Improvements                                                               | Expenditures                        | 150             | -               | -               | 450             | -               | -               |
|                                           | Connectors Improvements                                                                                 |                                     |                 | 2,305           | 6,915           | 1,092           | 3,277           | -               |
|                                           |                                                                                                         | <b>Total Expenditures</b>           | <b>\$23,264</b> | <b>\$10,665</b> | <b>\$8,817</b>  | <b>\$1,780</b>  | <b>\$3,458</b>  | <b>-</b>        |
|                                           |                                                                                                         | <b>Balance</b>                      | <b>\$12,828</b> | <b>\$11,008</b> | <b>\$11,294</b> | <b>\$19,093</b> | <b>\$25,214</b> | <b>\$25,214</b> |
| <b>SR 125 – Debt Service Reserve Fund</b> |                                                                                                         |                                     |                 |                 |                 |                 |                 |                 |
|                                           |                                                                                                         | Carryover                           | \$35,197        | \$35,197        | \$35,197        | \$35,197        | \$35,197        | \$35,197        |
|                                           |                                                                                                         | Reserve Deposits                    | -               | -               | -               | -               | -               | -               |
|                                           |                                                                                                         | <b>Balance</b>                      | <b>\$35,197</b> | <b>\$35,197</b> | <b>\$35,197</b> | <b>\$35,197</b> | <b>\$35,197</b> | <b>\$35,197</b> |
| <b>SR 125 - O&amp;M Expense Fund</b>      |                                                                                                         |                                     |                 |                 |                 |                 |                 |                 |
|                                           |                                                                                                         | Carryover                           | \$8,059         | \$8,059         | \$8,059         | \$8,059         | \$8,059         | \$8,059         |
|                                           |                                                                                                         | Reserve Deposits                    | -               | -               | -               | -               | -               | -               |
|                                           |                                                                                                         | <b>Balance</b>                      | <b>\$8,059</b>  | <b>\$8,059</b>  | <b>\$8,059</b>  | <b>\$8,059</b>  | <b>\$8,059</b>  | <b>\$8,059</b>  |
| <b>SR 125 - O&amp;M Reserve Fund</b>      |                                                                                                         |                                     |                 |                 |                 |                 |                 |                 |
|                                           |                                                                                                         | Carryover                           | \$37,853        | \$37,853        | \$37,853        | \$37,853        | \$37,853        | \$37,853        |
|                                           |                                                                                                         | Reserve Deposits                    | -               | -               | -               | -               | -               | -               |
|                                           |                                                                                                         | <b>Balance</b>                      | <b>\$37,853</b> | <b>\$37,853</b> | <b>\$37,853</b> | <b>\$37,853</b> | <b>\$37,853</b> | <b>\$37,853</b> |

Note: Reserve requirements per bond indenture.

## I-15 FasTrak® Value Pricing Program

| Project No.                                   | Project Name                                 | Revenue/Expenditure Category | Prior Years     | FY 2026        | FY 2027        | FY 2028        | FY 2029        | FY 2030        |
|-----------------------------------------------|----------------------------------------------|------------------------------|-----------------|----------------|----------------|----------------|----------------|----------------|
| <b>I-15 FasTrak Capital Expenditures Fund</b> |                                              |                              |                 |                |                |                |                |                |
|                                               |                                              | Carryover                    | \$15,005        | \$2,757        | \$1,267        | \$2,134        | \$3,725        | \$5,494        |
|                                               |                                              | Reserve Deposits             | 1,815           | 3,600          | 3,768          | 3,941          | 4,119          | 4,302          |
|                                               |                                              | <b>Available Funds</b>       | <b>\$16,820</b> | <b>\$6,357</b> | <b>\$5,034</b> | <b>\$6,075</b> | <b>\$7,844</b> | <b>\$9,796</b> |
| 1400402                                       | Roadway Toll Collection System               | Expenditures                 | \$2,439         | \$466          | -              | -              | -              | -              |
| 1400000                                       | Regional Tolling Back Office System          | Expenditures                 | 2,898           | -              | -              | -              | -              | -              |
| 1131500                                       | Fiber Optic Information Network Gap Closures | Expenditures                 | 60              | 34             | -              | -              | -              | -              |
| 1400407                                       | New - Roadway Toll Collection System         | Expenditures                 | 5,816           | 2,240          | 550            | -              | -              | -              |
|                                               | Capital Expenditures                         | Expenditures                 | 350             | 350            | 350            | 350            | 350            | -              |
|                                               | MTS Fund Transfer for Routes 235 and 237     | Expenditures                 | 2,500           | 2,000          | 2,000          | 2,000          | 2,000          | 2,000          |
|                                               |                                              | <b>Total Expenditures</b>    | <b>\$14,063</b> | <b>\$5,090</b> | <b>\$2,900</b> | <b>\$2,350</b> | <b>\$2,350</b> | <b>\$2,000</b> |
|                                               |                                              | <b>Balance</b>               | <b>\$2,757</b>  | <b>\$1,267</b> | <b>\$2,134</b> | <b>\$3,725</b> | <b>\$5,494</b> | <b>\$7,796</b> |

Note: Funds available after covering the cost of operations may be used for other mobility improvements in the corridor.

## Call Box Program

| Project No.                 | Project Name     | Revenue/Expenditure Category | Prior Years    | FY 2026        | FY 2027        | FY 2028        | FY 2029        | FY 2030        |
|-----------------------------|------------------|------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>1005020 Reserve Fund</b> |                  |                              |                |                |                |                |                |                |
|                             |                  | Carryover                    | \$9,998        | \$9,998        | \$7,688        | \$5,651        | \$4,625        | \$2,681        |
|                             |                  | Reserve Deposits             | -              | -              | -              | -              | -              | -              |
|                             |                  | <b>Available Funds</b>       | <b>\$9,998</b> | <b>\$9,998</b> | <b>\$7,688</b> | <b>\$5,651</b> | <b>\$4,625</b> | <b>\$2,681</b> |
| 3312200                     | Call Box Program | Expenditures                 | -              | 2,309          | 2,038          | 1,026          | 1,944          | 561            |
|                             |                  | <b>Total Expenditures</b>    | <b>-</b>       | <b>\$2,309</b> | <b>\$2,038</b> | <b>\$1,026</b> | <b>\$1,944</b> | <b>\$561</b>   |
|                             |                  | <b>Balance</b>               | <b>\$9,998</b> | <b>\$7,688</b> | <b>\$5,651</b> | <b>\$4,625</b> | <b>\$2,681</b> | <b>\$2,120</b> |

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

## ARJIS Program

| Project No.         | Project Name                                 | Revenue/Expenditure Category | Prior Years    | FY 2026        | FY 2027        | FY 2028        | FY 2029        | FY 2030        |
|---------------------|----------------------------------------------|------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>Reserve Fund</b> |                                              |                              |                |                |                |                |                |                |
|                     |                                              | Carryover                    | \$4,968        | \$4,832        | \$4,758        | \$4,522        | \$4,343        | \$4,159        |
|                     |                                              | Reserve Deposits             | -              | -              | -              | -              | -              | -              |
|                     |                                              | <b>Available Funds</b>       | <b>\$4,968</b> | <b>\$4,832</b> | <b>\$4,758</b> | <b>\$4,522</b> | <b>\$4,343</b> | <b>\$4,159</b> |
| 7350100             | ARJIS: Project Management and Infrastructure | Expenditures                 | 136            | 74             | 236            | 179            | 184            | 189            |
|                     |                                              | <b>Total Expenditures</b>    | <b>\$136</b>   | <b>\$74</b>    | <b>\$236</b>   | <b>\$179</b>   | <b>\$184</b>   | <b>\$189</b>   |
|                     |                                              | <b>Balance</b>               | <b>\$4,832</b> | <b>\$4,758</b> | <b>\$4,522</b> | <b>\$4,343</b> | <b>\$4,159</b> | <b>\$3,970</b> |

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

FY 2026 Regional Operations and Services

## Contingency Reserves

| SR 125 Facility Operations Reserve: FY 2025-FY 2026<br><i>in thousands</i> | Committed       | Uncommitted     | Budget          | Uncommitted<br>as % of<br>Budget |
|----------------------------------------------------------------------------|-----------------|-----------------|-----------------|----------------------------------|
| <b>FY 2025 Budgeted Changes</b>                                            |                 |                 |                 |                                  |
| Beginning Balance                                                          | \$40,018        | \$68,470        | -               | -                                |
| Changes in Commitment                                                      | -               | -               | -               | -                                |
| Expenditures                                                               | (23,264)        | -               | -               | -                                |
| Projected Deposit                                                          | 8,713           | -               | -               | -                                |
| <b>FY 2025 Projected Ending Balance</b>                                    | <b>\$25,467</b> | <b>\$68,470</b> | <b>\$39,973</b> | <b>171%</b>                      |
| <b>FY 2026 Changes</b>                                                     |                 |                 |                 |                                  |
| Changes in Commitment                                                      | -               | -               | -               | -                                |
| Expenditures                                                               | (10,665)        | -               | -               | -                                |
| Projected Deposit                                                          | 8,845           | -               | -               | -                                |
| <b>FY 2026 Projected Ending Balance</b>                                    | <b>\$23,647</b> | <b>\$68,470</b> | <b>\$39,973</b> | <b>171%</b>                      |

| I-15 Express Lanes Operations Program Reserve: FY 2025-FY 2026<br><i>in thousands</i> | Committed      | Uncommitted  | Budget          | Uncommitted<br>as % of<br>Budget |
|---------------------------------------------------------------------------------------|----------------|--------------|-----------------|----------------------------------|
| <b>FY 2025 Budgeted Changes</b>                                                       |                |              |                 |                                  |
| Beginning Balance                                                                     | \$15,005       | \$934        | -               | -                                |
| Changes in Commitment                                                                 | -              | -            | -               | -                                |
| Expenditures                                                                          | (14,063)       | -            | -               | -                                |
| Projected Deposit                                                                     | 1,815          | -            | -               | -                                |
| <b>FY 2025 Projected Ending Balance</b>                                               | <b>\$2,757</b> | <b>\$934</b> | <b>\$10,872</b> | <b>9%</b>                        |
| <b>FY 2026 Changes</b>                                                                |                |              |                 |                                  |
| Changes in Commitment                                                                 | -              | -            | -               | -                                |
| Expenditures                                                                          | (5,090)        | -            | -               | -                                |
| Projected Deposit                                                                     | 3,600          | -            | -               | -                                |
| <b>FY 2026 Projected Ending Balance</b>                                               | <b>\$1,267</b> | <b>\$934</b> | <b>\$10,872</b> | <b>9%</b>                        |

| Motorist Aid Call Box Program Reserve: FY 2025-FY 2026<br><i>in thousands</i> | Committed       | Uncommitted    | Budget         | Uncommitted<br>as % of<br>Budget |
|-------------------------------------------------------------------------------|-----------------|----------------|----------------|----------------------------------|
| <b>FY 2025 Budgeted Changes</b>                                               |                 |                |                |                                  |
| Beginning Balance                                                             | \$9,9988        | -              | -              | -                                |
| Changes in Commitment                                                         | -               | -              | -              | -                                |
| Expenditures                                                                  | -               | -              | -              | -                                |
| Projected Deposit                                                             | -               | -              | -              | -                                |
| <b>FY 2025 Projected Ending Balance</b>                                       | <b>\$9,9988</b> | <b>\$2,432</b> | <b>\$3,397</b> | <b>72%</b>                       |
| <b>FY 2026 Changes</b>                                                        |                 |                |                |                                  |
| Changes in Commitment                                                         | -               | -              | -              | -                                |
| Expenditures                                                                  | (2,309)         | -              | -              | -                                |
| Projected Deposit                                                             | -               | -              | -              | -                                |
| <b>FY 2026 Projected Ending Balance</b>                                       | <b>\$7,689</b>  | <b>\$2,432</b> | <b>\$3,397</b> | <b>72%</b>                       |

| Automated Regional Justice Information System (ARJIS) Reserve:<br>FY 2025-FY 2026<br><i>in thousands</i> | Committed      | Uncommitted    | Budget         | Uncommitted<br>as % of<br>Budget |
|----------------------------------------------------------------------------------------------------------|----------------|----------------|----------------|----------------------------------|
| <b>FY 2025 Budgeted Changes</b>                                                                          |                |                |                |                                  |
| Beginning Balance                                                                                        | \$4,968        | -              | -              | -                                |
| Changes in Commitment                                                                                    | -              | -              | -              | -                                |
| Expenditures                                                                                             | (136)          | -              | -              | -                                |
| Projected Deposit                                                                                        | -              | -              | -              | -                                |
| <b>FY 2025 Projected Ending Balance</b>                                                                  | <b>\$4,832</b> | <b>\$2,029</b> | <b>\$7,194</b> | <b>28%</b>                       |
| <b>FY 2026 Changes</b>                                                                                   |                |                |                |                                  |
| Changes in Commitment                                                                                    | -              | -              | -              | -                                |
| Expenditures                                                                                             | (74)           | -              | -              | -                                |
| Projected Deposit                                                                                        | -              | -              | -              | -                                |
| <b>FY 2026 Projected Ending Balance</b>                                                                  | <b>\$4,758</b> | <b>\$2,029</b> | <b>\$7,194</b> | <b>28%</b>                       |

# SANDAG and Criminal Justice Research Division Member Agency Assessments

| Member Agency<br>(1) | Certified<br>Population<br>for FY 2025 <sup>1</sup><br>(2) | FY 2025%<br>of Region<br>(3) | Certified<br>Population<br>for FY 2026 <sup>2</sup><br>(4) | FY 2026 %<br>of Region<br>(5) | % Change<br>Over<br>FY 2025<br>(6) | SANDAG Member Assessments             |                                       |                                       | Criminal Justice<br>Member Assessments |                                        |                           | Combined<br>Total<br>Columns<br>FY 2025 <sup>1</sup><br>(8) + (11) | Combined<br>Total<br>Columns<br>FY 2026 <sup>2</sup><br>(9) + (12) | % Change<br>Over<br>FY 2025 |
|----------------------|------------------------------------------------------------|------------------------------|------------------------------------------------------------|-------------------------------|------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|----------------------------------------|----------------------------------------|---------------------------|--------------------------------------------------------------------|--------------------------------------------------------------------|-----------------------------|
|                      |                                                            |                              |                                                            |                               |                                    | Actual<br>FY 2024 <sup>1</sup><br>(7) | Actual<br>FY 2025 <sup>1</sup><br>(8) | Budget<br>FY 2026<br>(9) <sup>3</sup> | Actual<br>FY 2024 <sup>1</sup><br>(10) | Actual<br>FY 2025 <sup>1</sup><br>(11) | Budget<br>FY 2026<br>(12) |                                                                    |                                                                    |                             |
| Carlsbad             | \$115,045                                                  | 3.5%                         |                                                            |                               |                                    | 44,405                                | 46,828                                | 49,068                                | 6,735                                  | 7,097                                  | 7,437                     | 53,925                                                             | 56,505                                                             | 4.78%                       |
| Chula Vista          | 276,813                                                    | 8.4%                         |                                                            |                               |                                    | 106,519                               | 113,977                               | 118,063                               | 16,155                                 | 17,273                                 | 17,894                    | 131,250                                                            | 135,957                                                            | 3.59%                       |
| Coronado             | 22,272                                                     | 0.7%                         |                                                            |                               |                                    | 8,586                                 | 8,843                                 | 9,499                                 | 1,302                                  | 1,340                                  | 1,440                     | 10,184                                                             | 10,939                                                             | 7.42%                       |
| Del Mar              | 3,918                                                      | 0.1%                         |                                                            |                               |                                    | 1,513                                 | 1,605                                 | 1,671                                 | 229                                    | 243                                    | 253                       | 1,849                                                              | 1,924                                                              | 4.10%                       |
| El Cajon             | 104,804                                                    | 3.2%                         |                                                            |                               |                                    | 40,555                                | 42,675                                | 44,700                                | 6,151                                  | 6,467                                  | 6,775                     | 49,142                                                             | 51,475                                                             | 4.75%                       |
| Encinitas            | 61,254                                                     | 1.9%                         |                                                            |                               |                                    | 23,679                                | 24,999                                | 26,125                                | 3,591                                  | 3,788                                  | 3,960                     | 28,787                                                             | 30,085                                                             | 4.51%                       |
| Escondido            | 150,571                                                    | 4.6%                         |                                                            |                               |                                    | 58,069                                | 61,445                                | 64,220                                | 8,807                                  | 9,312                                  | 9,733                     | 70,757                                                             | 73,953                                                             | 4.52%                       |
| Imperial Beach       | 26,109                                                     | 0.8%                         |                                                            |                               |                                    | 10,026                                | 10,690                                | 11,136                                | 1,521                                  | 1,620                                  | 1,688                     | 12,310                                                             | 12,823                                                             | 4.17%                       |
| La Mesa              | 60,753                                                     | 1.8%                         |                                                            |                               |                                    | 23,421                                | 24,832                                | 25,912                                | 3,552                                  | 3,763                                  | 3,927                     | 28,595                                                             | 29,839                                                             | 4.35%                       |
| Lemon Grove          | 27,517                                                     | 0.8%                         |                                                            |                               |                                    | 10,629                                | 11,293                                | 11,736                                | 1,612                                  | 1,711                                  | 1,779                     | 13,004                                                             | 13,515                                                             | 3.93%                       |
| National City        | 58,374                                                     | 1.8%                         |                                                            |                               |                                    | 23,636                                | 23,986                                | 24,897                                | 3,585                                  | 3,635                                  | 3,773                     | 27,621                                                             | 28,670                                                             | 3.80%                       |
| Oceanside            | 172,186                                                    | 5.2%                         |                                                            |                               |                                    | 66,312                                | 70,244                                | 73,439                                | 10,057                                 | 10,645                                 | 11,130                    | 80,889                                                             | 84,569                                                             | 4.55%                       |
| Poway                | 48,620                                                     | 1.5%                         |                                                            |                               |                                    | 18,794                                | 20,184                                | 20,737                                | 2,850                                  | 3,059                                  | 3,143                     | 23,242                                                             | 23,880                                                             | 2.74%                       |
| San Diego            | 1,383,623                                                  | 42.1%                        |                                                            |                               |                                    | 530,454                               | 567,489                               | 590,128                               | 80,450                                 | 86,000                                 | 89,440                    | 653,489                                                            | 679,569                                                            | 3.99%                       |
| San Marcos           | 94,823                                                     | 2.9%                         |                                                            |                               |                                    | 36,644                                | 39,323                                | 40,443                                | 5,558                                  | 5,959                                  | 6,130                     | 45,283                                                             | 46,572                                                             | 2.85%                       |
| Santee               | 59,574                                                     | 1.8%                         |                                                            |                               |                                    | 22,959                                | 24,248                                | 25,409                                | 3,482                                  | 3,675                                  | 3,851                     | 27,923                                                             | 29,260                                                             | 4.79%                       |
| Solana Beach         | 12,831                                                     | 0.4%                         |                                                            |                               |                                    | 4,956                                 | 5,279                                 | 5,473                                 | 752                                    | 800                                    | 829                       | 6,079                                                              | 6,302                                                              | 3.67%                       |
| Vista                | 100,113                                                    | 3.0%                         |                                                            |                               |                                    | 38,701                                | 40,849                                | 42,699                                | 5,869                                  | 6,191                                  | 6,472                     | 47,040                                                             | 49,171                                                             | 4.53%                       |
| County               | 511,223                                                    | 15.5%                        |                                                            |                               |                                    | 197,651                               | 209,336                               | 218,042                               | 99,328                                 | 105,645                                | 109,976                   | 314,981                                                            | 328,018                                                            | 4.14%                       |
| <b>Total Region</b>  | <b>\$3,290,423</b>                                         | <b>100.0%</b>                |                                                            |                               |                                    | <b>\$1,267,510</b>                    | <b>\$1,348,124</b>                    | <b>\$1,403,397</b>                    | <b>\$261,586</b>                       | <b>\$278,223</b>                       | <b>\$289,630</b>          | <b>\$1,626,347</b>                                                 | <b>\$1,693,027</b>                                                 | <b>4.10%</b>                |

<sup>1</sup> January 1, 2024, Population Estimates, from the California Department of Finance, released May 2024. These estimates were updated May 2024, but the member assessment amounts remain the same as approved in the 2024 and 2025 Budget.

<sup>2</sup> January 1, 2025, Population Estimates, from the California Department of Finance, will be released May 2025.

<sup>3</sup> Based on 2024 Population estimates for comparison purposes. Individual amounts will be determined after May 2025 once population estimates are released.

## ARJIS Member Assessments and Other Revenue Sources

| Agency Name                                     | FY 2024 Member Assessments <sup>1, 2</sup> | FY 2025 Member Fees <sup>1</sup> | FY 2026 Member Fees |
|-------------------------------------------------|--------------------------------------------|----------------------------------|---------------------|
| <b>Member Agencies</b>                          |                                            |                                  |                     |
| Carlsbad                                        | 138,737                                    | 151,347                          | 150,927             |
| Chula Vista                                     | 325,928                                    | 362,422                          | 363,151             |
| Coronado                                        | 29,741                                     | 29,170                           | 29,219              |
| El Cajon                                        | 125,202                                    | 138,322                          | 137,492             |
| Escondido                                       | 182,374                                    | 197,299                          | 197,534             |
| La Mesa                                         | 73,010                                     | 79,182                           | 79,702              |
| National City                                   | 74,385                                     | 80,490                           | 76,581              |
| Oceanside                                       | 213,051                                    | 226,589                          | 225,891             |
| San Diego                                       | 1,715,862                                  | 1,800,151                        | 1,815,174           |
| County Sheriff                                  | 589,689                                    | 671,945                          | 670,673             |
| <b>Total Member Agencies</b>                    | <b>3,467,977</b>                           | <b>3,736,918</b>                 | <b>3,746,344</b>    |
| <b>Member Affiliated Agencies</b>               |                                            |                                  |                     |
| Del Mar                                         | \$5,252                                    | \$5,252                          | \$5,140             |
| Encinitas                                       | 76,355                                     | 80,548                           | 80,359              |
| Imperial Beach                                  | 33,146                                     | 34,363                           | 34,252              |
| Lemon Grove                                     | 32,424                                     | 35,671                           | 36,100              |
| Poway                                           | 60,364                                     | 63,845                           | 63,785              |
| San Marcos                                      | 116,677                                    | 122,540                          | 124,398             |
| Santee                                          | 69,613                                     | 77,274                           | 78,155              |
| Solana Beach                                    | 16,129                                     | 16,776                           | 16,833              |
| Vista                                           | 122,061                                    | 131,321                          | 131,338             |
| <b>Total Member Affiliated Agencies</b>         | <b>\$532,023</b>                           | <b>\$567,590</b>                 | <b>\$570,360</b>    |
| <b>Participating User Members<sup>3</sup></b>   | <b>\$2,935,000</b>                         | <b>\$2,890,000</b>               | <b>\$2,895,000</b>  |
| <b>ARJIS Member Fees</b>                        | <b>\$6,935,000</b>                         | <b>\$7,194,507</b>               | <b>\$7,211,704</b>  |
| <b>ARJIS Member Assessments &amp; User Fees</b> | <b>\$6,935,000</b>                         | <b>\$7,194,507</b>               | <b>\$7,211,704</b>  |
| <b>Other ARJIS Sources of Revenue</b>           |                                            |                                  |                     |
| Federal & Local Grants <sup>4</sup>             | \$800,527                                  | \$9,593,590                      | \$8,235,455         |
| Use of Reserve Fund <sup>5</sup>                | 329,018                                    | 136,346                          | 56,438              |
| Carry-over from prior years                     | -                                          | -                                | -                   |
| <b>Total ARJIS Revenue Sources</b>              | <b>\$8,064,545</b>                         | <b>\$16,924,443</b>              | <b>\$15,503,597</b> |

| Project Use of ARJIS Revenue                         | FY 2024 Budgeted Expenses | FY 2025 Budgeted Expenses <sup>6</sup> | FY 2026 Budgeted Expenses <sup>6</sup> |
|------------------------------------------------------|---------------------------|----------------------------------------|----------------------------------------|
| <b>ARJIS Work Elements<sup>3</sup></b>               |                           |                                        |                                        |
| Maintenance & Support <sup>1,7</sup>                 | \$7,264,018               | \$7,330,853.00                         | \$7,268,142.00                         |
| Project Management & Administration <sup>1,7</sup>   | -                         | -                                      | -                                      |
| Enterprise System <sup>1,3,7</sup>                   | -                         | -                                      | -                                      |
| ARJISNet Mobile <sup>1</sup>                         | -                         | -                                      | -                                      |
| Urban Area Security Initiative FFY 2021 <sup>4</sup> | 799,986                   | 550,000.00                             | -                                      |
| Urban Area Security Initiative FFY 2022 <sup>4</sup> | 541                       | 1,358,784.00                           | -                                      |
| Urban Area Security Initiative FFY 2023 <sup>4</sup> | -                         | 353,953.00                             | 353,952.00                             |
| Urban Area Security Initiative FFY 2024 <sup>4</sup> | -                         | -                                      | 613,361.00                             |
| Carry-over for future years <sup>6</sup>             | -                         | -                                      | -                                      |
| <b>Total ARJIS Work Elements</b>                     | <b>\$8,064,545</b>        | <b>\$9,593,590</b>                     | <b>\$8,235,455</b>                     |

<sup>1</sup> Fees include both member assessments and JPA fees for Charter Member Agencies. Member Assessments and ARJIS User & Network Connectivity Fees cover all ARJIS operations; network and server hardware support and help desk (24/7), software application support and system updates/enhancements, crime mapping, crime statistics, monthly mandated crime reporting, data entry, user support and training, regional validation table updates, interface maintenance, software licensing and contracts, user group and committee meetings and administration.

<sup>2</sup> FY 2024 fees are also based off a new fee structure in Addendum A of the 2023

<sup>3</sup> See page 3-

<sup>4</sup> Description of ARJIS work elements listed by OWP number. Project budgets have been modified to better align with work efforts.

<sup>5</sup> ARJIS Work Elements (Grants) - Project budgets reflect federal grant funding.

<sup>6</sup> ARJIS budgets for maintenance & support, project management & administration, ARJIS Enterprise and ARJIS Mobile were combined in FY24.

<sup>7</sup> Uncommitted reserves do not include contingency funds for legal and business disruptions/disaster recovery.



## ARJIS Ex-Officio Member Assessments (JPA)

| Agency Name                                                                                             | FY 2024 Member Assessments <sup>1,2</sup> | FY 2025 Member Assessments <sup>1</sup> | FY 2026 Member Assessments <sup>1</sup> |
|---------------------------------------------------------------------------------------------------------|-------------------------------------------|-----------------------------------------|-----------------------------------------|
| BIA-Bureau of Indian Affairs                                                                            | \$45,000                                  | \$45,000                                | \$45,000                                |
| California Department of Consumer Affairs                                                               | 40,000                                    | 40,000                                  | 50,000                                  |
| California Department of Corrections and Rehabilitation                                                 | 70,000                                    | 85,000                                  | 85,000                                  |
| California Department of Forestry and Fire Protection                                                   | 40,000                                    | 40,000                                  | 40,000                                  |
| California Department of Health Care Services                                                           | 40,000                                    | 50,000                                  | 50,000                                  |
| California Department of Insurance                                                                      | 50,000                                    | 70,000                                  | 70,000                                  |
| California Department of Justice - Bureau of Investigation                                              | 50,000                                    | 50,000                                  | 50,000                                  |
| California Department of Motor Vehicles                                                                 | 50,000                                    | 50,000                                  | 50,000                                  |
| California Highway Patrol Investigations                                                                | 95,000                                    | 85,000                                  | 85,000                                  |
| California State University San Marcos                                                                  | 50,000                                    | 50,000                                  | 50,000                                  |
| Donovan Correctional                                                                                    | 40,000                                    | 40,000                                  | 40,000                                  |
| Imperial County Law Enforcement Coordination Center                                                     | 50,000                                    | 50,000                                  | 50,000                                  |
| Metropolitan Transit System                                                                             | 30,000                                    | 30,000                                  | 45,000                                  |
| Mira Costa College Police Department                                                                    | 50,000                                    | 50,000                                  | 50,000                                  |
| Mission Bay Life Guards                                                                                 | 70,000                                    | 50,000                                  | 50,000                                  |
| Palomar College Police Department                                                                       | 50,000                                    | 50,000                                  | 50,000                                  |
| San Diego City Attorney                                                                                 | 85,000                                    | 85,000                                  | 85,000                                  |
| San Diego City Schools Police Department                                                                | 70,000                                    | 70,000                                  | 70,000                                  |
| San Diego Community College Police Department                                                           | 70,000                                    | 70,000                                  | 70,000                                  |
| San Diego County Child Services                                                                         | 70,000                                    | 70,000                                  | 70,000                                  |
| San Diego County Law Enforcement Coordination Center                                                    | 40,000                                    | 40,000                                  | 40,000                                  |
| San Diego County Probation                                                                              | 80,000                                    | 80,000                                  | 80,000                                  |
| San Diego District Attorney                                                                             | 80,000                                    | 80,000                                  | 80,000                                  |
| San Diego Harbor Police Department                                                                      | 70,000                                    | 70,000                                  | 60,000                                  |
| San Diego State University                                                                              | 50,000                                    | 50,000                                  | 50,000                                  |
| Southwest College Police Department                                                                     | 50,000                                    | 40,000                                  | 40,000                                  |
| UC San Diego                                                                                            | 70,000                                    | 70,000                                  | 70,000                                  |
| U.S. Bureau of Alcohol, Tobacco, and Firearms                                                           | 70,000                                    | 70,000                                  | 70,000                                  |
| U.S. Department of Justice Drug Enforcement Agency (DEA)                                                | 85,000                                    | 70,000                                  | 70,000                                  |
| U.S. Department of Justice DEA (San Ysidro)                                                             | 50,000                                    | 70,000                                  | 70,000                                  |
| U.S. Department of State                                                                                | 40,000                                    | 40,000                                  | 40,000                                  |
| U.S. Department of Veterans Affairs                                                                     | 70,000                                    | 70,000                                  | 70,000                                  |
| U.S. Department of Homeland Security (DHS): Customs & Border Protection (CBP) - Office of Border Patrol | 110,000                                   | 95,000                                  | 95,000                                  |
| U.S. DHS: CBP - Office of Field Operations                                                              | 95,000                                    | 95,000                                  | 95,000                                  |
| U.S. DHS: ICE - Homeland Security Investigations                                                        | 95,000                                    | 85,000                                  | 85,000                                  |
| U.S. Federal Bureau of Investigation                                                                    | 85,000                                    | 95,000                                  | 95,000                                  |
| U.S. Federal Probation                                                                                  | 85,000                                    | 85,000                                  | 85,000                                  |
| U.S. Fish and Wildlife                                                                                  | 40,000                                    | 40,000                                  | 40,000                                  |
| U.S. Internal Revenue Service Criminal Division                                                         | 40,000                                    | 40,000                                  | 40,000                                  |
| U.S. Marine Corps - Camp Pendleton Provost Marshal                                                      | 50,000                                    | 50,000                                  | 50,000                                  |
| U.S. Marine Corps - Marine Corps Recruit Depot                                                          | 50,000                                    | 50,000                                  | 50,000                                  |
| U.S. Marine Corps - Marine Corps Air Station - Provost Marshal - Miramar                                | 40,000                                    | 40,000                                  | 40,000                                  |
| U.S. Marshals Service                                                                                   | 85,000                                    | 85,000                                  | 85,000                                  |
| U.S. Naval Consolidated Brig (Miramar)                                                                  | 40,000                                    | 40,000                                  | 40,000                                  |
| U.S. Naval Criminal Investigative Service (NCIS) - Camp Pendleton                                       | 40,000                                    | 40,000                                  | 40,000                                  |
| U.S. NCIS - San Diego                                                                                   | 40,000                                    | 40,000                                  | 40,000                                  |
| U.S. Postal Service                                                                                     | 50,000                                    | 50,000                                  | 40,000                                  |
| U.S. Pretrial                                                                                           | 40,000                                    | 40,000                                  | 40,000                                  |
| U.S. Secret Service                                                                                     | 40,000                                    | 40,000                                  | 40,000                                  |
| U.S. Social Security Administration                                                                     | 40,000                                    | -                                       | -                                       |
| <b>Total</b>                                                                                            | <b>\$2,935,000</b>                        | <b>\$2,890,000</b>                      | <b>\$2,895,000</b>                      |

<sup>1</sup> Since Participating member agencies have no population base, rates are based on usage. During the year, member accounts may be added or closed at their request, so annual totals may vary slightly.

<sup>2</sup> FY 2024 fees are based on number of users, as outlined in Addendum A of the 2023 JPA.

**Work Element:** 2340000 - CJAM – CJ Clearinghouse

**Project Manager:** Octavio Rodriguez

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget | FY 2026<br>Budget |
|------------------------------|-----------------------------|-------------------|-------------------|
| Salaries, Benefits, Indirect | \$319,235                   | \$272,000         | \$284,700         |
| Other Direct Costs           | \$455                       | \$6,223           | \$4,930           |
| <b>Total</b>                 | <b>\$319,690</b>            | <b>\$278,223</b>  | <b>\$289,630</b>  |

### Project Funding

| Funding                             | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|-------------------------------------|--------------------|--------------------|--------------------|
| Criminal Justice Member Assessments | \$319,690          | \$278,223          | \$289,630          |
| <b>Total</b>                        | <b>\$319,690</b>   | <b>\$278,223</b>   | <b>\$289,630</b>   |

### Objective

The objectives of this work element are to support local criminal justice (CJ) planning and policymaking by providing analysis of crime and other public safety data; maintaining current and historical information about crime and public safety strategies; developing research designs to evaluate the effectiveness of crime prevention and reduction strategies; and supporting the Public Safety Committee (PSC). Focus in FY26 will be to continue adapting processes and methodologies to the new National Incident-Based Reporting System (NIBRS)/ California Incident-Based Reporting System (CIBRS) data and increase the criminal justice data availability in the Open Data Portal.

### Previous Accomplishments

Previous accomplishments include responding to daily requests for crime-related information from elected officials, CJ professionals, community-based organizations, the public, and the media; maintaining crime-related databases and CJ-related information resources for the community's access; transitioning to the CIBRS/NIBRS data collection system; analyzing crime and arrest data from 20 public safety agencies; participating on local task forces; analyzing and disseminating data from the Substance Use Monitoring project; and providing support to the PSC.

### Justification

The CJ Clearinghouse has been in existence since 1977 and is supported with dedicated funding from SANDAG member agencies. It is the only entity that compiles and analyzes data from individual jurisdictions and other data sources to create a regional picture of trends and upcoming issues related to public safety.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                                                                                  | Task Product                                                                                         | Completion Date |
|----------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|-----------------|
| 1.       | \$289,630 | Prepare crime and public safety reports, manage and quality-control criminal justice-related databases, support the Public Safety Committee, develop sustainability mechanisms, and assist stakeholders with crime-related and substance use data | 15 Publications; updated data bases; new projects /contracts; presentations and information requests | 6/30/2026       |

### Future Activities

Continue to focus on the region's information and research needs; track statistics and key issues; provide timely resources to the community; disseminate information using new platforms to allow for personalized and time certain information and support the PSC.

**Work Element: 2340100 - CJAM – Substance Abuse Monitoring**

**Project Manager: Octavio Rodriguez**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget | FY 2026<br>Budget |
|------------------------------|-----------------------------|-------------------|-------------------|
| Salaries, Benefits, Indirect | \$161,937                   | \$120,000         | \$119,730         |
| Other Direct Costs           | \$1,681                     | \$2,750           | \$3,020           |
| Contracted Services          | \$12,824                    | \$22,000          | \$22,000          |
| <b>Total</b>                 | <b>\$176,442</b>            | <b>\$144,750</b>  | <b>\$144,750</b>  |

### Project Funding

| Funding                  | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|--------------------------|--------------------|--------------------|--------------------|
| Member Assessments       | \$18,750           | \$18,750           | \$18,750           |
| SD County                | \$112,692          | \$81,000           | \$81,000           |
| CA Border Alliance Group | \$45,000           | \$45,000           | \$45,000           |
| <b>Total</b>             | <b>\$176,442</b>   | <b>\$144,750</b>   | <b>\$144,750</b>   |

### Objective

The objective of this work element is to support practitioners and policymakers in tracking changes in drug trends over time to inform prevention, treatment, and other activities. Emphasis in FY 2026 will be on continuing to measure drug use and other behavior trends among arrested adults and juveniles and conducting interviews with adults booked into San Diego County detention facilities and juveniles booked into San Diego County Juvenile Hall and Achievement Centers on a semi-annual basis about their substance use history and other relevant issues.

### Previous Accomplishments

SANDAG has conducted interviews with adult and juvenile arrestees since 1987. When federal funding for these interviews was discontinued in 2003-2004, local funding sources were secured to continue this effort. San Diego is the only location nationwide that collects data from recent arrestees and maintains the possibility for longitudinal analysis of regional substance use trends.

### Justification

This project has dedicated local funding. Locally, this information is used to assess substance use trends and identify potential drug epidemics and treatment needs. This project also has served as a platform for other research, with the inclusion of questions related to new drugs, homelessness, mental health, among others.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                | Task Product                                      | Completion Date |
|----------|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|-----------------|
| 1.       | \$144,750 | Conduct interviews and collect urine specimens from adult and juvenile arrestees; analyze results and summarize trends in drug use of arrestees | Completed interviews and samples; summary reports | 6/30/2025       |

### Future Activities

This project will continue contingent upon continued dedicated funding, with annual reviews of the data and updates to the instruments to reflect current questions of interest.

**Work Element: 2345000 – CJAM – Adult Criminal Justice Projects (Group Program)**

**Project Manager: Octavio Rodriguez Ferreira**

### Objective

The objective of this work element is to deliver high-quality research and evaluation services to support local law enforcement and public safety agencies in enhancing their crime prevention and intervention programs across diverse areas. By conducting thorough research, the objective is to provide these agencies with valuable insights and data-driven recommendations, fostering collaboration between research and practical applications for more effective community safety. Emphasis in FY 2026 will be on compiling valid and reliable information from historical and original data sources to provide timely information to improve program delivery and objectively measure if program goals were achieved.

### Previous Accomplishments

SANDAG has collaborated with local, state, and federal law enforcement; local service providing agencies; local prosecutors; and the public defender to seek grant funding to evaluate local crime prevention efforts. These evaluations have resulted in publications and presentations to improve our local justice system.

### Justification

The projects in the Criminal Justice Adult Program use dedicated funds provided by public safety entities, including state and federal grants, to provide objective evaluations regarding effective and efficient strategies to keep our communities safe.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total       | Task Description                                                                                                                                 | Task Product                                       | Completion Date |
|----------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|-----------------|
| 1.       | \$1,319,439 | Design and implement research methodologies, including collecting data from a variety of sources to track outcome measures for ongoing projects. | Data dashboards, summary reports and presentations | 6/30/2025       |

### Future Activities

Future activities are contingent on continued dedicated grant funding.

**Work Element: 2347200 - CJAM-2022 County Prop 47 Eval****Project Expenses**

| Expense                      | Prior Years     | FY 2024 Budget  | FY 2025 Budget   | FY 2026 Budget   | Multi-Year Total |
|------------------------------|-----------------|-----------------|------------------|------------------|------------------|
| Salaries, Benefits, Indirect | \$39,293        | \$67,473        | \$180,600        | \$319,395        | \$606,761        |
| Other Direct Costs           | \$0             | \$0             | \$400            | \$1,605          | \$2,005          |
| <b>Total</b>                 | <b>\$39,293</b> | <b>\$67,473</b> | <b>\$181,000</b> | <b>\$321,000</b> | <b>\$608,766</b> |

**Project Funding**

| Funding      | Prior Years     | FY 2024 Funding | FY 2025 Funding  | FY 2026 Funding  | Multi-Year Total |
|--------------|-----------------|-----------------|------------------|------------------|------------------|
| SD County    | \$39,293        | \$67,473        | \$181,000        | \$321,000        | \$608,766        |
| <b>Total</b> | <b>\$39,293</b> | <b>\$67,473</b> | <b>\$181,000</b> | <b>\$321,000</b> | <b>\$608,766</b> |

**Work Element: 2347300 - CJAM-S District USAO PSN 2022****Project Expenses**

| Expense                        | Prior Years    | FY 2024 Budget  | FY 2025 Budget  | FY 2026 Budget  | Multi-Year Total |
|--------------------------------|----------------|-----------------|-----------------|-----------------|------------------|
| Salaries, Benefits, Indirect   | \$1,861        | \$618           | \$4,733         | \$10,820        | \$18,032         |
| Other Direct Costs             | \$0            | \$0             | \$234           | \$0             | \$234            |
| Pass-Through to Other Agencies | \$0            | \$75,225        | \$48,079        | \$41,101        | \$164,405        |
| <b>Total</b>                   | <b>\$1,861</b> | <b>\$75,843</b> | <b>\$53,046</b> | <b>\$51,921</b> | <b>\$182,671</b> |

**Project Funding**

| Funding                    | Prior Years    | FY 2024 Funding | FY 2025 Funding | FY 2026 Funding | Multi-Year Total |
|----------------------------|----------------|-----------------|-----------------|-----------------|------------------|
| U.S. Department of Justice | \$1,861        | \$75,843        | \$53,046        | \$51,921        | \$182,671        |
| <b>Total</b>               | <b>\$1,861</b> | <b>\$75,843</b> | <b>\$53,046</b> | <b>\$51,921</b> | <b>\$182,671</b> |

**Work Element: 2347400 - CJAM-C District USAO PSN 2022****Project Expenses**

| Expense                        | Prior Years    | FY 2024 Budget   | FY 2025 Budget   | FY 2026 Budget   | Multi-Year Total |
|--------------------------------|----------------|------------------|------------------|------------------|------------------|
| Salaries, Benefits, Indirect   | \$9,677        | \$33,443         | \$30,013         | \$16,061         | \$89,194         |
| Other Direct Costs             | \$0            | \$0              | \$221            | \$0              | \$221            |
| Pass-Through to Other Agencies | \$0            | \$149,530        | \$454,022        | \$201,184        | \$804,736        |
| <b>Total</b>                   | <b>\$9,677</b> | <b>\$182,973</b> | <b>\$484,256</b> | <b>\$217,245</b> | <b>\$894,151</b> |

**Project Funding**

| Funding                    | Prior Years    | FY 2024 Funding  | FY 2025 Funding  | FY 2026 Funding  | Multi-Year Total |
|----------------------------|----------------|------------------|------------------|------------------|------------------|
| U.S. Department of Justice | \$9,677        | \$182,972        | \$484,256        | \$217,245        | \$894,150        |
| <b>Total</b>               | <b>\$9,677</b> | <b>\$182,972</b> | <b>\$484,256</b> | <b>\$217,245</b> | <b>\$894,150</b> |

**Work Element: 2347500 - CJAM-N District USAO PSN 2022****Project Expenses**

| Expense                        | Prior Years    | FY 2024 Budget  | FY 2025 Budget   | FY 2026 Budget  | Multi-Year Total |
|--------------------------------|----------------|-----------------|------------------|-----------------|------------------|
| Salaries, Benefits, Indirect   | \$2,987        | \$15,561        | \$13,311         | \$7,875         | \$39,734         |
| Other Direct Costs             | \$0            | \$0             | \$185            | \$0             | \$185            |
| Pass-Through to Other Agencies | \$0            | \$0             | \$269,456        | \$89,819        | \$359,275        |
| <b>Total</b>                   | <b>\$2,987</b> | <b>\$15,561</b> | <b>\$282,952</b> | <b>\$97,694</b> | <b>\$399,194</b> |

**Project Funding**

| Funding                    | Prior Years    | FY 2024 Funding | FY 2025 Funding  | FY 2026 Funding | Multi-Year Total |
|----------------------------|----------------|-----------------|------------------|-----------------|------------------|
| U.S. Department of Justice | \$2,987        | \$15,561        | \$282,952        | \$97,694        | \$399,194        |
| <b>Total</b>               | <b>\$2,987</b> | <b>\$15,561</b> | <b>\$282,952</b> | <b>\$97,694</b> | <b>\$399,194</b> |

**Work Element: 2353600 - CJAM-PSN Research Partner****Project Expenses**

| Expense                      | Prior Years     | FY 2024 Budget  | FY 2025 Budget  | FY 2026 Budget  | Multi-Year Total |
|------------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Salaries, Benefits, Indirect | \$18,594        | \$14,214        | \$14,641        | \$19,290        | \$66,739         |
| <b>Total</b>                 | <b>\$18,594</b> | <b>\$14,214</b> | <b>\$14,641</b> | <b>\$19,290</b> | <b>\$66,739</b>  |

**Project Funding**

| Funding                    | Prior Years     | FY 2024 Funding | FY 2025 Funding | FY 2026 Funding | Multi-Year Total |
|----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| U.S. Department of Justice | \$18,594        | \$14,214        | \$14,641        | \$19,290        | \$66,739         |
| <b>Total</b>               | <b>\$18,594</b> | <b>\$14,214</b> | <b>\$14,641</b> | <b>\$19,290</b> | <b>\$66,739</b>  |

**Work Element: 2353800 - CJAM-Central District USAO PSN****Project Expenses**

| Expense                        | Prior Years      | FY 2024 Budget   | FY 2025 Budget   | FY 2026 Budget  | Multi-Year Total |
|--------------------------------|------------------|------------------|------------------|-----------------|------------------|
| Salaries, Benefits, Indirect   | \$49,925         | \$30,629         | \$4,322          | \$792           | \$85,668         |
| Pass-Through to Other Agencies | \$84,276         | \$411,152        | \$262,827        | \$65,707        | \$823,962        |
| <b>Total</b>                   | <b>\$134,201</b> | <b>\$441,781</b> | <b>\$267,149</b> | <b>\$66,499</b> | <b>\$909,630</b> |

**Project Funding**

| Funding                    | Prior Years      | FY 2024 Funding  | FY 2025 Funding  | FY 2026 Funding | Multi-Year Total |
|----------------------------|------------------|------------------|------------------|-----------------|------------------|
| U.S. Department of Justice | \$134,201        | \$441,781        | \$267,149        | \$66,499        | \$909,630        |
| <b>Total</b>               | <b>\$134,201</b> | <b>\$441,781</b> | <b>\$267,149</b> | <b>\$66,499</b> | <b>\$909,630</b> |

**Work Element: 2354100 - CJAM-BJA CV RIPA Analysis**

**Project Manager: Octavio Rodriguez**

**Project Expenses**

| Expense                        | Prior Years      | FY 2024 Budget   | FY 2025 Budget   | FY 2026 Budget  | Multi-Year Total |
|--------------------------------|------------------|------------------|------------------|-----------------|------------------|
| Salaries, Benefits, Indirect   | \$121,646        | \$149,615        | \$100,000        | \$19,246        | \$390,507        |
| Other direct costs             | \$1,220          | \$1,345          | \$2,804          | \$0             | \$5,369          |
| Pass-Through to Other Agencies | \$0              | \$12,143         | \$54,857         | \$0             | \$67,000         |
| <b>Total</b>                   | <b>\$122,866</b> | <b>\$163,103</b> | <b>\$157,661</b> | <b>\$19,246</b> | <b>\$462,876</b> |

**Project Funding**

| Funding                    | Prior Years      | FY 2024 Funding  | FY 2025 Funding  | FY 2026 Funding | Multi-Year Total |
|----------------------------|------------------|------------------|------------------|-----------------|------------------|
| U.S. Department of Justice | \$122,866        | \$163,103        | \$157,661        | \$19,246        | \$462,876        |
| <b>Total</b>               | <b>\$122,866</b> | <b>\$163,103</b> | <b>\$157,661</b> | <b>\$19,246</b> | <b>\$462,876</b> |

**Work Element: 2347600 - CJAM REACH 2**

**Project Expenses**

| Expense                      | FY 2024 Budget | FY 2025 Budget  | FY 2026 Budget  | Multi-Year Total |
|------------------------------|----------------|-----------------|-----------------|------------------|
| Salaries, Benefits, Indirect | \$8,430        | \$60,000        | \$26,570        | \$95,000         |
| <b>Total</b>                 | <b>\$8,430</b> | <b>\$60,000</b> | <b>\$26,570</b> | <b>\$95,000</b>  |

**Project Funding**

| Funding                    | FY 2024 Funding | FY 2025 Funding | FY 2026 Funding | Multi-Year Total |
|----------------------------|-----------------|-----------------|-----------------|------------------|
| U.S. Department of Justice | \$8,430         | \$60,000        | \$26,570        | \$95,000         |
| <b>Total</b>               | <b>\$8,430</b>  | <b>\$60,000</b> | <b>\$26,570</b> | <b>\$95,000</b>  |

**Work Element: 2347700 - CJAM S District USAO PSN 2023**

**Project Expenses**

| Expense                        | FY 2025 Budget  | FY 2026 Budget  | Multi-Year Total |
|--------------------------------|-----------------|-----------------|------------------|
| Salaries, Benefits, Indirect   | \$6,472         | \$5,962         | \$12,434         |
| Other direct costs             | \$4,418         | \$0             | \$4,418          |
| Pass-Through to Other Agencies | \$70,521        | \$56,417        | \$126,938        |
| <b>Total</b>                   | <b>\$81,411</b> | <b>\$62,379</b> | <b>\$143,790</b> |

**Project Funding**

| Funding                    | FY 2025 Funding | FY 2026 Funding | Multi-Year Total |
|----------------------------|-----------------|-----------------|------------------|
| U.S. Department of Justice | \$81,411        | \$62,379        | \$143,790        |
| <b>Total</b>               | <b>\$81,411</b> | <b>\$62,379</b> | <b>\$143,790</b> |

**Work Element: 2347800 - CJAM C District USAO PSN 2023****Project Expenses**

| Expense                        | FY 2024 Budget | FY 2025 Budget   | FY 2026 Budget   | Multi-Year Total |
|--------------------------------|----------------|------------------|------------------|------------------|
| Salaries, Benefits, Indirect   | \$4,799        | \$26,335         | \$24,690         | \$55,824         |
| Other direct costs             | \$0            | \$4,555          | \$0              | \$4,555          |
| Pass-Through to Other Agencies | \$0            | \$291,618        | \$233,294        | \$524,912        |
| <b>Total</b>                   | <b>\$4,799</b> | <b>\$322,508</b> | <b>\$257,984</b> | <b>\$585,291</b> |

**Project Funding**

| Funding                    | FY 2024 Funding | FY 2025 Funding  | FY 2026 Funding  | Multi-Year Total |
|----------------------------|-----------------|------------------|------------------|------------------|
| U.S. Department of Justice | \$4,799         | \$322,508        | \$257,984        | \$585,291        |
| <b>Total</b>               | <b>\$4,799</b>  | <b>\$322,508</b> | <b>\$257,984</b> | <b>\$585,291</b> |

**Work Element: 2347900 - CJAM N District USAO PSN 2023****Project Expenses**

| Expense                        | FY 2024 Budget | FY 2025 Budget   | FY 2026 Budget   | Multi-Year Total |
|--------------------------------|----------------|------------------|------------------|------------------|
| Salaries, Benefits, Indirect   | \$4,485        | \$11,711         | \$11,324         | \$27,520         |
| Other Direct Costs             | \$0            | \$4,590          | \$0              | \$4,590          |
| Pass-Through to Other Agencies | \$0            | \$131,843        | \$105,474        | \$237,317        |
| <b>Total</b>                   | <b>\$4,485</b> | <b>\$148,144</b> | <b>\$116,798</b> | <b>\$269,427</b> |

**Project Funding**

| Funding                    | FY 2024 Funding | FY 2025 Funding  | FY 2026 Funding  | Multi-Year Total |
|----------------------------|-----------------|------------------|------------------|------------------|
| U.S. Department of Justice | \$4,485         | \$148,144        | \$116,798        | \$269,427        |
| <b>Total</b>               | <b>\$4,485</b>  | <b>\$148,144</b> | <b>\$116,798</b> | <b>\$269,427</b> |

**Work Element: 2348000 - Organized Retail Theft (ORT) 2023****Project Expenses**

| Expense                      | FY 2024 Budget  | FY 2025 Budget  | FY 2026 Budget  | Multi-Year Total |
|------------------------------|-----------------|-----------------|-----------------|------------------|
| Salaries, Benefits, Indirect | \$11,436        | \$69,289        | \$62,186        | \$142,911        |
| Other Direct Costs           | \$0             | \$711           | \$628           | \$1,339          |
| <b>Total</b>                 | <b>\$11,436</b> | <b>\$70,000</b> | <b>\$62,814</b> | <b>\$144,250</b> |

**Project Funding**

| Funding      | FY 2024 Funding | FY 2025 Funding | FY 2026 Funding | Multi-Year Total |
|--------------|-----------------|-----------------|-----------------|------------------|
| State-Other  | \$11,436        | \$70,000        | \$62,814        | \$144,250        |
| <b>Total</b> | <b>\$11,436</b> | <b>\$70,000</b> | <b>\$62,814</b> | <b>\$144,250</b> |



**Work Element: 2350000 – CJAM – Youth Evaluation Projects (Group Program)**

**Project Manager: Octavio Rodriguez Ferreira**

### Objective

The objective of this work element is to continue to partner with local jurisdictions to evaluate grant-funded programs, ranging from prevention to graduated sanctions for youth. SANDAG has also developed partnerships with other youth serving entities in the region to provide quality evaluations that support its funding and mission to provide innovative juvenile justice prevention and intervention services. Of notable significance are evaluations focused on diversion programs and reducing juvenile incarcerations, which continue to support prior improvements in the local juvenile justice system, positively impacting youths involved with it. Focus in FY 2026 will be on compiling valid and reliable information from historical and original data sources to provide timely information to improve program delivery and objectively measure if program goals were achieved.

### Previous Accomplishments

The projects in the Criminal Justice Youth Program use dedicated funds provided by public safety entities, including federal and state grants, to provide objective evaluations regarding effective and efficient strategies to keep our communities safe and prevent juvenile delinquency.

### Justification

SANDAG has collaborated with local public safety stakeholders and other community-based agencies to seek grant funding to evaluate local crime prevention efforts. These evaluations have resulted in publications and presentations to improve our local juvenile justice system.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                            | Task Product                                       | Completion Date |
|----------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|-----------------|
| 1.       | \$436,660 | Track outcome measures for ongoing projects related to reducing juvenile delinquency and victimization, and to evaluate programs directed at supporting at-risk populations | Data dashboards, summary reports and presentations | 6/30/2026       |

### Future Activities

Future activities are contingent on continued dedicated grant funding.

**Work Element: 2350100 - CJAM – Juvenile Just Crime Prev Act****Project Expenses**

| Expense                      | Prior Years      | FY 2024 Budget   | FY 2025 Budget   | FY 2026 Budget   | Multi-Year Total |
|------------------------------|------------------|------------------|------------------|------------------|------------------|
| Salaries, Benefits, Indirect | \$236,033        | \$168,380        | \$269,724        | \$269,724        | \$943,861        |
| Other Direct Costs           | \$0              | \$0              | \$676            | \$676            | \$1,352          |
| <b>Total</b>                 | <b>\$236,033</b> | <b>\$168,380</b> | <b>\$270,400</b> | <b>\$270,400</b> | <b>\$945,213</b> |

**Project Funding**

| Funding                   | Prior Years      | FY 2024 Funding  | FY 2025 Funding  | FY 2026 Funding  | Multi-Year Total |
|---------------------------|------------------|------------------|------------------|------------------|------------------|
| County Dept. of Probation | \$236,033        | \$168,380        | \$270,400        | \$270,400        | \$945,213        |
| <b>Total</b>              | <b>\$236,033</b> | <b>\$168,380</b> | <b>\$270,400</b> | <b>\$270,400</b> | <b>\$945,213</b> |

**Work Element: 2354300 - CJAM-CV Violence Reduction Proj****Project Expenses**

| Expense                      | Prior Years     | FY 2024 Budget  | FY 2025 Budget  | FY 2026 Budget  | Multi-Year Total |
|------------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Salaries, Benefits, Indirect | \$25,062        | \$59,677        | \$33,884        | \$37,878        | \$156,501        |
| Other Direct Costs           | \$0             | \$0             | \$116           | \$383           | \$499            |
| <b>Total</b>                 | <b>\$25,062</b> | <b>\$59,677</b> | <b>\$34,000</b> | <b>\$38,261</b> | <b>\$157,000</b> |

**Project Funding**

| Funding                          | Prior Years     | FY 2024 Funding | FY 2025 Funding | FY 2026 Funding | Multi-Year Total |
|----------------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Criminal Justice - Misc. Revenue | \$25,062        | \$59,677        | \$34,000        | \$38,261        | \$157,000        |
| <b>Total</b>                     | <b>\$25,062</b> | <b>\$59,677</b> | <b>\$34,000</b> | <b>\$38,261</b> | <b>\$157,000</b> |

**Work Element: 2354400 - CJAM-2023 Prop 64 San Diego****Project Expenses**

| Expense                      | FY 2025 Budget  | FY 2026 Budget  | Multi-Year Total |
|------------------------------|-----------------|-----------------|------------------|
| Salaries, Benefits, Indirect | \$47,478        | \$63,469        | \$110,947        |
| Other Direct Costs           | \$522           | \$531           | \$1,053          |
| <b>Total</b>                 | <b>\$48,000</b> | <b>\$64,000</b> | <b>\$112,000</b> |

**Project Funding**

| Funding      | FY 2025 Funding | FY 2026 Funding | Multi-Year Total |
|--------------|-----------------|-----------------|------------------|
| State-Other  | \$48,000        | \$64,000        | \$112,000        |
| <b>Total</b> | <b>\$48,000</b> | <b>\$64,000</b> | <b>\$112,000</b> |

**Project Expenses**

| <b>Expense</b>               | <b>FY 2025 Budget</b> | <b>FY 2026 Budget</b> | <b>Multi-Year Total</b> |
|------------------------------|-----------------------|-----------------------|-------------------------|
| Salaries, Benefits, Indirect | \$47,478              | \$63,469              | \$110,947               |
| Other Direct Costs           | \$522                 | \$531                 | \$1,053                 |
| <b>Total</b>                 | <b>\$48,000</b>       | <b>\$64,000</b>       | <b>\$112,000</b>        |

**Project Funding**

| <b>Funding</b> | <b>FY 2025 Funding</b> | <b>FY 2026 Funding</b> | <b>Multi-Year Total</b> |
|----------------|------------------------|------------------------|-------------------------|
| State-Other    | \$48,000               | \$64,000               | \$112,000               |
| <b>Total</b>   | <b>\$48,000</b>        | <b>\$64,000</b>        | <b>\$112,000</b>        |

**Work Element: 3310200 - Motorist Aid Services – FSP**

**Project Manager: Aaron Moreno**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget  | FY 2026<br>Budget   |
|------------------------------|-----------------------------|--------------------|---------------------|
| Salaries, Benefits, Indirect | \$202,780                   | \$241,705          | \$202,306           |
| Other Direct Costs           | \$40,911                    | \$46,391           | \$53,383            |
| Contracted Services          | \$2,346,988                 | \$8,724,271        | \$10,075,824        |
| <b>Total</b>                 | <b>\$2,590,679</b>          | <b>\$9,012,367</b> | <b>\$10,331,513</b> |

### Project Funding

| Funding                         | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding  |
|---------------------------------|--------------------|--------------------|---------------------|
| CA DMV Vehicle Registration Fee | \$518,137          | \$4,412,367        | \$2,624,513         |
| Caltrans Freeway Service Patrol | \$0                | \$2,500,000        | \$3,607,000         |
| SB1 -Freeway Service Patrol     | \$2,072,542        | \$2,100,000        | \$4,100,000         |
| <b>Total</b>                    | <b>\$2,590,679</b> | <b>\$9,012,367</b> | <b>\$10,331,513</b> |

### Objective

The objective of this work element is to reduce non-recurrent freeway congestion and enhance safety by providing a roving motorist aid service that patrols designated urban freeways and assists/removes stranded or disabled vehicles.

### Previous Accomplishments

By the end of FY 2025 the Freeway Service Patrol (FSP) is projected to have assisted more than 60,000 motorists. A contract to extend Fleet Management services and a contract to revise the gasoline sliding scale were both executed.

### Justification

The FSP program is an established incident management program operating in metropolitan areas throughout the state. It facilitates the rapid clearing of accidents and other incidents, thereby improving traffic flow. FSP is a transportation systems management strategy that supports the implementation of San Diego Forward: The 2015 Regional Plan and the 2021 Regional Plan by improving safety, reducing congestion, and reducing greenhouse gas emissions on regional highways. SANDAG currently contracts with local tow operators to provide FSP program service on 225 miles of the region's busiest freeways.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total        | Task Description                                     | Task Product                                                  | Completion Date |
|----------|--------------|------------------------------------------------------|---------------------------------------------------------------|-----------------|
| 1.       | \$10,331,513 | Ongoing motorist aid services and contract documents | Provide cost-effective and efficient FSP motorist aid service | 6/30/2026       |

### Future Activities

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

**Project Expenses**

| Expense                        | FY 2024<br>Estimated Actuals | FY 2025<br>Budget  | FY 2026<br>Budget   |
|--------------------------------|------------------------------|--------------------|---------------------|
| Salaries, Benefits, Indirect   | \$1,812,324                  | \$2,953,928        | \$2,382,660         |
| Other Direct Costs             | \$1,169,298                  | \$2,003,384        | \$3,789,207         |
| Contracted Services            | \$2,749,896                  | \$1,435,500        | \$1,468,195         |
| Materials and Equipment        | \$0                          | \$27,000           | \$86,200            |
| Pass-Through to Other Agencies | \$1,760,948                  | \$3,320,000        | \$3,320,000         |
| <b>Total</b>                   | <b>\$7,492,466</b>           | <b>\$9,739,812</b> | <b>\$11,046,262</b> |

**Project Funding**

| Funding           | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding  |
|-------------------|--------------------|--------------------|---------------------|
| Local - HOV Fines | \$7,492,466        | \$9,739,812        | \$11,046,262        |
| <b>Total</b>      | <b>\$7,492,466</b> | <b>\$9,739,812</b> | <b>\$11,046,262</b> |

**Objective**

The objectives of this work element are to maximize utilization of the I-15 Express Lanes by allowing FasTrak® customers to pay a toll to use the excess capacity of the facility; cost-effectively manage the program; and utilize price controls to maintain performance levels in the lanes. Emphasis in FY 2026 will be to continue to identify and implement efficiencies of I-15 Express Lanes. Also, with the impending implementation of a new Back-Office System, will provide customers with a seamless transition, and the ability to enhance customer services.

**Previous Accomplishments**

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

**Justification**

San Diego Forward: The 2015 Regional Plan and the 2021 Regional Plan include pricing strategies, such as the I-15 Express Lanes, to reduce the demand on the region's transportation system. The I-15 Express Lanes incentivizes the use of public transit and sharing rides, both of which contribute to reducing greenhouse gas emissions. The I-15 program also improves mobility in the corridor by allowing solo drivers to pay a fee to use the facility, thereby removing traffic from the general-purpose lanes. In addition, net revenues available after covering the cost of operating the program may be used for other mobility improvements including subsidizing transit services in the corridor.

## Product, Tasks, and Schedule for FY 2026

| Task No.         | Total       | Task Description                                                                                                                                                                                                                                                                                                                                                                                                            | Task Product                                                                                                                                                                                                 | Completion Date |
|------------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 1.<br>Admin      | \$2,642,909 | Operations management with a focus on crucial supporting roles such as human resources, regional membership, trainings, safety, insurance, and other regulatory compliance.                                                                                                                                                                                                                                                 | Continued enhancement in efficiency and advancement in innovation and growth, and heightened adaptability                                                                                                    | 6/30/2026       |
| 2.<br>CustServ   | \$822,669   | Prioritizing customer service excellence, with a focus on reducing call center wait times, efficiently providing FasTrak program and 6C toll technology information, handling violations, processing payments, and managing customer accounts. This approach supports the broader goal of enhancing facility marketing and promotion, aimed at increasing usage, revenue, FasTrak account sign-ups, and transponder growth. | Call center performance reports, outreach and marketing plans, marketing collateral, and updated customer agreements                                                                                         | 6/30/2026       |
| 3.<br>Facilities | \$75,000    | Continue to effectively maintain safe facilities while incorporating electric vehicles, focus on routine preventive maintenance and upgrade the infrastructure. Manage energy efficiently, with renewable sources and emphasize sustainability, utilize technology for real-time monitoring, conduct regular inspections, and adhere to safety and compliance standards.                                                    | Adopting electric vehicles and charging, alongside routine maintenance. Grow efficiencies and with a sustainable operation. Ensure a safe, environmentally friendly, and technologically advanced workplace. | 6/30/2026       |
| 4.<br>Finance    | \$100,000   | Maintain accurate and detailed records of revenue and expenses in the I-15 accounting; consistently ensure precision in revenue collections; uphold the practice of making reserve commitments; and produce management reports as necessary.                                                                                                                                                                                | Maintaining detailed I-15 accounting records and revenue tracking, along with reserve commitments and regular management reports.                                                                            | 6/30/2026       |
| 5.<br>IT         | \$1,152,759 | Conduct performance monitoring on I-15 Express Lanes facility and advance implementation of operational strategies related to high-occupancy vehicle eligibility and transponder requirements that improve performance and to document implementation implications.                                                                                                                                                         | Data collection and analysis presented at quarterly corridor management meetings; implementation plan for operational strategies and documentation of related benefits and implications                      | 6/30/2026       |
| 6.<br>Roadway    | \$6,252,925 | Partner with Caltrans and the Metropolitan Transit System to support facility operations and optimize corridor performance through effective operations.                                                                                                                                                                                                                                                                    | Cost sharing, annual transit subsidy payment, and implementation of operational improvement strategies                                                                                                       | 6/30/2026       |

### Future Activities

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

**Work Element: 3310500 - 511 Advanced Traveler Infor Service**

**Project Manager: Aaron Moreno**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget | FY 2026<br>Budget |
|------------------------------|-----------------------------|-------------------|-------------------|
| Salaries, Benefits, Indirect | \$21,182                    | \$23,710          | \$66,913          |
| Other Direct Costs           | \$102,668                   | \$128,000         | \$128,000         |
| Contracted Services          | \$10,546                    | \$194,699         | \$162,800         |
| <b>Total</b>                 | <b>\$134,396</b>            | <b>\$346,409</b>  | <b>\$357,713</b>  |

### Project Funding

| Funding                                       | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|-----------------------------------------------|--------------------|--------------------|--------------------|
| LTransNet -MajorCorr                          | \$109,343          | \$346,409          | \$357,713          |
| California State DMV Vehicle Registration Fee | \$25,053           | \$0                | \$0                |
| <b>Total</b>                                  | <b>\$134,396</b>   | <b>\$346,409</b>   | <b>\$357,713</b>   |

### Objective

The objective of this work element is to operate and maintain the region's 511 Advanced Traveler Information Service.

### Previous Accomplishments

In FY 2025, the advanced traveler information service is projected to field over 65,000 calls and host more than 180,000 website visits.

### Justification

The 511 system provides commuters with 24/7 automated traveler information, a key component for improved mobility. The 511 program also serves as the gateway to regional transportation programs, including iCommute, Motorist Aid Services, FasTrak®, and transit services information.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                | Task Product                                           | Completion Date |
|----------|-----------|---------------------------------------------------------------------------------|--------------------------------------------------------|-----------------|
| 1.       | \$357,713 | Vendor operations meetings, performance analytics and monthly reporting (Staff) | Operations oversight and maintenance of the 511 system | 6/30/2026       |

### Future Activities

Continue coordinated efforts with the Next Operating System team.

**Work Element:** 3310703 - TDM – Program and Service Delivery

**Project Manager:** Jennifer Williamson

### Project Expenses

| Expense                        | FY 2024<br>Estimated Actual | FY 2025<br>Budget  | FY 2026<br>Budget  |
|--------------------------------|-----------------------------|--------------------|--------------------|
| Salaries, Benefits, Indirect   | \$339,491                   | \$496,849          | \$530,422          |
| Other Direct Costs             | \$0                         | \$189,596          | \$193,358          |
| Contracted Services            | \$41,850                    | \$1,971,433        | \$1,783,688        |
| Materials & Equipment          | \$193,202                   | \$0                | \$0                |
| Pass-Through to Other Agencies | \$3,019                     | \$22,000           | \$22,660           |
| <b>Total</b>                   | <b>\$577,562</b>            | <b>\$2,679,878</b> | <b>\$2,530,128</b> |

### Project Funding

| Funding                     | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|-----------------------------|--------------------|--------------------|--------------------|
| FFHWA -CMAQ                 | \$560,812          | \$2,679,878        | \$2,530,128        |
| FasTrak Revenues            | \$10,800           | \$0                | \$0                |
| TransNet New MC Transit Ops | \$5,400            | \$0                | \$0                |
| LTDA                        | \$550              | \$0                | \$0                |
| <b>Total</b>                | <b>\$577,562</b>   | <b>\$2,679,878</b> | <b>\$2,530,128</b> |

### Objective

The objective of this work element is to assist with managing the demand of the regional transportation system by providing commuter programs and services that promote transportation alternatives to driving alone. Emphasis in FY 2026 will be expanding the program by offering additional locations and improving the customer experience.

### Previous Accomplishments

FY 2025 accomplishments include the administration of the Guaranteed Ride Home and Bike Parking programs through Salesforce; expansion of the Bike Parking Program; ongoing maintenance of those facilities; planning new projects; interactive Park & Ride map; and assistance to customers looking for an alternative commute.

### Justification

Transportation demand management is an important component of the 2021 Regional Plan by contributing to improved mobility through congestion reduction, meeting regional air quality goals through reducing vehicle miles traveled and greenhouse gas emissions, and providing more travel choices in the region.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total       | Task Description                                                                                                                                                                              | Task Product                                                | Completion Date |
|----------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|-----------------|
| 1.       | \$2,530,128 | Perform bike locker maintenance as needed and expand program by adding lockers or relocating underutilized bike lockers. New projects to expand the Bike Parking Program. (Staff/Consultants) | Expanded bike parking facilities and operational equipment. | 6/30/2026       |

### Future Activities

Retire old lockers and install new lockers as needed. Expand locker locations and improve user experience.



**Work Element: 3310704 - TDM – Regional Vanpool Program**

**Project Manager: Jennifer Williamson**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget  | FY 2026<br>Budget  |
|------------------------------|-----------------------------|--------------------|--------------------|
| Salaries, Benefits, Indirect | \$315,392                   | \$369,644          | \$375,511          |
| Other Direct Costs           | \$1,232                     | \$242,850          | \$251,600          |
| Contracted Services          | \$2,212,607                 | \$3,485,850        | \$3,786,766        |
| <b>Total</b>                 | <b>\$2,529,231</b>          | <b>\$4,098,344</b> | <b>\$4,413,877</b> |

### Project Funding

| Funding             | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|---------------------|--------------------|--------------------|--------------------|
| FFHWA-CMAQ          | \$2,529,231        | \$4,080,944        | \$4,395,607        |
| LLocal - FasTrak    | \$0                | \$11,600           | \$12,180           |
| LTransNet - MCTmOps | \$0                | \$5,800            | \$6,090            |
| <b>Total</b>        | <b>\$2,529,231</b> | <b>\$4,098,344</b> | <b>\$4,413,877</b> |

### Objective

The objective of this work element is to administer the regional SANDAG Vanpool program and complete the annual Federal Transit Administration (FTA) National Transit Database (NTD) reporting. The emphasis in FY 2026 will be to grow the vanpool program and streamline vanpool reporting in a new system.

### Previous Accomplishments

Accomplishments in FY 2025 include working with outreach staff and having a three-month vanpool campaign to grow the program and the admission of the annual NTD report to the FTA and the annual NTD vanpool audit.

### Justification

Transportation Demand Management is an important component of San Diego Forward: The 2015 Regional Plan, the 2019 Federal Regional Transportation Plan, and the 2021 Regional Plan by contributing to improved mobility through congestion reduction, meeting regional air quality goals through reducing vehicle miles traveled and greenhouse gas emissions, and providing more travel choices in the region.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total       | Task Description                                                                                                                                                                                                                                                                                                                                                    | Task Product                                              | Completion Date |
|----------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|-----------------|
| 1.       | \$4,413,877 | Outreach and education, customer service, and performance monitoring and reporting. Move data from Salesforce into new TDM System. Reports on vanpool participation and vehicle miles reduced; regular coordination meetings with vendors; outreach and customer support for vanpool participants. Prepare annual NTD Report to FTA, prepare program audit. (Staff) | Administer Vanpool program, vendor management, NTD Report | 6/30/2026       |

### Future Activities

Transition vanpool data into a new system and move away from Salesforce and SurveyMonkey. Grow the vanpool program.

**Work Element: 3310711 – TDM – Employer Outreach**

**Project Manager: Jennifer Williamson**

### Project Expenses

| Expense                        | FY 2024<br>Estimated Actual | FY 2025<br>Budget  | FY 2026<br>Budget  |
|--------------------------------|-----------------------------|--------------------|--------------------|
| Salaries, Benefits, Indirect   | \$807,774                   | \$786,128          | \$728,365          |
| Other Direct Costs             | \$52,420                    | \$15,500           | \$23,000           |
| Contracted Services            | \$1,764,125                 | \$1,998,428        | \$2,022,987        |
| Pass-Through to Other Agencies | \$0                         | \$40,000           | \$40,000           |
| <b>Total</b>                   | <b>\$2,624,319</b>          | <b>\$2,840,056</b> | <b>\$2,814,352</b> |

### Project Funding

| Funding      | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|--------------|--------------------|--------------------|--------------------|
| FFHWA - CMAQ | \$2,624,319        | \$2,840,056        | \$2,814,352        |
| <b>Total</b> | <b>\$2,624,319</b> | <b>\$2,840,056</b> | <b>\$2,814,352</b> |

### Objective

The objective of this work element is to manage the public outreach, communications, and marketing of the Transportation Demand Management (TDM) programs and services; and to assist employers, schools, developers/property managers, organizations, and local jurisdictions with the development and implementation of TDM programs that reduce congestion and related vehicle miles traveled and greenhouse gas emissions. In addition to employer outreach, this work element includes two annual campaigns, Bike Anywhere Day and Clean Air Day, that engage audiences across the region in trying sustainable transportation modes.

### Previous Accomplishments

Accomplishments in FY 2025 included hosting the Employer Diamond Award Event with 137 employers, three employer forums and monthly employer outreach. In FY 2025 the TDM program planned and conducted SANDAG's annual Bike Anywhere Day, Clean Air Day Campaign, a targeted vanpool campaign and ongoing management of TDM outreach. All of these efforts encourage employers to develop and implement commuter programs that reduce the number of employees driving alone to work. The Try Transit program was expanded to community members served by community-based organizations and residents living in transit-oriented developments. A school commuter program was developed.

### Justification

TDM is an important component of the Regional Plan and the regional congestion management process by contributing to improved mobility, meeting regional air quality goals through reducing vehicle miles traveled and greenhouse gas emissions, and providing more travel choices in the region.

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total       | Task Description                                                                                                         | Task Product                                                                                                                              | Completion Date |
|----------|-------------|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 1.       | \$2,011,987 | Consultant support with employer, school, and community outreach, education, and marketing of TDM programs and services. | Bi-annual campaigns, marketing materials, sponsorships, number of employers, schools, organizations in the program, program/event reports | 6/30/2026       |
| 2.       | \$728,365   | Program administration                                                                                                   | TDM report; month to month supervision of contract deliverables, project management. coordination with stakeholders                       | 6/30/2026       |
| 3.       | \$74,000    | Direct program costs                                                                                                     | Transit passes, promo items, travel, translation of materials, updated photos/videos/graphics                                             | 6/30/2026       |

### Future Activities

Expand commuter program to additional employers, developers/property managers, and schools. Develop and implement TDM strategies to support infrastructure projects. Create a campaign to increase awareness of sustainable transportation services. Increase participation by local jurisdictions, businesses, community-based organizations and schools in the Bike Anywhere Day and Clean Air Day campaigns. Increase vanpools across the region.

**Work Element: 3311000 - ITS Operational Support**

**Project Manager: Bill Mount**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget  | FY 2026<br>Budget |
|------------------------------|-----------------------------|--------------------|-------------------|
| Salaries, Benefits, Indirect | \$541,190                   | \$482,356          | \$372,334         |
| Other Direct Costs           | \$0                         | \$1,238,371        | \$387,750         |
| Materials and Equipment      | \$640,650                   | \$10,500           | \$200,000         |
| <b>Total</b>                 | <b>\$1,181,840</b>          | <b>\$1,731,227</b> | <b>\$960,084</b>  |

### Project Funding

| Funding               | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|-----------------------|--------------------|--------------------|--------------------|
| LTransNet - MajorCorr | \$1,181,840        | \$1,731,227        | \$960,084          |
| <b>Total</b>          | <b>\$1,181,840</b> | <b>\$1,731,227</b> | <b>\$960,084</b>   |

### Objective

Address the ongoing operations, system administration, network communications, and maintenance needs of external facing Intelligent Transportation Systems (ITS) such as the regional ITS deployments. Emphasis in FY 2026 will be to continue the maintenance of the Integrated Corridor Management System (ICMS) and planning capacity to support future systems such as the Regional Border Management System and Next Operating System.

### Previous Accomplishments

The Regional Arterial Management System was decommissioned, and a transition is in progress to Sunset ICMS and the Bus on Shoulders program by June 2025. The databases for the Bus on Shoulders program will be archived to enable continued reporting to the State of California on the project's outcomes. Meanwhile, the region will focus on designing and implementing future modules and systems that integrate and utilize regional traffic data.

### Justification

San Diego Forward: The 2015 Regional Plan and the 2021 Regional Plan describes Transportation Systems Management and Emerging Technologies as vital strategies to meet our plan goals including maximizing the region's existing transportation system and reducing greenhouse gas emissions. The ITS operations program ensures that transportation systems that have been deployed are effectively operated and maintained.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                                                                                                                                                | Task Product                                                  | Completion Date |
|----------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|-----------------|
| 1.       | \$960,084 | Maintenance of third-party support contracts and agreements to provide regional technical support, administration, and monitoring of ITS; daily review of system generated performance metrics and reports to ensure service level agreements are met based on environment – 24/7 or next business day support. | Maintain all related ITS operations contracts and consultants | 6/30/2025       |

### Future Activities

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

**Work Element: 3312100 – SR 125 Facility Operations**

**Project Manager: Lucinda Broussard**

### Project Expenses

| Expense                           | FY 2024<br>Estimated Actual | FY 2025<br>Budget   | FY 2026<br>Budget   |
|-----------------------------------|-----------------------------|---------------------|---------------------|
| Salaries, Benefits, Indirect      | \$8,143,624                 | \$8,948,702         | \$9,893,595         |
| Other Direct Costs                | \$6,365,474                 | \$6,170,637         | \$10,138,692        |
| Materials and Equipment           | \$0                         | \$575,000           | \$821,503           |
| Contracted Services               | \$1,327,918                 | \$2,331,300         | \$2,404,434         |
| Debt Service and Project Reserves | \$8,359,000                 | \$13,902,250        | \$13,911,250        |
| <b>Total</b>                      | <b>\$24,196,016</b>         | <b>\$31,927,889</b> | <b>\$37,169,474</b> |

### Project Funding

| Funding                 | FY 2024<br>Funding  | FY 2025<br>Funding  | FY 2026<br>Funding  |
|-------------------------|---------------------|---------------------|---------------------|
| SR125 Toll Road Revenue | \$23,695,052        | \$31,927,889        | \$37,169,474        |
| HOV Fines               | \$500,964           | \$0                 | \$0                 |
| <b>Total</b>            | <b>\$24,196,016</b> | <b>\$31,927,889</b> | <b>\$37,169,474</b> |

### Objective

The objective of this work element is to maintain and operate the SR 125 Toll Road; collect tolls; and project revenue to pay for operations, maintenance, and debt. Emphasis in FY 2026 will be to transition the new back-office system; and improve customer service through implementing process improvements.

### Previous Accomplishments

SANDAG has consistently operated the facility within budget and met debt service obligations.

### Justification

In 2011, SANDAG completed the acquisition of the SR 125 Development Franchise Agreement, which is scheduled to terminate in 2042. To complete the purchase, SANDAG incurred debt and is required to manage the facility in a manner to support repayment of the bonds, adhere to Caltrans standards for maintenance, and to make improvements based on traffic levels. This work element provides for SANDAG management of the program, contracted services, daily operations, and debt service payments.

## Product, Tasks, and Schedule for FY 2026

| Task No.         | Total        | Task Description                                                                                                                                                                                                                                                                                                                                                         | Task Product                                                                                                                                                                                                                                                                            | Completion Date |
|------------------|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 1.<br>Admin      | \$11,352,324 | Operations management with a focus on crucial supporting roles such as human resources, regional membership, trainings, safety, insurance, and other regulatory compliance.                                                                                                                                                                                              | Continued enhancement in efficiency and advancement in innovation and growth, and heightened adaptability.                                                                                                                                                                              | 6/30/2026       |
| 2.<br>CustServ   | \$2,928,541  | Prioritizing customer service excellence, with a focus on reducing call center wait times, efficiently providing FasTrak program and 6C toll technology information, processing payments, and managing customer accounts. With a goal of enhancing Toll Road marketing and promotion, aimed at increasing usage, revenue, FasTrak® account sign-ups, and account growth. | Call center performance reports, outreach and marketing plans, marketing collateral, and updated customer agreements.                                                                                                                                                                   | 6/30/2026       |
| 3.<br>Facilities | \$1,301,700  | Continue to effectively maintain safe facilities while incorporating electric vehicles, focus on routine preventive maintenance and upgrade the infrastructure. Manage energy efficiently, with renewable sources and emphasize sustainability, utilize technology for real-time monitoring, conduct regular inspections, and adhere to safety and compliance standards. | Adopting electric vehicles and charging, alongside routine maintenance. Grow efficiencies and with a sustainable operation. Ensure a safe, environmentally friendly, and technologically advanced workplace.                                                                            | 6/30/2026       |
| 4.<br>Finance    | \$14,533,700 | Maintain accurate revenue and expense information in SR 125 accounting system; ensure debt service and funding reserve obligations are recorded in a timely manner; and provide management reports along with adherence to the Master Trust and Franchise Development Agreements.                                                                                        | Quarterly and annual financial and operations reports via the Municipal Securities Rulemaking Board's Electronic Municipal Market. Access portal required under the Security and Exchange Commission Rule 15c2-12 with respect to the Continuing Disclosure and Master Trust Agreements | 6/30/2026       |
| 5.<br>IT         | \$3,629,375  | Complete transition to the new Regional Tolling System; database migration, administration, and support for SANDAG's Tolling and Customer Information Services in support of SANDAG's tolling software implementation, maintain high level of tolling system availability, network security, and interface with external partners.                                       | Reliable system performance at toll lanes and back office, database administration support for ongoing operational needs, monthly supplemental reports, an interoperable toll system that conforms to applicable standards                                                              | 6/30/2026       |
| 6.<br>Roadway    | \$3,423,834  | Maintain the toll collection hardware, traffic management systems, enforcement protocols, and safety measures in optimal condition, while ensuring diligent upkeep of roadway maintenance and landscaping.                                                                                                                                                               | Toll road operations on a 24/7/365 basis and monthly maintenance report                                                                                                                                                                                                                 | 6/30/2026       |

### Future Activities

Continue to improve the toll operations center building, roadway, and network infrastructure to meet the terms of the SR 125 Development Franchise Agreement.

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

**Project Manager: Aaron Moreno**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget  | FY 2026<br>Budget  |
|------------------------------|-----------------------------|--------------------|--------------------|
| Salaries, Benefits, Indirect | \$272,690                   | \$217,096          | \$303,611          |
| Other Direct Costs           | \$145,454                   | \$268,800          | \$309,650          |
| Contracted Services          | \$1,187,699                 | \$1,763,299        | \$2,270,060        |
| <b>Total</b>                 | <b>\$1,605,843</b>          | <b>\$2,249,195</b> | <b>\$2,883,321</b> |

### Project Funding

| Funding                         | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|---------------------------------|--------------------|--------------------|--------------------|
| CA DMV Vehicle Registration Fee | \$1,605,843        | \$2,249,195        | \$2,883,321        |
| <b>Total</b>                    | <b>\$1,605,843</b> | <b>\$2,249,195</b> | <b>\$2,883,321</b> |

### Objective

The objective of this work element is to improve the safety of the public and the highway system by providing lifeline assistance to stranded motorists. Emphasis in FY 2026 will be to procure and install new 511 signs and to maintain and monitor usage and continue to increase public awareness through enhanced marketing to meet the changing needs of motorists. Coordinate and collaborate with partners to provide seamless Call Box services and to further explore innovative solutions for the state.

### Previous Accomplishments

By the end of FY 2025 the Call Box program is projected to have assisted more than 10,500 motorists. A new contract for Call Box and call center services and maintenance services was also executed during this period.

### Justification

State law authorizes the formation of county service authorities for freeway emergencies for the purpose of funding and operating freeway motorist aid systems to help stranded motorists in need of assistance. As a result of Assembly Bill 1572 (Fletcher, 2012), SANDAG became the responsible agency effective January 1, 2013, and assumed the responsibilities for all operational, administrative, and maintenance activities for the freeway call box system.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total       | Task Description                                                                                                                                                                                                                                                                                                             | Task Product                                                                  | Completion Date |
|----------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|-----------------|
| 1.       | \$2,883,321 | Ongoing operation, maintenance, and monthly reporting of motorist aid systems. Operate and maintain fixed and mobile call box systems, including installations and removals (includes contracted services); and coordinate with the SANDAG regional 511 program (mobile 511 Roadside Assistance program). (Consultant/Staff) | Ongoing operation, maintenance, and monthly reporting of motorist aid systems | 6/30/2026       |

### Future Activities

The Call Box program looks to improve its customer service to stranded motorists by conducting call audits of the call answering center and provide valuable feedback, as well as continue coordinated meeting with the California Highway Patrol.

**Work Element: 3312400 - FSP – Traffic Mitigation Program**

**Project Manager: Aaron Moreno**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget  | FY 2026<br>Budget  |
|------------------------------|-----------------------------|--------------------|--------------------|
| Salaries, Benefits, Indirect | \$0                         | \$12,931           | \$22,539           |
| Contracted Services          | \$322,603                   | \$2,845,440        | \$2,930,803        |
| <b>Total</b>                 | <b>\$322,603</b>            | <b>\$2,858,371</b> | <b>\$2,953,342</b> |

### Project Funding

| Funding                             | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|-------------------------------------|--------------------|--------------------|--------------------|
| Caltrans Traffic Mitigation Program | \$322,603          | \$2,858,371        | \$2,953,342        |
| <b>Total</b>                        | <b>\$322,603</b>   | <b>\$2,858,371</b> | <b>\$2,953,342</b> |

### Objective

The objective of this Caltrans-funded Traffic Mitigation Program (TMP) is to reduce freeway congestion and enhance safety by providing a roving motorist aid service that patrols designated construction zones and assists/removes stranded or disabled vehicles. Emphasis in FY 2026 will be to continue support for Caltrans construction projects.

### Previous Accomplishments

In FY 2025 SANDAG provided service in support of the TMP construction projects. This construction-related service is projected to assist over 6,000 motorists.

### Justification

The Freeway Service Patrol (FSP) TMP is an established incident management program, operating in designated construction zones to facilitate the rapid clearing of accidents and other incidents, thereby improving traffic flow. FSP is a transportation systems management strategy that supports the implementation of San Diego Forward: The 2015 Regional Plan, and the 2021 Regional Plan by improving safety, reducing congestion, and thereby reducing greenhouse gas emissions on regional highways. SANDAG contracts with local tow operators to provide FSP program service in construction zones on the region's busiest freeways.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total       | Task Description                                                                | Task Product                  | Completion Date |
|----------|-------------|---------------------------------------------------------------------------------|-------------------------------|-----------------|
| 1.       | \$2,953,342 | Administer contracts with contractors, California Highway Patrol, and Caltrans. | Executed and active contracts | 6/30/2026       |

### Future Activities

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



**Work Element: 3312700 - A Street Property Management**

**Project Manager: Dalila Ramos-Rios**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget | FY 2026<br>Budget |
|------------------------------|-----------------------------|-------------------|-------------------|
| Salaries, Benefits, Indirect | \$28,756                    | \$20,247          | \$35,207          |
| Other Direct Costs           | \$41,280                    | \$74,502          | \$74,000          |
| <b>Total</b>                 | <b>\$70,036</b>             | <b>\$94,749</b>   | <b>\$109,207</b>  |

### Project Funding

| Funding           | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|-------------------|--------------------|--------------------|--------------------|
| LLocal -Rentallnc | \$70,036           | \$94,749           | \$109,207          |
| <b>Total</b>      | <b>\$70,036</b>    | <b>\$94,749</b>    | <b>\$109,207</b>   |

### Objective

The objective of this work element is to provide oversight and property management for A Street Auto and ACE Parking, who are tenants on SANDAG-owned real property. Emphasis in FY 2026 will be to collect rent and ensure the compliance of insurance requirements and lease terms. Staff will continue to support facility needs for the current tenants and monitor property maintenance expenses.

### Previous Accomplishments

Prior to FY 2024, SANDAG acquired four properties with existing lease agreements and assumed the existing leases at the time of purchase. In July 2023, MTS requested expedited use of one of the properties that were being leased to ACE Parking. As a result, SANDAG terminated one of the two lease agreements with ACE Parking, while the remaining three lease agreements (with ACE Parking, A Street Auto, and Aladdin Bail Bonds) remained in place. Aladdin Bail Bonds' lease concluded on April 2024, as they relocated to an alternate site offered by SANDAG to support the agency's goal of vacating the buildings for the proposed Downtown Bus Stopover site. SANDAG has continued to collect rent from tenants, monitor insurance requirements, and proactively manage necessary repairs.

### Justification

SANDAG has acquired portions of the proposed Downtown Multiuse and Bus Stopover Facility site, including four properties with existing lease agreements. Currently, two of these properties remain under lease. This project ensures effective property management by focusing on rent collection, compliance with lease and insurance requirements, and maintaining the properties in a safe and secure condition until construction begins on the Downtown Multiuse and Bus Stopover Facility project. These activities are essential to support the agency's goals and responsibly manage public assets.

### Products, Tasks, and Schedule for FY 2026

| Task No. | Total    | Task Description                                                                                                                                                           | Task Product                                            | Completion Date |
|----------|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|-----------------|
| 1.       | \$49,207 | Monitor insurance needs related to the properties to ensure any possible new risks are considered and insurance policies are updated. (Staff)                              | Renewal of annual property insurance policy             | 7/31/2025       |
| 2.       | \$16,000 | Ensure tenants comply with lease/rental terms, collect rent, and maintain related records. (Staff)                                                                         | Lease revenue collection and tracking                   | 6/30/2026       |
| 3.       | \$44,000 | Respond to property maintenance and service requests, procure and oversee maintenance professionals if needed. Track property maintenance expenditures. (Staff/Consultant) | Resolution of maintenance issues and associated reports | 6/30/2026       |

### Future Activities

Continue with oversight and management of the property, as well as the collection of rent from tenants. It is anticipated that the leases that are currently in place will be terminated before the Metropolitan Transit System begins construction of the new Downtown Bus Stopover facility, the specific date is to be determined.

**Work Element: 7350100 – ARJIS: Maintenance and Support**

**Project Manager: Kami Leone**

### Project Expenses

| Expense                      | FY 2024<br>Estimated Actual | FY 2025<br>Budget  | FY 2026<br>Budget  |
|------------------------------|-----------------------------|--------------------|--------------------|
| Salaries, Benefits, Indirect | \$3,080,517                 | \$4,276,050        | \$4,502,706        |
| Other Direct Costs           | \$2,097,334                 | \$2,539,785        | \$2,253,918        |
| Materials and Equipment      | \$0                         | \$130,000          | \$126,500          |
| Contracted Services          | \$32,884                    | \$385,018          | \$385,018          |
| <b>Total</b>                 | <b>\$5,210,735</b>          | <b>\$7,330,853</b> | <b>\$7,268,142</b> |

### Project Funding

| Funding      | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|--------------|--------------------|--------------------|--------------------|
| Local Misc   | \$463,575          | \$136,346          | \$0                |
| State ARJIS  | \$4,747,160        | \$7,194,507        | \$7,268,142        |
| <b>Total</b> | <b>\$5,210,735</b> | <b>\$7,330,853</b> | <b>\$7,268,142</b> |

### Objective

The goal of this work element is to ensure the ongoing administration, operation, and maintenance of the Automated Regional Justice Information System (ARJIS). Key priorities for FY 2026 include completing the migration of ARJIS finance systems to the new ERP platform, finalizing the network redesign, and continuing development and maintenance of the enhanced mapping dashboard application. Additional focus areas are completing the planned office relocation; advancing staff professional development initiatives; providing 24/7/365 support to member agencies through the ARJIS Help Desk; establishing and maintaining robust database backup procedures; enhancing desktop and mobile software applications through the procurement, installation, and upgrading of licenses; and delivering user training through both in-person and virtual sessions.

### Previous Accomplishments

In the last fiscal year, ARJIS achieved significant milestones, including the successful hiring of two research analysts to enhance data analysis capabilities and support member agencies with actionable insights. The agency also filled several critical roles, strengthening its operational capacity and ensuring continued excellence in service delivery. Additionally, ARJIS completed key projects such as advancing the network redesign, implementing updates to desktop and mobile applications, maintaining 24/7/365 support for member agencies. These accomplishments underscore ARJIS's commitment to innovation, efficiency, and meeting the evolving needs of its stakeholders.

### Justification

This work element is supported by dedicated local funding from ARJIS member agencies and is vital to the daily operations, administration, and seamless functioning of ARJIS. It ensures the continuity of ARJIS applications and the maintenance of its complex system infrastructure and network, including secure data storage and sharing. Safeguarding all systems, network devices, distributed servers, and databases through adherence to industry standards, along with managing numerous software licenses, is essential to provide uninterrupted access to member agencies. This, in turn, plays a critical role in maintaining officers and public safety.

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total       | Task Description                                   | Task Product                                                                                                                                                                      | Completion Date |
|----------|-------------|----------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 1.       | 4,950,824   | Operations and Administration                      | ARJIS Operations and Administration including staff hours.                                                                                                                        | 6/30/2026       |
| 2.       | \$1,446,000 | Infrastructure, Network, and Mobile                | Infrastructure, Network and Mobile maintenance, support & services. Including all Network devices, Servers, Storage, Disaster Recovery, Security, Data Center, Nlets hosting fee. | 6/30/2026       |
| 3.       | \$545,318   | Application development and all software licenses. | Software licenses renewal and development                                                                                                                                         | 6/30/2026       |
| 4.       | \$326,000   | Professional Services                              | All consulting and professional services excluding for ARJIS operations and administration like Auditing and Legal services.                                                      | 6/30/2026       |

### Future Activities

ARJIS will prioritize staff professional growth and development to enhance operational productivity and efficiency while embracing cutting-edge technology, including the pursuit and implementation of advance Artificial Intelligence solutions. Efforts will focus on developing, monitoring, and maintaining that ARJIS Enterprise system, encompassing databases, networks, infrastructure, and applications. ARJIS will continue implementing enhancements from the SANDAG Assessment, such as tracking and reporting grant deliverables, improving mobile program platform flexibility, and strengthening coordination with agency legal resources. The ARJIS Acceptable Use Policies will be updated to align with FBI Criminal Justice Information Systems and California Department of Justice Security Policies and Practices. Additionally, ARJIS will advance new applications and migrate its database and network environment from on-premises systems to cloud-based solutions to ensure scalability, security, and innovation.

**Work Element: 7353200 – ARJIS: UASI FFY 2023**

**Project Manager: Noy Lithyovong**

### Project Expenses

| Expense                      | FY 2025 Budget   | FY 2026 Budget   | Multi-Year Total |
|------------------------------|------------------|------------------|------------------|
| Salaries, Benefits, Indirect | \$75,000         | \$75,000         | \$150,000        |
| Other Direct Costs           | \$103,952        | \$103,953        | \$207,905        |
| Contracted Services          | \$175,000        | \$175,000        | \$350,000        |
| <b>Total</b>                 | <b>\$353,952</b> | <b>\$353,953</b> | <b>\$707,905</b> |

### Project Funding

| Funding      | FY 2025 Funding  | FY 2026 Funding  | Multi-Year Total |
|--------------|------------------|------------------|------------------|
| FDOHS - UASI | \$353,952        | \$353,953        | \$707,905        |
| <b>Total</b> | <b>\$353,952</b> | <b>\$353,953</b> | <b>\$707,905</b> |

### Objective

The objective of this work element is to coordinate, develop, and implement innovative technologies that strengthen public safety across the San Diego region. Supported by funding from the Department of Homeland Security (DHS) Urban Area Security Initiative (UASI), this work element focuses on advancing information-sharing capabilities through the Automated Regional Justice Information System (ARJIS). Key projects include deploying a robust cybersecurity platform within a cloud environment and migrating the ARJIS enterprise system and databases from on-premises infrastructure to the Microsoft Azure Government Cloud, enhancing security, scalability, and operational efficiency.

### Previous Accomplishments

Accomplishments include the migration of critical ARJIS application to a secure cloud environment, strengthening the system's scalability and resilience.

### Justification

This work element is supported by dedicated federal funding through the DHS-UASI grant. The region's law enforcement and fire chiefs played a pivotal role in prioritizing projects, selecting the most impactful initiatives from approximately 50 applicants. ARJIS projects were ranked among the top 20, reflecting their critical importance to regional public safety and information-sharing efforts, and were subsequently awarded funding to support these vital initiatives.

### Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                    | Task Product                                         | Completion Date |
|----------|-----------|---------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|-----------------|
| 1.       | \$100,000 | Migrating ARJIS current on-premise servers, storage, databases, applications to Azure government cloud environment. | ARJIS Enterprise System in cloud environment         | 6/30/2026       |
| 2.       | \$178,953 | Setup and provide agencies access ARJIS applications on-demand and in a secure, encrypted manner.                   | Palo Alto Network and VMware Horizon VDI environment | 6/30/2026       |
| 3.       | \$75,000  | Annual salary for Regional Trainer                                                                                  | Regional Trainer                                     | 6/30/2026       |

### Future Activities

Future activities will focus on completing the migration of the ARJIS enterprise system and databases to the Azure Government Cloud and finalizing the implementation of the cybersecurity platform across both on-premises and cloud environments. These efforts will include the installation of the Palo Alto network to enhance security and network performance, ensuring a robust and secure infrastructure for ARJIS operations.

**Project Expenses**

| Expense                      | FY 2026 Budget   | Future Years     | Multi-Year Total   |
|------------------------------|------------------|------------------|--------------------|
| Salaries, Benefits, Indirect | \$172,626        | \$172,626        | \$345,252          |
| Other Direct Costs           | \$93,546         | \$93,546         | \$187,092          |
| Contracted Services          | \$347,189        | \$347,189        | \$694,378          |
| <b>Total</b>                 | <b>\$613,361</b> | <b>\$613,361</b> | <b>\$1,226,722</b> |

**Project Funding**

| Funding      | FY 2026 Funding  | Future Years     | Multi-Year Total   |
|--------------|------------------|------------------|--------------------|
| FDOHS - UASI | \$613,361        | \$613,361        | \$1,226,722        |
| <b>Total</b> | <b>\$613,361</b> | <b>\$613,361</b> | <b>\$1,226,722</b> |

**Objective**

The objective of this work element is to support the Automated Regional Justice Information System (ARJIS) in advancing its technological infrastructure and cybersecurity posture while fostering regional collaboration and training. Key initiatives include completing the migration of the ARJIS enterprise system and ESRI geospatial environment to the Azure Government Cloud, implementing enhanced cybersecurity measures, and leveraging advanced technologies such as Artificial Intelligence and machine learning to modernize applications. Additionally, funding will support the development of innovative training programs to ensure law enforcement agencies can effectively utilize these tools, promoting intelligence sharing, situational awareness, and resource optimization across the San Diego region. These efforts will strengthen ARJIS's capacity to safeguard data, support public safety, and ensure the resilience of critical systems.

**Previous Accomplishments**

In the past fiscal year, ARJIS successfully advanced its mission by completing several critical projects. Notable achievements include significant progress in migrating applications and infrastructure to the Azure Government Cloud as part of the Cloud Transformation initiative, providing enhanced data accessibility, scalability, and collaboration among regional law enforcement agencies. ARJIS also began transitioning its ESRI Enterprise environment to the cloud, modernizing its Geographic Information System (GIS) infrastructure to support real-time situational awareness and geospatial data sharing. On the cybersecurity front, ARJIS implemented advanced security tools, improving threat detection, data protection, and system resilience to ensure uninterrupted access for member agencies. Additionally, the ARJIS Regional Training Program expanded to include updated curricula on investigative tools, business intelligence, and mobile technologies, offering both in-person and online learning options to improve accessibility and operational efficiency across agencies. These accomplishments reflect ARJIS's ongoing commitment to innovation, security, and regional collaboration.

**Justification**

This work element is essential to continue advancing ARJIS's mission on enhancing public safety through innovative technology, regional collaboration, and robust data sharing. These funds will support the completion of critical projects, including the migration of ARJIS applications and infrastructure to the Azure Government Cloud, which will provide enhanced scalability, security, and accessibility for regional law enforcement agencies. They will also enable the completion of the ESRI Enterprise migration, modernizing GIS capabilities for real-time situational awareness and improved decision-making. Additionally, the funding will further strengthen ARJIS's cybersecurity posture by implementing advanced tools and practices to protect sensitive data and ensure uninterrupted access to critical systems. These funds will also sustain and expand the ARJIS Regional Training Program, equipping law enforcement agencies with the knowledge and skills to effectively use emerging technologies and tools, fostering greater efficiency and collaboration.

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                                                  | Task Product                                 | Completion Date |
|----------|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|-----------------|
| 1.       | \$93,546  | Migrating ARJIS current on-premises servers, storage, databases, applications to Azure government cloud environment.                                                                                              | ARJIS Enterprise System in cloud environment | 6/30/2026       |
| 2.       | \$97,633  | Implementing advanced tools for real-time threat detection, data protection, and system resilience, ensuring uninterrupted access and protection of sensitive criminal justice information                        | ARJIS Cyber-security - Sentinel              | 6/30/2026       |
| 3.       | \$75,000  | Annual Salary for Regional Trainer                                                                                                                                                                                | Regional Trainer                             | 6/30/2026       |
| 4.       | \$249,557 | Enhance disaster recovery by leveraging Azure Government Cloud for scalable, redundant infrastructure, ensuring 24/7 system resilience against outages and uninterrupted access to critical public safety systems | Professional Services                        | 6/30/2026       |
| 5.       | \$97,626  | ARJIS will integrate artificial intelligence to develop advanced analytical tools, enhancing decision-making, threat detection, and operational efficiency for regional law enforcement agencies.                 | Consulting Services                          | 6/30/2026       |

### Future Activities

ARJIS will focus on advancing technology, security, and training initiatives to support regional public safety. Key efforts including completing the migration of applications, data, and the ESRI Enterprise environment to the Azure Government Cloud, enhancing scalability, security, and real-time geospatial data accessibility. ARJIS will also implement advance cybersecurity measures, including tools for real-time threat detection and intrusion detection prevention, to protect sensitive data and ensure system resilience. Additionally, the agency will integrate artificial intelligence and machine learning to develop cutting-edge analytical tools, improving intelligence collection, analysis, and sharing. The ARJIS Regional Training Program will expand to include updated curricula on investigative applications and mobile technologies, delivered through both in-person and online platforms to maximize accessibility and effectiveness. These activities will position ARJIS to continue delivering innovative solutions that enhance public safety and operational efficiency across the region.



## CHAPTER 4

# TransNet Program

---

This chapter provides summary information related to the TransNet Program—the region’s half-cent sales tax allocated to transportation-related improvements.

**CHAPTER 4**

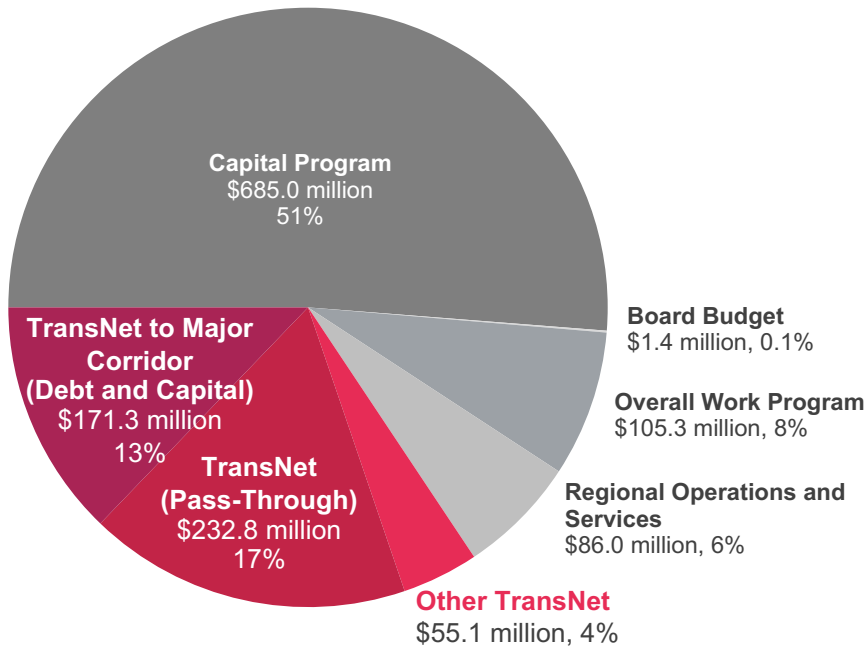
# TransNet Program

The initial 20-year TransNet program was approved by voters in 1987 and went into effect in 1988. In 2004, TransNet was extended by voters for an additional 40 years (through 2048). The TransNet Ordinance and Expenditure Plan governs the distribution of revenues. The following pages show actual and estimated revenue distribution for FY 2024–2026 and the projected TransNet funding necessary for transit agencies to provide continued operations.

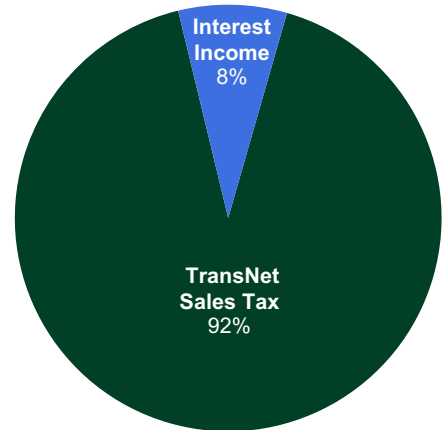
**These budgets further break down:**

- ▶ Costs related to administration and the Independent Taxpayer Oversight Committee
- ▶ Population formula-based distributions to the Metropolitan Transit System, North County Transit District, and specialized services for seniors and disabled riders
- ▶ Allocations to the Transit System Improvements and Local Street and Road programs
- ▶ Interest income from bond proceeds
- ▶ The complete schedule of debt service payments
- ▶ Competitive grant programs being administered by SANDAG
- ▶ The New Major Corridor Transit Operations fund

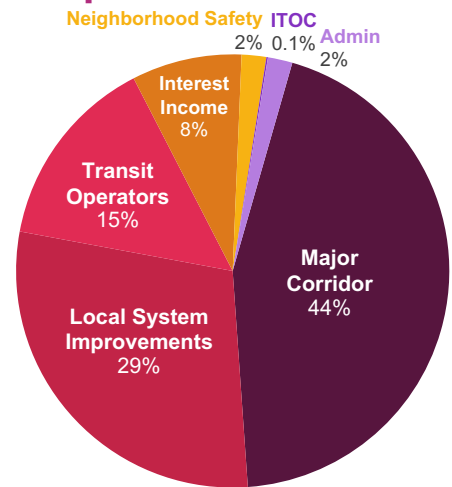
## Total Budget Breakdown



## Revenue



## Expenses



## Major Work Efforts

- ▶ Local jurisdiction system improvements
- ▶ Transit system improvements
- ▶ Transit system and Bus Rapid Transit operations
- ▶ Major corridor improvements
- ▶ Border access improvements
- ▶ Regional bikeways
- ▶ Smart Growth Incentive Program
- ▶ Specialized services for older adults and people with disabilities
- ▶ Environmental mitigation

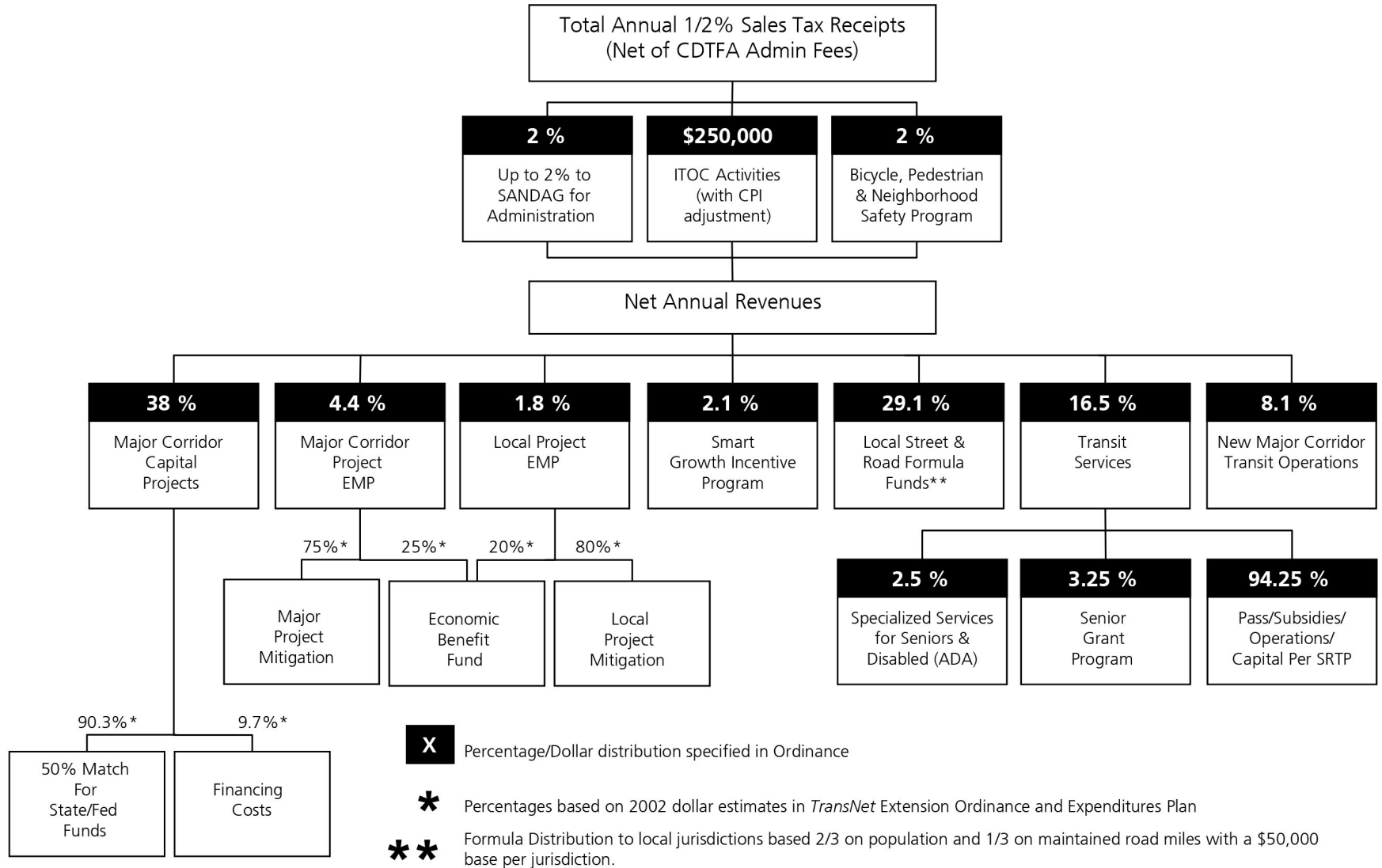
**163** Total TransNet Projects\*

\*These projects are also accounted for in different chapters, so are not added to the total project number count.





## TransNet Extension Flow of Funds FY 2009 – FY 2048\*



\* On May 14, 2021, the SANDAG Board of Directors, acting as the San Diego County Regional Transportation Commission, approved an adjustment to increase the administrative expense limitation from 1% to 2% beginning in FY 2022.

# San Diego County Regional Transportation Commission TransNet Program Budget

| TransNet Program Revenues                                          | Actual FY 2024       | Estimated FY 2025    | Projected FY 2026    | % of Estimated Sales Tax Receipts | % Change FY 2025 to FY 2027 | FY 2026 Debt Service Payments <sup>1</sup> |
|--------------------------------------------------------------------|----------------------|----------------------|----------------------|-----------------------------------|-----------------------------|--------------------------------------------|
| <b>Estimated Gross Sales Tax Receipts</b>                          | <b>\$429,965,123</b> | <b>\$423,095,042</b> | <b>\$424,523,311</b> | -                                 | -                           | -                                          |
| Less: California Department of Tax and Fee Administration Fees     | (3,272,140)          | (3,015,800)          | (3,015,800)          | -                                 | -                           | -                                          |
| Estimated Sales Tax Receipts                                       | 426,692,983          | 420,079,242          | 421,507,511          | 100%                              | 0.3%                        | (135,128,254)                              |
| Interest Income <sup>2</sup>                                       | 28,717,492           | 37,613,593           | 37,741,479           | -                                 | 0.3%                        | -                                          |
| <b>Total Estimated Revenues</b>                                    | <b>\$455,410,475</b> | <b>\$457,692,835</b> | <b>\$459,248,990</b> | -                                 | <b>0.3%</b>                 | <b>(135,128,254)</b>                       |
| <b>TransNet Program Allocations</b>                                |                      |                      |                      |                                   |                             |                                            |
| Administrative Allocations: <sup>3</sup>                           |                      |                      |                      |                                   |                             |                                            |
| Commission/Board Expenses <sup>4</sup>                             | \$200,069            | \$386,800            | \$684,500            | -                                 | -                           | 77.0%                                      |
| Administrative/Contract Services                                   | 8,208,791            | 7,876,035            | 7,256,589            | -                                 | -                           | -7.9%                                      |
| Office of the Independent Performance Auditor <sup>4</sup>         | -                    | -                    | -                    | -                                 | -                           | 0.0%                                       |
| Administrative Reserve                                             | 125,000              | 138,750              | 489,061              | -                                 | -                           | 252.5%                                     |
| <b>Total Administrative Allocations</b>                            | <b>8,533,860</b>     | <b>8,401,585</b>     | <b>8,430,150</b>     | <b>2.0%</b>                       | <b>0.3%</b>                 | -                                          |
| Independent Taxpayer Oversight Committee <sup>5</sup>              | 499,606              | 514,517              | 527,740              | 0.1%                              | 2.6%                        | -                                          |
| Bicycle, Pedestrian and Neighborhood Safety <sup>6</sup>           | 8,533,860            | 8,401,585            | 8,430,150            | 2.0%                              | 0.3%                        | (5,592,227)                                |
| <b>Total Off-the-Top Programs</b>                                  | <b>\$17,567,326</b>  | <b>\$17,317,687</b>  | <b>\$17,388,040</b>  | -                                 | <b>0.4%</b>                 | -                                          |
| <b>Net Sales Tax Receipts</b>                                      | <b>\$409,125,657</b> | <b>\$402,761,555</b> | <b>\$404,119,471</b> | -                                 | <b>0.3%</b>                 | -                                          |
| <b>Program Allocations (calculated on Net Sales Tax Receipts):</b> |                      |                      |                      |                                   |                             |                                            |
| Major Corridors Program <sup>7</sup>                               | \$173,469,279        | \$170,770,900        | \$171,346,656        | 40.6%                             | 0.3%                        | (125,870,420)                              |
| New Major Corridor Transit Operations <sup>8</sup>                 | 33,139,178           | 32,623,686           | 32,733,677           | 7.8%                              | 0.3%                        | -                                          |
| Transit System Improvements <sup>9</sup>                           | 67,505,733           | 66,455,656           | 66,679,713           | 15.8%                             | 0.3%                        | -                                          |
| Local System Improvements <sup>10</sup>                            | 135,011,467          | 132,911,313          | 133,359,425          | 31.6%                             | 0.3%                        | (3,665,606)                                |
| <b>Total Program Allocations</b>                                   | <b>\$409,125,657</b> | <b>\$402,761,555</b> | <b>\$404,119,471</b> | -                                 | <b>0.3%</b>                 | -                                          |
| <b>TransNet Program Allocations Summary</b>                        |                      |                      |                      |                                   |                             |                                            |
| Total Off-the-Top Programs                                         | \$17,567,326         | \$17,317,687         | \$17,388,040         | -                                 | 0.4%                        | -                                          |
| Total Program Allocations                                          | 409,125,657          | 402,761,555          | 404,119,471          | -                                 | 0.3%                        | -                                          |
| Total Allocations                                                  | 426,692,983          | 420,079,242          | 421,507,511          | 100%                              | 0.3%                        | -                                          |
| Interest Income (to be allocated) <sup>2</sup>                     | 28,717,492           | 37,613,593           | 37,741,479           | -                                 | 0.3%                        | -                                          |
| <b>Total Allocations and Interest</b>                              | <b>\$455,410,475</b> | <b>\$457,692,835</b> | <b>\$459,248,990</b> | -                                 | <b>0.3%</b>                 | <b>(\$135,128,254)</b>                     |

The TransNet Ordinance established the rules for the allocation of all Commission revenues. Commission funds are allocated according to the following priorities:

<sup>1</sup> See Long Term and Short Term Debt Program tables for details.

<sup>2</sup> Estimated FY 2025 and projected FY 2026 interest includes projected sales tax revenue interest earnings and projected earnings on unspent bond proceeds held as investments.

<sup>3</sup> Up to 2% of the annual sales tax revenue is allocated for administrative expenses. In May 2021, the Board of Directors approved an Ordinance amendment to change the Administrative allocation from 1% to 2% effective FY 2022.

<sup>4</sup> See Chapter 7 for further detail. Office of the Independent Performance Auditor expenses are incorporated into the Indirect Cost pool for FY 2025 to spread the costs across SANDAG programs.

<sup>5</sup> The Independent Taxpayer Oversight Committee (ITOC) allocation is based on the annual increase in the Consumer Price Index (CPI) beginning with FY 2002, using \$250,000 as the starting base. SANDAG policy, and in accordance with the ordinance, is to use the current CPI index and calculate change from the base year.

<sup>6</sup> Total of 2% of annual sales tax revenue shall be allocated for bikeway facilities and connectivity improvements, pedestrian and walkable community projects, bicycle and pedestrian safety projects and programs, and traffic calming projects.

<sup>7</sup> 42.4% of Net Sales Tax Receipts, which equates to 40.6% of Estimated Sales Tax Receipts, shall be allocated for Major Corridor projects, which include transportation mitigation under the Environmental Mitigation Program (EMP) and any finance charges incurred.

<sup>8</sup> 8.1% of Net Sales Tax Receipts, which equates to 7.8% of Estimated Sales Tax Receipts, shall be allocated to operate new rail or Bus Rapid Transit services.

<sup>9</sup> 16.5% of Net Sales Tax Receipts, which equates to 15.8% of Estimated Sales Tax Receipts, shall be allocated for purposes of public transit services, including providing for senior and Americans with Disabilities Act-related services.

<sup>10</sup> 33% of Net Sales Tax Receipts, which equates to 31.6% of Estimated Sales Tax Receipts, shall be allocated for local street and road improvement services, which includes roadway projects as well as Local EMP and Smart Growth Incentive programs.

| Detail of Estimated Program Allocations                   | Actual FY 2024       | Estimated FY 2025    | Projected FY 2026    | % Change FY 2025 to FY 2026 | FY 2026 Debt Service Payments |
|-----------------------------------------------------------|----------------------|----------------------|----------------------|-----------------------------|-------------------------------|
| Total Administrative Allocations                          | \$8,533,860          | \$8,401,585          | \$8,430,150          | 0.3%                        | -                             |
| Bicycle, Pedestrian, and Neighborhood Safety              | 8,533,860            | 8,401,585            | 8,430,150            | 0.3%                        | (5,592,227)                   |
| Independent Taxpayer Oversight Committee <sup>1</sup>     | 499,606              | 514,517              | 527,740              | 2.6%                        | -                             |
| Major Corridors Program                                   | 173,469,279          | 170,770,900          | 171,346,656          | 0.3%                        | (125,870,420)                 |
| New Major Corridor Transit Operations                     | 33,139,178           | 32,623,686           | 32,733,677           | 0.3%                        | -                             |
| <b>Transit System Improvements:<sup>2</sup></b>           |                      |                      |                      |                             |                               |
| 2.5% for ADA-Related Services                             | 1,687,643            | 1,661,391            | 1,666,993            | 0.3%                        | -                             |
| 3.25% for Specialized Services for Seniors/Disabled       | 2,193,936            | 2,159,809            | 2,167,091            | 0.3%                        | -                             |
| MTS Projects & Services                                   | 45,151,390           | 44,449,043           | 44,598,903           | 0.3%                        | -                             |
| NCTD Projects & Services                                  | 18,472,764           | 18,185,413           | 18,246,726           | 0.3%                        | -                             |
| Total Transit System Improvements                         | 67,505,733           | 66,455,656           | 66,679,713           | 0.3%                        | -                             |
| <b>Local System Improvements:</b>                         |                      |                      |                      |                             |                               |
| Local Street and Road Program: <sup>3</sup>               | -                    | -                    | -                    | -                           | -                             |
| Carlsbad                                                  | 4,844,235            | 4,769,059            | 4,785,100            | 0.3%                        | -                             |
| Chula Vista                                               | 9,084,621            | 8,942,953            | 8,973,181            | 0.3%                        | -                             |
| Coronado                                                  | 797,420              | 785,700              | 788,201              | 0.3%                        | -                             |
| Del Mar                                                   | 265,598              | 262,217              | 262,939              | 0.3%                        | (137,202)                     |
| El Cajon                                                  | 3,518,686            | 3,464,295            | 3,475,901            | 0.3%                        | -                             |
| Encinitas                                                 | 2,336,931            | 2,301,071            | 2,308,723            | 0.3%                        | -                             |
| Escondido                                                 | 5,192,812            | 5,112,170            | 5,129,377            | 0.3%                        | -                             |
| Imperial Beach                                            | 899,992              | 886,663              | 889,507              | 0.3%                        | (175,251)                     |
| La Mesa                                                   | 2,175,866            | 2,142,532            | 2,149,644            | 0.3%                        | -                             |
| Lemon Grove                                               | 996,974              | 982,125              | 985,294              | 0.3%                        | -                             |
| National City                                             | 2,011,980            | 1,981,215            | 1,987,779            | 0.3%                        | -                             |
| Oceanside                                                 | 6,214,838            | 6,118,170            | 6,138,796            | 0.3%                        | -                             |
| Poway                                                     | 2,064,963            | 2,033,368            | 2,040,109            | 0.3%                        | -                             |
| San Diego                                                 | 46,327,054           | 45,601,406           | 45,756,239           | 0.3%                        | -                             |
| San Marcos                                                | 3,175,297            | 3,126,291            | 3,136,748            | 0.3%                        | (925,466)                     |
| Santee                                                    | 2,021,078            | 1,990,170            | 1,996,765            | 0.3%                        | (809,143)                     |
| Solana Beach                                              | 559,795              | 551,802              | 553,507              | 0.3%                        | (325,105)                     |
| Vista                                                     | 3,294,166            | 3,243,296            | 3,254,150            | 0.3%                        | -                             |
| County of San Diego                                       | 23,273,259           | 22,909,106           | 22,986,806           | 0.3%                        | (1,293,439)                   |
| <b>Total Local Street and Road Program</b>                | <b>\$119,055,566</b> | <b>\$117,203,612</b> | <b>\$117,598,766</b> | <b>0.3%</b>                 | <b>(\$3,665,606)</b>          |
| Local Environmental Mitigation Program (EMP) <sup>4</sup> | 7,364,262            | 7,249,708            | 7,274,150            | 0.3%                        | -                             |
| Local Smart Growth Incentive Program <sup>4</sup>         | 8,591,639            | 8,457,993            | 8,486,509            | 0.3%                        | -                             |
| Total Local System Improvement Allocations                | 135,011,467          | 132,911,313          | 133,359,425          | 0.3%                        | -                             |
| Interest Income (to be allocated) <sup>5</sup>            | 28,717,492           | 37,613,593           | 37,741,479           | 0.3%                        | -                             |
| <b>Total Program Allocations</b>                          | <b>\$455,410,475</b> | <b>\$457,692,835</b> | <b>\$459,248,990</b> | <b>0.3%</b>                 | <b>(\$135,128,254)</b>        |

<sup>1</sup> The Independent Taxpayer Oversight Committee (ITOC) allocation is based on the annual increase in the Consumer Price Index (CPI) beginning with FY 2002, using \$250,000 as the starting base. SANDAG policy, and in accordance with the Ordinance, is to use the current CPI index and calculate change from the base year.

<sup>2</sup> Transit System Improvements allocations include 'off-the-top' funding services for Americans with Disabilities Act (ADA)-related programs and for senior/disabled services, with the balance allocated by population to the Metropolitan Transit System and North County Transit District. The ADA funding is allocated to the transit agencies based on population, while the Senior Services program is allocated based on a competitive call for projects process.

<sup>3</sup> Local Street and Road program funds are allocated based on \$50,000 to each jurisdiction and the balance allocated by a formula based 2/3 on population data published by the State of California Department of Finance, and 1/3 on miles of maintained roads published by Caltrans. Individual city and county data as a percentage of the total of all city and county figures may fluctuate year to year.

<sup>4</sup> The Local EMP and Local Smart Growth Incentive programs are a subset under the Local System Improvement program designed to encourage early project mitigation and Smart Growth planning. These funds are available on a competitive call for projects process.

<sup>5</sup> Estimated FY 2025 and projected FY 2026 interest includes projected earnings on sales tax revenues and unspent bond proceeds held as investments.

FY 2026 TransNet Program

# Long-Term Debt Program

## Senior Lien Sales Tax Revenue Bonds:<sup>1</sup>

### 2010 Series A (Build America Bonds)

### 2016 Series A (Tax-Exempt Bonds)

### 2019 Series A, 2020 Series A (Taxable), 2021 Series A (Taxable)

### 2023 Series A (Taxable)

### Debt Service Allocation

| Period Ending | \$338,960,000 Series A 2010 Sales Tax Revenue Bonds (Build America Bonds) |                        |                             |                                   |                      | \$325,000,000 Series A 2016 Sales Tax Revenue Bonds (Tax Exempt) <sup>3</sup> |                  |                      | \$442,620,000 Series A 2019 Sales Tax Revenue Bonds (Taxable) <sup>6</sup> |                  |                      |
|---------------|---------------------------------------------------------------------------|------------------------|-----------------------------|-----------------------------------|----------------------|-------------------------------------------------------------------------------|------------------|----------------------|----------------------------------------------------------------------------|------------------|----------------------|
|               | Principal Payment                                                         | Gross Interest Payment | Federal Subsidy on Interest | Net Interest Payment <sup>2</sup> | Total Annual Payment | Principal Payment                                                             | Interest Payment | Total Annual Payment | Principal Payment                                                          | Interest Payment | Total Annual Payment |
| 6/30/2011     | -                                                                         | \$7,847,404            | \$(2,746,591)               | \$5,100,813                       | \$5,100,813          | -                                                                             | -                | -                    | -                                                                          | -                | -                    |
| 6/30/2012     | -                                                                         | 20,035,926             | (7,012,574)                 | 13,023,352                        | 13,023,352           | -                                                                             | -                | -                    | -                                                                          | -                | -                    |
| 6/30/2013     | -                                                                         | 20,035,926             | (7,012,574)                 | 13,023,352                        | 13,023,352           | -                                                                             | -                | -                    | -                                                                          | -                | -                    |
| 6/30/2014     | -                                                                         | 20,035,926             | (6,455,074)                 | 13,580,851                        | 13,580,851           | -                                                                             | -                | -                    | -                                                                          | -                | -                    |
| 6/30/2015     | -                                                                         | 20,035,926             | (6,504,162)                 | 13,531,763                        | 13,531,763           | -                                                                             | -                | -                    | -                                                                          | -                | -                    |
| 6/30/2016     | -                                                                         | 20,035,926             | (6,518,188)                 | 13,517,738                        | 13,517,738           | -                                                                             | -                | -                    | -                                                                          | -                | -                    |
| 6/30/2017     | -                                                                         | 20,035,926             | (6,532,213)                 | 13,503,713                        | 13,503,713           | 2,765,000                                                                     | 10,093,907       | 12,858,907           | -                                                                          | -                | -                    |
| 6/30/2018     | -                                                                         | 20,035,926             | (6,548,928)                 | 13,486,998                        | 13,486,998           | 4,555,000                                                                     | 16,111,750       | 20,666,750           | -                                                                          | -                | -                    |
| 6/30/2019     | -                                                                         | 20,035,926             | (6,563,769)                 | 13,472,156                        | 13,472,156           | 4,780,000                                                                     | 15,884,000       | 20,664,000           | -                                                                          | -                | -                    |
| 6/30/2020     | -                                                                         | 20,035,926             | (6,588,313)                 | 13,447,613                        | 13,447,613           | 5,020,000                                                                     | 15,645,000       | 20,665,000           | -                                                                          | \$3,858,269      | \$3,858,269          |
| 6/30/2021     | -                                                                         | 20,035,926             | (6,612,857)                 | 13,423,069                        | 13,423,069           | 5,270,000                                                                     | 15,394,000       | 20,664,000           | -                                                                          | 13,617,419       | 13,617,419           |
| 6/30/2022     | -                                                                         | 20,035,926             | (6,612,857)                 | 13,423,069                        | 13,423,069           | 5,535,000                                                                     | 15,130,500       | 20,665,500           | -                                                                          | 13,617,419       | 13,617,419           |
| 6/30/2023     | -                                                                         | 20,035,926             | (6,612,857)                 | 13,423,069                        | 13,423,069           | 5,810,000                                                                     | 14,853,750       | 20,663,750           | \$6,435,000                                                                | 13,617,419       | 20,052,419           |
| 6/30/2024     | -                                                                         | 20,035,926             | (6,612,857)                 | 13,423,069                        | 13,423,069           | 6,105,000                                                                     | 14,563,250       | 20,668,250           | -                                                                          | 10,175,521       | 10,175,521           |
| 6/30/2025     | -                                                                         | 20,035,926             | (6,612,857)                 | 13,423,069                        | 13,423,069           | 6,410,000                                                                     | 14,258,000       | 20,668,000           | -                                                                          | 10,175,521       | 10,175,521           |
| 6/30/2026     | -                                                                         | 20,035,926             | (6,612,857)                 | 13,423,069                        | 13,423,069           | 6,730,000                                                                     | 13,937,500       | 20,667,500           | -                                                                          | 10,175,521       | 10,175,521           |
| 6/30/2027     | -                                                                         | 20,035,926             | (6,612,857)                 | 13,423,069                        | 13,423,069           | 7,065,000                                                                     | 13,601,000       | 20,666,000           | -                                                                          | 10,175,521       | 10,175,521           |
| 6/30/2028     | -                                                                         | 20,035,926             | (6,612,857)                 | 13,423,069                        | 13,423,069           | 7,420,000                                                                     | 13,247,750       | 20,667,750           | -                                                                          | 10,175,521       | 10,175,521           |
| 6/30/2029     | -                                                                         | 20,035,926             | (6,612,857)                 | 13,423,069                        | 13,423,069           | 7,790,000                                                                     | 12,876,750       | 20,666,750           | -                                                                          | 10,175,521       | 10,175,521           |
| 6/30/2030     | -                                                                         | 20,035,926             | (6,612,857)                 | 13,423,069                        | 13,423,069           | 8,180,000                                                                     | 12,487,250       | 20,667,250           | -                                                                          | 10,175,521       | 10,175,521           |
| 6/30/2031     | -                                                                         | 20,035,926             | (6,612,857)                 | 13,423,069                        | 13,423,069           | 8,585,000                                                                     | 12,078,250       | 20,663,250           | -                                                                          | 10,175,521       | 10,175,521           |
| 6/30/2032     | -                                                                         | 20,035,926             | (6,612,857)                 | 13,423,069                        | 13,423,069           | 9,015,000                                                                     | 11,649,000       | 20,664,000           | -                                                                          | 10,175,521       | 10,175,521           |
| 6/30/2033     | -                                                                         | 20,035,926             | (6,612,857)                 | 13,423,069                        | 13,423,069           | 9,465,000                                                                     | 11,198,250       | 20,663,250           | -                                                                          | 10,175,521       | 10,175,521           |
| 6/30/2034     | -                                                                         | 20,035,926             | (6,612,857)                 | 13,423,069                        | 13,423,069           | 9,940,000                                                                     | 10,725,000       | 20,665,000           | -                                                                          | 10,175,521       | 10,175,521           |
| 6/30/2035     | -                                                                         | 20,035,926             | (6,612,857)                 | 13,423,069                        | 13,423,069           | 10,440,000                                                                    | 10,228,000       | 20,668,000           | 8,605,000                                                                  | 10,175,521       | 18,780,521           |
| 6/30/2036     | -                                                                         | 20,035,926             | (6,612,857)                 | 13,423,069                        | 13,423,069           | 10,960,000                                                                    | 9,706,000        | 20,666,000           | 8,770,000                                                                  | 9,900,333        | 18,670,333           |
| 6/30/2037     | -                                                                         | 20,035,926             | (6,612,857)                 | 13,423,069                        | 13,423,069           | 11,510,000                                                                    | 9,158,000        | 20,668,000           | 8,985,000                                                                  | 9,619,869        | 18,604,869           |
| 6/30/2038     | -                                                                         | 20,035,926             | (6,612,857)                 | 13,423,069                        | 13,423,069           | 12,085,000                                                                    | 8,582,500        | 20,667,500           | 8,950,000                                                                  | 9,332,528        | 18,282,528           |
| 6/30/2039     | 28,440,000                                                                | 20,035,926             | (6,612,857)                 | 13,423,069                        | 41,863,069           | 12,685,000                                                                    | 7,978,250        | 20,663,250           | 15,115,000                                                                 | 9,046,307        | 24,161,307           |
| 6/30/2040     | 29,535,000                                                                | 18,354,837             | (6,058,014)                 | 12,296,823                        | 41,831,823           | 13,320,000                                                                    | 7,344,000        | 20,664,000           | 16,220,000                                                                 | 8,562,930        | 24,782,930           |
| 6/30/2041     | 30,665,000                                                                | 16,609,023             | (5,481,808)                 | 11,127,215                        | 41,792,215           | 13,990,000                                                                    | 6,678,000        | 20,668,000           | 16,750,000                                                                 | 8,036,104        | 24,786,104           |

| <b>\$338,960,000 Series A 2010 Sales Tax Revenue Bonds<br/>(Build America Bonds)</b> |                              |                                   |                                        |                                             |                                 | <b>\$325,000,000 Series A 2016 Sales Tax<br/>Revenue Bonds<br/>(Tax Exempt)<sup>3</sup></b> |                             |                                 | <b>\$442,620,000 Series A 2019 Sales Tax<br/>Revenue Bonds<br/>(Taxable)<sup>6</sup></b> |                             |                                 |
|--------------------------------------------------------------------------------------|------------------------------|-----------------------------------|----------------------------------------|---------------------------------------------|---------------------------------|---------------------------------------------------------------------------------------------|-----------------------------|---------------------------------|------------------------------------------------------------------------------------------|-----------------------------|---------------------------------|
| <b>Period<br/>Ending</b>                                                             | <b>Principal<br/>Payment</b> | <b>Gross Interest<br/>Payment</b> | <b>Federal Subsidy<br/>on Interest</b> | <b>Net Interest<br/>Payment<sup>2</sup></b> | <b>Total Annual<br/>Payment</b> | <b>Principal<br/>Payment</b>                                                                | <b>Interest<br/>Payment</b> | <b>Total Annual<br/>Payment</b> | <b>Principal<br/>Payment</b>                                                             | <b>Interest<br/>Payment</b> | <b>Total Annual<br/>Payment</b> |
| 6/30/2042                                                                            | 31,845,000                   | 14,796,415                        | (4,883,557)                            | 9,912,858                                   | 41,757,858                      | 14,685,000                                                                                  | 5,978,500                   | 20,663,500                      | 17,887,000                                                                               | 7,492,064                   | 25,379,064                      |
| 6/30/2043                                                                            | 33,070,000                   | 12,914,057                        | (4,262,285)                            | 8,651,772                                   | 41,721,772                      | 15,420,000                                                                                  | 5,244,250                   | 20,664,250                      | 32,690,000                                                                               | 6,911,094                   | 39,601,094                      |
| 6/30/2044                                                                            | 34,340,000                   | 10,959,290                        | (3,617,114)                            | 7,342,176                                   | 41,682,176                      | 16,190,000                                                                                  | 4,473,250                   | 20,663,250                      | 33,750,000                                                                               | 5,849,323                   | 39,599,323                      |
| 6/30/2045                                                                            | 35,660,000                   | 8,929,452                         | (2,947,166)                            | 5,982,286                                   | 41,642,286                      | 17,000,000                                                                                  | 3,663,750                   | 20,663,750                      | 34,845,000                                                                               | 4,753,123                   | 39,598,123                      |
| 6/30/2046                                                                            | 37,030,000                   | 6,821,590                         | (2,251,466)                            | 4,570,124                                   | 41,600,124                      | 17,850,000                                                                                  | 2,813,750                   | 20,663,750                      | 35,980,000                                                                               | 3,621,358                   | 39,601,358                      |
| 6/30/2047                                                                            | 38,450,000                   | 4,632,746                         | (1,529,038)                            | 3,103,708                                   | 41,553,708                      | 18,745,000                                                                                  | 1,921,250                   | 20,666,250                      | 37,155,000                                                                               | 2,452,727                   | 39,607,727                      |
| 6/30/2048                                                                            | 39,925,000                   | 2,359,967                         | (778,907)                              | 1,581,060                                   | 41,506,060                      | 19,680,000                                                                                  | 984,000                     | 20,664,000                      | 38,360,000                                                                               | 1,245,933                   | 39,605,933                      |
| <b>Total</b>                                                                         | <b>\$338,960,000</b>         | <b>\$665,230,709</b>              | <b>(\$219,936,027)</b>                 | <b>\$445,294,679</b>                        | <b>\$784,254,679</b>            | <b>\$325,000,000</b>                                                                        | <b>\$328,488,407</b>        | <b>\$653,488,407</b>            | <b>\$320,497,000</b>                                                                     | <b>\$253,640,476</b>        | <b>\$574,137,476</b>            |

| Period Ending | \$74,820,000 Series A 2020 Sales Tax Revenue Bond (Taxable) |                     |                       | \$149,840,000 Series A 2021 Sales Tax Revenue Bonds (Taxable) <sup>4</sup> |                     |                      | \$433,355,000 Series A 2023 Sales Tax Revenue Bonds (Taxable) <sup>5</sup> |                      |                      | Total Debt Service Payment |
|---------------|-------------------------------------------------------------|---------------------|-----------------------|----------------------------------------------------------------------------|---------------------|----------------------|----------------------------------------------------------------------------|----------------------|----------------------|----------------------------|
|               | Principal Payment                                           | Interest Payment    | Total Annual Payment  | Principal Payment                                                          | Interest Payment    | Total Annual Payment | Principal Payment                                                          | Interest Payment     | Total Annual Payment |                            |
| 6/30/2011     | -                                                           | -                   | -                     | -                                                                          | -                   | -                    | -                                                                          | -                    | -                    | \$5,100,813                |
| 6/30/2012     | -                                                           | -                   | -                     | -                                                                          | -                   | -                    | -                                                                          | -                    | -                    | 13,023,352                 |
| 6/30/2013     | -                                                           | -                   | -                     | -                                                                          | -                   | -                    | -                                                                          | -                    | -                    | 13,023,352                 |
| 6/30/2014     | -                                                           | -                   | -                     | -                                                                          | -                   | -                    | -                                                                          | -                    | -                    | 13,580,851                 |
| 6/30/2015     | -                                                           | -                   | -                     | -                                                                          | -                   | -                    | -                                                                          | -                    | -                    | 13,531,763                 |
| 6/30/2016     | -                                                           | -                   | -                     | -                                                                          | -                   | -                    | -                                                                          | -                    | -                    | 13,517,738                 |
| 6/30/2017     | -                                                           | -                   | -                     | -                                                                          | -                   | -                    | -                                                                          | -                    | -                    | 26,362,620                 |
| 6/30/2018     | -                                                           | -                   | -                     | -                                                                          | -                   | -                    | -                                                                          | -                    | -                    | 34,153,748                 |
| 6/30/2019     | -                                                           | -                   | -                     | -                                                                          | -                   | -                    | -                                                                          | -                    | -                    | 34,136,156                 |
| 6/30/2020     | -                                                           | 414,604             | 414,604               | -                                                                          | -                   | -                    | -                                                                          | -                    | -                    | 38,385,486                 |
| 6/30/2021     | 1,540,000                                                   | 3,553,750           | 5,093,750             | -                                                                          | -                   | -                    | -                                                                          | -                    | -                    | 52,798,238                 |
| 6/30/2022     | 1,620,000                                                   | 3,476,750           | 5,096,750             | -                                                                          | 3,017,568           | 3,017,568            | -                                                                          | -                    | -                    | 55,820,306                 |
| 6/30/2023     | 1,705,000                                                   | 3,395,750           | 5,100,750             | -                                                                          | 2,968,100           | 2,968,100            | -                                                                          | -                    | -                    | 62,208,088                 |
| 6/30/2024     | 1,785,000                                                   | 3,310,500           | 5,095,500             | -                                                                          | 2,968,100           | 2,968,100            | 15,940,000                                                                 | 15,528,554           | 31,468,554           | 83,798,994                 |
| 6/30/2025     | 1,880,000                                                   | 3,221,250           | 5,101,250             | 9,660,000                                                                  | 2,968,100           | 12,628,100           | 21,700,000                                                                 | 20,870,750           | 42,570,750           | 104,566,690                |
| 6/30/2026     | 1,965,000                                                   | 3,127,250           | 5,092,250             | 8,915,000                                                                  | 2,887,342           | 11,802,342           | 22,730,000                                                                 | 19,785,750           | 42,515,750           | 103,676,432                |
| 6/30/2027     | 2,065,000                                                   | 3,029,000           | 5,094,000             | 9,010,000                                                                  | 2,794,983           | 11,804,983           | 23,800,000                                                                 | 18,649,250           | 42,449,250           | 103,612,823                |
| 6/30/2028     | 2,145,000                                                   | 2,946,400           | 5,091,400             | 9,135,000                                                                  | 2,669,293           | 11,804,293           | 24,930,000                                                                 | 17,459,250           | 42,389,250           | 103,551,283                |
| 6/30/2029     | 2,250,000                                                   | 2,839,150           | 5,089,150             | 9,270,000                                                                  | 2,532,725           | 11,802,725           | 26,115,000                                                                 | 16,212,750           | 42,327,750           | 103,484,965                |
| 6/30/2030     | 2,370,000                                                   | 2,726,650           | 5,096,650             | 9,435,000                                                                  | 2,369,295           | 11,804,295           | 27,350,000                                                                 | 14,907,000           | 42,257,000           | 103,423,785                |
| 6/30/2031     | 1,980,000                                                   | 2,608,150           | 4,588,150             | 9,615,000                                                                  | 2,193,521           | 11,808,521           | 29,235,000                                                                 | 13,539,500           | 42,774,500           | 103,433,011                |
| 6/30/2032     | 2,080,000                                                   | 2,509,150           | 4,589,150             | 9,800,000                                                                  | 2,004,779           | 11,804,779           | 30,625,000                                                                 | 12,077,750           | 42,702,750           | 103,359,269                |
| 6/30/2033     | 2,185,000                                                   | 2,405,150           | 4,590,150             | 10,000,000                                                                 | 1,802,605           | 11,802,605           | 32,090,000                                                                 | 10,546,500           | 42,636,500           | 103,291,095                |
| 6/30/2034     | 2,295,000                                                   | 2,295,900           | 4,590,900             | 10,215,000                                                                 | 1,591,305           | 11,806,305           | 33,615,000                                                                 | 8,942,000            | 42,557,000           | 103,217,795                |
| 6/30/2035     | 2,410,000                                                   | 2,181,150           | 4,591,150             | 10,435,000                                                                 | 1,365,247           | 11,800,247           | 26,760,000                                                                 | 7,261,250            | 34,021,250           | 103,284,237                |
| 6/30/2036     | 2,530,000                                                   | 2,060,650           | 4,590,650             | 10,690,000                                                                 | 1,118,668           | 11,808,668           | 28,125,000                                                                 | 5,923,250            | 34,048,250           | 103,206,970                |
| 6/30/2037     | 2,655,000                                                   | 1,934,150           | 4,589,150             | 10,945,000                                                                 | 857,511             | 11,802,511           | 29,510,000                                                                 | 4,517,000            | 34,027,000           | 103,114,598                |
| 6/30/2038     | 2,790,000                                                   | 1,801,400           | 4,591,400             | 11,215,000                                                                 | 587,935             | 11,802,935           | 31,215,000                                                                 | 3,041,500            | 34,256,500           | 103,023,933                |
| 6/30/2039     | 2,925,000                                                   | 1,661,900           | 4,586,900             | 11,500,000                                                                 | 300,495             | 11,800,495           | -                                                                          | 1,480,750            | 1,480,750            | 104,555,771                |
| 6/30/2040     | 3,075,000                                                   | 1,515,650           | 4,590,650             | -                                                                          | -                   | -                    | 9,580,000                                                                  | 1,480,750            | 11,060,750           | 102,930,153                |
| 6/30/2041     | 3,225,000                                                   | 1,361,900           | 4,586,900             | -                                                                          | -                   | -                    | 10,065,000                                                                 | 1,001,750            | 11,066,750           | 102,899,969                |
| 6/30/2042     | 3,390,000                                                   | 1,200,650           | 4,590,650             | -                                                                          | -                   | -                    | 9,970,000                                                                  | 498,500              | 10,468,500           | 102,859,572                |
| 6/30/2043     | 3,560,000                                                   | 1,031,150           | 4,591,150             | -                                                                          | -                   | -                    | -                                                                          | -                    | -                    | 106,578,267                |
| 6/30/2044     | 3,735,000                                                   | 853,150             | 4,588,150             | -                                                                          | -                   | -                    | -                                                                          | -                    | -                    | 106,532,900                |
| 6/30/2045     | 3,925,000                                                   | 666,400             | 4,591,400             | -                                                                          | -                   | -                    | -                                                                          | -                    | -                    | 106,495,560                |
| 6/30/2046     | 4,080,000                                                   | 509,400             | 4,589,400             | -                                                                          | -                   | -                    | -                                                                          | -                    | -                    | 106,454,632                |
| 6/30/2047     | 4,245,000                                                   | 346,200             | 4,591,200             | -                                                                          | -                   | -                    | -                                                                          | -                    | -                    | 106,418,885                |
| 6/30/2048     | 4,410,000                                                   | 176,400             | 4,586,400             | -                                                                          | -                   | -                    | -                                                                          | -                    | -                    | 106,362,393                |
| <b>Total</b>  | <b>\$74,820,000</b>                                         | <b>\$59,159,554</b> | <b>\$ 133,979,554</b> | <b>\$149,840,000</b>                                                       | <b>\$36,997,570</b> | <b>\$186,837,570</b> | <b>\$433,355,000</b>                                                       | <b>\$193,723,804</b> | <b>\$627,078,804</b> | <b>\$2,959,776,490</b>     |

## Long-Term Debt Program Notes

---

- <sup>1</sup> This schedule only reflects debt issued that will be repaid with TransNet sales tax dollars. In August of FY2020, the 2019 Series A and B Capital Grants Receipts Revenue Bonds were issued which is secured solely by Grant Receipts and therefore is not reflected on this schedule.
- <sup>2</sup> The 2010 Build America Bonds interest payments are net of the federal interest subsidy, which is approximately 27% of the total interest cost (prior to the Federal Sequestration in March 2013, the interest subsidy was 35%). Gross Interest Payment for FY 2026 is \$20,035,926 with an estimated subsidy (receipt) of \$6,612,857.
- <sup>3</sup> On December 19, 2019, \$246,910,000 of the 2012 Bonds and \$155,335,000 of the 2014 Bonds were redeemed through the issuance of the 2019 Bonds.
- <sup>4</sup> On March 25, 2021, \$146,365,000 of the 2014 Bonds were redeemed through the issuance of the 2021 Bonds.
- <sup>5</sup> On July 13, 2023, \$383,700,000 of the 2008 Series A/B/C/D bonds, \$80,960,000 and \$41,163,000 of the 2019 Series A bonds redeemed through the issuance of the 2023 Bonds

## Short-Term Debt Program / Subordinate Lien Debt

### 2021 Series B Sales Tax Revenue Bonds (Tax-Exempt)

### Series B Subordinate Sales Tax Revenue Commercial Paper Notes Debt Service Allocation

| Period Ending | \$116,150,000 Series B<br>2021 Sales Tax Revenue Bonds<br>(Tax-Exempt) |                      |                         | \$100,000,000 Series B<br>Commercial Paper Notes <sup>1,2</sup> |                                  |                         | Total Debt<br>Service Payment |
|---------------|------------------------------------------------------------------------|----------------------|-------------------------|-----------------------------------------------------------------|----------------------------------|-------------------------|-------------------------------|
|               | Principal<br>Payment                                                   | Interest<br>Payment  | Total Annual<br>Payment | Principal<br>Payment                                            | Interest<br>Payment <sup>2</sup> | Total Annual<br>Payment |                               |
| 6/30/2023     | -                                                                      | \$5,904,292          | \$5,904,292             | \$2,312,000                                                     | \$955,572                        | \$3,267,572             | \$9,171,864                   |
| 6/30/2023     | -                                                                      | 5,807,500            | 5,807,500               | 2,510,000                                                       | 789,093                          | 3,299,093               | 9,106,593                     |
| 6/30/2024     | -                                                                      | 5,807,500            | 5,807,500               | 26,464,000 <sup>3</sup>                                         | 672,085                          | 27,136,085              | 32,943,585                    |
| 6/30/2025     | -                                                                      | 5,807,500            | 5,807,500               | 479,000                                                         | 10,942                           | 489,942                 | 6,297,442                     |
| 6/30/2026     | 3,240,000                                                              | 5,807,500            | 9,047,500               | 418,000                                                         | 2,920                            | 420,920                 | 9,468,420                     |
| 6/30/2027     | 3,400,000                                                              | 5,645,500            | 9,045,500               | -                                                               | -                                | -                       | 9,045,500                     |
| 6/30/2028     | 3,570,000                                                              | 5,475,500            | 9,045,500               | -                                                               | -                                | -                       | 9,045,500                     |
| 6/30/2029     | 3,750,000                                                              | 5,297,000            | 9,047,000               | -                                                               | -                                | -                       | 9,047,000                     |
| 6/30/2030     | 3,935,000                                                              | 5,109,500            | 9,044,500               | -                                                               | -                                | -                       | 9,044,500                     |
| 6/30/2031     | 4,130,000                                                              | 4,912,750            | 9,042,750               | -                                                               | -                                | -                       | 9,042,750                     |
| 6/30/2032     | 4,340,000                                                              | 4,706,250            | 9,046,250               | -                                                               | -                                | -                       | 9,046,250                     |
| 6/30/2033     | 4,555,000                                                              | 4,489,250            | 9,044,250               | -                                                               | -                                | -                       | 9,044,250                     |
| 6/30/2034     | 4,780,000                                                              | 4,261,500            | 9,041,500               | -                                                               | -                                | -                       | 9,041,500                     |
| 6/30/2035     | 5,025,000                                                              | 4,022,500            | 9,047,500               | -                                                               | -                                | -                       | 9,047,500                     |
| 6/30/2036     | 5,270,000                                                              | 3,771,250            | 9,041,250               | -                                                               | -                                | -                       | 9,041,250                     |
| 6/30/2037     | 5,540,000                                                              | 3,507,750            | 9,047,750               | -                                                               | -                                | -                       | 9,047,750                     |
| 6/30/2038     | 5,815,000                                                              | 3,230,750            | 9,045,750               | -                                                               | -                                | -                       | 9,045,750                     |
| 6/30/2039     | 6,105,000                                                              | 2,940,000            | 9,045,000               | -                                                               | -                                | -                       | 9,045,000                     |
| 6/30/2040     | 4,780,000                                                              | 2,634,750            | 7,414,750               | -                                                               | -                                | -                       | 7,414,750                     |
| 6/30/2041     | 5,015,000                                                              | 2,395,750            | 7,410,750               | -                                                               | -                                | -                       | 7,410,750                     |
| 6/30/2042     | 5,270,000                                                              | 2,145,000            | 7,415,000               | -                                                               | -                                | -                       | 7,415,000                     |
| 6/30/2043     | 5,530,000                                                              | 1,881,500            | 7,411,500               | -                                                               | -                                | -                       | 7,411,500                     |
| 6/30/2044     | 5,810,000                                                              | 1,605,000            | 7,415,000               | -                                                               | -                                | -                       | 7,415,000                     |
| 6/30/2045     | 6,100,000                                                              | 1,314,500            | 7,414,500               | -                                                               | -                                | -                       | 7,414,500                     |
| 6/30/2046     | 6,405,000                                                              | 1,009,500            | 7,414,500               | -                                                               | -                                | -                       | 7,414,500                     |
| 6/30/2047     | 6,725,000                                                              | 689,250              | 7,414,250               | -                                                               | -                                | -                       | 7,414,250                     |
| 6/30/2048     | 7,060,000                                                              | 353,000              | 7,413,000               | -                                                               | -                                | -                       | 7,413,000                     |
| <b>Total</b>  | <b>\$116,150,000</b>                                                   | <b>\$100,532,042</b> | <b>\$216,682,042</b>    | <b>\$32,183,000</b>                                             | <b>\$2,430,611</b>               | <b>\$34,613,611</b>     | <b>\$251,295,653</b>          |

<sup>1</sup> The Commercial Paper Program authorized capacity is \$100,000,000. Principal payments are based on outstanding Commercial Paper for payments using TransNet revenues. At June 30, 2026, there will be an outstanding principal balance of \$14,900,000 related to the North County Transit District Certificates of Participation. No TransNet is used to repay this balance.

<sup>2</sup> The Commercial Paper interest payments are based on an interest rate of 3.5% for budgeting purposes. Interest rates over the last two years have ranged from 0.1% to 3.78%. Actual interest payments will be at the actual market rate.

<sup>3</sup> By June 30, 2024, the City of San Diego paid down the remaining \$26,167,000 of their outstanding Commercial Paper using their local funds. No TransNet funds will be used to repay this balance.



## Short-Term Debt Program

Junior Subordinate Debt Lien

2021 TIFIA Loan

Debt Service Allocation

| Period Ending | \$537,484,439 2021 TIFIA Loan <sup>1</sup> |                      |                      |                            |
|---------------|--------------------------------------------|----------------------|----------------------|----------------------------|
|               | Principal Payment                          | Interest Payment     | Total Annual Payment | Total Debt Service Payment |
| 6/30/2026     | \$12,022,385                               | \$9,781,016          | \$21,803,402         | \$21,803,402               |
| 6/30/2027     | 13,180,029                                 | 9,565,630            | 22,745,659           | 22,745,659                 |
| 6/30/2028     | 14,374,679                                 | 9,342,436            | 23,717,115           | 23,717,115                 |
| 6/30/2029     | 15,687,031                                 | 9,060,001            | 24,747,032           | 24,747,032                 |
| 6/30/2030     | 17,002,716                                 | 8,792,404            | 25,795,120           | 25,795,120                 |
| 6/30/2031     | 18,401,533                                 | 8,488,819            | 26,890,353           | 26,890,353                 |
| 6/30/2032     | 19,849,670                                 | 8,171,529            | 28,021,199           | 28,021,199                 |
| 6/30/2033     | 21,417,952                                 | 7,795,509            | 29,213,462           | 29,213,462                 |
| 6/30/2034     | 23,007,837                                 | 7,424,723            | 30,432,560           | 30,432,560                 |
| 6/30/2035     | 24,689,147                                 | 7,014,826            | 31,703,973           | 31,703,973                 |
| 6/30/2036     | 26,434,516                                 | 6,584,020            | 33,018,536           | 33,018,536                 |
| 6/30/2037     | 28,301,366                                 | 6,095,976            | 34,397,342           | 34,397,342                 |
| 6/30/2038     | 30,212,434                                 | 5,601,034            | 35,813,468           | 35,813,468                 |
| 6/30/2039     | 32,224,016                                 | 5,063,627            | 37,287,643           | 37,287,643                 |
| 6/30/2040     | 34,317,232                                 | 4,496,573            | 38,813,805           | 38,813,805                 |
| 6/30/2041     | 36,531,850                                 | 3,874,977            | 40,406,826           | 40,406,826                 |
| 6/30/2042     | 38,818,432                                 | 3,231,358            | 42,049,790           | 42,049,790                 |
| 6/30/2043     | 41,215,483                                 | 2,541,677            | 43,757,160           | 43,757,160                 |
| 6/30/2044     | 43,715,047                                 | 1,811,810            | 45,526,857           | 45,526,857                 |
| 6/30/2045     | 46,334,161                                 | 1,031,573            | 47,365,734           | 47,365,734                 |
| 6/30/2046     | 24,094,317                                 | 211,403              | 24,305,720           | 24,305,720                 |
| 6/30/2047     | -                                          | -                    | -                    | -                          |
| 6/30/2048     | -                                          | -                    | -                    | -                          |
| <b>Total</b>  | <b>\$561,831,833</b>                       | <b>\$125,980,924</b> | <b>\$687,812,757</b> | <b>687,812,757</b>         |

<sup>1</sup> On September 15, 2023, \$537,480,000 of the 2021 Short-Term Notes were refunded through the issuance of the 2021 Transportation Infrastructure Finance and Innovation Act Loan. Financing supports the Mid-Coast Light Rail Transit project.

**Project Expenses**

| Expense                                              | FY 2024<br>Estimated Actual | FY 2025<br>Budget | FY 2026<br>Budget |
|------------------------------------------------------|-----------------------------|-------------------|-------------------|
| SANDAG Salaries, Benefits, Indirect <sup>1</sup>     | \$89,735                    | \$272,818         | \$353,497         |
| Annual Fiscal Audits                                 | \$119,520                   | \$122,485         | \$122,485         |
| Triennial Performance Audit                          | \$316,055                   | -                 | -                 |
| Other Direct Costs <sup>2</sup>                      | -                           | \$2,130           | \$2,185           |
| Advertisement                                        | \$2,249                     | \$1,890           | \$1,939           |
| Postage/Delivery                                     | -                           | \$243             | \$249             |
| Meeting Interpretation Services                      | \$5,749                     | \$9,898           | \$10,155          |
| Reserve for Outside Consulting Services <sup>3</sup> | -                           | \$26,865          | \$27,563          |
| <b>Total Project Expenses</b>                        | <b>\$533,308</b>            | <b>\$436,329</b>  | <b>\$518,073</b>  |
| <b>Carryover Balance<sup>4</sup></b>                 | <b>\$362,404</b>            | <b>\$348,091</b>  | <b>\$446,296</b>  |
| <b>Net Difference</b>                                | <b>(\$33,703)</b>           | <b>\$78,815</b>   | <b>\$10,310</b>   |
| <b>Current Year Interest Earned<sup>5</sup></b>      | <b>\$19,390</b>             | <b>\$19,390</b>   | <b>\$19,894</b>   |
| <b>Total<sup>6</sup></b>                             | <b>\$348,091</b>            | <b>\$446,296</b>  | <b>\$476,500</b>  |

**Annual Project Funding<sup>7</sup>**

| Funding               | FY 2024<br>Funding | FY 2025<br>Funding | FY 2026<br>Funding |
|-----------------------|--------------------|--------------------|--------------------|
| TransNet ITOC Program | \$499,605          | \$515,144          | \$528,383          |
| <b>Total</b>          | <b>\$499,605</b>   | <b>\$515,144</b>   | <b>\$528,383</b>   |

**Objective**

The objective of this work element is to meet the requirements of the TransNet Extension Ordinance by supporting the Independent Taxpayer Oversight Committee (ITOC) in its role of providing independent oversight of the TransNet Program. Key activities for FY 2026 include facilitating ITOC meetings, conducting annual TransNet fiscal and compliance audits, producing the annual ITOC report, and improving committee membership processes to minimize vacancies and ensure consistent quorums.

**Previous Accomplishments**

Previous accomplishments include overseeing the annual fiscal and compliance audits, completing the FY 2024 TransNet Triennial Performance Audit, reviewing TransNet Program Updates, and finalizing the FY 2025 ITOC Annual Report. Staff has also successfully managed the day-to-day coordination of ITOC meetings, including solicitations for new members, onboarding, and meeting preparation. Coordination of the biannual selection committee and efforts to refine the selection process for new and reappointed members have further supported the committee's effectiveness. Additionally, processes for the Triennial Performance Audit Quarterly Updates were enhanced with updated graphs, charts, and forms, improving the clarity and accessibility of audit findings.

**Justification**

The ITOC Program fulfills a voter mandate in the TransNet Extension Ordinance.

<sup>1</sup> Salaries, benefits, indirect costs for SANDAG staff supporting the ITOC.

<sup>2</sup> Mileage and parking reimbursement for ITOC members.

<sup>3</sup> Reserve started at \$20,000 in FY 2013 with CPI adjustment each subsequent year.

<sup>4</sup> Carryover balance is transferred from the prior year and includes a net difference between annual funding and expenses, prior year unspent funding, and may include interest earned.

<sup>5</sup> Current Year Interest Earned will be added to "Carryover TransNet Revenue - unbudgeted" in future years.

<sup>6</sup> Year-end carryover balance.

<sup>7</sup> Annual revenue is \$250,000 (\$2000) escalated annually by the most current Consumer Price Index (CPI).

## Product, Tasks, and Schedule for FY 2026

| Task No. | Total     | Task Description                                                                                                                                                                                                                                                                                                                                                                                                          | Task Product                                                                                                                                                                                    | Completion Date |
|----------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 1.       | \$518,073 | Staff support for ongoing ITOC meetings; development of the ITOC work program. Produce annual ITOC report in accordance with the TransNet Extension Ordinance. Provide additional review services by independent consultant, as appropriate. Oversee annual TransNet fiscal and compliance audits and present recommendations and findings, if any, to the ITOC, Transportation Committee, and SANDAG Board of Directors. | Monthly ITOC meeting agendas and reports; 2025 ITOC Annual Report to the Board of Directors; Independent report to the Board of Directors; FY 2025 TransNet Fiscal and Compliance Audit Report. | 6/30/2026       |

### Future Activities

Future activities include continued support for ongoing ITOC meetings, producing FY 2026 ITOC Annual Report, and overseeing the annual fiscal and compliance audits.

## Active Transportation Grant Program

The Active Transportation Grant program (ATGP) (formerly known as the Bicycle, Pedestrian, and Neighborhood Safety program — BPNS) is a competitive grant program supporting bicycle and pedestrian infrastructure and neighborhood safety enhancement projects. The program's TransNet funds also are supplemented with available Transportation Development Act Article 3 funds.

Projects funded through TransNet<sup>1</sup>

| Project No.                        | Contract No. | Grantee          | Project Title                                                         | Grant Amount        | Anticipated Expenditures |         |        |
|------------------------------------|--------------|------------------|-----------------------------------------------------------------------|---------------------|--------------------------|---------|--------|
|                                    |              |                  |                                                                       |                     | Prior <sup>2</sup>       | FY 2026 | Future |
| 1223071                            | 5004838      | City of Carlsbad | Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project | \$1,054,000         | \$599,445                | -       | -      |
| <b>Total Active Projects</b>       |              |                  |                                                                       | <b>1,054,000</b>    | <b>599,445</b>           | -       | -      |
| <b>Subtotal Projects Completed</b> |              |                  |                                                                       | <b>15,632,270</b>   | <b>13,931,775</b>        | -       | -      |
| <b>Grand Total</b>                 |              |                  |                                                                       | <b>\$16,686,270</b> | <b>\$14,531,220</b>      | -       | -      |

<sup>1</sup> The project shown above was selected for funding through the Active Transportation Program (ATP) Cycle 2 Call for Projects. The Board of Directors approved an exchange of the state ATP funding for TransNet funding at its October 23, 2015 meeting.

<sup>2</sup> Prior expenditures are calculated based on actual previous expenditures plus estimated expenditures for FY 2025. Prior Expenditures from completed projects are actual project costs. Any grant balance remaining is used for future call for projects in the TransNet ATGP.

## Senior Services Transportation Grant Program

The Senior Services Transportation Grant program is a competitive grant program awarded for projects and operations that support mobility and access for seniors.<sup>1</sup>

| Project No.                                    | Grantee               | Project Title                   | Grant Amount        | Anticipated Expenditures |                    |                  |
|------------------------------------------------|-----------------------|---------------------------------|---------------------|--------------------------|--------------------|------------------|
|                                                |                       |                                 |                     | Prior <sup>2</sup>       | FY 2026            | Future           |
| 1271000                                        | Jewish Family Service | On the Go (North County Inland) | \$2,313,518         | \$2,206,356              | \$107,162          | -                |
| 1271100                                        | Peninsula Shepherd    | Out and About                   | 785,530             | 568,320                  | 10,452             | -                |
| 1271300                                        | Traveler's Aid        | SenioRide                       | 2,659,103           | 2,409,103                | 250,000            | -                |
| 1271800                                        | Jewish Family Service | On the Go (Eastern San Diego)   | 1,314,013           | 1,135,548                | 178,464            | -                |
| 1271900                                        | FACT                  | CTSA & Brokerage Services       | 3,190,164           | 2,498,251                | 395,379            | 296,534          |
| 1272000                                        | Jewish Family Service | On the Go (Northern San Diego)  | 1,639,791           | 1,456,934                | 182,857            | -                |
| 1272600                                        | Traveler's Aid        | RIDEFinder                      | 185,500             | 135,442                  | -                  | -                |
| 1272700                                        | ElderHelp             | Seniors a Go Go                 | 532,151             | 390,854                  | 141,297            | -                |
| 1272800                                        | Jewish Family Service | On the Go (NCI, NSD, ESD)       | 1,174,856           | 440,571                  | 441,571            | 293,714          |
| <b>Total Active Grants</b>                     |                       |                                 | <b>\$13,794,626</b> | <b>\$11,241,378</b>      | <b>\$1,707,182</b> | <b>\$590,248</b> |
| <b>Subtotal Projects Completed<sup>3</sup></b> |                       |                                 | <b>\$10,150,541</b> | <b>\$10,150,541</b>      | <b>-</b>           | <b>-</b>         |
| <b>Grand Total</b>                             |                       |                                 | <b>\$23,945,167</b> | <b>\$21,391,919</b>      | <b>\$1,707,182</b> | <b>\$590,248</b> |

<sup>1</sup> The grant awards shown reflect the current and active SANDAG projects per the FY 2009 - FY 2023 call for projects as approved by the Board of Directors on September 26, 2008, February 25, 2011, March 22, 2013, February 27, 2015, July 22, 2016, March 24, 2017, March 22, 2019, March 26, 2021, and February 24, 2023. As grant projects are completed, original grant awards may be reduced to reflect actual costs at close out, with remaining funds returned to the pool for future use.

<sup>2</sup> Prior expenditures are calculated based on actual previous expenditures. Any grant balance remaining is used for future call for projects in the TransNet Senior Services Transportation Grant program.

<sup>3</sup> 82 projects completed prior to FY 2025

## Smart Growth Incentive Program

The Smart Growth Incentive Program (SGIP) provides competitive grant funding to local jurisdictions for comprehensive public infrastructure projects and planning activities that facilitate compact, mixed-use, transit-oriented development and increase housing and transportation choices.

| Project No.                                    | Contract No. | Jurisdiction        | Project Title                                                     | Grant Amount        | Anticipated Expenditures |                  |                    |
|------------------------------------------------|--------------|---------------------|-------------------------------------------------------------------|---------------------|--------------------------|------------------|--------------------|
|                                                |              |                     |                                                                   |                     | Prior <sup>1</sup>       | FY 2026          | Future             |
| 1224068                                        | 5005489      | City of El Cajon    | Main Street- Green Street Gateway                                 | \$2,500,000         | \$1,922,352              | -                | \$400,000          |
| 1224060                                        | 5005490      | City of Lemon Grove | Connect Main Street                                               | 2,500,000           | 1,128,745                | 56,739           | 1,314,516          |
| 1224063                                        | 5005484      | City of San Diego   | Downtown Mobility Cycle Way Improvement Phase 1 & II <sup>2</sup> | 2,500,000           | 2,500,000                | -                | -                  |
| 1224065                                        | 5005486      | City of San Diego   | East Village Green Park, Phase 1                                  | 1,039,748           | 291,386                  | 49,392           | 524,228            |
| 1224070                                        | S1021722     | City of Escondido   | Escondido General Plan Amendments and Environmental Review        | 175,000             | -                        | 7,306            | 91,469             |
| 1224072                                        | S1021763     | City of San Diego   | Mid-City Communities Smart Growth Study Areas                     | 500,000             | 248,035                  | 97,517           | 92,669             |
| 1224073                                        | S1021810     | City of Santee      | Santee Specific Plan                                              | 400,000             | 259,426                  | -                | 140,574            |
| 1224074                                        | S1022285     | County of San Diego | Community Based Transportation Program                            | 500,000             | 101,341                  | -                | 200,000            |
| <b>Total Active Projects</b>                   |              |                     |                                                                   | <b>\$10,114,748</b> | <b>\$6,451,284</b>       | <b>\$210,953</b> | <b>\$2,763,457</b> |
| <b>Subtotal Projects Completed<sup>3</sup></b> |              |                     |                                                                   | <b>\$49,842,261</b> | <b>\$46,783,408</b>      | <b>-</b>         | <b>-</b>           |
| <b>Grand Total</b>                             |              |                     |                                                                   | <b>\$59,957,009</b> | <b>\$53,234,692</b>      | <b>\$210,953</b> | <b>\$2,763,457</b> |

<sup>1</sup> Prior expenditures are calculated based on actual previous expenditures plus estimated expenditures for FY 2024. Prior Expenditures from completed projects are actual project costs. Any grant balance remaining is used for future call for projects in the TransNet SGIP.

<sup>2</sup> Project is complete and one of the City's contractors is under investigation by the Department of Industrial Relations. Once the labor compliance issues are resolved by the DIR, the project will be closed.

<sup>3</sup> 60 projects completed prior to FY 2025

## Regional Habitat Conservation Fund

SANDAG has established a Regional Habitat Conservation Fund. This program is a component of the TransNet Environmental Mitigation program (EMP) (1200300) shown in the TransNet Program of Projects as part of Chapter 5. Contracts are awarded to land managers to assist with regional management and monitoring needs to promote regional habitat conservation and reduce the potential for listing of future species as endangered by the federal and state wildlife agencies. The Board of Directors allocates funding on an annual basis to complete specific tasks.

| Project No. | Project Title                                                 | Approved Budget     | Anticipated Expenditures |                    |                  |
|-------------|---------------------------------------------------------------|---------------------|--------------------------|--------------------|------------------|
|             |                                                               |                     | Prior <sup>1</sup>       | FY 2026            | Future           |
| 1200300     | Regional Habitat Conservation Fund <sup>2</sup>               | \$892,947           | \$584,974                | \$307,973          | -                |
| 1200302     | Post Fire Monitoring and Recovery                             | 3,461,805           | 3,232,804                | 229,001            | -                |
| 1200312     | Program Developer/Administrator                               | 1,821,425           | 1,798,887                | 22,538             | -                |
| 1200313     | Invasive Plant Species Management                             | 3,655,000           | 3,654,877                | 123                | -                |
| 1200316     | Management Coordinator                                        | 2,444,858           | 2,054,857                | 389,742            | 259              |
| 1200318     | Updated Vegetation Mapping                                    | 1,579,839           | 1,222,804                | 308,829            | 48,206           |
| 1200319     | Vegetation and Landscape Monitoring                           | 2,875,555           | 2,695,875                | 179,680            | -                |
| 1200329     | GIS Support                                                   | 3,506,015           | 2,840,886                | 664,856            | 273              |
| 1200330     | Enforcement                                                   | 1,115,160           | 506,355                  | 200,000            | 408,805          |
| 1200331     | Wildlife Corridor and Linkages Monitoring                     | 4,024,923           | 3,896,549                | 128,374            | -                |
| 1200332     | Rare and Endemic Plant Monitoring and Recovery                | 5,181,103           | 4,851,109                | 316,910            | 13,084           |
| 1200350     | Administrative & Science Support                              | 1,491,770           | 1,492,309                | (539)              | -                |
| 1200355     | Invasive Animal Species Management                            | 3,028,504           | 2,779,179                | 249,325            | -                |
| 1200356     | Emergency Land Management Fund                                | 400,000             | -                        | 100,000            | 300,000          |
| 1200357     | Database Support                                              | 3,611,319           | 2,960,665                | 649,623            | 1,031            |
| 1200373     | Invertebrate Monitoring - Fairy Shrimp                        | 100,000             | 100,000                  | -                  | -                |
| 1200374     | Biologist                                                     | 3,311,083           | 2,740,452                | 569,807            | 824              |
| 1200375     | Pro-active Wildfire Planning and Management                   | 392,903             | 392,903                  | -                  | -                |
| 1200376     | Vertebrate Monitoring                                         | 11,297,944          | 9,768,949                | 1,434,710          | 94,283           |
| 1200377     | Invertebrate Monitoring                                       | 1,920,018           | 1,895,666                | 19,999             | 4,353            |
| Various     | Land Management Grants (see next section for specific grants) | 1,392,060           | 903,097                  | 538,142            | 75,362           |
|             | <b>Subtotal</b>                                               | <b>\$57,504,231</b> | <b>\$50,373,199</b>      | <b>\$6,309,093</b> | <b>\$946,480</b> |

<sup>1</sup> Prior year expenditures are calculated based on actual project to date expenditures plus estimated expenditures for the remainder of FY 2025.

<sup>2</sup> Memorandum of Agreement approved by the Board on February 22, 2019, allocating a total of \$4 million a year to regional management and biological monitoring for FY 2019 to FY 2029.

## Environmental Mitigation Program Land Management Grant Program

SANDAG has established a competitive Land Management Grant Program. This program is a component of the TransNet Environmental Mitigation Program's Habitat Conservation Fund (1200300) shown in the TransNet Program of Projects as part of Chapter 5. The grants are awarded to land managers to assist with regional management and monitoring needs to promote regional habitat conservation and reduce the potential for listing for future species as endangered by the federal and state wildlife agencies.

Active Contracts = 7

| FY                           | Contract No. | Project No. | Grantee                                                               | Project Title                                                  | Grant Amount       | Anticipated Expenditures |                  |                 |
|------------------------------|--------------|-------------|-----------------------------------------------------------------------|----------------------------------------------------------------|--------------------|--------------------------|------------------|-----------------|
|                              |              |             |                                                                       |                                                                |                    | Prior <sup>1</sup>       | FY 2026          | Future          |
| 2022                         | 1125503      | 1201353     | City of San Diego                                                     | Dennergy Canyon Restoration                                    | \$336,085          | \$250,000                | \$179,431        | -               |
| 2022                         | 1125505      | 1201355     | County of San Diego                                                   | Ramona Grasslands & Boulder Oaks Preserve Bullfrog Eradication | 223,668            | 163,668                  | 69,896           | -               |
| 2022                         | 1125506      | 1201356     | Mission Trails Regional Park Foundation                               | Mission Trails San Diego Thornmint Restoration & Enhancement   | 159,143            | 84,572                   | 51,349           | 23,222          |
| 2022                         | 1125507      | 1201357     | Nature Collective                                                     | Rare Dune Plant Restoration                                    | 131,000            | 110,000                  | 42,299           | -               |
| 2022                         | 1125508      | 1201358     | Zoological Society of San Diego d/b/a San Diego Zoo Wildlife Alliance | Safari Park Biodiversity Reserve (SPBDR) Stinknet Removal II   | 226,302            | 128,000                  | 58,886           | 39,416          |
| 2022                         | 1125509      | 1201359     | San Dieguito River Park JPA                                           | West Bernardo Mountain HMA Enhancement & Restoration           | 82,714             | 48,857                   | 21,133           | 12,724          |
| 2022                         | 1125510      | 1201360     | San Diego River Park Foundation                                       | Ocean Beach Estuary Enhancement Project                        | 233,147            | 118,000                  | 115,147          | -               |
| <b>Total Active Projects</b> |              |             |                                                                       |                                                                | <b>\$1,392,060</b> | <b>\$903,097</b>         | <b>\$538,142</b> | <b>\$75,362</b> |

<sup>1</sup> Prior year expenditures are calculated based on actual project to date expenditures plus estimated expenditures for the remainder of FY 2025. Prior expenditures from completed projects are actual project costs. Any grant balance remaining is used for future call for projects in the TransNet Environmental Mitigation Land Management Grant program.



## New Major Corridor Transit Operations Program

The TransNet Extension Ordinance includes funding to pay for the operations, maintenance, and support of those transit services described in the TransNet Transit Capital Improvement Program.

**Project No: 1139601**

**Project Title: Rapid 235 (I-15 Rapid Operations and Maintenance)**

| Revenue/<br>Expense Category                    | Actuals through<br>FY 2024 | Estimated<br>FY 2025 | Projected<br>FY 2026 | Projected<br>FY 2027 | Projected<br>FY 2028 | Total<br>FY 2009-2028 |
|-------------------------------------------------|----------------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|
| Operating Costs <sup>1</sup>                    | \$93,418,658               | \$12,012,158         | \$12,372,522         | \$12,743,698         | \$13,126,009         | \$143,673,046         |
| Administration Costs <sup>2</sup>               | 540,995                    | 12,802               | 13,186               | 13,582               | 13,989               | 594,554               |
| Intelligent Transportation Systems <sup>3</sup> | 285,361                    | 40,576               | 100,000              | 103,000              | 106,090              | 635,027               |
| Professional Services <sup>4</sup>              | 1,292,157                  | 48,808               | 10,000               | 10,300               | 10,609               | 1,371,874             |
| Farebox Revenues <sup>6</sup>                   | (13,407,530)               | (1,378,108)          | (1,419,452)          | (1,462,035)          | (1,505,896)          | (19,173,021)          |
| TransNet/FasTrak® Swap <sup>8</sup>             | (28,700,000)               | (2,200,000)          | (1,750,000)          | -                    | -                    | (32,650,000)          |
| <b>TransNet Subsidy<sup>7</sup></b>             | <b>\$53,429,641</b>        | <b>\$8,536,236</b>   | <b>\$9,326,257</b>   | <b>\$11,408,545</b>  | <b>\$11,750,801</b>  | <b>\$94,451,479</b>   |

**Project No: 1139602**

**Project Title: Rapid 201, 202, 204 (SuperLoop Operations and Maintenance)**

| Revenue/<br>Expense Category                                                   | Actuals through<br>FY 2024 | Estimated<br>FY 2025 | Projected<br>FY 2026 | Projected<br>FY 2027 | Projected<br>FY 2028 | Total<br>FY 2009-2028 |
|--------------------------------------------------------------------------------|----------------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|
| Operating Costs <sup>1</sup>                                                   | \$66,888,795               | \$5,183,772          | \$5,339,285          | \$5,499,463          | \$5,664,447          | \$88,575,762          |
| Administration Costs <sup>2</sup>                                              | 119,428                    | 20,780               | 21,403               | 22,045               | 22,707               | 206,363               |
| Intelligent Transportation Systems <sup>3</sup>                                | 195,245                    | 26,979               | 100,000              | 103,000              | 106,090              | 531,314               |
| Professional Services <sup>4</sup> <small>Error! Bookmark not defined.</small> | 5,921                      | 482                  | 10,000               | 10,300               | 10,609               | 37,312                |
| Farebox Revenues <sup>6</sup>                                                  | (31,526,123)               | (2,039,813)          | (2,101,007)          | (2,164,037)          | (2,228,958)          | (40,059,939)          |
| <b>TransNet Subsidy<sup>7</sup></b>                                            | <b>\$35,683,266</b>        | <b>\$3,192,199</b>   | <b>\$3,369,681</b>   | <b>\$3,470,771</b>   | <b>\$3,574,895</b>   | <b>\$49,290,812</b>   |

**Project No: 1139603**

**Project Title: Rapid 215 (Mid-City Rapid Bus Operations and Maintenance)**

| Revenue/<br>Expense Category                                                   | Actuals through<br>FY 2024 | Estimated<br>FY 2025 | Projected<br>FY 2026 | Projected<br>FY 2027 | Projected<br>FY 2028 | Total<br>FY 2009-2028 |
|--------------------------------------------------------------------------------|----------------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|
| Operating Costs <sup>1</sup>                                                   | \$58,441,700               | \$6,829,676          | \$7,034,566          | \$7,245,603          | \$7,462,972          | \$87,014,518          |
| Administration Costs <sup>2</sup>                                              | 207,057                    | 26,947               | 27,755               | 28,588               | 29,446               | 319,793               |
| Intelligent Transportation Systems <sup>3</sup>                                | 207,447                    | 86,096               | 100,000              | 103,000              | 106,090              | 602,632               |
| Professional Services <sup>4</sup> <small>Error! Bookmark not defined.</small> | 75,827                     | 9,217                | 10,000               | 10,300               | 10,609               | 115,953               |
| Maintenance of Effort <sup>5</sup>                                             | (21,578,648)               | (2,213,195)          | (2,213,195)          | (2,213,195)          | (2,213,195)          | (30,431,427)          |
| Farebox Revenues <sup>6</sup>                                                  | (14,659,134)               | (1,699,148)          | (1,750,123)          | (1,802,626)          | (1,856,705)          | (21,767,736)          |
| <b>TransNet Subsidy<sup>7</sup></b>                                            | <b>\$22,694,249</b>        | <b>\$3,039,593</b>   | <b>\$3,209,004</b>   | <b>\$3,371,670</b>   | <b>\$3,539,216</b>   | <b>\$35,853,733</b>   |

**Project No: 1139604**

**Project Title: Rapid 225 (South Bay Rapid Operations and Maintenance)**

| Revenue/<br>Expense Category                    | Actuals through<br>FY 2024 | Estimated<br>FY 2025 | Projected<br>FY 2026 | Projected<br>FY 2027 | Projected<br>FY 2028 | Total<br>FY 2009-2028 |
|-------------------------------------------------|----------------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|
| Operating Costs <sup>1</sup>                    | \$28,722,044               | \$6,582,983          | \$6,780,472          | \$6,983,887          | \$7,193,403          | \$56,262,789          |
| Administration Costs <sup>2</sup>               | 88,895                     | 17,842               | 18,377               | 18,928               | 19,496               | 163,538               |
| Intelligent Transportation Systems <sup>3</sup> | 334,784                    | 101,429              | 100,000              | 103,000              | 106,090              | 745,303               |
| Professional Services <sup>4</sup>              | 14,801                     | 3,929                | 10,000               | 10,300               | 10,609               | 49,639                |
| Farebox Revenues <sup>6</sup>                   | (3,017,568)                | (777,236)            | (800,553)            | (824,570)            | (1,438,681)          | (6,858,608)           |
| <b>TransNet Subsidy<sup>7</sup></b>             | <b>\$26,142,956</b>        | <b>\$5,928,946</b>   | <b>\$6,108,296</b>   | <b>\$6,291,545</b>   | <b>\$5,890,918</b>   | <b>\$50,362,661</b>   |

Project No: 1139606

Project Title: Mid-Coast LRT (Blue Line Trolley) Operations and Maintenance

| Revenue/<br>Expense Category        | Actuals through<br>FY 2024 | Estimated<br>FY 2025 | Projected<br>FY 2026 | Projected<br>FY 2027 | Projected<br>FY 2028 | Total<br>FY 2009-2028 |
|-------------------------------------|----------------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|
| Operating Costs <sup>1</sup>        | \$39,033,012               | \$15,634,692         | \$16,103,732         | \$16,586,844         | \$17,084,450         | \$104,442,730         |
| Administration Costs <sup>2</sup>   | 30,675                     | 8,220                | 8,467                | 8,721                | 8,982                | 65,065                |
| Other Revenues <sup>9</sup>         | (326,680)                  | (336,481)            | (346,575)            | (356,973)            | (367,682)            | (1,734,391)           |
| Farebox Revenues <sup>6</sup>       | (11,006,212)               | (4,899,976)          | (5,046,975)          | (5,198,384)          | (5,354,336)          | (31,505,883)          |
| <b>TransNet Subsidy<sup>7</sup></b> | <b>\$27,730,794</b>        | <b>\$10,406,455</b>  | <b>\$10,718,649</b>  | <b>\$11,040,208</b>  | <b>\$11,371,415</b>  | <b>\$71,267,521</b>   |

Project No: 1139607

Project Title: Rapid 237 (Mira Mesa Rapid Operations and Maintenance)

| Revenue/<br>Expense Category                                                   | Actuals through<br>FY 2024 | Estimated<br>FY 2025 | Projected<br>FY 2026 | Projected<br>FY 2027 | Projected<br>FY 2028 | Total<br>FY 2009-2028 |
|--------------------------------------------------------------------------------|----------------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|
| Operating Costs <sup>1</sup>                                                   | \$16,694,399               | \$1,965,747          | \$2,024,719          | \$2,085,461          | \$2,148,025          | \$24,918,350          |
| Administration Costs <sup>2</sup>                                              | 104,348                    | 14,936               | 15,384               | 15,846               | 16,321               | 166,835               |
| Intelligent Transportation Systems <sup>3</sup>                                | 210,365                    | 20,600               | 100,000              | 103,000              | 106,090              | 540,055               |
| Professional Services <sup>4</sup> <small>Error! Bookmark not defined.</small> | 36,211                     | 4,392                | 10,000               | 10,300               | 10,609               | 71,512                |
| Farebox Revenues <sup>6</sup>                                                  | (2,468,013)                | (287,489)            | (296,113)            | (304,997)            | (314,147)            | (3,670,758)           |
| TransNet/FasTrak® Swap <sup>8</sup>                                            | (3,800,000)                | (300,000)            | (250,000)            | -                    | -                    | (4,350,000)           |
| <b>TransNet Subsidy<sup>7</sup></b>                                            | <b>\$10,777,309</b>        | <b>\$1,418,186</b>   | <b>\$1,603,990</b>   | <b>\$1,909,610</b>   | <b>\$1,966,898</b>   | <b>\$17,675,993</b>   |

Project No: 1139608

Project Title: COASTER Operations and Maintenance

| Revenue/<br>Expense Category                       | Actuals through<br>FY 2024 | Estimated<br>FY 2025 | Projected<br>FY 2026 | Projected<br>FY 2027 | Projected<br>FY 2028 | Total<br>FY 2009-2028 |
|----------------------------------------------------|----------------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|
| Operating Costs <sup>1</sup>                       | \$22,350,182               | \$8,657,797          | \$8,917,531          | \$9,185,056          | \$9,460,608          | \$58,571,174          |
| Administration Costs <sup>2</sup>                  | 32,580                     | 3,999                | 4,119                | 4,242                | 4,370                | 49,309                |
| Farebox Revenues <sup>6</sup> <small>above</small> | (1,401,976)                | (721,163)            | (742,798)            | (765,082)            | (788,035)            | (4,419,055)           |
| <b>TransNet Subsidy<sup>7</sup> above</b>          | <b>\$20,980,787</b>        | <b>\$7,940,632</b>   | <b>\$8,178,851</b>   | <b>\$8,424,216</b>   | <b>\$8,676,943</b>   | <b>\$54,201,429</b>   |

**Total Program**

| Revenue/<br>Expense Category                                                   | Actuals through<br>FY 2024 | Estimated<br>FY 2025 | Projected<br>FY 2026 | Projected<br>FY 2027 | Projected<br>FY 2028 | Total<br>FY 2009-2028 |
|--------------------------------------------------------------------------------|----------------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|
| Operating Costs <sup>1</sup>                                                   | \$325,548,789              | \$56,866,824         | \$58,572,828         | \$60,330,013         | \$62,139,914         | \$563,458,368         |
| Administration Costs <sup>2</sup>                                              | 1,123,978                  | 105,525              | 108,691              | 111,952              | 115,310              | 1,565,456             |
| Intelligent Transportation Systems <sup>3</sup>                                | 1,233,202                  | 275,680              | 500,000              | 515,000              | 530,450              | 3,054,332             |
| Professional Services <sup>4</sup> <small>Error! Bookmark not defined.</small> | 1,424,917                  | 66,827               | 50,000               | 51,500               | 53,045               | 1,646,289             |
| Maintenance of Effort <sup>5</sup>                                             | (21,578,648)               | (2,213,195)          | (2,213,195)          | (2,213,195)          | (2,213,195)          | (30,431,427)          |
| Other Revenues <sup>9</sup>                                                    | (326,680)                  | (336,481)            | (346,575)            | (356,973)            | (367,682)            | (1,734,391)           |
| Farebox Revenues <sup>6</sup>                                                  | (77,486,556)               | (11,802,933)         | (12,157,021)         | (12,521,732)         | (13,486,758)         | (127,455,000)         |
| TransNet/FasTrak swap <sup>8</sup>                                             | (32,500,000)               | (2,500,000)          | (2,000,000)          | -                    | -                    | (37,000,000)          |
| <b>TransNet Subsidy<sup>7</sup></b>                                            | <b>\$197,439,002</b>       | <b>\$40,462,247</b>  | <b>\$42,514,728</b>  | <b>\$45,916,566</b>  | <b>\$46,771,085</b>  | <b>\$373,103,628</b>  |

<sup>1</sup> Operating Costs include those costs passed on to MTS/NCTD for Operations and Maintenance Costs, which include: Station and Right of Way Maintenance, Security, and Utilities.

<sup>2</sup> Administration Costs include the staff costs to monitor and administer the services.

<sup>3</sup> Intelligent Transportation Systems include those costs to maintain and monitor Traffic Signal Priority, Real Time Information, Variable Message Signs, etc.

<sup>4</sup> Professional Services includes those costs to promote and evaluate the service, including Marketing and Passengers Surveys, etc.

<sup>5</sup> Mid-City Rapid Bus Operating Net Costs are the costs to operate Mid-City minus the "Maintenance of Effort" requirement from Route 15 previously operated in the same corridor by MTS.

<sup>6</sup> Farebox Revenues are those fares collected from passengers by the transit agencies.

<sup>7</sup> TransNet Subsidy = Operating costs + Administration costs + Intelligent Transportation Systems + Professional Services - Maintenance of Effort - Farebox and Other Revenues.

<sup>8</sup> On September 27, 2019, the Board of Directors approved swapping TransNet New Major Corridor Transit Operations funds with I-15 FasTrak funds.

<sup>9</sup> Other Revenues include naming rights and/or advertising revenues received by MTS/NCTD



## CHAPTER 5

# Capital Program

---

This chapter includes a summary of regionally significant capital projects and applicable funds.

**CHAPTER 5**

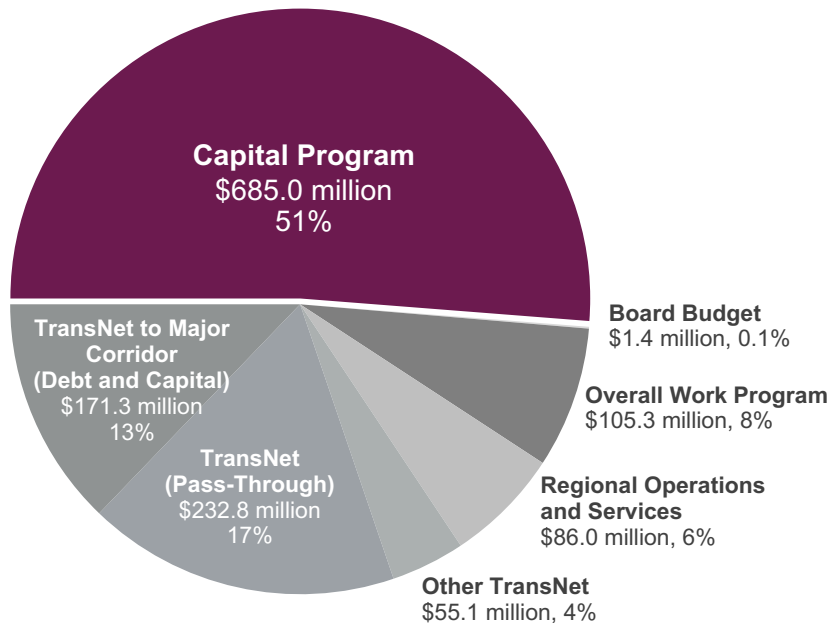
# Capital Program

The TransNet Extension Ordinance (chapter 4) allows SANDAG to continue partnering with Caltrans, transit operators, and local jurisdictions. Together, we implement major transit, highway, and bikeway projects throughout the region.

**This chapter is divided into nine sections:**

- ▶ The TransNet Program of Projects (POP) includes current budgets for approved TransNet Extension projects.
- ▶ The TCIF/Goods Movement Program projects describe efforts relating to the movement of goods in the region.
- ▶ The Regional Bikeway Program section outlines bikeway projects led by SANDAG.
- ▶ Major Capital Projects are regionally significant capital investments over \$1 million.
- ▶ Minor Capital Projects include other capital projects of less than \$1 million.
- ▶ Projects Pending Closeout are open to the public and substantially complete.
- ▶ Projects Completed Through a Major Milestone require additional funding to move into the next phase.
- ▶ The Future Projects section identifies approved corridor projects with funding beginning in FY 2027 and beyond.
- ▶ Comprehensive Multimodal Corridor Plan projects address the creation of plans for transportation solutions.

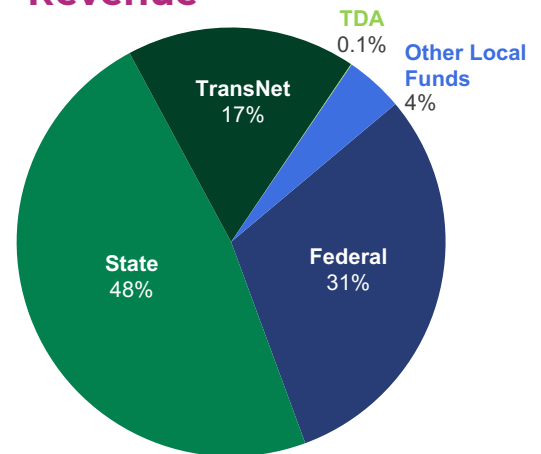
## Total Budget Breakdown



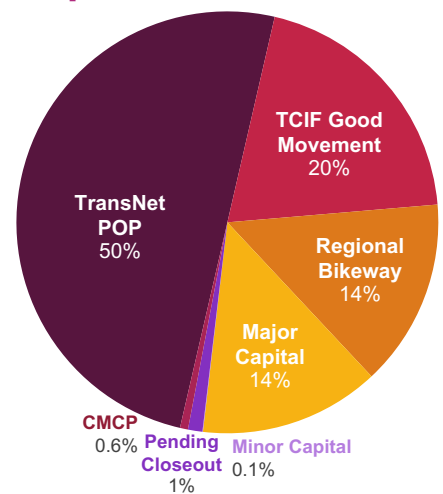
## Major Work Efforts

- ▶ San Dieguito to Sorrento Valley Double-Track (rail realignment)
- ▶ San Dieguito Lagoon Double-Track Construction
- ▶ San Onofre to Pulgas Double Tracking Phase 2
- ▶ Del Mar Bluffs V
- ▶ Batiquitos Lagoon Double-Track
- ▶ SR 11 and Otay Mesa East Port of Entry
- ▶ Airport Transit Connection
- ▶ Harbor Drive 2.0/Vesta Street Bridge
- ▶ San Ysidro Transit Center Improvements
- ▶ Eastern Hillcrest Bikeways
- ▶ University Bikeway
- ▶ Inland Rail Trail
- ▶ Washington Street and Mission Valley Bikeways
- ▶ Downtown to Imperial Avenue Bikeway
- ▶ Border to Bayshore Bikeway
- ▶ Bayshore Bikeway: Barrio Logan
- ▶ I-5 HOV lanes
- ▶ I-15 Transit Priority Lanes and Direct Access Ramp
- ▶ SR 78 HOV Lanes
- ▶ I-15/SR 78 HOV Connectors
- ▶ SR 67 Improvements
- ▶ I-805 Transit Priority Lanes
- ▶ Environmental Mitigation Program

## Revenue



## Expenses



**112** Total Capital Projects

# List of Projects

|                                                                                            |              |                                                                                   |              |
|--------------------------------------------------------------------------------------------|--------------|-----------------------------------------------------------------------------------|--------------|
| <b>5.1 TransNet Program of Projects</b> .....                                              | <b>5.1-1</b> | 1280513 I-805/SR 94 Bus on Shoulder<br>Demonstration Project.....                 | 5.1-43       |
| 1200100 TransNet Project Office.....                                                       | 5.1-2        | 1280515 I-805 South Soundwalls.....                                               | 5.1-44       |
| 1200200 Project Biological Mitigation Fund.....                                            | 5.1-3        | 1280516 I-805 North Auxiliary Lanes.....                                          | 5.1-45       |
| 1200300 Regional Habitat Conservation Fund.....                                            | 5.1-5        | 1280517 I-805 HOV Conversion to Express Lanes.....                                | 5.1-46       |
| 1257001 Mid-Coast Light Rail Transit (LRT).....                                            | 5.1-6        | 1280518 SR 94 Transit Priority Lanes (I-5 to I-805).....                          | 5.1-47       |
| 1200504 I-5 HOV: Manchester Avenue to<br>Palomar Airport Road.....                         | 5.1-8        | 1280519 I-805 Transit Priority Lanes (SR 15 to SR 52).....                        | 5.1-48       |
| 1200509 I-5 HOV: San Elijo Bridge Replacement.....                                         | 5.1-9        | 1280520 I-805/SR 94/SR 15 Transit Connection.....                                 | 5.1-49       |
| 1200510 I-5 HOV: Carlsbad.....                                                             | 5.1-10       | 1280521 I-805: HOV Conversion to Express Lanes<br>(Palomar to SR 94).....         | 5.1-50       |
| 1200513 SR 56 HOV Lanes.....                                                               | 5.1-12       | <b>5.2 TCIF/Goods Movement</b> .....                                              | <b>5.2-1</b> |
| 1200514 I-5 HOV Conversion to Express Lanes.....                                           | 5.1-13       | 1201101 SR 11 and Otay Mesa East Port of Entry.....                               | 5.2-2        |
| 1200515 I-5/I-805 HOV Conversion to Express Lanes.....                                     | 5.1-14       | 1201105 SR 11 and Otay Mesa East Port of Entry:<br>Traffic and Revenue Study..... | 5.2-4        |
| 1200516 I-5 HOV Lanes: Oceanside.....                                                      | 5.1-15       | <b>5.3 Regional Bikeway</b> .....                                                 | <b>5.3-1</b> |
| 1201514 Downtown Multiuse and Bus Stopover Facility.....                                   | 5.1-16       | 1223017 Coastal Rail Trail Encinitas: E Street to<br>Chesterfield Drive.....      | 5.3-2        |
| 1201519 I-15 Transit Priority Lanes and Direct Access Ramp at<br>Clairemont Mesa Blvd..... | 5.1-17       | 1223020 North Park/Mid-City Bikeways:<br>Robinson Bikeway.....                    | 5.3-4        |
| 1201520 I-15 Express Lanes – Forrester Creek<br>Improvements.....                          | 5.1-18       | 1223053 San Diego River Trail: Carlton Oaks Segment.....                          | 5.2-5        |
| 1205204 SR 52 Improvements.....                                                            | 5.1-19       | 1223054 Central Avenue Bikeway.....                                               | 5.2-6        |
| 1206701 SR 67 Improvements.....                                                            | 5.1-20       | 1223055 Bayshore Bikeway: Barrio Logan.....                                       | 5.2-7        |
| 1207802 I-15/SR 78 HOV Connectors.....                                                     | 5.1-21       | 1223056 Border to Bayshore Bikeway.....                                           | 5.3-8        |
| 1207803 SR 78/I-5 Express Lanes Connector.....                                             | 5.1-23       | 1223057 Pershing Drive Bikeway.....                                               | 5.3-9        |
| 1207804 SR 78 HOV Lanes: I-5 to I-15.....                                                  | 5.1-24       | 1223058 Downtown to Imperial Avenue Bikeway.....                                  | 5.3-10       |
| 1210021 Blue Line Railway Signal Improvements.....                                         | 5.1-24       | 1223079 North Park/Mid-City Bikeways:<br>Howard Bikeway.....                      | 5.3-11       |
| 1210090 Low-Floor Light Rail Transit Vehicles.....                                         | 5.1-25       | 1223081 North Park/Mid-City Bikeways:<br>University Bikeway.....                  | 5.3-12       |
| 1210091 Palomar Street Rail Grade Separation.....                                          | 5.1-26       | 1223083 Uptown Bikeways: Eastern Hillcrest Bikeways.....                          | 5.3-13       |
| 1212501 SR 94/SR 125 South to East Connector.....                                          | 5.1-27       | 1223084 Uptown Bikeways: Washington Street and<br>Mission Valley Bikeways.....    | 5.3-14       |
| 1239805 Poinsettia Station Improvements.....                                               | 5.1-28       | 1223085 Uptown Bikeways: Mission Hills and<br>Old Town Bikeways.....              | 5.3-15       |
| 1239807 Sorrento Valley Double-Track.....                                                  | 5.1-30       | 1223087 North Park/Mid-City Bikeways:<br>Orange Bikeway.....                      | 5.3-16       |
| 1239809 Eastbrook to Shell Double-Track.....                                               | 5.1-31       | 1223094 Inland Rail Trail Phase 3.....                                            | 5.3-17       |
| 1239810 Carlsbad Village Double-Track.....                                                 | 5.1-32       | 1223095 Inland Rail Trail Phase 4.....                                            | 5.3-18       |
| 1239811 Elvira to Morena Double-Track.....                                                 | 5.1-33       | 1223096 Bayshore Bikeway: Barrio Logan Phase 2.....                               | 5.3-19       |
| 1239812 Sorrento to Miramar Phase 2.....                                                   | 5.1-35       | 1223097 Bayshore to Imperial Bikeway.....                                         | 5.3-20       |
| 1239813 San Dieguito Lagoon Double-Track Design.....                                       | 5.1-36       | 1223098 Bayshore Bikeway: Barrio Logan Phase 3.....                               | 5.3-21       |
| 1239814 LOSSAN Rail Corridor<br>Preliminary Engineering.....                               | 5.1-37       |                                                                                   |              |
| 1239816 Batiquitos Lagoon Double-Track.....                                                | 5.1-38       |                                                                                   |              |
| 1239820 COASTER Train Sets.....                                                            | 5.1-39       |                                                                                   |              |
| 1239822 San Dieguito Lagoon Double-Track<br>Construction.....                              | 5.1-40       |                                                                                   |              |
| 1239823 San Dieguito to Sorrento Valley Double-Track.....                                  | 5.1-42       |                                                                                   |              |

|                                                        |              |                                                               |              |
|--------------------------------------------------------|--------------|---------------------------------------------------------------|--------------|
| <b>5.4 Major Capital Projects</b> .....                | <b>5.4-1</b> | <b>5.5 Minor Capital Projects</b> .....                       | <b>5.5-1</b> |
| 1129200 OCS Insulator & Catch Cable Replacement.....   | 5.4-2        | Minor Capital Projects.....                                   | 5.5-2        |
| 1130100 ERP System.....                                | 5.4-3        | <b>5.6 Projects Pending Closeout</b> .....                    | <b>5.6-1</b> |
| 1131500 Fiber Optic Information Network Gap.....       | 5.4-4        | Projects Pending Closeout.....                                | 5.6-2        |
| 1142600 Joint Transportation Operations Center.....    | 5.4-5        | <b>5.7 Projects Completed Through a Major Milestone</b> ..... | <b>5.7-1</b> |
| 1145300 Rose Canyon Bridge Replacements.....           | 5.4-6        | Projects Completed Through a Major Milestone.....             | 5.7-2        |
| 1145400 San Onofre Bridge Replacements.....            | 5.4-7        | <b>5.8 Future Projects</b> .....                              | <b>5.8-1</b> |
| 1146500 Bridge 257.2 Replacement Project.....          | 5.4-8        | Future Projects.....                                          | 5.8-2        |
| 1146600 San Onofre to Pulgas Double-Track Phase 2..... | 5.4-9        | <b>5.9 Comprehensive Multimodal Corridor Plan</b> .....       | <b>5.9-1</b> |
| 1147100 Del Mar Bluffs V.....                          | 5.4-10       | 1600101 CMCP - Regional CMCP Development.....                 | 5.9-2        |
| 1147101 Del Mar Bluffs Access Improvements.....        | 5.4-12       | 1600504 CMCP - Central Mobility Connections.....              | 5.9-3        |
| 1147700 Next Operating System (Next OS).....           | 5.4-13       | 1601501 CMCP - High Speed Transit/I-15.....                   | 5.9-4        |
| 1147800 SR 76 Roadway Straightening.....               | 5.4-14       | 1609401 CMCP - High Speed Transit/SR 94.....                  | 5.9-5        |
| 1147900 I-8/Willows Road Interchange Improvements..... | 5.4-15       | 1612501 CMCP - High Speed Transit/SR 125.....                 | 5.9-6        |
| 1148000 Harbor Drive 2.0/Vesta Street Bridge.....      | 5.4-16       | 1612502 CMCP - SR 125 Toll Removal Analysis.....              | 5.9-7        |
| 1149100 Airport Transit Connection.....                | 5.4-18       |                                                               |              |
| 1149200 San Ysidro Transit Center Improvements.....    | 5.4-19       |                                                               |              |
| 1400000 Regional Tolling Back-Office System.....       | 5.4-20       |                                                               |              |
| 1400402 Roadway Toll Collection System.....            | 5.4-21       |                                                               |              |
| 1400406 New SR 125 Regional Tolling Back-Office.....   | 5.4-22       |                                                               |              |
| 1400407 New I-15 Regional Tolling Back-Office.....     | 5.4-23       |                                                               |              |

FY 2026 Capital Projects

**Program Revenues (in thousands)**

| Revenues                                                                         | Prior Year thru FY 24 | FY 25          | FY 26          | FY 27          | FY 28          | FY 29         | FY 30         | FY 31         | FY 32        | FY 33    | FY 34    | Total Overall Funding | Total Remaining Funding FY 26 - FY 34 |
|----------------------------------------------------------------------------------|-----------------------|----------------|----------------|----------------|----------------|---------------|---------------|---------------|--------------|----------|----------|-----------------------|---------------------------------------|
| <b>Federal:</b>                                                                  |                       |                |                |                |                |               |               |               |              |          |          |                       |                                       |
| Carbon Reduction Program (CRP)                                                   | \$376                 | \$8,013        | \$13,374       | \$32,217       | \$28,240       | \$25,884      | \$600         | -             | -            | -        | -        | \$108,705             | \$100,316                             |
| Community Project Funding/Congressionally Directed Spending (CPFCDs)             | 583                   | 5,840          | 2,098          | 4,079          | 2,068          | 872           | 258           | -             | -            | -        | -        | 15,798                | 9,375                                 |
| Congestion Mitigation Air Quality (CMAQ)                                         | 192,845               | 23,798         | 21,696         | 34,997         | 26,716         | 5,662         | 3,190         | 14,174        | 1,800        | -        | -        | 324,879               | 108,235                               |
| Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) | 10,110                | 2,964          | 1,921          | -              | -              | -             | -             | -             | -            | -        | -        | 14,995                | 1,921                                 |
| Corridor Border Infrastructure (CBI)                                             | 147,308               | 49             | -              | -              | -              | -             | -             | -             | -            | -        | -        | 147,357               | -                                     |
| DEMO                                                                             | 8,063                 | 2,251          | 1,807          | -              | -              | -             | -             | -             | -            | -        | -        | 12,121                | 1,807                                 |
| Federal Active Transportation Program (ATP)                                      | 8,706                 | 7,949          | 9,759          | 12,829         | 93             | -             | -             | -             | -            | -        | -        | 39,336                | 22,681                                |
| Federal Railroad Administration (FRA)                                            | 29,785                | 3,729          | 8,456          | 45,565         | 8,353          | -             | -             | -             | -            | -        | -        | 95,889                | 62,374                                |
| Federal Transit Administration (FTA)                                             | 1,281,030             | 9,089          | 18,587         | 97             | 5,644          | 62            | -             | -             | -            | -        | -        | 1,314,508             | 24,389                                |
| Future Federal                                                                   | -                     | -              | -              | -              | -              | 25,000        | 25,000        | -             | -            | -        | -        | 50,000                | 50,000                                |
| High Priority Projects (HPP)                                                     | 19,763                | -              | 9              | -              | -              | -             | -             | -             | -            | -        | -        | 19,772                | 9                                     |
| Highway Infrastructure Program (HIP)                                             | 25,654                | 583            | 583            | -              | -              | -             | -             | -             | -            | -        | -        | 26,820                | 583                                   |
| Infrastructure for Rebuilding America (INFRA)                                    | -                     | -              | 30,000         | 60,000         | 60,000         | -             | -             | -             | -            | -        | -        | 150,000               | 150,000                               |
| Surface Transportation Block Grant (STBG)                                        | 417,130               | 93,213         | 92,249         | 77,501         | 39,831         | 7,894         | 5,880         | 350           | 230          | -        | -        | 734,278               | 223,935                               |
| *Federal Other                                                                   | 129,418               | 3,758          | 8,349          | 12,401         | 9              | -             | -             | -             | -            | -        | -        | 153,935               | 20,759                                |
| <b>Total Federal</b>                                                             | <b>2,270,772</b>      | <b>161,237</b> | <b>208,888</b> | <b>279,686</b> | <b>170,954</b> | <b>65,374</b> | <b>34,928</b> | <b>14,524</b> | <b>2,030</b> | <b>-</b> | <b>-</b> | <b>3,208,394</b>      | <b>776,385</b>                        |

| Revenues                                                    | Prior Year thru FY 24 | FY 25            | FY 26            | FY 27            | FY 28            | FY 29            | FY 30            | FY 31             | FY 32          | FY 33    | FY 34    | Total Overall Funding | Total Remaining Funding FY 26 - FY 34 |
|-------------------------------------------------------------|-----------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|----------------|----------|----------|-----------------------|---------------------------------------|
| <b>State</b>                                                |                       |                  |                  |                  |                  |                  |                  |                   |                |          |          |                       |                                       |
| Active Transportation Program (ATP)                         | 2,469                 | 4,315            | 15,491           | 13,023           | 3,693            | 825              | 108              | -                 | -              | -        | -        | 39,925                | 33,141                                |
| California Natural Resources Agency                         | 2,829                 | -                | -                | -                | -                | -                | -                | -                 | -              | -        | -        | 2,829                 | -                                     |
| Corridor Mobility Improvement Account (CMIA)                | 83,848                | -                | -                | -                | -                | -                | -                | -                 | -              | -        | -        | 83,848                | -                                     |
| Local Partnership Program (LPP)                             | 43,645                | 18,055           | 14,844           | 5,811            | 1,739            | 818              | 30               | -                 | -              | -        | -        | 84,942                | 23,241                                |
| Solutions for Congested Corridors Program (SCCP)            | 194,570               | 25,430           | 34,000           | 34,000           | 10,300           | -                | -                | -                 | -              | -        | -        | 298,300               | 78,300                                |
| State Highway Operation and Protection Program (SHOPP)      | 147,707               | 38,413           | 19,975           | 881              | 319              | -                | -                | -                 | -              | -        | -        | 207,295               | 21,175                                |
| State Transportation Improvement Program (STIP)             | 495,379               | 32,254           | 65,265           | 88,027           | 142,862          | 77,946           | 35,262           | 12,852            | 3,999          | -        | -        | 953,847               | 426,213                               |
| State-Local Partnership Program (SLPP)                      | 8,000                 | -                | -                | -                | -                | -                | -                | -                 | -              | -        | -        | 8,000                 | -                                     |
| Trade Corridor Enhancement Program (TCEP)                   | 68,080                | 66,099           | 94,007           | 58,922           | 58,693           | -                | -                | -                 | -              | -        | -        | 345,801               | 211,622                               |
| Trade Corridors Improvement Fund (TCIF)                     | 24,865                | 20               | 463              | -                | -                | -                | -                | -                 | -              | -        | -        | 25,348                | 463                                   |
| Transit and Intercity Rail Capital Program (TIRCP)          | 88,210                | 29,244           | 82,470           | 96,874           | 88,006           | 110,644          | 37,125           | -                 | -              | -        | -        | 532,573               | 415,119                               |
| * State Other                                               | 77,819                | 637              | 680              | -                | -                | -                | -                | -                 | -              | -        | -        | 79,137                | 680                                   |
| <b>Total State</b>                                          | <b>1,237,422</b>      | <b>214,468</b>   | <b>327,195</b>   | <b>297,537</b>   | <b>305,613</b>   | <b>190,234</b>   | <b>72,525</b>    | <b>12,852</b>     | <b>3,999</b>   | <b>-</b> | <b>-</b> | <b>2,661,844</b>      | <b>1,209,955</b>                      |
| <b>Local</b>                                                |                       |                  |                  |                  |                  |                  |                  |                   |                |          |          |                       |                                       |
| I-15 FasTrak® Revenues                                      | 22,053                | 10,040           | 4,007            | 550              | -                | -                | -                | -                 | -              | -        | -        | 36,650                | 4,557                                 |
| Local Jurisdictions                                         | 64,707                | 21,008           | 12,893           | 14,886           | 430              | -                | -                | -                 | -              | -        | -        | 113,923               | 28,209                                |
| Metropolitan Transit System (MTS)                           | 2,739                 | 272              | 1,049            | -                | -                | -                | -                | -                 | -              | -        | -        | 4,060                 | 1,049                                 |
| North County Transit District (NCTD)                        | 14,110                | 4,981            | 2,248            | 61,078           | 32,209           | 10,676           | -                | -                 | -              | -        | -        | 125,301               | 106,210                               |
| Private Developer                                           | 78                    | 1                | -                | -                | 424              | 0                | 5,497            | -                 | -              | -        | -        | 6,000                 | 5,921                                 |
| SR 125 Toll Revenues                                        | 56,810                | 22,786           | 8,047            | 1,309            | 16               | 16               | -                | -                 | -              | -        | -        | 88,984                | 9,388                                 |
| TransNet - Bicycle, Pedestrian & Neighborhood Safety (BPNS) | 158,441               | 8,280            | 10,183           | 11,061           | 3,198            | 279              | 6                | -                 | -              | -        | -        | 191,447               | 24,727                                |
| TransNet - Border                                           | 7,210                 | 6,393            | 9,917            | 5,000            | 5,000            | -                | -                | -                 | -              | -        | -        | 33,520                | 19,917                                |
| TransNet - Environmental Mitigation Program (EMP)           | 418,937               | 34,877           | 13,582           | 11,143           | 4,375            | 1,899            | -                | -                 | -              | -        | -        | 484,813               | 30,999                                |
| TransNet - Major Corridor (MC)                              | 1,864,578             | 62,216           | 84,826           | 61,648           | 40,496           | 10,393           | 2,238            | -10,875           | 80             | -        | -        | 2,115,600             | 188,805                               |
| Transportation Development Act (TDA)                        | 29,804                | 4,960            | 396              | 10               | -                | -                | -                | -                 | -              | -        | -        | 35,170                | 406                                   |
| UC - San Diego (UCSD)                                       | 1,480                 | -                | -                | -                | -                | -                | -                | -                 | -              | -        | -        | 1,480                 | -                                     |
| * Local Other                                               | 77,424                | 364              | 1,795            | 276              | -                | -                | -                | -                 | -              | -        | -        | 79,859                | 2,071                                 |
| <b>Total Local</b>                                          | <b>\$2,718,370</b>    | <b>\$176,178</b> | <b>\$148,942</b> | <b>\$166,960</b> | <b>\$86,148</b>  | <b>\$23,263</b>  | <b>\$7,741</b>   | <b>\$(10,875)</b> | <b>\$80</b>    | <b>-</b> | <b>-</b> | <b>\$3,316,807</b>    | <b>\$422,259</b>                      |
| <b>All Funding Total (Fed/State/Local)</b>                  | <b>\$6,226,564</b>    | <b>\$551,883</b> | <b>\$685,025</b> | <b>\$744,184</b> | <b>\$562,715</b> | <b>\$278,870</b> | <b>\$115,194</b> | <b>\$16,501</b>   | <b>\$6,109</b> | <b>-</b> | <b>-</b> | <b>\$9,187,045</b>    | <b>\$2,408,598</b>                    |

Note: This table includes revenues spent by SANDAG and Caltrans; Totals may be off due to rounding

\* See page 5-10 for list of Other Funds



**Program Revenues (in thousands) – SANDAG Revenues Only**

| Revenues                                                                         | Prior Year thru FY 24 | FY 25          | FY 26          | FY 27          | FY 28          | FY 29          | FY 30         | FY 31        | FY 32      | FY 33    | FY 34    | Total Overall Funding | Total Remaining Funding FY 26 - FY 34 |
|----------------------------------------------------------------------------------|-----------------------|----------------|----------------|----------------|----------------|----------------|---------------|--------------|------------|----------|----------|-----------------------|---------------------------------------|
| <b>Federal:</b>                                                                  |                       |                |                |                |                |                |               |              |            |          |          |                       |                                       |
| Carbon Reduction Program (CRP)                                                   | \$376                 | \$8,013        | \$13,374       | \$5,417        | \$1,040        | \$84           | -             | -            | -          | -        | -        | \$28,305              | \$19,916                              |
| Community Project Funding/Congressionally Directed Spending (CPFCDs)             | 583                   | 5,067          | 86             | 562            | -              | -              | -             | -            | -          | -        | -        | 6,298                 | 648                                   |
| Congestion Mitigation Air Quality (CMAQ)                                         | 2,109                 | 11,001         | 10,466         | 22,650         | 10,328         | -              | -             | -            | -          | -        | -        | 56,555                | 43,444                                |
| Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) | 10,110                | 2,964          | 1,921          | -              | -              | -              | -             | -            | -          | -        | -        | 14,995                | 1,921                                 |
| Corridor Border Infrastructure (CBI)                                             | 14,110                | 1              | -              | -              | -              | -              | -             | -            | -          | -        | -        | 14,111                | -                                     |
| DEMO                                                                             | 92                    | -              | -              | -              | -              | -              | -             | -            | -          | -        | -        | 92                    | -                                     |
| Federal Active Transportation Program (ATP)                                      | 8,706                 | 7,949          | 9,759          | 12,829         | 93             | -              | -             | -            | -          | -        | -        | 39,336                | 22,681                                |
| Federal Railroad Administration (FRA)                                            | 27,631                | 3,729          | 8,456          | 45,565         | 8,353          | -              | -             | -            | -          | -        | -        | 93,735                | 62,374                                |
| Federal Transit Administration (FTA)                                             | 1,281,030             | 9,089          | 18,587         | 97             | 5,644          | 62             | -             | -            | -          | -        | -        | 1,314,508             | 24,389                                |
| Infrastructure for Rebuilding America (INFRA)                                    | -                     | -              | 30,000         | 60,000         | 60,000         | -              | -             | -            | -          | -        | -        | 150,000               | 150,000                               |
| Surface Transportation Block Grant (STBG)                                        | 22,585                | 50,000         | 60,330         | 46,653         | 33,414         | 105            | 30            | -            | -          | -        | -        | 213,118               | 140,533                               |
| * Federal Other                                                                  | 20,559                | 2,248          | 5,843          | 12,401         | 9              | -              | -             | -            | -          | -        | -        | 41,060                | 18,253                                |
| <b>Total Federal</b>                                                             | <b>1,387,891</b>      | <b>100,062</b> | <b>158,823</b> | <b>206,174</b> | <b>118,881</b> | <b>251</b>     | <b>30</b>     | <b>-</b>     | <b>-</b>   | <b>-</b> | <b>-</b> | <b>1,972,113</b>      | <b>484,159</b>                        |
| <b>State</b>                                                                     |                       |                |                |                |                |                |               |              |            |          |          |                       |                                       |
| Active Transportation Program (ATP)                                              | 1,444                 | 4,315          | 15,491         | 13,023         | 3,693          | 825            | 108           | -            | -          | -        | -        | 38,900                | 33,141                                |
| California Natural Resources Agency                                              | 2,829                 | -              | -              | -              | -              | -              | -             | -            | -          | -        | -        | 2,829                 | -                                     |
| Local Partnership Program (LPP)                                                  | 24,124                | 6,692          | 12,434         | 4,021          | 191            | 80             | 30            | -            | -          | -        | -        | 47,572                | 16,755                                |
| State Highway Operation and Protection Program (SHOPP)                           | 72                    | -              | -              | -              | -              | -              | -             | -            | -          | -        | -        | 72                    | -                                     |
| State Transportation Improvement Program (STIP)                                  | 6,619                 | 8,849          | 30,735         | 7,416          | 32,718         | 26,831         | 4,254         | 1,997        | 599        | -        | -        | 120,018               | 104,550                               |
| Trade Corridor Enhancement Program (TCEP)                                        | 20,232                | 20,949         | 90,793         | 57,901         | 58,693         | -              | -             | -            | -          | -        | -        | 248,568               | 207,387                               |
| Trade Corridors Improvement Fund (TCIF)                                          | 12,055                | -              | -              | -              | -              | -              | -             | -            | -          | -        | -        | 12,055                | -                                     |
| Transit and Intercity Rail Capital Program (TIRCP)                               | 88,210                | 29,244         | 82,470         | 96,874         | 88,006         | 110,644        | 37,125        | -            | -          | -        | -        | 532,573               | 415,119                               |
| * State Other                                                                    | 16,431                | 637            | 153            | -              | -              | -              | -             | -            | -          | -        | -        | 17,222                | 153                                   |
| <b>Total State</b>                                                               | <b>172,016</b>        | <b>70,687</b>  | <b>232,076</b> | <b>179,234</b> | <b>183,302</b> | <b>138,380</b> | <b>41,517</b> | <b>1,997</b> | <b>599</b> | <b>-</b> | <b>-</b> | <b>1,019,808</b>      | <b>777,105</b>                        |

| Revenues                                                    | Prior Year thru FY 24 | FY 25            | FY 26            | FY 27            | FY 28            | FY 29            | FY 30           | FY 31          | FY 32        | FY 33 | FY 34 | Total Overall Funding | Total Remaining Funding FY 26 - FY 34 |
|-------------------------------------------------------------|-----------------------|------------------|------------------|------------------|------------------|------------------|-----------------|----------------|--------------|-------|-------|-----------------------|---------------------------------------|
| <b>Local</b>                                                |                       |                  |                  |                  |                  |                  |                 |                |              |       |       |                       |                                       |
| I-15 FasTrak® Revenues                                      | 22,053                | 10,040           | 4,007            | 550              | -                | -                | -               | -              | -            | -     | -     | 36,650                | 4,557                                 |
| Local Jurisdictions                                         | 20,647                | 4,063            | 11,864           | 9,428            | 310              | -                | -               | -              | -            | -     | -     | 46,311                | 21,602                                |
| Metropolitan Transit System (MTS)                           | 2,739                 | 272              | 1,049            | -                | -                | -                | -               | -              | -            | -     | -     | 4,060                 | 1,049                                 |
| North County Transit District (NCTD)                        | 1,510                 | 4,981            | 2,248            | 61,078           | 32,209           | 10,676           | -               | -              | -            | -     | -     | 112,701               | 106,210                               |
| SR 125 Toll Revenues                                        | 38,834                | 22,284           | 7,947            | 1,309            | 16               | 16               | -               | -              | -            | -     | -     | 70,406                | 9,288                                 |
| TransNet - Bicycle, Pedestrian & Neighborhood Safety (BPNS) | 153,874               | 8,280            | 10,183           | 11,061           | 3,198            | 279              | 6               | -              | -            | -     | -     | 186,880               | 24,727                                |
| TransNet - Border                                           | 5,385                 | 6,393            | 9,917            | 5,000            | 5,000            | -                | -               | -              | -            | -     | -     | 31,695                | 19,917                                |
| TransNet - Environmental Mitigation Program (EMP)           | 247,879               | 11,409           | 9,190            | 6,753            | 3,284            | 900              | -               | -              | -            | -     | -     | 279,415               | 20,127                                |
| TransNet - Major Corridor (MC)                              | 1,462,946             | 26,813           | 64,692           | 35,636           | 21,799           | 4,489            | 900             | 223            | 80           | -     | -     | 1,617,578             | 127,819                               |
| Transportation Development Act (TDA)                        | 29,804                | 4,960            | 396              | 10               | -                | -                | -               | -              | -            | -     | -     | 35,170                | 406                                   |
| UC - San Diego (UCSD)                                       | 1,480                 | -                | -                | -                | -                | -                | -               | -              | -            | -     | -     | 1,480                 | -                                     |
| * Local Other                                               | 24,798                | 164              | 1,795            | 276              | -                | -                | -               | -              | -            | -     | -     | 27,033                | 2,071                                 |
| <b>Total Local</b>                                          | <b>\$2,011,948</b>    | <b>\$99,659</b>  | <b>\$123,288</b> | <b>\$131,100</b> | <b>\$65,816</b>  | <b>\$16,360</b>  | <b>\$906</b>    | <b>\$223</b>   | <b>\$80</b>  | -     | -     | <b>\$2,449,380</b>    | <b>\$337,773</b>                      |
| <b>All Funding Total (Fed/State/Local)</b>                  | <b>\$3,571,855</b>    | <b>\$270,409</b> | <b>\$514,187</b> | <b>\$516,509</b> | <b>\$367,999</b> | <b>\$154,991</b> | <b>\$42,453</b> | <b>\$2,220</b> | <b>\$679</b> | -     | -     | <b>\$5,441,301</b>    | <b>\$1,599,038</b>                    |

Note: Totals may be off due to rounding

\* See page 5-10 for list of Other Funds

**Program Revenues (in thousands) – Caltrans/Outside Agency Revenues Only**

| Revenues                                                             | Prior Year thru FY 24 | FY 25          | FY 26         | FY 27          | FY 28          | FY 29         | FY 30         | FY 31         | FY 32        | FY 33 | FY 34 | Total Overall Funding | Total Remaining Funding FY 26 - FY 34 |
|----------------------------------------------------------------------|-----------------------|----------------|---------------|----------------|----------------|---------------|---------------|---------------|--------------|-------|-------|-----------------------|---------------------------------------|
| <b>Federal:</b>                                                      |                       |                |               |                |                |               |               |               |              |       |       |                       |                                       |
| Carbon Reduction Program (CRP)                                       | -                     | -              | -             | 26,800         | 27,200         | 25,800        | 600           | -             | -            | -     | -     | 80,400                | 80,400                                |
| Community Project Funding/Congressionally Directed Spending (CPFCDs) | -                     | 773            | 2,012         | 3,517          | 2,068          | 872           | 258           | -             | -            | -     | -     | 9,500                 | 8,727                                 |
| Congestion Mitigation Air Quality (CMAQ)                             | 190,736               | 12,797         | 11,230        | 12,347         | 16,388         | 5,662         | 3,190         | 14,174        | 1,800        | -     | -     | 268,324               | 64,791                                |
| Corridor Border Infrastructure (CBI)                                 | 133,198               | 48             | -             | -              | -              | -             | -             | -             | -            | -     | -     | 133,246               | -                                     |
| DEMO                                                                 | 7,972                 | 2,251          | 1,807         | -              | -              | -             | -             | -             | -            | -     | -     | 12,029                | 1,807                                 |
| Federal Railroad Administration (FRA)                                | 2,154                 | -              | -             | -              | -              | -             | -             | -             | -            | -     | -     | 2,154                 | -                                     |
| Federal Transit Administration (FTA)                                 | -                     | -              | -             | -              | -              | -             | -             | -             | -            | -     | -     | -                     | -                                     |
| Future Federal                                                       | -                     | -              | -             | -              | -              | 25,000        | 25,000        | -             | -            | -     | -     | 50,000                | 50,000                                |
| High Priority Projects (HPP)                                         | 19,763                | -              | 9             | -              | -              | -             | -             | -             | -            | -     | -     | 19,772                | 9                                     |
| Highway Infrastructure Program (HIP)                                 | 25,654                | 583            | 583           | -              | -              | -             | -             | -             | -            | -     | -     | 26,820                | 583                                   |
| Surface Transportation Block Grant (STBG)                            | 394,545               | 43,213         | 31,918        | 30,848         | 6,417          | 7,789         | 5,850         | 350           | 230          | -     | -     | 521,160               | 83,402                                |
| * Federal Other                                                      | 108,859               | 1,510          | 2,506         | -              | -              | -             | -             | -             | -            | -     | -     | 112,875               | 2,506                                 |
| <b>Total Federal</b>                                                 | <b>882,881</b>        | <b>61,174</b>  | <b>50,065</b> | <b>73,512</b>  | <b>52,073</b>  | <b>65,123</b> | <b>34,898</b> | <b>14,524</b> | <b>2,030</b> | -     | -     | <b>1,236,280</b>      | <b>292,225</b>                        |
| <b>State</b>                                                         |                       |                |               |                |                |               |               |               |              |       |       |                       |                                       |
| Active Transportation Program (ATP)                                  | 1,025                 | -              | -             | -              | -              | -             | -             | -             | -            | -     | -     | 1,025                 | -                                     |
| Corridor Mobility Improvement Account (CMIA)                         | 83,848                | -              | -             | -              | -              | -             | -             | -             | -            | -     | -     | 83,848                | -                                     |
| Local Partnership Program (LPP)                                      | 19,521                | 11,363         | 2,410         | 1,790          | 1,548          | 738           | -             | -             | -            | -     | -     | 37,370                | 6,486                                 |
| Solutions for Congested Corridors Program (SCCP)                     | 194,570               | 25,430         | 34,000        | 34,000         | 10,300         | -             | -             | -             | -            | -     | -     | 298,300               | 78,300                                |
| State Highway Operation and Protection Program (SHOPP)               | 147,635               | 38,413         | 19,975        | 881            | 319            | -             | -             | -             | -            | -     | -     | 207,223               | 21,175                                |
| State Transportation Improvement Program (STIP)                      | 488,761               | 23,404         | 34,530        | 80,611         | 110,144        | 51,115        | 31,008        | 10,855        | 3,400        | -     | -     | 833,828               | 321,663                               |
| State-Local Partnership Program (SLPP)                               | 8,000                 | -              | -             | -              | -              | -             | -             | -             | -            | -     | -     | 8,000                 | -                                     |
| Trade Corridor Enhancement Program (TCEP)                            | 47,848                | 45,150         | 3,214         | 1,021          | -              | -             | -             | -             | -            | -     | -     | 97,233                | 4,235                                 |
| Trade Corridors Improvement Fund (TCIF)                              | 12,810                | 20             | 463           | -              | -              | -             | -             | -             | -            | -     | -     | 13,293                | 463                                   |
| * State Other                                                        | 61,388                | -              | 527           | -              | -              | -             | -             | -             | -            | -     | -     | 61,915                | 527                                   |
| <b>Total State</b>                                                   | <b>1,065,406</b>      | <b>143,781</b> | <b>95,119</b> | <b>118,303</b> | <b>122,311</b> | <b>51,853</b> | <b>31,008</b> | <b>10,855</b> | <b>3,400</b> | -     | -     | <b>1,642,036</b>      | <b>432,849</b>                        |

| Revenues                                                    | Prior Year thru FY 24 | FY 25            | FY 26            | FY 27            | FY 28            | FY 29            | FY 30           | FY 31             | FY 32          | FY 33 | FY 34 | Total Overall Funding | Total Remaining Funding FY 26 - FY 34 |
|-------------------------------------------------------------|-----------------------|------------------|------------------|------------------|------------------|------------------|-----------------|-------------------|----------------|-------|-------|-----------------------|---------------------------------------|
| <b>Local</b>                                                |                       |                  |                  |                  |                  |                  |                 |                   |                |       |       |                       |                                       |
| Local Jurisdictions                                         | 44,060                | 16,945           | 1,029            | 5,458            | 120              | -                | -               | -                 | -              | -     | -     | 67,612                | 6,607                                 |
| North County Transit District (NCTD)                        | 12,600                | -                | -                | -                | -                | -                | -               | -                 | -              | -     | -     | 12,600                | -                                     |
| Private Developer                                           | 78                    | 1                | -                | -                | 424              | -                | 5,497           | -                 | -              | -     | -     | 6,000                 | 5,921                                 |
| SR 125 Toll Revenues                                        | 17,976                | 502              | 100              | -                | -                | -                | -               | -                 | -              | -     | -     | 18,578                | 100                                   |
| TransNet - Bicycle, Pedestrian & Neighborhood Safety (BPNS) | 4,567                 | -                | -                | -                | -                | -                | -               | -                 | -              | -     | -     | 4,567                 | -                                     |
| TransNet - Border                                           | 1,825                 | -                | -                | -                | -                | -                | -               | -                 | -              | -     | -     | 1,825                 | -                                     |
| TransNet - Environmental Mitigation Program (EMP)           | 171,058               | 23,468           | 4,392            | 4,390            | 1,091            | 999              | -               | -                 | -              | -     | -     | 205,398               | 10,872                                |
| TransNet - Major Corridor (MC)                              | 401,632               | 35,404           | 20,133           | 26,012           | 18,697           | 5,904            | 1,338           | -11,098           | -              | -     | -     | 498,021               | 60,986                                |
| *Local Other                                                | 52,626                | 200              | -                | -                | -                | -                | -               | -                 | -              | -     | -     | 52,826                | -                                     |
| <b>Total Local</b>                                          | <b>\$706,422</b>      | <b>\$76,519</b>  | <b>\$25,654</b>  | <b>\$35,860</b>  | <b>\$20,332</b>  | <b>\$6,903</b>   | <b>\$6,835</b>  | <b>\$(11,098)</b> | -              | -     | -     | <b>\$867,427</b>      | <b>\$84,486</b>                       |
| <b>All Funding Total (Fed/State/Local)</b>                  | <b>\$2,654,709</b>    | <b>\$281,475</b> | <b>\$170,838</b> | <b>\$227,675</b> | <b>\$194,716</b> | <b>\$123,879</b> | <b>\$72,741</b> | <b>\$14,281</b>   | <b>\$5,430</b> | -     | -     | <b>\$3,745,744</b>    | <b>\$809,561</b>                      |

Note: Totals may be off due to rounding

\* See page 5-10 for list of Other Funds

## Notes

### Federal Other

American Recovery and Reinvestment Act (ARRA)

Federal Highway Administration Community Project Funding

Federal State Transportation Improvement Program - Regional Infrastructure Program (STIP-RIP)

Federal Highway Administration Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program

Federal Highway Administration Discretionary Grants

Federal Reconnecting Communities and Neighborhoods (RCN) Grant Program

Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE)

Intelligent Transportation Systems (ITS)

Interstate Maintenance (IM)

Transportation Enhancement (TE)

Transportation, Community, and System Preservation Program (TCSP)

### State Other

Affordable Housing and Sustainable Communities Program (AHSCP)

Caltrans (includes G-12, State oversight, environmental support, and Caltrans PTA)

Coastal Conservancy

California Department of Fish and Wildlife

Low Carbon Transit Operations Program (LCTOP)

Prop 50 - Wildlife Conservation Board

State Highway Account (SHA)

Traffic Congestion Relief Program (TCRP)

### Local Other

Miscellaneous Project Revenue

Otay Water District

Port of San Diego

Private

Rainbow Water District

TransNet (Highway/Transit System Improvement/Transit/Smart Growth Incentive Program)

TransNet/FasTrak® Swap

**Program Expenditures (in thousands)**

| Corridor                                  | Project No. | Project Title                                                               | Prior Year through FY 24 | Total Remaining Budget FY 25 - FY 34 | FY 2025        | FY 2026        | FY 2027        | FY 2028        | FY 2029        | FY 2030        | FY 2031       | FY 2032       | FY 2033 | FY 2034 | Expenditure Plan Total | Funding Plan Total |
|-------------------------------------------|-------------|-----------------------------------------------------------------------------|--------------------------|--------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|---------------|---------|---------|------------------------|--------------------|
| <b>5.1 TransNet Program of Projects</b>   |             |                                                                             |                          |                                      |                |                |                |                |                |                |               |               |         |         |                        |                    |
| TransNet Project Office                   | 1200100     | TransNet Project Office <sup>1</sup>                                        | -                        | \$36,887                             | \$3,824        | \$3,800        | \$3,800        | \$3,800        | \$3,700        | \$3,700        | \$3,700       | \$3,600       | \$3,500 | \$3,463 | \$36,887               | \$36,887           |
| Environmental Mitigation Program          | 1200200     | Project Biological Mitigation Fund                                          | 406,206                  | 67,635                               | 36,179         | 10,032         | 7,493          | 7,148          | 6,783          | -              | -             | -             | -       | -       | 473,841                | 462,000            |
| Environmental Mitigation Program          | 1200300     | Regional Habitat Conservation Fund                                          | 62,986                   | 14,974                               | 3,590          | 3,550          | 3,650          | 3,284          | 900            | -              | -             | -             | -       | -       | 77,960                 | 77,960             |
| Mid-Coast Corridor                        | 1257001     | Mid-Coast Light Rail Transit (LRT)                                          | 2,154,387                | 16,814                               | 8,518          | 6,954          | 750            | 592            | -              | -              | -             | -             | -       | -       | 2,171,201              | 2,171,201          |
| Mid-Coast Corridor (I-5)                  | 1200504     | I-5 HOV: Manchester Avenue to Palomar Airport Drive                         | 389,817                  | 7,847                                | 2,104          | 3,169          | 2,574          | -              | -              | -              | -             | -             | -       | -       | 397,664                | 397,664            |
| Mid-Coast Corridor (I-5)                  | 1200509     | I-5 HOV: San Elijo Bridge Replacement                                       | 318,060                  | 8,822                                | 8,590          | 232            | -              | -              | -              | -              | -             | -             | -       | -       | 326,882                | 326,882            |
| Mid-Coast Corridor (I-5)                  | 1200510     | I-5 HOV: Carlsbad                                                           | 114,342                  | 86,712                               | 36,198         | 29,059         | 17,997         | 3,279          | 88             | 64             | 27            | -             | -       | -       | 201,054                | 201,054            |
| Mid-Coast Corridor (I-5)                  | 1200513     | SR 56 HOV Lanes                                                             | 9,347                    | 18,597                               | 16,967         | 1,009          | 501            | 120            | -              | -              | -             | -             | -       | -       | 27,944                 | 27,944             |
| Mid-Coast Corridor (I-5)                  | 1200514     | I-5 HOV Conversion to Express Lanes                                         | -                        | 87,000                               | -              | 100            | 13,275         | 28,520         | 17,500         | 16,900         | 7,995         | 2,710         | -       | -       | 87,000                 | 87,000             |
| Mid-Coast Corridor (I-5)                  | 1200515     | I-5/I-805 HOV Conversion to Express Lanes                                   | 1,806                    | 18,863                               | 8,308          | 10,250         | 305            | -              | -              | -              | -             | -             | -       | -       | 20,669                 | 20,669             |
| Mid-Coast Corridor (I-5)                  | 1200516     | I-5 HOV Lanes: Oceanside                                                    | -                        | 11,366                               | 2,103          | 5,706          | 3,030          | 527            | -              | -              | -             | -             | -       | -       | 11,366                 | 11,366             |
| I-15 Corridor                             | 1201514     | Downtown Multiuse and Bus Stopover Facility                                 | 35,921                   | 31,059                               | 12,779         | 2,675          | 10,403         | 5,152          | 50             | -              | -             | -             | -       | -       | 66,980                 | 66,980             |
| I-15 Corridor                             | 1201519     | I-15 Transit Priority Lanes and Direct Access Ramp at Clairemont Mesa Blvd. | -                        | 28,000                               | -              | 5,878          | 4,144          | 1,940          | 10,020         | 6,018          | -             | -             | -       | -       | 28,000                 | 28,000             |
| I-15 Corridor                             | 1201520     | I-15 Express Lanes – Forrester Creek Improvements                           | -                        | 1,122                                | 548            | 367            | 207            | -              | -              | -              | -             | -             | -       | -       | 1,122                  | 1,122              |
| SR 52 Corridor                            | 1205204     | SR 52 Improvements                                                          | 152                      | 24,348                               | 1,511          | 4,143          | 6,006          | 4,147          | 2,219          | 6,322          | -             | -             | -       | -       | 24,500                 | 24,500             |
| SR 67 Corridor                            | 1206701     | SR 67 Improvements                                                          | 8,331                    | 43,669                               | 4,765          | 5,168          | 2,726          | 10,360         | 9,050          | 9,050          | 2,550         | -             | -       | -       | 52,000                 | 52,000             |
| SR 78 Corridor                            | 1207802     | I-15/SR 78 HOV Connectors                                                   | 12,746                   | 27,191                               | 3,128          | 5,563          | 6,529          | 9,294          | 2,677          | -              | -             | -             | -       | -       | 39,937                 | 39,937             |
| SR 78 Corridor                            | 1207803     | SR 78/I-5 Express Lanes Connector                                           | 3,551                    | 62,567                               | 3,190          | 4,084          | 2,771          | 1,266          | 26,210         | 25,046         | -             | -             | -       | -       | 66,118                 | 66,118             |
| SR 78 Corridor                            | 1207804     | SR 78 HOV Lanes: I-5 to I-15                                                | 899                      | 38,101                               | 2,540          | 11,640         | 15,240         | 5,173          | 2,645          | 861            | 2             | -             | -       | -       | 39,000                 | 39,000             |
| Blue and Orange Line Improvements         | 1210021     | Blue Line Railway Signal Improvements                                       | 270                      | 4,280                                | 1,311          | 2,629          | 340            | -              | -              | -              | -             | -             | -       | -       | 4,550                  | 4,550              |
| Blue and Orange Line Improvements         | 1210090     | Low-Floor Light Rail Transit Vehicles                                       | 42,003                   | 30,257                               | 17,510         | 12,747         | -              | -              | -              | -              | -             | -             | -       | -       | 72,260                 | 72,260             |
| Blue and Orange Line Improvements         | 1210091     | Palomar Street Rail Grade Separation                                        | 2,195                    | 177,124                              | 1,476          | 3,328          | 27,600         | 26,770         | 36,470         | 39,030         | 31,870        | 10,580        | -       | -       | 179,319                | 34,135             |
| SR 94/SR 125 Corridor                     | 1212501     | SR 94/SR 125 South to East Connector                                        | 23,387                   | 116,530                              | 6,362          | 8,021          | 45,524         | 44,098         | 8,865          | 3,655          | 5             | -             | -       | -       | 139,917                | 132,196            |
| LOSSAN Coastal Corridor                   | 1239805     | Poinsettia Station Improvements                                             | 36,043                   | 638                                  | 27             | 287            | 270            | 54             | -              | -              | -             | -             | -       | -       | 36,681                 | 36,681             |
| LOSSAN Coastal Corridor                   | 1239807     | Sorrento Valley Double-Track                                                | 32,754                   | 209                                  | 4              | 205            | -              | -              | -              | -              | -             | -             | -       | -       | 32,963                 | 32,963             |
| LOSSAN Coastal Corridor                   | 1239809     | Eastbrook to Shell Double-Track                                             | 9,447                    | 147,327                              | 220            | 445            | 40,275         | 49,945         | 46,920         | 9,522          | -             | -             | -       | -       | 156,774                | 64,248             |
| LOSSAN Coastal Corridor                   | 1239810     | Carlsbad Village Double-Track                                               | 2,729                    | 4                                    | -              | 2              | 2              | -              | -              | -              | -             | -             | -       | -       | 2,733                  | 2,733              |
| LOSSAN Coastal Corridor                   | 1239811     | Elvira to Morena Double-Track                                               | 183,860                  | 1,369                                | 811            | 558            | -              | -              | -              | -              | -             | -             | -       | -       | 185,229                | 185,229            |
| LOSSAN Coastal Corridor                   | 1239812     | Sorrento to Miramar Phase 2                                                 | 16,594                   | 281,906                              | 1,632          | 3,270          | 24,047         | 87,600         | 87,440         | 47,255         | 30,662        | -             | -       | -       | 298,500                | 21,500             |
| LOSSAN Coastal Corridor                   | 1239813     | San Dieguito Lagoon Double-Track Design                                     | 22,077                   | 13,195                               | 6,044          | 7,151          | -              | -              | -              | -              | -             | -             | -       | -       | 35,272                 | 35,272             |
| LOSSAN Coastal Corridor                   | 1239814     | LOSSAN Rail Corridor Preliminary Engineering                                | 1,692                    | 378                                  | 170            | 62             | 146            | -              | -              | -              | -             | -             | -       | -       | 2,070                  | 1,924              |
| LOSSAN Coastal Corridor                   | 1239816     | Batiquitos Lagoon Double-Track                                              | 13,472                   | 152,155                              | 34,032         | 45,295         | 44,210         | 25,727         | 2,891          | -              | -             | -             | -       | -       | 165,627                | 165,627            |
| LOSSAN Coastal Corridor                   | 1239820     | COASTER Train Sets                                                          | 46,937                   | 11,863                               | 11,862         | 1              | -              | -              | -              | -              | -             | -             | -       | -       | 58,800                 | 58,800             |
| LOSSAN Coastal Corridor                   | 1239822     | San Dieguito Lagoon Double-Track Construction                               | -                        | 333,335                              | 100            | 81,025         | 98,025         | 107,000        | 41,370         | 3,610          | 1,735         | 470           | -       | -       | 333,335                | 318,335            |
| LOSSAN Coastal Corridor                   | 1239823     | San Dieguito to Sorrento Valley Double-Track                                | 14,775                   | 287,943                              | 25,652         | 30,672         | 39,729         | 43,890         | 110,875        | 37,125         | -             | -             | -       | -       | 302,718                | 302,718            |
| I-805 Corridor                            | 1280513     | I-805/SR 94 Bus on Shoulder Demonstration Project                           | 28,864                   | 2,036                                | 172            | 1,804          | 60             | -              | -              | -              | -             | -             | -       | -       | 30,900                 | 30,900             |
| I-805 Corridor                            | 1280515     | I-805 South Soundwalls                                                      | 66,731                   | 47,361                               | 17,028         | 17,676         | 8,143          | 3,113          | 1,401          | -              | -             | -             | -       | -       | 114,092                | 114,092            |
| I-805 Corridor                            | 1280516     | I-805 North Auxiliary Lanes                                                 | 8,280                    | 23,505                               | 19,819         | 2,777          | 612            | 297            | -              | -              | -             | -             | -       | -       | 31,785                 | 31,785             |
| I-805 Corridor                            | 1280517     | I-805 HOV Conversion to Express Lanes                                       | -                        | 86,300                               | -              | 40             | 21,284         | 30,749         | 17,622         | 9,484          | 4,192         | 2,929         | -       | -       | 86,300                 | 86,300             |
| I-805 Corridor                            | 1280518     | SR 94 Transit Priority Lanes (I-5 to I-805)                                 | 699                      | 101                                  | 97             | 4              | -              | -              | -              | -              | -             | -             | -       | -       | 800                    | 800                |
| I-805 Corridor                            | 1280519     | I-805 Transit Priority Lanes (SR 15 to SR 52)                               | 523                      | 29,477                               | 2,043          | 7,627          | 10,259         | 7,783          | 1,765          | -              | -             | -             | -       | -       | 30,000                 | 30,000             |
| I-805 Corridor                            | 1280520     | I-805/SR 94/SR 15 Transit Connection                                        | 5,510                    | 10,620                               | 7,354          | 3,266          | -              | -              | -              | -              | -             | -             | -       | -       | 16,130                 | 16,130             |
| I-805 Corridor                            | 1280521     | I-805: HOV Conversion to Express Lanes (Palomar to SR 94)                   | -                        | 132,274                              | 1,074          | 4,000          | 44,400         | 42,804         | 38,986         | 1,010          | -             | -             | -       | -       | 132,274                | 91,474             |
| <b>TransNet Program of Projects Total</b> |             |                                                                             | <b>4,077,393</b>         | <b>2,484,874</b>                     | <b>305,818</b> | <b>342,471</b> | <b>502,527</b> | <b>550,632</b> | <b>472,747</b> | <b>214,952</b> | <b>79,038</b> | <b>16,689</b> | -       | -       | <b>6,562,267</b>       | <b>5,972,049</b>   |
| <b>5.2 TCIF/Goods Movement</b>            |             |                                                                             |                          |                                      |                |                |                |                |                |                |               |               |         |         |                        |                    |
| -                                         | 1201101     | SR 11 and Otay Mesa East Port of Entry                                      | 225,463                  | 787,845                              | 90,238         | 136,727        | 324,844        | 221,036        | 10,500         | 4,500          | -             | -             | -       | -       | 1,013,308              | 734,018            |
| -                                         | 1201105     | SR 11 and Otay Mesa East Port of Entry: Traffic and Revenue Study           | 2,606                    | 1,694                                | 1,100          | 594            | -              | -              | -              | -              | -             | -             | -       | -       | 4,300                  | 4,300              |
| <b>TCIF/Goods Movement Total</b>          |             |                                                                             | <b>228,069</b>           | <b>789,539</b>                       | <b>91,338</b>  | <b>137,321</b> | <b>324,844</b> | <b>221,036</b> | <b>10,500</b>  | <b>4,500</b>   | -             | -             | -       | -       | <b>1,017,608</b>       | <b>738,318</b>     |

<sup>1</sup> \*Expenditure and funding amounts are shown for illustrative purposes only and are not included in totals of capital budget tables.

| Corridor                             | Project No. | Project Title                                                                                                         | Prior Year through FY 24 | Total Remaining Budget FY 25 - FY 34 | FY 2025        | FY 2026        | FY 2027          | FY 2028        | FY 2029        | FY 2030        | FY 2031       | FY 2032       | FY 2033      | FY 2034 | Expenditure Plan Total | Funding Plan Total |
|--------------------------------------|-------------|-----------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------------------|----------------|----------------|------------------|----------------|----------------|----------------|---------------|---------------|--------------|---------|------------------------|--------------------|
| <b>5.3 Regional Bikeway</b>          |             |                                                                                                                       |                          |                                      |                |                |                  |                |                |                |               |               |              |         |                        |                    |
|                                      | 1223017     | Coastal Rail Trail Encinitas: E Street to Chesterfield Drive                                                          | 9,249                    | 9,571                                | 176            | 30             | 3,550            | 4,444          | 1,365          | 6              | -             | -             | -            | -       | 18,820                 | 18,820             |
|                                      | 1223020     | North Park/Mid-City Bikeways: Robinson Bikeway                                                                        | 3,669                    | 6,204                                | 93             | 1,290          | 1,977            | 1,911          | 825            | 108            | -             | -             | -            | -       | 9,873                  | 9,873              |
|                                      | 1223053     | San Diego River Trail: Carlton Oaks Segment                                                                           | 1,253                    | 107                                  | 54             | 53             | -                | -              | -              | -              | -             | -             | -            | -       | 1,360                  | 1,360              |
|                                      | 1223054     | Central Avenue Bikeway                                                                                                | 1,487                    | 4,630                                | 385            | 2,496          | 1,595            | 154            | -              | -              | -             | -             | -            | -       | 6,117                  | 6,117              |
|                                      | 1223055     | Bayshore Bikeway: Barrio Logan                                                                                        | 31,173                   | 14,901                               | 9,561          | 4,720          | 540              | 80             | -              | -              | -             | -             | -            | -       | 46,074                 | 46,074             |
|                                      | 1223056     | Border to Bayshore Bikeway                                                                                            | 14,391                   | 16,184                               | 8,463          | 7,102          | 619              | -              | -              | -              | -             | -             | -            | -       | 30,575                 | 30,575             |
|                                      | 1223057     | Pershing Drive Bikeway                                                                                                | 23,964                   | 3,524                                | 3,383          | 141            | -                | -              | -              | -              | -             | -             | -            | -       | 27,488                 | 27,488             |
|                                      | 1223058     | Downtown to Imperial Avenue Bikeway                                                                                   | 4,754                    | 20,883                               | 10,979         | 8,537          | 1,367            | -              | -              | -              | -             | -             | -            | -       | 25,637                 | 25,637             |
|                                      | 1223079     | North Park/Mid-City Bikeways: Howard Bikeway                                                                          | 1,475                    | 13,334                               | 253            | 2,430          | 6,430            | 3,668          | 553            | -              | -             | -             | -            | -       | 14,809                 | 10,200             |
|                                      | 1223081     | North Park/Mid-City Bikeways: University Bikeway                                                                      | 3,776                    | 34,303                               | 1,203          | 13,914         | 16,803           | 2,358          | 25             | -              | -             | -             | -            | -       | 38,079                 | 38,079             |
|                                      | 1223083     | Uptown Bikeways: Eastern Hillcrest Bikeways                                                                           | 4,772                    | 39,597                               | 7,987          | 19,600         | 11,599           | 411            | -              | -              | -             | -             | -            | -       | 44,369                 | 44,369             |
|                                      | 1223084     | Uptown Bikeways: Washington Street and Mission Valley Bikeways                                                        | 3,849                    | 25,641                               | 5,229          | 9,951          | 7,271            | 3,190          | -              | -              | -             | -             | -            | -       | 29,490                 | 29,490             |
|                                      | 1223085     | Uptown Bikeways: Mission Hills and Old Town Bikeways                                                                  | 210                      | 1,329                                | 15             | 877            | 437              | -              | -              | -              | -             | -             | -            | -       | 1,539                  | 1,539              |
|                                      | 1223087     | North Park/Mid-City Bikeways: Orange Bikeway                                                                          | 1,336                    | 11,900                               | 443            | 4,650          | 5,457            | 1,266          | 84             | -              | -             | -             | -            | -       | 13,236                 | 13,236             |
|                                      | 1223094     | Inland Rail Trail: Phase 3                                                                                            | 3,162                    | 24,762                               | 9,919          | 11,607         | 3,186            | 50             | -              | -              | -             | -             | -            | -       | 27,924                 | 27,924             |
|                                      | 1223095     | Inland Rail Trail: Phase 4                                                                                            | 707                      | 39,450                               | 725            | 2,738          | 17,175           | 16,875         | 1,862          | 75             | -             | -             | -            | -       | 40,157                 | 15,585             |
|                                      | 1223096     | Bayshore Bikeway: Barrio Logan Phase 2                                                                                | 292                      | 9,453                                | 1,703          | 5,156          | 2,424            | 170            | -              | -              | -             | -             | -            | -       | 9,745                  | 9,745              |
|                                      | 1223097     | Bayshore to Imperial Bikeway                                                                                          | 10                       | 5,144                                | 990            | 2,690          | 1,464            | -              | -              | -              | -             | -             | -            | -       | 5,154                  | 5,154              |
|                                      | 1223098     | Bayshore Bikeway: Barrio Logan Phase 3                                                                                | -                        | 1,800                                | 990            | 485            | 320              | 5              | -              | -              | -             | -             | -            | -       | 1,800                  | 1,800              |
|                                      |             | <b>Regional Bikeway Total</b>                                                                                         | <b>109,529</b>           | <b>282,717</b>                       | <b>62,551</b>  | <b>98,467</b>  | <b>82,214</b>    | <b>34,582</b>  | <b>4,714</b>   | <b>189</b>     | -             | -             | -            | -       | <b>392,246</b>         | <b>363,065</b>     |
| <b>5.4 Major Capital</b>             |             |                                                                                                                       |                          |                                      |                |                |                  |                |                |                |               |               |              |         |                        |                    |
|                                      | 1129200     | OCS Insulator & Catch Cable Replacement                                                                               | 7,868                    | 4,557                                | 3,851          | 396            | 310              | -              | -              | -              | -             | -             | -            | -       | 12,425                 | 12,125             |
|                                      | 1130100     | ERP System                                                                                                            | 7,158                    | 3,049                                | 1,673          | 1,376          | -                | -              | -              | -              | -             | -             | -            | -       | 10,207                 | 10,207             |
|                                      | 1131500     | Fiber Optic Information Network Gap                                                                                   | 940                      | 268                                  | 119            | 149            | -                | -              | -              | -              | -             | -             | -            | -       | 1,208                  | 1,208              |
|                                      | 1142600     | Joint Transportation Operations Center (JTOC)                                                                         | 584                      | 1,501                                | 900            | 367            | 78               | 78             | 78             | -              | -             | -             | -            | -       | 2,085                  | 2,085              |
|                                      | 1145300     | Rose Canyon Bridge Replacements                                                                                       | 132                      | 21,568                               | 1              | 87             | 3,000            | 5,640          | 7,531          | 5,309          | -             | -             | -            | -       | 21,700                 | 220                |
|                                      | 1145400     | San Onofre Bridge Replacements                                                                                        | 99                       | 12                                   | 5              | 7              | -                | -              | -              | -              | -             | -             | -            | -       | 111                    | 111                |
|                                      | 1146500     | Bridge 257.2 Replacement Project                                                                                      | 2,442                    | 14,458                               | 598            | 4,859          | 5,654            | 2,898          | 449            | -              | -             | -             | -            | -       | 16,900                 | 16,900             |
|                                      | 1146600     | San Onofre to Pulgas Double Track - Phase 2                                                                           | 2,028                    | 43,431                               | 8,015          | 19,806         | 13,774           | 1,836          | -              | -              | -             | -             | -            | -       | 45,459                 | 35,987             |
|                                      | 1147100     | Del Mar Bluffs V                                                                                                      | 25,672                   | 73,959                               | 23,900         | 24,685         | 13,686           | 11,688         | -              | -              | -             | -             | -            | -       | 99,631                 | 99,631             |
|                                      | 1147101     | Del Mar Bluffs Access Improvements                                                                                    | -                        | 23,500                               | 713            | 2,155          | 2,481            | 10,459         | 7,282          | 410            | -             | -             | -            | -       | 23,500                 | 9,000              |
|                                      | 1147700     | Next Operating System (Next OS) Implementation – Phase 1                                                              | 1,947                    | 7,697                                | 2,335          | 3,330          | 2,021            | 11             | -              | -              | -             | -             | -            | -       | 9,644                  | 9,644              |
|                                      | 1147800     | SR 76 Roadway Straightening                                                                                           | 76                       | 1,924                                | 875            | 1,049          | -                | -              | -              | -              | -             | -             | -            | -       | 2,000                  | 2,000              |
|                                      | 1147900     | I-8/Willows Road Interchange Improvements                                                                             | 82                       | 2,918                                | 1,443          | 1,475          | -                | -              | -              | -              | -             | -             | -            | -       | 3,000                  | 3,000              |
|                                      | 1148000     | Harbor Drive 2.0/Vesta Street Bridge                                                                                  | 8,755                    | 125,031                              | 8,312          | 12,841         | 54,616           | 10,515         | 14,297         | 12,225         | 6,975         | 3,500         | 1,750        | -       | 133,786                | 40,486             |
|                                      | 1149100     | Airport Transit Connection                                                                                            | -                        | 42,478                               | 1,000          | 8,500          | 22,650           | 10,328         | -              | -              | -             | -             | -            | -       | 42,478                 | 42,478             |
|                                      | 1149200     | San Ysidro Transit Center Improvements                                                                                | -                        | 4,650                                | 400            | 2,715          | 1,535            | -              | -              | -              | -             | -             | -            | -       | 4,650                  | 3,677              |
|                                      | 1400000     | Regional Tolling Back-Office System                                                                                   | 12,496                   | 6,309                                | 4,334          | 1,975          | -                | -              | -              | -              | -             | -             | -            | -       | 18,805                 | 18,805             |
|                                      | 1400402     | Roadway Toll Collection System                                                                                        | 34,803                   | 7,689                                | 6,498          | 1,191          | -                | -              | -              | -              | -             | -             | -            | -       | 42,492                 | 42,492             |
|                                      | 1400406     | New SR 125 Regional Tolling Back-Office System                                                                        | 1,538                    | 21,914                               | 15,348         | 5,316          | 1,250            | -              | -              | -              | -             | -             | -            | -       | 23,452                 | 23,452             |
|                                      | 1400407     | New I-15 Regional Tolling Back-Office System                                                                          | 1,441                    | 8,806                                | 5,816          | 2,440          | 550              | -              | -              | -              | -             | -             | -            | -       | 10,247                 | 10,247             |
|                                      |             | <b>Major Capital Total</b>                                                                                            | <b>108,061</b>           | <b>415,719</b>                       | <b>86,136</b>  | <b>94,719</b>  | <b>121,605</b>   | <b>53,453</b>  | <b>29,637</b>  | <b>17,944</b>  | <b>6,975</b>  | <b>3,500</b>  | <b>1,750</b> | -       | <b>523,780</b>         | <b>383,755</b>     |
| <b>5.5 Minor Capital</b>             |             |                                                                                                                       |                          |                                      |                |                |                  |                |                |                |               |               |              |         |                        |                    |
|                                      | 1144800     | Regional Arterial Detection Deployment - Phase 1                                                                      | 198                      | 521                                  | 100            | 277            | 144              | -              | -              | -              | -             | -             | -            | -       | 719                    | 719                |
|                                      |             | <b>Minor Capital Total</b>                                                                                            | <b>198</b>               | <b>521</b>                           | <b>100</b>     | <b>277</b>     | <b>144</b>       | -              | -              | -              | -             | -             | -            | -       | <b>719</b>             | <b>719</b>         |
|                                      |             | <b>Total Active Projects (TransNet POP, TCIF/ Goods Movement, Regional Bikeway, Major Capital, and Minor Capital)</b> | <b>4,523,250</b>         | <b>3,973,370</b>                     | <b>545,943</b> | <b>673,255</b> | <b>1,031,334</b> | <b>859,703</b> | <b>517,598</b> | <b>237,585</b> | <b>86,013</b> | <b>20,189</b> | <b>1,750</b> | -       | <b>8,496,620</b>       | <b>7,457,905</b>   |
| <b>5.6 Projects Pending Closeout</b> |             |                                                                                                                       |                          |                                      |                |                |                  |                |                |                |               |               |              |         |                        |                    |
|                                      | 1147000     | Beyer Blvd. Slope & Drainage                                                                                          | 1,189                    | 292                                  | 272            | 20             | -                | -              | -              | -              | -             | -             | -            | -       | 1,481                  | 1,481              |
|                                      | 1149000     | Central Mobility Hub                                                                                                  | 27,537                   | 2,906                                | 2,896          | 10             | -                | -              | -              | -              | -             | -             | -            | -       | 30,443                 | 30,443             |
|                                      | 1200503     | I-5/SR 56 Interchange                                                                                                 | 12,512                   | 1                                    | -              | 1              | -                | -              | -              | -              | -             | -             | -            | -       | 12,513                 | 12,513             |
|                                      | 1200506     | I-5/Genesee Interchange and Widening                                                                                  | 120,593                  | 685                                  | 250            | 435            | -                | -              | -              | -              | -             | -             | -            | -       | 121,278                | 121,278            |
|                                      | 1200507     | I-5/Voigt Drive Improvements                                                                                          | 40,415                   | 90                                   | 30             | 60             | -                | -              | -              | -              | -             | -             | -            | -       | 40,505                 | 40,505             |
|                                      | 1201103     | SR 11 and Otay Mesa East Port of Entry: Segment 2A and SR 905/125/11 Southbound Connectors Construction               | 125,375                  | 2,394                                | 2,088          | 306            | -                | -              | -              | -              | -             | -             | -            | -       | 127,769                | 127,769            |
|                                      | 1201509     | Downtown BRT Stations                                                                                                 | 20,751                   | 93                                   | 70             | 23             | -                | -              | -              | -              | -             | -             | -            | -       | 20,844                 | 20,844             |
|                                      | 1205203     | SR 52 Extension                                                                                                       | 457,167                  | 3,342                                | -              | 3,342          | -                | -              | -              | -              | -             | -             | -            | -       | 460,509                | 460,509            |

| Corridor                                                 | Project No. | Project Title                                       | Prior Year through FY 24 | Total Remaining Budget FY 25 - FY 34 | FY 2025          | FY 2026          | FY 2027            | FY 2028          | FY 2029          | FY 2030          | FY 2031         | FY 2032         | FY 2033        | FY 2034  | Expenditure Plan Total | Funding Plan Total |
|----------------------------------------------------------|-------------|-----------------------------------------------------|--------------------------|--------------------------------------|------------------|------------------|--------------------|------------------|------------------|------------------|-----------------|-----------------|----------------|----------|------------------------|--------------------|
|                                                          | 1207606     | SR 76 East                                          | 198,104                  | 3,839                                | (2,816)          | 1,697            | 4,958              | -                | -                | -                | -               | -               | -              | -        | 201,943                | 201,943            |
|                                                          | 1223016     | Coastal Rail Trail San Diego: Rose Creek            | 27,542                   | 27                                   | 23               | 4                | -                  | -                | -                | -                | -               | -               | -              | -        | 27,569                 | 27,569             |
|                                                          | 1223022     | Uptown Bikeways: Fourth and Fifth Avenue Bikeways   | 24,050                   | 129                                  | 122              | 7                | -                  | -                | -                | -                | -               | -               | -              | -        | 24,179                 | 24,179             |
|                                                          | 1223023     | Inland Rail Trail: Phases 1 & 2                     | 54,093                   | 49                                   | 45               | 4                | -                  | -                | -                | -                | -               | -               | -              | -        | 54,142                 | 54,142             |
|                                                          | 1223082     | North Park/Mid-City Bikeways: Georgia-Meade Bikeway | 26,321                   | 93                                   | 92               | 1                | -                  | -                | -                | -                | -               | -               | -              | -        | 26,414                 | 26,414             |
|                                                          | 1239806     | San Elijo Lagoon Double Track                       | 76,642                   | 978                                  | 5                | 973              | -                  | -                | -                | -                | -               | -               | -              | -        | 77,620                 | 77,620             |
|                                                          | 1239817     | Chesterfield Drive Crossing Improvements            | 7,099                    | 15                                   | -                | 15               | -                  | -                | -                | -                | -               | -               | -              | -        | 7,114                  | 7,114              |
|                                                          | 1240001     | Mid-City Rapid Bus                                  | 44,329                   | 197                                  | 26               | 171              | -                  | -                | -                | -                | -               | -               | -              | -        | 44,526                 | 44,526             |
|                                                          | 1280504     | South Bay BRT                                       | 126,786                  | 605                                  | 365              | 201              | 39                 | -                | -                | -                | -               | -               | -              | -        | 127,391                | 127,391            |
|                                                          | 1280505     | I-805 HOV/Carroll Canyon Direct Access Ramp         | 95,500                   | 275                                  | 51               | 224              | -                  | -                | -                | -                | -               | -               | -              | -        | 95,775                 | 95,775             |
|                                                          | 1280510     | I-805 South: 2 HOV Lanes and Direct Access Ramp     | 182,478                  | 68                                   | 8                | 54               | 6                  | -                | -                | -                | -               | -               | -              | -        | 182,546                | 182,546            |
|                                                          | 1390506     | SR 125/905 Southbound to Westbound Connector        | 28,563                   | 429                                  | 413              | 16               | -                  | -                | -                | -                | -               | -               | -              | -        | 28,992                 | 28,992             |
|                                                          | 1605201     | CMCP - Coast, Canyons, and Trails (SR 52)           | 2,105                    | 1                                    | -                | 1                | -                  | -                | -                | -                | -               | -               | -              | -        | 2,106                  | 2,106              |
|                                                          |             | <b>Projects Pending Closeout Total</b>              | <b>1,699,151</b>         | <b>16,508</b>                        | <b>3,940</b>     | <b>7,565</b>     | <b>5,003</b>       | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>        | <b>-</b>        | <b>-</b>       | <b>-</b> | <b>1,715,659</b>       | <b>1,715,659</b>   |
|                                                          |             | <b>Total All Capital Projects</b>                   | <b>6,222,401</b>         | <b>3,989,878</b>                     | <b>549,883</b>   | <b>680,820</b>   | <b>1,036,337</b>   | <b>859,703</b>   | <b>517,598</b>   | <b>237,585</b>   | <b>86,013</b>   | <b>20,189</b>   | <b>1,750</b>   | <b>-</b> | <b>10,212,279</b>      | <b>9,173,564</b>   |
| <b>5.9 Comprehensive Multimodal Corridor Plan (CMCP)</b> |             |                                                     |                          |                                      |                  |                  |                    |                  |                  |                  |                 |                 |                |          |                        |                    |
|                                                          | 1600101     | CMCP - Regional CMCP Development                    | 811                      | 189                                  | 29               | 60               | 50                 | 50               | -                | -                | -               | -               | -              | -        | 1,000                  | 1,000              |
|                                                          | 1600504     | CMCP - Central Mobility Connections                 | 2,992                    | 1,871                                | 290              | 630              | 565                | 386              | -                | -                | -               | -               | -              | -        | 4,863                  | 4,863              |
|                                                          | 1601501     | CMCP - High Speed Transit/I-15                      | -                        | 1,500                                | -                | 750              | 750                | -                | -                | -                | -               | -               | -              | -        | 1,500                  | 1,500              |
|                                                          | 1609401     | CMCP - High Speed Transit/SR 94                     | 97                       | 2,129                                | 850              | 870              | 409                | -                | -                | -                | -               | -               | -              | -        | 2,226                  | 2,226              |
|                                                          | 1612501     | CMCP - High Speed Transit/SR 125                    | 263                      | 3,229                                | 531              | 1,795            | 903                | -                | -                | -                | -               | -               | -              | -        | 3,492                  | 3,492              |
|                                                          | 1612502     | CMCP - SR 125 Toll Removal Analysis                 | -                        | 400                                  | 300              | 100              | -                  | -                | -                | -                | -               | -               | -              | -        | 400                    | 400                |
|                                                          |             | <b>Comprehensive Multimodal Corridor Plan Total</b> | <b>4,163</b>             | <b>9,318</b>                         | <b>2,000</b>     | <b>4,205</b>     | <b>2,677</b>       | <b>436</b>       | <b>-</b>         | <b>-</b>         | <b>-</b>        | <b>-</b>        | <b>-</b>       | <b>-</b> | <b>13,481</b>          | <b>13,481</b>      |
|                                                          |             | <b>Total All Projects</b>                           | <b>\$6,226,564</b>       | <b>\$3,999,196</b>                   | <b>\$551,883</b> | <b>\$685,025</b> | <b>\$1,039,014</b> | <b>\$860,139</b> | <b>\$517,598</b> | <b>\$237,585</b> | <b>\$86,013</b> | <b>\$20,189</b> | <b>\$1,750</b> | <b>-</b> | <b>\$10,225,760</b>    | <b>\$9,187,045</b> |



## Contingency Reserves

FY 2025-FY 2026<sup>1</sup>

in thousands

| FY 2025 Balance                                   | Contingency Reserves | Remaining Budget 2025-2033 | % of Budget |
|---------------------------------------------------|----------------------|----------------------------|-------------|
| TransNet Program of Projects <sup>2</sup>         | \$150,008            | \$789,061                  | 19%         |
| TCIF/Goods Movement Projects                      | -                    | 370,361                    | 0%          |
| Regional Bikeway Projects                         | 7,730                | 203,927                    | 4%          |
| Major Capital Projects                            | 12,740               | 232,688                    | 5%          |
| Minor Capital Projects                            | -                    | 555                        | 0%          |
| Projects Pending Closeout                         | 89                   | 1,949                      | 5%          |
| Comprehensive Multimodal Corridor Plan            | -                    | 6,910                      | 0%          |
| <b>Total All Capital Projects (excluding EMP)</b> | <b>\$170,567</b>     | <b>\$1,605,451</b>         | <b>11%</b>  |
| <b>EMP<sup>3</sup></b>                            | <b>-</b>             | <b>\$16,666</b>            | <b>-</b>    |

| FY 2026 Balance                                   | Contingency Reserves | Remaining Budget 2026-2034 | % of Budget |
|---------------------------------------------------|----------------------|----------------------------|-------------|
| TransNet Program of Projects <sup>2</sup>         | \$153,944            | \$780,972                  | 20%         |
| TCIF/Goods Movement Projects                      | -                    | 416,733                    | 0%          |
| Regional Bikeway Projects                         | 11,040               | 183,035                    | 6%          |
| Major Capital Projects                            | 12,841               | 186,762                    | 7%          |
| Minor Capital Projects                            | -                    | 421                        | 0%          |
| Projects Pending Closeout                         | 49                   | 1,098                      | 4%          |
| Comprehensive Multimodal Corridor Plan (CMCP)     | -                    | 6,418                      | 0%          |
| <b>Total All Capital Projects (excluding EMP)</b> | <b>\$177,874</b>     | <b>\$1,575,439</b>         | <b>11%</b>  |
| <b>EMP<sup>3</sup></b>                            | <b>-</b>             | <b>\$17,512</b>            | <b>-</b>    |

<sup>1</sup> These numbers include only the SANDAG share of the Capital Program and do not include the Caltrans portion.

<sup>2</sup> Contingency Reserves for TransNet Program of Projects includes Project Contingency budgets on individual capital improvement projects and \$72 million of agency contingency reserves.

<sup>3</sup> Environmental Mitigation Program (EMP): The EMP does not have a contingency reserve because expenditures are planned on an annual basis based on cash availability.

# TransNet Program of Projects



Projects shown in this section describe efforts relating to transit, highway, and environmental mitigation projects being funded in part by TransNet. In November 2004, voters approved an extension of the TransNet sales tax for specific improvements to the region's transportation network, including the associated environmental mitigation.

## Budget Comparison

### FY 2026

\$342,471,000

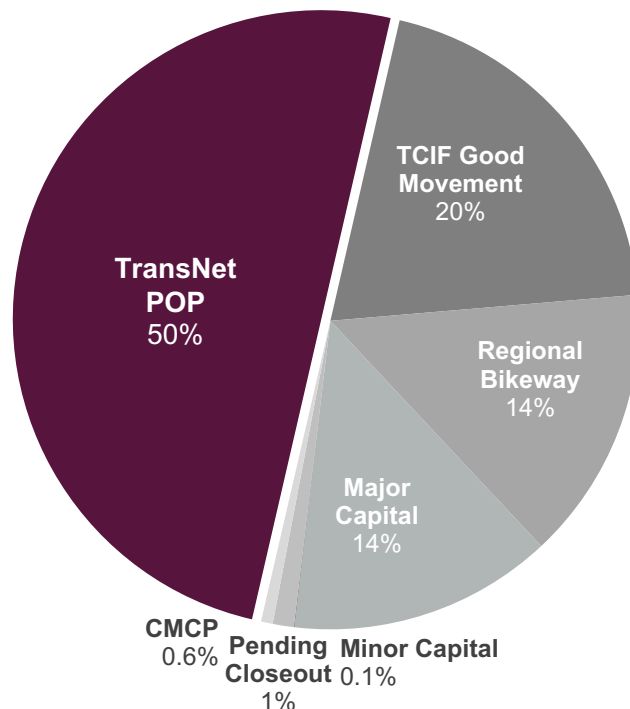
### FY 2025

\$355,260,000

## Major Projects

- ▶ I-5 HOV: Carlsbad (1200510)
- ▶ Batiquitos Lagoon Double Track (1239816)
- ▶ San Dieguito Lagoon Double-Track Construction (1239822)
- ▶ San Dieguito to Sorrento Valley Double Track (1239823)
- ▶ I-805 South Soundwalls (1280515)

## Capital Budget Breakdown



|                         |                         |                           |                  |
|-------------------------|-------------------------|---------------------------|------------------|
| <b>Project Name:</b>    | TransNet Project Office |                           |                  |
| <b>CIP No.</b>          | 1200100                 | <b>RTIP No:</b>           | N/A              |
| <b>Project Manager:</b> | Chelsea Gonzales        | <b>Corridor Director:</b> | Chelsea Gonzales |

**Project Scope:**

Implement project control measures for the TransNet Major Corridors and Bikeway Programs including: scheduling, cost estimating, change control, risk management, work breakdown structure, resource planning, document control, TransNet Dashboard development, and consultant contract administration.

**Project Limits:**

Regionwide

**Progress to Date:**

Emphasis in FY 2026 will be on continuing implementation of the TransNet Major Corridor Program and Regional Bike Program, completing implementation of the Enterprise Resource Program, and beginning procurement efforts for a new program/project management tool.

**Major Milestones:**

| Milestone                    | Date |
|------------------------------|------|
| Draft Environmental Document | N/A  |
| Final Environmental Document | N/A  |
| Ready to Advertise           | N/A  |
| Begin Construction           | N/A  |
| Open to Public               | N/A  |
| Construction Complete        | N/A  |

**Site Location:**



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

| Budget Phase           | FY 25          | FY 26          | FY 27          | FY 28          | FY 29          | FY 30          | FY 31          | FY 32          | FY 33          | FY 34          | Total           |
|------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|
| Administration         | \$3,776        | \$3,509        | \$3,783        | \$3,800        | \$3,700        | \$3,700        | \$3,700        | \$3,600        | \$3,500        | \$3,463        | \$36,531        |
| Environmental Document | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0               |
| Design                 | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0               |
| Right-of-Way Support   | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0               |
| Right-of-Way Capital   | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0               |
| Construction Support   | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0               |
| Construction Capital   | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0               |
| Vehicles               | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0               |
| I.T.                   | 48             | 41             | 17             | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 106             |
| Professional Services  | 0              | 250            | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 250             |
| Communications         | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0               |
| Project Contingency    | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0               |
| <b>Total SANDAG</b>    | <b>\$3,824</b> | <b>\$3,800</b> | <b>\$3,800</b> | <b>\$3,800</b> | <b>\$3,700</b> | <b>\$3,700</b> | <b>\$3,700</b> | <b>\$3,600</b> | <b>\$3,500</b> | <b>\$3,463</b> | <b>\$36,887</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | FY 25          | FY 26          | FY 27          | FY 28          | FY 29          | FY 30          | FY 31          | FY 32          | FY 33          | FY 34          | Total           |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|
| Environmental Document      | \$0            | \$0            | \$0            | \$0            | \$0            | \$0            | \$0            | \$0            | \$0            | \$0            | \$0             |
| Design                      | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0               |
| Right-of-Way Support        | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0               |
| Right-of-Way Capital        | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0               |
| Construction Support        | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0               |
| Construction Capital        | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0               |
| Vehicles                    | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0              | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$3,824</b> | <b>\$3,800</b> | <b>\$3,800</b> | <b>\$3,800</b> | <b>\$3,700</b> | <b>\$3,700</b> | <b>\$3,700</b> | <b>\$3,600</b> | <b>\$3,500</b> | <b>\$3,463</b> | <b>\$36,887</b> |

**Project Name:** Project Biological Mitigation Fund  
**CIP No.** 1200200 **RTIP No:** N/A  
**Project Manager:** Kim Smith **Corridor Director:** Keith Greer

**Project Scope:**

Habitat acquisition, restoration, creation, enhancement, management and monitoring necessary to meet regional transportation project mitigation requirements.

**Project Limits:**

Regionwide

**Progress to Date:**

Over 9,215 acres of land have been acquired and over 200 acres are currently under restoration. Restoration of the San Dieguito Lagoon Phase II project was completed in FY 2025. Long-term maintenance and monitoring will continue in FY 2026, including the San Elijo Lagoon Restoration Project with five more years anticipated. Over 20 properties still need to be transferred to entities that will manage in perpetuity with endowments placed and funded by the EMP.

**Major Milestones:**

| Milestone                    | Date |
|------------------------------|------|
| Draft Environmental Document | N/A  |
| Final Environmental Document | N/A  |
| Ready to Advertise           | N/A  |
| Begin Construction           | N/A  |
| Open to Public               | N/A  |
| Construction Complete        | N/A  |

**Site Location**



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

| Budget Phase           | Prior Years      | FY 25          | FY 26          | FY 27          | FY 28          | FY 29          | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total            |
|------------------------|------------------|----------------|----------------|----------------|----------------|----------------|------------|------------|------------|------------|------------|------------------|
| Administration         | \$8,672          | \$600          | \$400          | \$400          | \$400          | \$400          | \$0        | \$0        | \$0        | \$0        | \$0        | \$10,872         |
| Environmental Document | 21,777           | 1,586          | 465            | 560            | 511            | 211            | 0          | 0          | 0          | 0          | 0          | 25,110           |
| Design                 | 2,915            | 381            | 457            | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 3,753            |
| Right-of-Way Support   | 2,263            | 160            | 110            | 80             | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 2,613            |
| Right-of-Way Capital   | 104,227          | 365            | 1,826          | 21             | 5              | 0              | 0          | 0          | 0          | 0          | 0          | 106,444          |
| Construction Support   | 21,612           | 4,354          | 2,047          | 1,980          | 1,980          | 1,980          | 0          | 0          | 0          | 0          | 0          | 33,953           |
| Construction Capital   | 27,913           | 275            | 275            | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 28,463           |
| Vehicles               | 0                | 0              | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0                |
| I.T.                   | 0                | 0              | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0                |
| Professional Services  | 263              | 93             | 50             | 50             | 50             | 0              | 0          | 0          | 0          | 0          | 0          | 506              |
| Communications         | 47               | 5              | 10             | 10             | 10             | 0              | 0          | 0          | 0          | 0          | 0          | 82               |
| Project Contingency    | 0                | 0              | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0                |
| <b>Total SANDAG</b>    | <b>\$189,689</b> | <b>\$7,819</b> | <b>\$5,640</b> | <b>\$3,101</b> | <b>\$2,956</b> | <b>\$2,591</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$211,796</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                 | Prior Years      | FY 25           | FY 26             | FY 27          | FY 28          | FY 29          | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total            |
|------------------------------|------------------|-----------------|-------------------|----------------|----------------|----------------|------------|------------|------------|------------|------------|------------------|
| Environmental Document       | \$4,067          | \$400           | \$400             | \$400          | \$400          | \$400          | \$0        | \$0        | \$0        | \$0        | \$0        | \$6,067          |
| Design                       | 6,688            | 0               | 0                 | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 6,688            |
| Right-of-Way Support         | 5,564            | 200             | 200               | 200            | 200            | 200            | 0          | 0          | 0          | 0          | 0          | 6,564            |
| Right-of-Way Capital         | 33,678           | 5,000           | 0                 | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 38,678           |
| Construction Support         | 15,245           | 1,600           | 2,000             | 2,000          | 1,800          | 1,800          | 0          | 0          | 0          | 0          | 0          | 24,445           |
| Construction Capital         | 151,275          | 21,160          | 1,792             | 1,792          | 1,792          | 1,792          | 0          | 0          | 0          | 0          | 0          | 179,603          |
| Vehicles                     | 0                | 0               | 0                 | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0                |
| <b>Total Caltrans</b>        | <b>\$216,517</b> | <b>\$28,360</b> | <b>\$4,392</b>    | <b>\$4,392</b> | <b>\$4,192</b> | <b>\$4,192</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$262,045</b> |
| <b>Total Expenditures</b>    | <b>\$406,206</b> | <b>\$36,179</b> | <b>\$10,032</b>   | <b>\$7,493</b> | <b>\$7,148</b> | <b>\$6,783</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$473,841</b> |
| <b>TransNet Pass-Through</b> | <b>\$212,501</b> | <b>\$3,261</b>  | <b>(\$12,201)</b> | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$203,561</b> |

Funding Plan (thousands of dollars)

| Funding Source                      | Prior Years      | FY 25           | FY 26           | FY 27          | FY 28          | FY 29        | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total            |
|-------------------------------------|------------------|-----------------|-----------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|------------------|
| <b>Federal</b>                      |                  |                 |                 |                |                |              |            |            |            |            |            |                  |
| CMAQ                                | \$32,000         | \$2,000         | \$3,284         | \$0            | \$0            | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$37,284         |
| RSTP                                | 9,391            | 2,892           | 8,917           | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 21,200           |
| <b>State</b>                        |                  |                 |                 |                |                |              |            |            |            |            |            |                  |
| 85130007 Prop 50 – WCB              | 3,000            | 0               | 0               | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 3,000            |
| 85160002 CA Dept of Fish & Wildlife | 1,228            | 0               | 0               | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 1,228            |
| <b>Local</b>                        |                  |                 |                 |                |                |              |            |            |            |            |            |                  |
| 91000100 TransNet-EMP               | 348,161          | 31,287          | 10,032          | 7,493          | 1,091          | 999          | 0          | 0          | 0          | 0          | 0          | 399,063          |
| 91000100 TransNet-MC AC             | 12,201           | 0               | (12,201)        | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0                |
| 91030101 City of Carlsbad           | 100              | 0               | 0               | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 100              |
| 92060001 Miscellaneous Revenue      | 25               | 0               | 0               | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 25               |
| City of Oceanside                   | 100              | 0               | 0               | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 100              |
| <b>Total Funding</b>                | <b>\$406,206</b> | <b>\$36,179</b> | <b>\$10,032</b> | <b>\$7,493</b> | <b>\$1,091</b> | <b>\$999</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$462,000</b> |

|                         |                                    |                           |             |
|-------------------------|------------------------------------|---------------------------|-------------|
| <b>Project Name:</b>    | Regional Habitat Conservation Fund |                           |             |
| <b>CIP No.</b>          | 1200300                            | <b>RTIP No:</b>           | N/A         |
| <b>Project Manager:</b> | Kim Smith                          | <b>Corridor Director:</b> | Keith Greer |

**Project Scope:**

Provide funding to assist with regional habitat management and monitoring as described in the TransNet Extension Ordinance.

**Project Limits:**

Regionwide

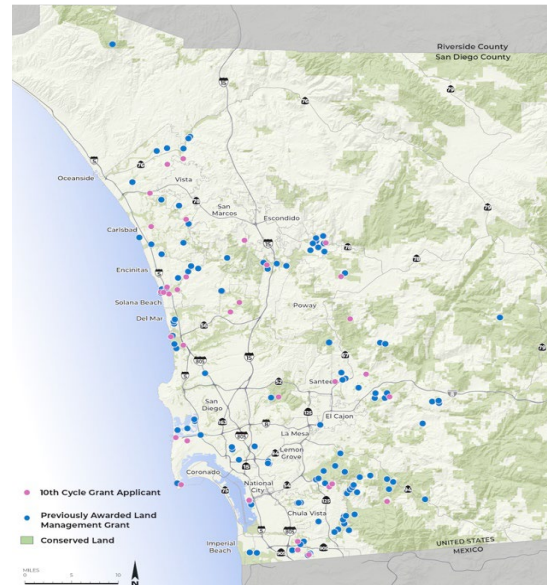
**Progress to Date:**

Grant agreements under the 10th cycle were executed for selected grantees in January 2023. Habitat management and monitoring work under these grants is in process and will continue through FY 2026. In addition, the FY 2024-2026 Work Plan and funding allocation for regional management and monitoring was approved by the SANDAG BOD in December 2023.

**Major Milestones:**

| Milestone                    | Date |
|------------------------------|------|
| Draft Environmental Document | N/A  |
| Final Environmental Document | N/A  |
| Ready to Advertise           | N/A  |
| Begin Construction           | N/A  |
| Open to Public               | N/A  |
| Construction Complete        | N/A  |

**Site Location**



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

| Budget Phase           | Prior Years     | FY 25          | FY 26          | FY 27          | FY 28          | FY 29        | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|-----------------|----------------|----------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$826           | \$90           | \$350          | \$350          | \$300          | \$200        | \$0        | \$0        | \$0        | \$0        | \$0        | \$2,116         |
| Environmental Document | 36,008          | 2,758          | 2,465          | 2,354          | 2,184          | 0            | 0          | 0          | 0          | 0          | 0          | 45,769          |
| Design                 | 787             | 0              | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 787             |
| Right-of-Way Support   | 0               | 0              | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital   | 0               | 0              | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support   | 0               | 0              | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital   | 19,014          | 120            | 200            | 100            | 100            | 0            | 0          | 0          | 0          | 0          | 0          | 19,534          |
| Vehicles               | 0               | 0              | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0               | 0              | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 50              | 0              | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 50              |
| Communications         | 0               | 0              | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Project Contingency    | 0               | 0              | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total SANDAG</b>    | <b>\$56,685</b> | <b>\$2,968</b> | <b>\$3,015</b> | <b>\$2,804</b> | <b>\$2,584</b> | <b>\$200</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$68,256</b> |

**Grantee Expenditure Plan (thousands of dollars)**

| Budget Phase                 | Prior Years     | FY 25          | FY 26          | FY 27          | FY 28          | FY 29        | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------------|-----------------|----------------|----------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document       | \$6,301         | \$622          | \$535          | \$846          | \$700          | \$700        | \$0        | \$0        | \$0        | \$0        | \$0        | \$9,704         |
| Design                       | 0               | 0              | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support         | 0               | 0              | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital         | 0               | 0              | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support         | 0               | 0              | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital         | 0               | 0              | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                     | 0               | 0              | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Grantee</b>         | <b>\$6,301</b>  | <b>\$622</b>   | <b>\$535</b>   | <b>\$846</b>   | <b>\$700</b>   | <b>\$700</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$9,704</b>  |
| <b>Total Expenditures</b>    | <b>\$62,986</b> | <b>\$3,590</b> | <b>\$3,550</b> | <b>\$3,650</b> | <b>\$3,284</b> | <b>\$900</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$77,960</b> |
| <b>TransNet Pass-Through</b> | <b>\$6,301</b>  | <b>\$622</b>   | <b>\$535</b>   | <b>\$846</b>   | <b>\$700</b>   | <b>\$700</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$9,704</b>  |

**Funding Plan (thousands of dollars)**

| Funding Source                       | Prior Years     | FY 25          | FY 26          | FY 27          | FY 28          | FY 29        | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|--------------------------------------|-----------------|----------------|----------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|-----------------|
| <b>State</b>                         |                 |                |                |                |                |              |            |            |            |            |            |                 |
| 85120001 Department of Fish and Game | \$93            | \$0            | \$0            | \$0            | \$0            | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$93            |
| <b>Local</b>                         |                 |                |                |                |                |              |            |            |            |            |            |                 |
| 91000100 TransNet-EMP                | 44,176          | 0              | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 44,176          |
| 91000100 TransNet-Local EMP          | 18,467          | 3,590          | 3,550          | 3,650          | 3,284          | 900          | 0          | 0          | 0          | 0          | 0          | 33,441          |
| 92060001 Misc. Revenue               | 250             | 0              | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 250             |
| <b>Total Funding</b>                 | <b>\$62,986</b> | <b>\$3,590</b> | <b>\$3,550</b> | <b>\$3,650</b> | <b>\$3,284</b> | <b>\$900</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$77,960</b> |

**Project Name:** Mid-Coast Light Rail Transit (LRT)  
**CIP No.** 1257001 **RTIP No:** SAN23  
**Project Manager:** John Dorow **Corridor Director:** Venky Ganesan

**Project Scope:**

A new 10.9-mile extension of the Trolley Blue Line with stations at Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, Veterans Administration Medical Center, Pepper Canyon and Voigt Drive on the UC San Diego campus, Executive Drive, and University Towne Center (UTC).

**Project Limits:**

On and along existing coastal rail corridor from Old Town Transit Center to Gilman Drive, along I-5 from Gilman Drive to UC San Diego, and along Voigt Drive and Genesee Avenue to UTC.

**Progress to Date:**

Project opened for service in November 2021. Right-of-way transfers, as-built document preparation, Clairemont Station third party construction coordination, and project close out activities are 50% complete and will continue in FY 2026.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | May-13      |
| Final Environmental Document | November-14 |
| Ready to Advertise           | January-16  |
| Begin Construction           | June-16     |
| Open to Public               | November-21 |
| Construction Complete        | March-28    |

**Site Location**



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

| Budget Phase           | Prior Years        | FY 25          | FY 26          | FY 27        | FY 28        | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total              |
|------------------------|--------------------|----------------|----------------|--------------|--------------|------------|------------|------------|------------|------------|------------|--------------------|
| Administration         | \$84,271           | \$1,500        | \$1,180        | \$500        | \$492        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$87,943           |
| Environmental Document | 29,501             | 1,125          | 260            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 30,886             |
| Design                 | 167,148            | 330            | 330            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 167,808            |
| Right-of-Way Support   | 11,172             | 100            | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 11,272             |
| Right-of-Way Capital   | 132,635            | 500            | 250            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 133,385            |
| Construction Support   | 128,865            | 1,700          | 568            | 50           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 131,183            |
| Construction Capital   | 1,240,561          | 1,000          | 4,000          | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 1,245,561          |
| Vehicles               | 161,616            | 1,663          | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 163,279            |
| I.T.                   | 34                 | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 34                 |
| Professional Services  | 1,844              | 200            | 66             | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 2,110              |
| Communications         | 1,375              | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 1,375              |
| Project Contingency    | 0                  | 400            | 300            | 200          | 100          | 0          | 0          | 0          | 0          | 0          | 0          | 1,000              |
| <b>Total SANDAG</b>    | <b>\$1,959,022</b> | <b>\$8,518</b> | <b>\$6,954</b> | <b>\$750</b> | <b>\$592</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,975,836</b> |
| Finance Cost           | \$194,901          | \$0            | \$0            | \$0          | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$194,901          |
| <b>Total SANDAG</b>    | <b>\$2,153,923</b> | <b>\$8,518</b> | <b>\$6,954</b> | <b>\$750</b> | <b>\$592</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,170,737</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years        | FY 25          | FY 26          | FY 27        | FY 28        | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total              |
|-----------------------------|--------------------|----------------|----------------|--------------|--------------|------------|------------|------------|------------|------------|------------|--------------------|
| Environmental Document      | \$0                | \$0            | \$0            | \$0          | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0                |
| Design                      | 220                | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 220                |
| Right-of-Way Support        | 0                  | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0                  |
| Right-of-Way Capital        | 0                  | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0                  |
| Construction Support        | 0                  | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0                  |
| Construction Capital        | 244                | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 244                |
| Vehicles                    | 0                  | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0                  |
| <b>Total Caltrans</b>       | <b>\$464</b>       | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$464</b>       |
| <b>Total Expenditures</b>   | <b>\$2,154,387</b> | <b>\$8,518</b> | <b>\$6,954</b> | <b>\$750</b> | <b>\$592</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,171,201</b> |
| TransNet Pass-Through       | \$464              | \$0            | \$0            | \$0          | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$464              |
| <b>Caltrans RE Services</b> | <b>\$8,800</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$8,800</b>     |

**Funding Plan (thousands of dollars)**

| Funding Source                                | Prior Years        | FY 25          | FY 26          | FY 27        | FY 28        | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total              |
|-----------------------------------------------|--------------------|----------------|----------------|--------------|--------------|------------|------------|------------|------------|------------|------------|--------------------|
| <b>Federal</b>                                |                    |                |                |              |              |            |            |            |            |            |            |                    |
| 72600001 FTA FFGA CA-2016-021                 | \$976,291          | \$1            | \$0            | \$0          | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$976,292          |
| 72600001 FTA FFGA CA-2016-021 (Finance Costs) | 67,088             | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 67,088             |
| 72600003 FTA ARP Act CA-2021-150              | 57,098             | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 57,098             |
| 73030001 FTA-CA-03-0784                       | 129                | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 129                |
| <b>Local</b>                                  |                    |                |                |              |              |            |            |            |            |            |            |                    |
| 91000100 TransNet-MC                          | 925,968            | 8,517          | 6,954          | 750          | 592          | 0          | 0          | 0          | 0          | 0          | 0          | 942,781            |
| 91000100 TransNet-MC (Finance Costs)          | 127,813            | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 127,813            |
| <b>Total Funding</b>                          | <b>\$2,154,387</b> | <b>\$8,518</b> | <b>\$6,954</b> | <b>\$750</b> | <b>\$592</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,171,201</b> |



**Project Name:** I-5 HOV: Manchester Avenue to Palomar Airport Road  
**CIP No.** 1200504 **RTIP No:** CAL09  
**Project Manager:** Marvin Canton **Corridor Director:** Victor Mercado

**Project Scope:**

Construct one High-Occupancy Vehicle (HOV) lane in each direction, soundwalls, a multi-use facility, and a bike path.

**Project Limits:**

On I-5 from Manchester Avenue to Palomar Airport Road.

**Progress to Date:**

Project is open to the public. Construction claim negotiations were completed in FY 2025. Right-of-way acquisitions are currently in process and final payment is anticipated in FY 2027.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | N/A         |
| Final Environmental Document | N/A         |
| Ready to Advertise           | June-18     |
| Begin Construction           | November-18 |
| Open to Public               | March-22    |
| Construction Complete        | March-27    |

**Site Location:**



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

| Budget Phase           | Prior Years     | FY 25       | FY 26      | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|-----------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$4,043         | \$65        | \$7        | \$6        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$4,121         |
| Environmental Document | 0               | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Design                 | 11,119          | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 11,119          |
| Right-of-Way Support   | 109             | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 109             |
| Right-of-Way Capital   | 114             | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 114             |
| Construction Support   | 1               | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1               |
| Construction Capital   | 0               | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles               | 0               | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0               | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 0               | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Communications         | 4,458           | 4           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 4,462           |
| Project Contingency    | 0               | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total SANDAG</b>    | <b>\$19,844</b> | <b>\$69</b> | <b>\$7</b> | <b>\$6</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$19,926</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                 | Prior Years      | FY 25          | FY 26          | FY 27          | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total                |
|------------------------------|------------------|----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|----------------------|
| Environmental Document       | \$0              | \$0            | \$0            | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0                  |
| Design                       | 59,882           | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 59,882               |
| Right-of-Way Support         | 7,227            | 808            | 1,009          | 1,658          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 10,702               |
| Right-of-Way Capital         | 2,790            | 385            | 1,140          | 910            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 5,225                |
| Construction Support         | 44,585           | 72             | 13             | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 44,670               |
| Construction Capital         | 255,489          | 770            | 1,000          | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 257,259              |
| Vehicles                     | 0                | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0                    |
| <b>Total Caltrans</b>        | <b>\$369,973</b> | <b>\$2,035</b> | <b>\$3,162</b> | <b>\$2,568</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0 \$377,738</b> |
| <b>Total Expenditures</b>    | <b>\$389,817</b> | <b>\$2,104</b> | <b>\$3,169</b> | <b>\$2,574</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0 \$397,664</b> |
| <b>TransNet Pass-Through</b> | <b>\$46,277</b>  | <b>\$105</b>   | <b>\$1,140</b> | <b>\$1,658</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0 \$49,180</b>  |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years      | FY 25          | FY 26          | FY 27          | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total                |
|----------------------|------------------|----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|----------------------|
| <b>Federal</b>       |                  |                |                |                |            |            |            |            |            |            |            |                      |
| CMAQ                 | \$8,395          | \$18           | \$470          | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$8,883              |
| DEMO                 | 1,220            | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,220                |
| RSTP                 | 15,933           | 143            | 539            | 910            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 17,525               |
| <b>State</b>         |                  |                |                |                |            |            |            |            |            |            |            |                      |
| SB1 - SCC            | 194,570          | 430            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 195,000              |
| SHOPP                | 36,056           | (1,405)        | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 34,651               |
| STIP-RIP             | 67,523           | 2,543          | 1,013          | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 71,079               |
| <b>Local</b>         |                  |                |                |                |            |            |            |            |            |            |            |                      |
| 91000100 TransNet-MC | 66,121           | 174            | 1,147          | 1,664          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 69,106               |
| Local                | 0                | 200            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 200                  |
| <b>Total Funding</b> | <b>\$389,817</b> | <b>\$2,104</b> | <b>\$3,169</b> | <b>\$2,574</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0 \$397,664</b> |

|                         |                                              |                           |                       |
|-------------------------|----------------------------------------------|---------------------------|-----------------------|
| <b>Project Name:</b>    | <b>I-5 HOV: San Elijo Bridge Replacement</b> |                           |                       |
| <b>CIP No.</b>          | <b>1200509</b>                               | <b>RTIP No:</b>           | <b>CAL09</b>          |
| <b>Project Manager:</b> | <b>Marvin Canton</b>                         | <b>Corridor Director:</b> | <b>Victor Mercado</b> |

**Project Scope:**

Construct one High Occupancy Vehicle (HOV) lane in each direction, soundwalls, bike trail, and replace the San Elijo Lagoon bridge.

**Project Limits:**

On I-5 from Lomas Santa Fe Drive to Birmingham Drive.

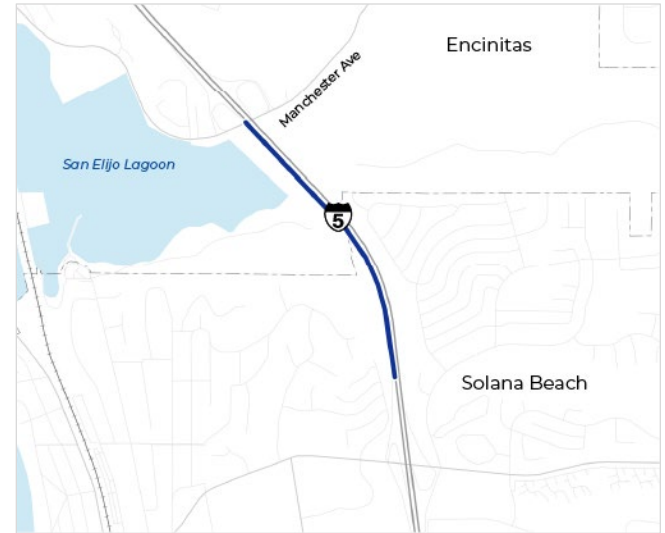
**Progress to Date:**

The construction of the HOV lanes, soundwalls, bike trail, pedestrian bridge, and the replacement of the San Elijo Lagoon bridge has been completed. Project closeout began in FY 2025 and is expected to continue through FY 2026.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | N/A         |
| Final Environmental Document | N/A         |
| Ready to Advertise           | January-16  |
| Begin Construction           | December-16 |
| Open to Public               | March-22    |
| Construction Complete        | May-26      |

**Site Location:**



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

| Budget Phase           | Prior Years     | FY 25        | FY 26       | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|-----------------|--------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$2,074         | \$83         | \$2         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$2,159         |
| Environmental Document | 0               | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Design                 | 5,907           | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 5,907           |
| Right-of-Way Support   | 0               | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital   | 0               | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support   | 6,144           | 535          | 30          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 6,709           |
| Construction Capital   | 0               | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles               | 0               | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0               | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 0               | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Communications         | 0               | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Project Contingency    | 0               | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total SANDAG</b>    | <b>\$14,125</b> | <b>\$618</b> | <b>\$32</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$14,775</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                 | Prior Years      | FY 25          | FY 26        | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total            |
|------------------------------|------------------|----------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------------|
| Environmental Document       | \$0              | \$0            | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0              |
| Design                       | 41,352           | (12)           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 41,340           |
| Right-of-Way Support         | 6,486            | 1,312          | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 7,798            |
| Right-of-Way Capital         | 16,364           | 2,022          | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 18,386           |
| Construction Support         | 32,586           | 4,367          | 200          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 37,153           |
| Construction Capital         | 207,147          | 283            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 207,430          |
| Vehicles                     | 0                | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0                |
| <b>Total Caltrans</b>        | <b>\$303,935</b> | <b>\$7,972</b> | <b>\$200</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$312,107</b> |
| <b>Total Expenditures</b>    | <b>\$318,060</b> | <b>\$8,590</b> | <b>\$232</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$326,882</b> |
| <b>TransNet Pass-Through</b> | <b>\$42,337</b>  | <b>\$2,792</b> | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$45,129</b>  |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years      | FY 25          | FY 26        | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total            |
|----------------------|------------------|----------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------------|
| <b>Federal</b>       |                  |                |              |            |            |            |            |            |            |            |            |                  |
| CMAQ                 | \$129,353        | \$3,414        | \$50         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$132,818        |
| DEMO                 | 1,260            | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,260            |
| HIP                  | 25,654           | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 25,654           |
| RSTP                 | 46,071           | 538            | 50           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 46,659           |
| <b>State</b>         |                  |                |              |            |            |            |            |            |            |            |            |                  |
| STIP-RIP             | 58,054           | 1,228          | 100          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 59,382           |
| <b>Local</b>         |                  |                |              |            |            |            |            |            |            |            |            |                  |
| 91000100 TransNet-MC | 56,461           | 3,410          | 32           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 59,904           |
| Misc. Revenue (AT&T) | 1,206            | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,206            |
| <b>Total Funding</b> | <b>\$318,060</b> | <b>\$8,590</b> | <b>\$232</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$326,882</b> |

|                         |                          |                           |                       |
|-------------------------|--------------------------|---------------------------|-----------------------|
| <b>Project Name:</b>    | <b>I-5 HOV: Carlsbad</b> | <b>RTIP No:</b>           | <b>CAL09</b>          |
| <b>CIP No.</b>          | <b>1200510</b>           | <b>Corridor Director:</b> | <b>Victor Mercado</b> |
| <b>Project Manager:</b> | <b>Marvin Canton</b>     |                           |                       |

**Project Scope:**

Construct one High-Occupancy Vehicle (HOV) lane in each direction and a southbound auxiliary lane at Cannon Road, community enhancement, soundwalls, long-term plant establishment and, as part of The Batiquitos Lagoon Trail project, a new 0.9 mile east/west trail. The environmental and design phases for the Batiquitos Lagoon Trail are being completed under CIP No. 1200504 I-5 HOV Manchester Avenue to Palomar Airport Road.

**Project Limits:**

On I-5 from Palomar Airport Road to north of SR 78. The Batiquitos Lagoon Trail project is located under I-5 from Batiquitos Lagoon Nature Center to Mermaid Lane in the City of Carlsbad.

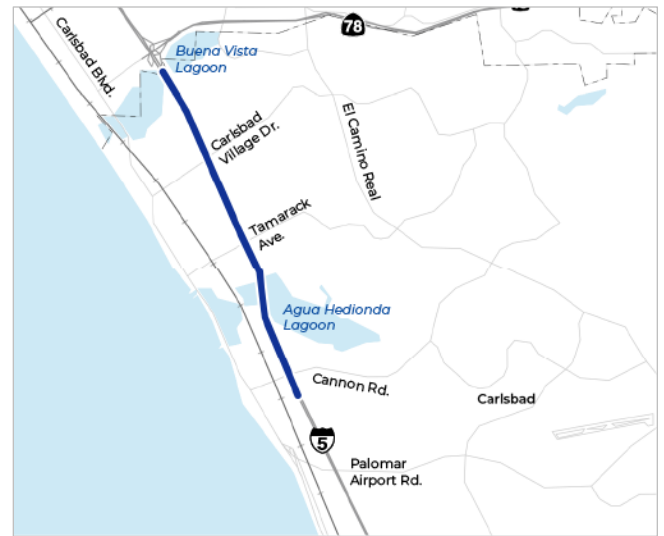
**Progress to Date:**

All lanes are open to traffic. The construction of the outside widening, slope repair, lagoon and community enhancements, and soundwalls are 75% complete. Long-term plant establishment is anticipated to begin in FY 2026. Construction of the Batiquitos Lagoon Trail project will begin when final design is complete.

**Major Milestones:**

| Milestone                    | Date       |
|------------------------------|------------|
| Draft Environmental Document | N/A        |
| Final Environmental Document | N/A        |
| Ready to Advertise           | March-20   |
| Begin Construction           | October-21 |
| Open to Public               | June-23    |
| Construction Complete        | January-29 |

**Site Location:**



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

| Budget Phase           | Prior Years    | FY 25        | FY 26          | FY 27          | FY 28       | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|----------------|--------------|----------------|----------------|-------------|------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$1,989        | \$300        | \$287          | \$238          | \$32        | \$1        | \$2        | \$1        | \$0        | \$0        | \$0        | \$2,850        |
| Environmental Document | 0              | 0            | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Design                 | 0              | 23           | 80             | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 103            |
| Right-of-Way Support   | 0              | 0            | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0              | 0            | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 0              | 300          | 1,500          | 1,546          | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 3,346          |
| Construction Capital   | 0              | 0            | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles               | 0              | 0            | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0              | 0            | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0              | 0            | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Communications         | 0              | 0            | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Project Contingency    | 0              | 0            | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total SANDAG</b>    | <b>\$1,989</b> | <b>\$623</b> | <b>\$1,867</b> | <b>\$1,784</b> | <b>\$32</b> | <b>\$1</b> | <b>\$2</b> | <b>\$1</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$6,299</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                 | Prior Years      | FY 25           | FY 26           | FY 27           | FY 28          | FY 29       | FY 30       | FY 31       | FY 32      | FY 33      | FY 34      | Total            |
|------------------------------|------------------|-----------------|-----------------|-----------------|----------------|-------------|-------------|-------------|------------|------------|------------|------------------|
| Environmental Document       | \$0              | \$0             | \$0             | \$0             | \$0            | \$0         | \$0         | \$0         | \$0        | \$0        | \$0        | \$0              |
| Design                       | 11,805           | 92              | 200             | 150             | 0              | 0           | 0           | 0           | 0          | 0          | 0          | 12,247           |
| Right-of-Way Support         | 965              | 35              | 5               | 0               | 0              | 0           | 0           | 0           | 0          | 0          | 0          | 1,005            |
| Right-of-Way Capital         | 20               | 3               | 10              | 0               | 0              | 0           | 0           | 0           | 0          | 0          | 0          | 33               |
| Construction Support         | 10,374           | 3,429           | 2,750           | 990             | 422            | 12          | 12          | 9           | 0          | 0          | 0          | 17,998           |
| Construction Capital         | 89,189           | 32,016          | 24,227          | 15,073          | 2,825          | 75          | 50          | 17          | 0          | 0          | 0          | 163,472          |
| Vehicles                     | 0                | 0               | 0               | 0               | 0              | 0           | 0           | 0           | 0          | 0          | 0          | 0                |
| <b>Total Caltrans</b>        | <b>\$112,353</b> | <b>\$35,575</b> | <b>\$27,192</b> | <b>\$16,213</b> | <b>\$3,247</b> | <b>\$87</b> | <b>\$62</b> | <b>\$26</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$194,755</b> |
| <b>Total Expenditures</b>    | <b>\$114,342</b> | <b>\$36,198</b> | <b>\$29,059</b> | <b>\$17,997</b> | <b>\$3,279</b> | <b>\$88</b> | <b>\$64</b> | <b>\$27</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$201,054</b> |
| <b>TransNet Pass-Through</b> | <b>\$2,349</b>   | <b>\$1,254</b>  | <b>\$972</b>    | <b>\$685</b>    | <b>\$87</b>    | <b>\$81</b> | <b>\$53</b> | <b>\$19</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$5,500</b>   |

Funding Plan (thousands of dollars)

| Funding Source       | Prior Years      | FY 25           | FY 26           | FY 27           | FY 28          | FY 29       | FY 30       | FY 31       | FY 32      | FY 33      | FY 34      | Total            |
|----------------------|------------------|-----------------|-----------------|-----------------|----------------|-------------|-------------|-------------|------------|------------|------------|------------------|
| <b>Federal</b>       |                  |                 |                 |                 |                |             |             |             |            |            |            |                  |
| CMAQ                 | \$18,236         | \$3,875         | \$2,142         | \$7,297         | \$500          | \$0         | \$0         | \$0         | \$0        | \$0        | \$0        | \$32,050         |
| DEMO                 | 246              | 1,746           | 1,246           | 0               | 0              | 0           | 0           | 0           | 0          | 0          | 0          | 3,238            |
| RSTP                 | 7,978            | 0               | 0               | 0               | 0              | 0           | 0           | 0           | 0          | 0          | 0          | 7,978            |
| <b>State</b>         |                  |                 |                 |                 |                |             |             |             |            |            |            |                  |
| SHOPP                | 17,060           | 18,166          | 15,700          | 275             | 25             | 0           | 0           | 0           | 0          | 0          | 0          | 51,226           |
| STIP-RIP             | 66,391           | 10,877          | 7,104           | 7,756           | 2,635          | 0           | 0           | 0           | 0          | 0          | 0          | 94,763           |
| <b>Local</b>         |                  |                 |                 |                 |                |             |             |             |            |            |            |                  |
| 91000100 TransNet-MC | 4,431            | 1,534           | 2,867           | 2,669           | 119            | 88          | 64          | 27          | 0          | 0          | 0          | 11,799           |
| <b>Total Funding</b> | <b>\$114,342</b> | <b>\$36,198</b> | <b>\$29,059</b> | <b>\$17,997</b> | <b>\$3,279</b> | <b>\$88</b> | <b>\$64</b> | <b>\$27</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$201,054</b> |

**Project Name:** SR 56 HOV Lanes  
**CIP No.** 1200513 **RTIP No:** CAL114  
**Project Manager:** Marvin Canton **Corridor Director:** Victor Mercado

**Project Scope:**

Westbound and eastbound High Occupancy Lane on SR 56 from El Camino Real to Carmel Valley Road.

**Project Limits:**

On SR 56 from El Camino Real to Carmel Valley Road.

**Progress to Date:**

The project opened to the public in FY 2025. Plant establishment is anticipated to begin in FY 2026.

**Major Milestones:**

| Milestone                    | Date       |
|------------------------------|------------|
| Draft Environmental Document | N/A        |
| Final Environmental Document | N/A        |
| Ready to Advertise           | July-23    |
| Begin Construction           | January-24 |
| Open to Public               | June-25    |
| Construction Complete        | October-27 |

**Site Location**



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

| Budget Phase           | Prior Years | FY 25      | FY 26      | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total       |
|------------------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| Administration         | \$49        | \$8        | \$2        | \$1        | \$1        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$61        |
| Environmental Document | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Design                 | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Right-of-Way Support   | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Right-of-Way Capital   | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Construction Support   | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Construction Capital   | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Vehicles               | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| I.T.                   | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Professional Services  | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Communications         | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Project Contingency    | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| <b>Total SANDAG</b>    | <b>\$49</b> | <b>\$8</b> | <b>\$2</b> | <b>\$1</b> | <b>\$1</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$61</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                 | Prior Years    | FY 25           | FY 26          | FY 27        | FY 28        | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------------|----------------|-----------------|----------------|--------------|--------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document       | \$0            | \$0             | \$0            | \$0          | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                       | 5,383          | 0               | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 5,383           |
| Right-of-Way Support         | 0              | 0               | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital         | 0              | 0               | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support         | 1,145          | 2,959           | 275            | 100          | 21           | 0          | 0          | 0          | 0          | 0          | 0          | 4,500           |
| Construction Capital         | 2,770          | 14,000          | 732            | 400          | 98           | 0          | 0          | 0          | 0          | 0          | 0          | 18,000          |
| Vehicles                     | 0              | 0               | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Caltrans</b>        | <b>\$9,298</b> | <b>\$16,959</b> | <b>\$1,007</b> | <b>\$500</b> | <b>\$119</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$27,883</b> |
| <b>Total Expenditures</b>    | <b>\$9,347</b> | <b>\$16,967</b> | <b>\$1,009</b> | <b>\$501</b> | <b>\$120</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$27,944</b> |
| <b>TransNet Pass-Through</b> | <b>\$1,317</b> | <b>\$13</b>     | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,330</b>  |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years    | FY 25           | FY 26          | FY 27        | FY 28        | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|----------------------|----------------|-----------------|----------------|--------------|--------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>       |                |                 |                |              |              |            |            |            |            |            |            |                 |
| HPP - SAFETEA-LU     | \$4,053        | \$0             | \$0            | \$0          | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$4,053         |
| <b>Local</b>         |                |                 |                |              |              |            |            |            |            |            |            |                 |
| 91000100 TransNet-MC | 1,366          | 22              | 2              | 1            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 1,391           |
| City of San Diego    | 3,928          | 16,945          | 1,007          | 500          | 120          | 0          | 0          | 0          | 0          | 0          | 0          | 22,500          |
| <b>Total Funding</b> | <b>\$9,347</b> | <b>\$16,967</b> | <b>\$1,009</b> | <b>\$501</b> | <b>\$120</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$27,944</b> |

|                         |                                            |                           |                       |
|-------------------------|--------------------------------------------|---------------------------|-----------------------|
| <b>Project Name:</b>    | <b>I-5 HOV Conversion to Express Lanes</b> |                           |                       |
| <b>CIP No.</b>          | <b>1200514</b>                             | <b>RTIP No:</b>           | <b>CAL09D</b>         |
| <b>Project Manager:</b> | <b>Marvin Canton</b>                       | <b>Corridor Director:</b> | <b>Victor Mercado</b> |

**Project Scope:**

Construction to convert high-occupancy vehicle lanes to express lanes.

**Project Limits:**

On I-5 from the I-5/805 merge to SR-78.

**Progress to Date:**

Procurement will begin in FY 2026. Construction will begin in FY 2027. Environmental clearance was completed under the I-5 North Coast – 4 Express Lanes project (CIP No. 1200501).

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | N/A         |
| Final Environmental Document | N/A         |
| Ready to Advertise           | July-26     |
| Begin Construction           | January-27  |
| Open to Public               | December-28 |
| Construction Complete        | January-32  |

**Site Location**



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

| Budget Phase           | Prior Years | FY 25      | FY 26        | FY 27        | FY 28        | FY 29          | FY 30        | FY 31        | FY 32        | FY 33      | FY 34      | Total          |
|------------------------|-------------|------------|--------------|--------------|--------------|----------------|--------------|--------------|--------------|------------|------------|----------------|
| Administration         | \$0         | \$0        | \$50         | \$250        | \$150        | \$350          | \$50         | \$10         | \$10         | \$0        | \$0        | \$870          |
| Environmental Document | 0           | 0          | 0            | 0            | 0            | 0              | 0            | 0            | 0            | 0          | 0          | 0              |
| Design                 | 0           | 0          | 0            | 0            | 0            | 0              | 0            | 0            | 0            | 0          | 0          | 0              |
| Right-of-Way Support   | 0           | 0          | 0            | 0            | 0            | 0              | 0            | 0            | 0            | 0          | 0          | 0              |
| Right-of-Way Capital   | 0           | 0          | 0            | 0            | 0            | 0              | 0            | 0            | 0            | 0          | 0          | 0              |
| Construction Support   | 0           | 0          | 0            | 500          | 500          | 500            | 500          | 280          | 120          | 0          | 0          | 2,400          |
| Construction Capital   | 0           | 0          | 0            | 0            | 0            | 0              | 0            | 0            | 0            | 0          | 0          | 0              |
| Vehicles               | 0           | 0          | 0            | 0            | 0            | 0              | 0            | 0            | 0            | 0          | 0          | 0              |
| I.T.                   | 0           | 0          | 0            | 0            | 0            | 0              | 0            | 0            | 0            | 0          | 0          | 0              |
| Professional Services  | 0           | 0          | 0            | 0            | 0            | 0              | 0            | 0            | 0            | 0          | 0          | 0              |
| Communications         | 0           | 0          | 50           | 100          | 150          | 150            | 150          | 100          | 50           | 0          | 0          | 750            |
| Project Contingency    | 0           | 0          | 0            | 0            | 0            | 0              | 0            | 0            | 0            | 0          | 0          | 0              |
| <b>Total SANDAG</b>    | <b>\$0</b>  | <b>\$0</b> | <b>\$100</b> | <b>\$850</b> | <b>\$800</b> | <b>\$1,000</b> | <b>\$700</b> | <b>\$390</b> | <b>\$180</b> | <b>\$0</b> | <b>\$0</b> | <b>\$4,020</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                                | Prior Years | FY 25      | FY 26        | FY 27           | FY 28           | FY 29           | FY 30           | FY 31          | FY 32          | FY 33      | FY 34      | Total           |
|---------------------------------------------|-------------|------------|--------------|-----------------|-----------------|-----------------|-----------------|----------------|----------------|------------|------------|-----------------|
| Environmental Document                      | \$0         | \$0        | \$0          | \$0             | \$0             | \$0             | \$0             | \$0            | \$0            | \$0        | \$0        | \$0             |
| Design                                      | 0           | 0          | 0            | 0               | 0               | 0               | 0               | 0              | 0              | 0          | 0          | 0               |
| Right-of-Way Support                        | 0           | 0          | 0            | 0               | 0               | 0               | 0               | 0              | 0              | 0          | 0          | 0               |
| Right-of-Way Capital                        | 0           | 0          | 0            | 0               | 0               | 0               | 0               | 0              | 0              | 0          | 0          | 0               |
| Construction Support                        | 0           | 0          | 0            | 1,300           | 4,070           | 3,000           | 2,000           | 600            | 380            | 0          | 0          | 11,350          |
| Construction Capital                        | 0           | 0          | 0            | 11,125          | 23,650          | 13,500          | 14,200          | 7,005          | 2,150          | 0          | 0          | 71,630          |
| Vehicles                                    | 0           | 0          | 0            | 0               | 0               | 0               | 0               | 0              | 0              | 0          | 0          | 0               |
| <b>Total Caltrans</b>                       | <b>\$0</b>  | <b>\$0</b> | <b>\$0</b>   | <b>\$12,425</b> | <b>\$27,720</b> | <b>\$16,500</b> | <b>\$16,200</b> | <b>\$7,605</b> | <b>\$2,530</b> | <b>\$0</b> | <b>\$0</b> | <b>\$82,980</b> |
| <b>Total Expenditures</b>                   | <b>\$0</b>  | <b>\$0</b> | <b>\$100</b> | <b>\$13,275</b> | <b>\$28,520</b> | <b>\$17,500</b> | <b>\$16,900</b> | <b>\$7,995</b> | <b>\$2,710</b> | <b>\$0</b> | <b>\$0</b> | <b>\$87,000</b> |
| <b>Caltrans STIP Pass-Through to SANDAG</b> | <b>\$0</b>  | <b>\$0</b> | <b>\$0</b>   | <b>\$0</b>      | <b>\$0</b>      | <b>\$500</b>    | <b>\$50</b>     | <b>\$220</b>   | <b>\$100</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$870</b>    |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years | FY 25      | FY 26        | FY 27           | FY 28           | FY 29           | FY 30           | FY 31          | FY 32          | FY 33      | FY 34      | Total           |
|----------------------|-------------|------------|--------------|-----------------|-----------------|-----------------|-----------------|----------------|----------------|------------|------------|-----------------|
| <b>Federal</b>       |             |            |              |                 |                 |                 |                 |                |                |            |            |                 |
| RSTP                 | \$0         | \$0        | \$0          | \$12,425        | \$1,845         | \$6,000         | \$5,400         | \$350          | \$230          | \$0        | \$0        | \$26,250        |
| <b>State</b>         |             |            |              |                 |                 |                 |                 |                |                |            |            |                 |
| 83010001 STIP-RIP    | 0           | 0          | 0            | 0               | 0               | 500             | 50              | 220            | 100            | 0          | 0          | 870             |
| STIP-RIP             | 0           | 0          | 0            | 0               | 25,875          | 10,500          | 10,800          | 7,255          | 2,300          | 0          | 0          | 56,730          |
| <b>Local</b>         |             |            |              |                 |                 |                 |                 |                |                |            |            |                 |
| 91000100 TransNet-MC | 0           | 0          | 100          | 850             | 800             | 500             | 650             | 170            | 80             | 0          | 0          | 3,150           |
| <b>Total Funding</b> | <b>\$0</b>  | <b>\$0</b> | <b>\$100</b> | <b>\$13,275</b> | <b>\$28,520</b> | <b>\$17,500</b> | <b>\$16,900</b> | <b>\$7,995</b> | <b>\$2,710</b> | <b>\$0</b> | <b>\$0</b> | <b>\$87,000</b> |

**Project Name:** I-5/I-805 HOV Conversion to Express Lanes  
**CIP No.** 1200515 **RTIP No:** CAL09D  
**Project Manager:** Marvin Canton **Corridor Director:** Victor Mercado

**Project Scope:**

Corridor study, preliminary engineering and design for the conversion of existing High Occupancy Vehicle (HOV) lanes to Express Lanes along the I-5 and I-805 corridors.

**Project Limits:**

On I-805 from SR-52 to the I-5/805 merge and on I-5 from the I-5/805 merge to SR-78.

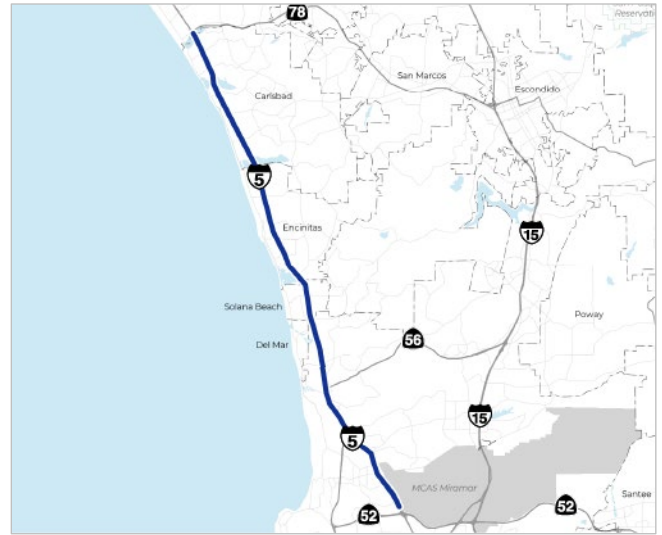
**Progress to Date:**

The final environmental document for the I-805 portion was cleared under CIP 1280503 and the I-5 portion was cleared under CIP 1200501. Corridor studies are in progress, with the traffic study completed and the equity study 50% complete. The design phase is 20% complete, and work will continue through FY 2026.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | February-10 |
| Final Environmental Document | December-10 |
| Ready to Advertise           | N/A         |
| Begin Construction           | N/A         |
| Open to Public               | N/A         |
| Construction Complete        | N/A         |

**Site Location**



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

| Budget Phase           | Prior Years  | FY 25          | FY 26          | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|--------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$67         | \$270          | \$366          | \$82         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$785           |
| Environmental Document | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Design                 | 0            | 2,425          | 5,820          | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 8,245           |
| Right-of-Way Support   | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital   | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support   | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital   | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles               | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Communications         | 930          | 656            | 313            | 75           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,974           |
| Project Contingency    | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total SANDAG</b>    | <b>\$997</b> | <b>\$3,351</b> | <b>\$6,499</b> | <b>\$157</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$11,004</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                                | Prior Years    | FY 25          | FY 26           | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|---------------------------------------------|----------------|----------------|-----------------|--------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document                      | \$0            | \$0            | \$0             | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                                      | 809            | 4,957          | 2,561           | 88           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 8,415           |
| Right-of-Way Support                        | 0              | 0              | 240             | 10           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 250             |
| Right-of-Way Capital                        | 0              | 0              | 950             | 50           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,000           |
| Construction Support                        | 0              | 0              | 0               | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital                        | 0              | 0              | 0               | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                                    | 0              | 0              | 0               | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Caltrans</b>                       | <b>\$809</b>   | <b>\$4,957</b> | <b>\$3,751</b>  | <b>\$148</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$9,665</b>  |
| <b>Total Expenditures</b>                   | <b>\$1,806</b> | <b>\$8,308</b> | <b>\$10,250</b> | <b>\$305</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$20,669</b> |
| <b>Caltrans STIP Pass Through to SANDAG</b> | <b>\$380</b>   | <b>\$3,081</b> | <b>\$5,814</b>  | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$9,275</b>  |
| <b>TransNet Pass-Through</b>                | <b>\$279</b>   | <b>\$100</b>   | <b>\$211</b>    | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$590</b>    |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years    | FY 25          | FY 26           | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|----------------------|----------------|----------------|-----------------|--------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>State</b>         |                |                |                 |              |            |            |            |            |            |            |            |                 |
| 83010001 STIP-RIP    | \$380          | \$3,081        | \$5,813         | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$9,275         |
| STIP-RIP             | 531            | 4,856          | 3,540           | 148          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 9,075           |
| <b>Local</b>         |                |                |                 |              |            |            |            |            |            |            |            |                 |
| 91000100 TransNet-MC | 895            | 370            | 897             | 157          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2,319           |
| <b>Total Funding</b> | <b>\$1,806</b> | <b>\$8,308</b> | <b>\$10,250</b> | <b>\$305</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$20,669</b> |

|                         |                          |                           |                |
|-------------------------|--------------------------|---------------------------|----------------|
| <b>Project Name:</b>    | I-5 HOV Lanes: Oceanside |                           |                |
| <b>CIP No.</b>          | 1200516                  | <b>RTIP No:</b>           | CAL623         |
| <b>Project Manager:</b> | Marvin Canton            | <b>Corridor Director:</b> | Victor Mercado |

**Project Scope:**

Design of one High-Occupancy Vehicle (HOV) lane in each direction.

**Project Limits:**

On I-5 from SR 78 to SR 76.

**Progress to Date:**

The environmental phase was completed under CIP 1200501. Design began in FY 2025 and will continue through FY 2026. Efforts are ongoing to secure construction funding for the project.

**Major Milestones:**

| Milestone                    | Date |
|------------------------------|------|
| Draft Environmental Document | N/A  |
| Final Environmental Document | N/A  |
| Ready to Advertise           | TBD  |
| Begin Construction           | TBD  |
| Open to Public               | TBD  |
| Construction Complete        | TBD  |

**Site Location**



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

| Budget Phase           | Prior Years | FY 25       | FY 26        | FY 27       | FY 28       | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total        |
|------------------------|-------------|-------------|--------------|-------------|-------------|------------|------------|------------|------------|------------|------------|--------------|
| Administration         | \$0         | \$20        | \$123        | \$30        | \$27        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$200        |
| Environmental Document | 0           | 0           | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Design                 | 0           | 0           | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Right-of-Way Support   | 0           | 0           | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Right-of-Way Capital   | 0           | 0           | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Construction Support   | 0           | 0           | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Construction Capital   | 0           | 0           | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Vehicles               | 0           | 0           | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| I.T.                   | 0           | 0           | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Professional Services  | 0           | 0           | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Communications         | 0           | 0           | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Project Contingency    | 0           | 0           | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| <b>Total SANDAG</b>    | <b>\$0</b>  | <b>\$20</b> | <b>\$123</b> | <b>\$30</b> | <b>\$27</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$200</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase              | Prior Years | FY 25          | FY 26          | FY 27          | FY 28        | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|---------------------------|-------------|----------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document    | \$0         | \$0            | \$0            | \$0            | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                    | 0           | 2,083          | 5,583          | 3,000          | 500          | 0          | 0          | 0          | 0          | 0          | 0          | 11,166          |
| Right-of-Way Support      | 0           | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital      | 0           | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support      | 0           | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital      | 0           | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                  | 0           | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Caltrans</b>     | <b>\$0</b>  | <b>\$2,083</b> | <b>\$5,583</b> | <b>\$3,000</b> | <b>\$500</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$11,166</b> |
| <b>Total Expenditures</b> | <b>\$0</b>  | <b>\$2,103</b> | <b>\$5,706</b> | <b>\$3,030</b> | <b>\$527</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$11,366</b> |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years | FY 25          | FY 26          | FY 27          | FY 28        | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|----------------------|-------------|----------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>       |             |                |                |                |              |            |            |            |            |            |            |                 |
| HIP                  | \$0         | \$583          | \$583          | \$0            | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,166         |
| <b>State</b>         |             |                |                |                |              |            |            |            |            |            |            |                 |
| STIP-RIP             | 0           | 1,500          | 5,000          | 3,000          | 500          | 0          | 0          | 0          | 0          | 0          | 0          | 10,000          |
| <b>Local</b>         |             |                |                |                |              |            |            |            |            |            |            |                 |
| 91000100 TransNet-MC | 0           | 20             | 123            | 30             | 27           | 0          | 0          | 0          | 0          | 0          | 0          | 200             |
| <b>Total Funding</b> | <b>\$0</b>  | <b>\$2,103</b> | <b>\$5,706</b> | <b>\$3,030</b> | <b>\$527</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$11,366</b> |



**Project Name:** Downtown Multiuse and Bus Stopover Facility  
**CIP No.** 1201514 **RTIP No:** SAN129  
**Project Manager:** Omar Atayee **Corridor Director:** David Cortez

**Project Scope:**

Preliminary engineering, design, and right-of-way activities for a bus stopover facility and potentially a multiuse facility that could include office, residential, and retail development.

**Project Limits:**

The block bounded by A Street, B Street, State Street, and Union Street in the Columbia-Civic/Core neighborhood of Downtown San Diego.

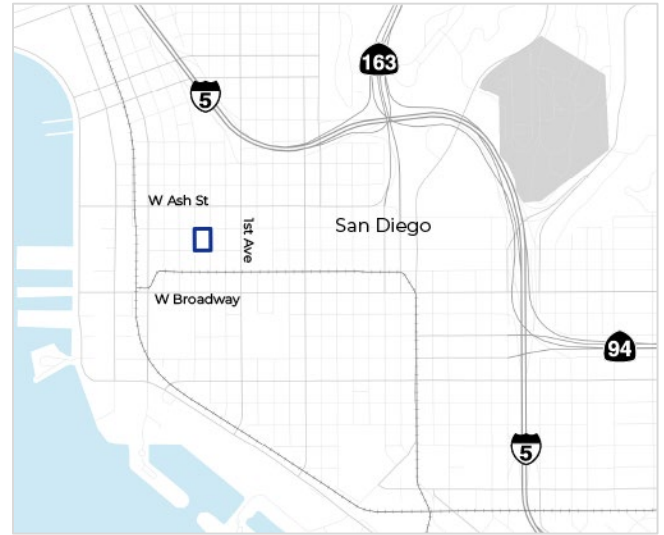
**Progress to Date:**

Three parcels have been acquired. Appraisals are complete and offers were made for remaining parcels in FY 2025. Negotiations will continue in FY 2026.

**Major Milestones:**

| Milestone                    | Date       |
|------------------------------|------------|
| Draft Environmental Document | June-16    |
| Final Environmental Document | October-22 |
| Ready to Advertise           | TBD        |
| Begin Construction           | TBD        |
| Open to Public               | TBD        |
| Construction Complete        | TBD        |

**Site Location**



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

| Budget Phase           | Prior Years     | FY 25           | FY 26          | FY 27           | FY 28          | FY 29       | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|-----------------|-----------------|----------------|-----------------|----------------|-------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$2,318         | \$100           | \$200          | \$200           | \$200          | \$50        | \$0        | \$0        | \$0        | \$0        | \$0        | \$3,068         |
| Environmental Document | 605             | 1               | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 606             |
| Design                 | 2,009           | 0               | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 2,009           |
| Right-of-Way Support   | 301             | 128             | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 429             |
| Right-of-Way Capital   | 30,092          | 12,300          | 2,000          | 5,478           | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 49,870          |
| Construction Support   | 0               | 0               | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital   | 25              | 0               | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 25              |
| Vehicles               | 0               | 0               | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0               | 0               | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 487             | 250             | 250            | 250             | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 1,237           |
| Communications         | 84              | 0               | 25             | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 109             |
| Project Contingency    | 0               | 0               | 200            | 4,475           | 4,952          | 0           | 0          | 0          | 0          | 0          | 0          | 9,627           |
| <b>Total SANDAG</b>    | <b>\$35,921</b> | <b>\$12,779</b> | <b>\$2,675</b> | <b>\$10,403</b> | <b>\$5,152</b> | <b>\$50</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$66,980</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years     | FY 25           | FY 26          | FY 27           | FY 28          | FY 29       | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|-----------------|-----------------|----------------|-----------------|----------------|-------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0             | \$0             | \$0            | \$0             | \$0            | \$0         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0               | 0               | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0               | 0               | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0               | 0               | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0               | 0               | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0               | 0               | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0               | 0               | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$35,921</b> | <b>\$12,779</b> | <b>\$2,675</b> | <b>\$10,403</b> | <b>\$5,152</b> | <b>\$50</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$66,980</b> |

**Funding Plan (thousands of dollars)**

| Funding Source                        | Prior Years     | FY 25           | FY 26          | FY 27           | FY 28          | FY 29       | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|---------------------------------------|-----------------|-----------------|----------------|-----------------|----------------|-------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>                        |                 |                 |                |                 |                |             |            |            |            |            |            |                 |
| 72540001 FTA Section 5307 CA-2023-004 | \$12,837        | \$0             | \$0            | \$0             | \$0            | \$0         | \$0        | \$0        | \$0        | \$0        | \$0        | \$12,837        |
| 74100001 RSTP                         | 0               | 10,500          | 1,926          | 8,140           | 4,561          | 0           | 0          | 0          | 0          | 0          | 0          | 25,127          |
| <b>Local</b>                          |                 |                 |                |                 |                |             |            |            |            |            |            |                 |
| 91000100 TransNet-MC                  | 21,679          | 2,279           | 749            | 2,263           | 591            | 50          | 0          | 0          | 0          | 0          | 0          | 27,611          |
| 91200001 MTS                          | 1,400           | 0               | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 1,400           |
| 92060001 Misc. Revenue                | 5               | 0               | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 5               |
| <b>Total Funding</b>                  | <b>\$35,921</b> | <b>\$12,779</b> | <b>\$2,675</b> | <b>\$10,403</b> | <b>\$5,152</b> | <b>\$50</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$66,980</b> |

**Project Name:** I-15 Transit Priority Lanes and Direct Access Ramp at Clairemont Mesa Blvd.  
**CIP No.** 1201519 **RTIP No:** CAL572  
**Project Manager:** Jake Shelten **Corridor Director:** Karen Jewel

**Project Scope:**

Environmental clearance and design for two transit lanes and a south facing direct access ramp at Clairemont Mesa Boulevard.

**Project Limits:**

Along the I-15 from I-8 to SR-163.

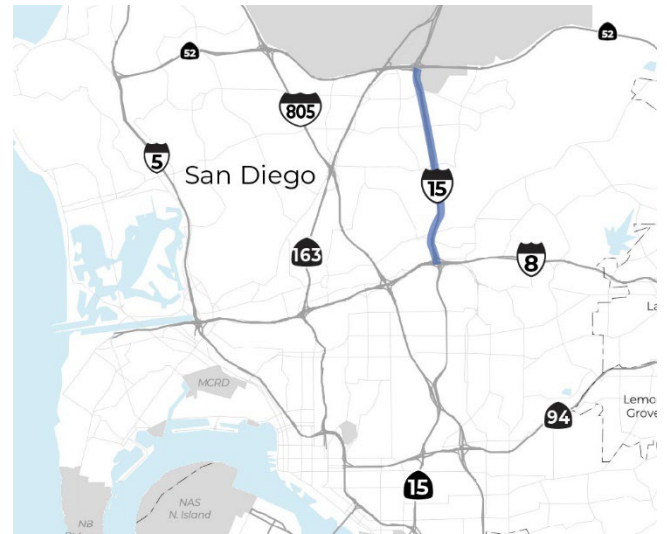
**Progress to Date:**

Environmental phase to begin in summer 2025.

**Major Milestones:**

| Milestone                    | Date    |
|------------------------------|---------|
| Draft Environmental Document | July-27 |
| Final Environmental Document | July-28 |
| Ready to Advertise           | TBD     |
| Begin Construction           | TBD     |
| Open to Public               | TBD     |
| Construction Complete        | TBD     |

**Site Location**



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

| Budget Phase           | Prior Years | FY 25      | FY 26        | FY 27        | FY 28        | FY 29        | FY 30       | FY 31      | FY 32      | FY 33      | FY 34      | Total        |
|------------------------|-------------|------------|--------------|--------------|--------------|--------------|-------------|------------|------------|------------|------------|--------------|
| Administration         | \$0         | \$0        | \$58         | \$62         | \$20         | \$100        | \$60        | \$0        | \$0        | \$0        | \$0        | \$300        |
| Environmental Document | 0           | 0          | 120          | 80           | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 200          |
| Design                 | 0           | 0          | 0            | 0            | 140          | 60           | 0           | 0          | 0          | 0          | 0          | 200          |
| Right-of-Way Support   | 0           | 0          | 0            | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0            |
| Right-of-Way Capital   | 0           | 0          | 0            | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0            |
| Construction Support   | 0           | 0          | 0            | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0            |
| Construction Capital   | 0           | 0          | 0            | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0            |
| Vehicles               | 0           | 0          | 0            | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0            |
| I.T.                   | 0           | 0          | 0            | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0            |
| Professional Services  | 0           | 0          | 0            | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0            |
| Communications         | 0           | 0          | 0            | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0            |
| Project Contingency    | 0           | 0          | 0            | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0            |
| <b>Total SANDAG</b>    | <b>\$0</b>  | <b>\$0</b> | <b>\$178</b> | <b>\$142</b> | <b>\$160</b> | <b>\$160</b> | <b>\$60</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$700</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                 | Prior Years | FY 25      | FY 26          | FY 27          | FY 28          | FY 29           | FY 30          | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------------|-------------|------------|----------------|----------------|----------------|-----------------|----------------|------------|------------|------------|------------|-----------------|
| Environmental Document       | \$0         | \$0        | \$5,700        | \$4,002        | \$1,698        | \$200           | \$0            | \$0        | \$0        | \$0        | \$0        | \$11,600        |
| Design                       | 0           | 0          | 0              | 0              | 82             | 9,655           | 5,953          | 0          | 0          | 0          | 0          | 15,690          |
| Right-of-Way Support         | 0           | 0          | 0              | 0              | 0              | 5               | 5              | 0          | 0          | 0          | 0          | 10              |
| Right-of-Way Capital         | 0           | 0          | 0              | 0              | 0              | 0               | 0              | 0          | 0          | 0          | 0          | 0               |
| Construction Support         | 0           | 0          | 0              | 0              | 0              | 0               | 0              | 0          | 0          | 0          | 0          | 0               |
| Construction Capital         | 0           | 0          | 0              | 0              | 0              | 0               | 0              | 0          | 0          | 0          | 0          | 0               |
| Vehicles                     | 0           | 0          | 0              | 0              | 0              | 0               | 0              | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b>  | <b>\$0</b>  | <b>\$0</b> | <b>\$5,700</b> | <b>\$4,002</b> | <b>\$1,780</b> | <b>\$9,860</b>  | <b>\$5,958</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$27,300</b> |
| <b>Total Expenditures</b>    | <b>\$0</b>  | <b>\$0</b> | <b>\$5,878</b> | <b>\$4,144</b> | <b>\$1,940</b> | <b>\$10,020</b> | <b>\$6,018</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$28,000</b> |
| <b>Caltrans Pass-Through</b> | <b>\$0</b>  | <b>\$0</b> | <b>\$178</b>   | <b>\$142</b>   | <b>\$160</b>   | <b>\$160</b>    | <b>\$60</b>    | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$700</b>    |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years | FY 25      | FY 26          | FY 27          | FY 28          | FY 29           | FY 30          | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|----------------------|-------------|------------|----------------|----------------|----------------|-----------------|----------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>       |             |            |                |                |                |                 |                |            |            |            |            |                 |
| 74100001 RSTP        | \$0         | \$0        | \$89           | \$71           | \$80           | \$80            | \$30           | \$0        | \$0        | \$0        | \$0        | \$350           |
| RSTP                 | 0           | 0          | 580            | 712            | 994            | 268             | 450            | 0          | 0          | 0          | 0          | 3,004           |
| <b>State</b>         |             |            |                |                |                |                 |                |            |            |            |            |                 |
| 82500001 SB1-LPP     | 0           | 0          | 89             | 71             | 80             | 80              | 30             | 0          | 0          | 0          | 0          | 350             |
| SB1-LPP              | 0           | 0          | 120            | 290            | 786            | 0               | 0              | 0          | 0          | 0          | 0          | 1,196           |
| STIP-RIP             | 0           | 0          | 5,000          | 3,000          | 0              | 9,592           | 5,508          | 0          | 0          | 0          | 0          | 23,100          |
| <b>Total Funding</b> | <b>\$0</b>  | <b>\$0</b> | <b>\$5,878</b> | <b>\$4,144</b> | <b>\$1,940</b> | <b>\$10,020</b> | <b>\$6,018</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$28,000</b> |

|                         |                                                          |                           |                    |
|-------------------------|----------------------------------------------------------|---------------------------|--------------------|
| <b>Project Name:</b>    | <b>I-15 Express Lanes – Forrester Creek Improvements</b> |                           |                    |
| <b>CIP No.</b>          | <b>1201520</b>                                           | <b>RTIP No:</b>           | <b>CAL18B</b>      |
| <b>Project Manager:</b> | <b>Marc Baza</b>                                         | <b>Corridor Director:</b> | <b>Karen Jewel</b> |

**Project Scope:**

Mitigation for impacts from the I-15 Managed Lanes Project, SR 52 Extension Project, San Diego Culvert Rehabilitation Project, and I-805 Culvert Replacement Project. Mitigation includes wetland creation, restoration and enhancement.

**Project Limits:**

Near intersection of SR 125/SR 52 at Mission Gorge Road, in the City of Santee.

**Progress to Date:**

Caltrans and SANDAG have met with and will continue discussions with prospective future landowner. Task order executed in FY 2025 to perform annual site maintenance. Work in FY 2026 will focus on SANDAG and Caltrans providing property information and developing transfer terms.

**Major Milestones:**

| Milestone                    | Date |
|------------------------------|------|
| Draft Environmental Document | N/A  |
| Final Environmental Document | N/A  |
| Ready to Advertise           | N/A  |
| Begin Construction           | N/A  |
| Open to Public               | N/A  |
| Construction Complete        | N/A  |

**Site Location**



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

| Budget Phase           | Prior Years | FY 25       | FY 26       | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total       |
|------------------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| Administration         | \$0         | \$18        | \$28        | \$7        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$53        |
| Environmental Document | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Design                 | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Right-of-Way Support   | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Right-of-Way Capital   | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Construction Support   | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Construction Capital   | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Vehicles               | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| I.T.                   | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Professional Services  | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Communications         | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Project Contingency    | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| <b>Total SANDAG</b>    | <b>\$0</b>  | <b>\$18</b> | <b>\$28</b> | <b>\$7</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$53</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                 | Prior Years | FY 25        | FY 26        | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------------|-------------|--------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Environmental Document       | \$0         | \$0          | \$0          | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0            |
| Design                       | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support         | 0           | 25           | 50           | 25           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 100            |
| Right-of-Way Capital         | 0           | 250          | 200          | 150          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 600            |
| Construction Support         | 0           | 55           | 45           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 100            |
| Construction Capital         | 0           | 200          | 44           | 25           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 269            |
| Vehicles                     | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total Caltrans</b>        | <b>\$0</b>  | <b>\$530</b> | <b>\$339</b> | <b>\$200</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,069</b> |
| <b>Total Expenditures</b>    | <b>\$0</b>  | <b>\$548</b> | <b>\$367</b> | <b>\$207</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,122</b> |
| <b>TransNet Pass-Through</b> | <b>\$0</b>  | <b>\$530</b> | <b>\$339</b> | <b>\$200</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,069</b> |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years | FY 25        | FY 26        | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|----------------------|-------------|--------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| <b>Local</b>         |             |              |              |              |            |            |            |            |            |            |            |                |
| 91000100 TransNet-MC | \$0         | \$548        | \$367        | \$207        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,122        |
| <b>Total Funding</b> | <b>\$0</b>  | <b>\$548</b> | <b>\$367</b> | <b>\$207</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,122</b> |

|                         |                           |                           |                    |
|-------------------------|---------------------------|---------------------------|--------------------|
| <b>Project Name:</b>    | <b>SR 52 Improvements</b> | <b>RTIP No:</b>           | <b>CAL536</b>      |
| <b>CIP No.</b>          | <b>1205204</b>            | <b>Corridor Director:</b> | <b>Karen Jewel</b> |
| <b>Project Manager:</b> | <b>Jake Stelten</b>       |                           |                    |

**Project Scope:**

Environmental clearance and design for operational improvements along SR 52. Design phase includes planning for transit opportunities in the SR 52 corridor.

**Site Location**



**Project Limits:**

Along SR 52 from I-805 to SR 125.

**Progress to Date:**

The environmental phase for the operational improvement began in the spring of 2025 and will continue through FY 2026. The environmental phase for the rapid route study also started in FY 2025 and will extend through FY 2026.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | December-25 |
| Final Environmental Document | January-27  |
| Ready to Advertise           | TBD         |
| Begin Construction           | TBD         |
| Open to Public               | TBD         |
| Construction Complete        | TBD         |

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

| Budget Phase           | Prior Years | FY 25        | FY 26          | FY 27        | FY 28       | FY 29       | FY 30       | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|-------------|--------------|----------------|--------------|-------------|-------------|-------------|------------|------------|------------|------------|----------------|
| Administration         | \$74        | \$433        | \$522          | \$339        | \$68        | \$47        | \$67        | \$0        | \$0        | \$0        | \$0        | \$1,550        |
| Environmental Document | 0           | 105          | 1,275          | 300          | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 1,680          |
| Design                 | 0           | 0            | 0              | 0            | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support   | 0           | 0            | 0              | 0            | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0           | 0            | 0              | 0            | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 0           | 0            | 0              | 0            | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0              |
| Construction Capital   | 0           | 0            | 0              | 0            | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0              |
| Vehicles               | 0           | 0            | 0              | 0            | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0           | 0            | 0              | 0            | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0           | 0            | 0              | 0            | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0              |
| Communications         | 0           | 100          | 43             | 33           | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 176            |
| Project Contingency    | 0           | 0            | 30             | 4            | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 34             |
| <b>Total SANDAG</b>    | <b>\$74</b> | <b>\$638</b> | <b>\$1,870</b> | <b>\$676</b> | <b>\$68</b> | <b>\$47</b> | <b>\$67</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$3,440</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                 | Prior Years  | FY 25          | FY 26          | FY 27          | FY 28          | FY 29          | FY 30          | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|------------|------------|------------|------------|-----------------|
| Environmental Document       | \$78         | \$873          | \$2,273        | \$2,280        | \$424          | \$0            | \$0            | \$0        | \$0        | \$0        | \$0        | \$5,928         |
| Design                       | 0            | 0              | 0              | 3,050          | 3,655          | 2,172          | 6,255          | 0          | 0          | 0          | 0          | 15,132          |
| Right-of-Way Support         | 0            | 0              | 0              | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital         | 0            | 0              | 0              | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0               |
| Construction Support         | 0            | 0              | 0              | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0               |
| Construction Capital         | 0            | 0              | 0              | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0               |
| Vehicles                     | 0            | 0              | 0              | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0               |
| <b>Total Caltrans</b>        | <b>\$78</b>  | <b>\$873</b>   | <b>\$2,273</b> | <b>\$5,330</b> | <b>\$4,079</b> | <b>\$2,172</b> | <b>\$6,255</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$21,060</b> |
| <b>Total Expenditures</b>    | <b>\$152</b> | <b>\$1,511</b> | <b>\$4,143</b> | <b>\$6,006</b> | <b>\$4,147</b> | <b>\$2,219</b> | <b>\$6,322</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$24,500</b> |
| <b>TransNet Pass-Through</b> | <b>\$0</b>   | <b>\$99</b>    | <b>\$261</b>   | <b>\$313</b>   | <b>\$825</b>   | <b>\$562</b>   | <b>\$500</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,560</b>  |

**Funding Plan (thousands of dollars)**

| Funding Source                   | Prior Years  | FY 25          | FY 26          | FY 27          | FY 28          | FY 29          | FY 30          | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|----------------------------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>                   |              |                |                |                |                |                |                |            |            |            |            |                 |
| FHWA HIP CPFCD                   | \$0          | \$773          | \$2,012        | \$3,517        | \$2,068        | \$872          | \$258          | \$0        | \$0        | \$0        | \$0        | \$9,500         |
| <b>State</b>                     |              |                |                |                |                |                |                |            |            |            |            |                 |
| SB1-LPP                          | 0            | 0              | 0              | 1,500          | 762            | 738            | 0              | 0          | 0          | 0          | 0          | 3,000           |
| <b>Local</b>                     |              |                |                |                |                |                |                |            |            |            |            |                 |
| 91000100 TransNet-MC             | 74           | 737            | 2,131          | 989            | 893            | 609            | 567            | 0          | 0          | 0          | 0          | 6,000           |
| Private Developer Funds (Santee) | 78           | 1              | 0              | 0              | 424            | 0              | 5,497          | 0          | 0          | 0          | 0          | 6,000           |
| <b>Total Funding</b>             | <b>\$152</b> | <b>\$1,511</b> | <b>\$4,143</b> | <b>\$6,006</b> | <b>\$4,147</b> | <b>\$2,219</b> | <b>\$6,322</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$24,500</b> |

|                         |                           |                           |                     |
|-------------------------|---------------------------|---------------------------|---------------------|
| <b>Project Name:</b>    | <b>SR 67 Improvements</b> | <b>RTIP No:</b>           | <b>CAL538</b>       |
| <b>CIP No.</b>          | <b>1206701</b>            | <b>Corridor Director:</b> | <b>Brooke Filak</b> |
| <b>Project Manager:</b> | <b>Miyoko Nakajima</b>    |                           |                     |

**Project Scope:**

Environmental clearance and design for alternatives to enhance temporary evacuation capacity along SR 67, including transit options from Ramona to Poway.

**Project Limits:**

Along SR 67 from Maplevue Street to Dye Road in San Diego County.

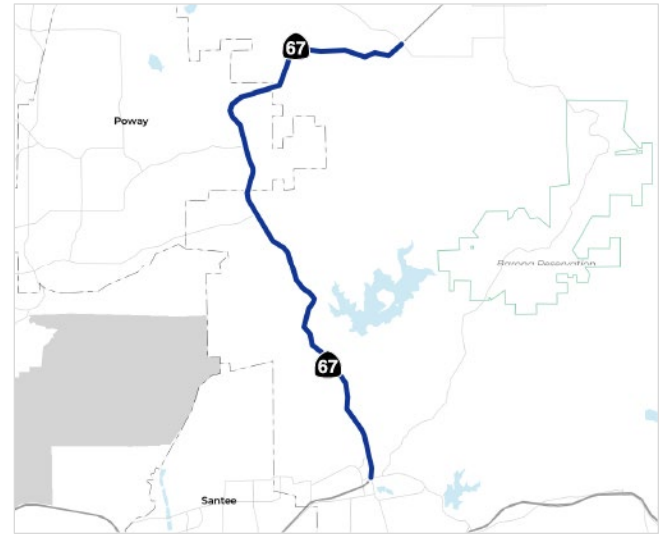
**Progress to Date:**

Biological studies for alternatives to enhance temporary evacuation capacity along SR 67 are 75% complete. Work towards completing the draft environmental document will continue through FY 2026. The environmental phase for the rapid route study started in FY 2025 and will extend through FY 2026.

**Major Milestones:**

| Milestone                    | Date         |
|------------------------------|--------------|
| Draft Environmental Document | July-26      |
| Final Environmental Document | September-27 |
| Ready to Advertise           | N/A          |
| Begin Construction           | N/A          |
| Open to Public               | N/A          |
| Construction Complete        | N/A          |

**Site Location**



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

| Budget Phase           | Prior Years  | FY 25        | FY 26          | FY 27        | FY 28       | FY 29       | FY 30       | FY 31       | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|--------------|--------------|----------------|--------------|-------------|-------------|-------------|-------------|------------|------------|------------|----------------|
| Administration         | \$151        | \$331        | \$560          | \$310        | \$50        | \$50        | \$50        | \$50        | \$0        | \$0        | \$0        | \$1,552        |
| Environmental Document | 0            | 105          | 1,025          | 50           | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 1,180          |
| Design                 | 0            | 0            | 0              | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0              |
| Right-of-Way Support   | 0            | 0            | 0              | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0            | 0            | 0              | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0              |
| Construction Support   | 0            | 0            | 0              | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0              |
| Construction Capital   | 0            | 0            | 0              | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0              |
| Vehicles               | 0            | 0            | 0              | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0              |
| I.T.                   | 0            | 0            | 0              | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0              |
| Professional Services  | 0            | 0            | 0              | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0              |
| Communications         | 0            | 100          | 33             | 3            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 136            |
| Project Contingency    | 0            | 24           | 150            | 350          | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 524            |
| <b>Total SANDAG</b>    | <b>\$151</b> | <b>\$560</b> | <b>\$1,768</b> | <b>\$713</b> | <b>\$50</b> | <b>\$50</b> | <b>\$50</b> | <b>\$50</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$3,392</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                 | Prior Years    | FY 25          | FY 26          | FY 27          | FY 28           | FY 29          | FY 30          | FY 31          | FY 32      | FY 33      | FY 34      | Total           |
|------------------------------|----------------|----------------|----------------|----------------|-----------------|----------------|----------------|----------------|------------|------------|------------|-----------------|
| Environmental Document       | \$8,169        | \$4,186        | \$3,400        | \$2,013        | \$810           | \$0            | \$0            | \$0            | \$0        | \$0        | \$0        | \$18,578        |
| Design                       | 0              | 0              | 0              | 0              | 9,500           | 9,000          | 9,000          | 2,500          | 0          | 0          | 0          | 30,000          |
| Right-of-Way Support         | 0              | 0              | 0              | 0              | 0               | 0              | 0              | 0              | 0          | 0          | 0          | 0               |
| Right-of-Way Capital         | 11             | 19             | 0              | 0              | 0               | 0              | 0              | 0              | 0          | 0          | 0          | 30              |
| Construction Support         | 0              | 0              | 0              | 0              | 0               | 0              | 0              | 0              | 0          | 0          | 0          | 0               |
| Construction Capital         | 0              | 0              | 0              | 0              | 0               | 0              | 0              | 0              | 0          | 0          | 0          | 0               |
| Vehicles                     | 0              | 0              | 0              | 0              | 0               | 0              | 0              | 0              | 0          | 0          | 0          | 0               |
| <b>Total Caltrans</b>        | <b>\$8,180</b> | <b>\$4,205</b> | <b>\$3,400</b> | <b>\$2,013</b> | <b>\$10,310</b> | <b>\$9,000</b> | <b>\$9,000</b> | <b>\$2,500</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$48,608</b> |
| <b>Total Expenditures</b>    | <b>\$8,331</b> | <b>\$4,765</b> | <b>\$5,168</b> | <b>\$2,726</b> | <b>\$10,360</b> | <b>\$9,050</b> | <b>\$9,050</b> | <b>\$2,550</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$52,000</b> |
| <b>TransNet Pass-Through</b> | <b>\$12</b>    | <b>\$317</b>   | <b>\$288</b>   | <b>\$2,013</b> | <b>\$810</b>    | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$3,440</b>  |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years    | FY 25          | FY 26          | FY 27          | FY 28           | FY 29          | FY 30          | FY 31          | FY 32      | FY 33      | FY 34      | Total           |
|----------------------|----------------|----------------|----------------|----------------|-----------------|----------------|----------------|----------------|------------|------------|------------|-----------------|
| <b>Federal</b>       |                |                |                |                |                 |                |                |                |            |            |            |                 |
| RSTP                 | \$7,625        | \$1,944        | \$1,556        | \$0            | \$0             | \$0            | \$0            | \$0            | \$0        | \$0        | \$0        | \$11,125        |
| <b>State</b>         |                |                |                |                |                 |                |                |                |            |            |            |                 |
| SB1-LPP              | 543            | 1,944          | 1,556          | 0              | 0               | 0              | 0              | 0              | 0          | 0          | 0          | 4,043           |
| STIP-RIP             | 0              | 0              | 0              | 0              | 9,500           | 9,000          | 9,000          | 2,500          | 0          | 0          | 0          | 30,000          |
| <b>Local</b>         |                |                |                |                |                 |                |                |                |            |            |            |                 |
| 91000100 TransNet-MC | 163            | 877            | 2,056          | 2,726          | 860             | 50             | 50             | 50             | 0          | 0          | 0          | 6,832           |
| <b>Total Funding</b> | <b>\$8,331</b> | <b>\$4,765</b> | <b>\$5,168</b> | <b>\$2,726</b> | <b>\$10,360</b> | <b>\$9,050</b> | <b>\$9,050</b> | <b>\$2,550</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$52,000</b> |

|                         |                                  |                           |                       |
|-------------------------|----------------------------------|---------------------------|-----------------------|
| <b>Project Name:</b>    | <b>I-15/SR 78 HOV Connectors</b> |                           |                       |
| <b>CIP No.</b>          | <b>1207802</b>                   | <b>RTIP No:</b>           | <b>CAL277</b>         |
| <b>Project Manager:</b> | <b>Wameedh Tozy</b>              | <b>Corridor Director:</b> | <b>Victor Mercado</b> |

**Project Scope:**

Final environmental document and design for High Occupancy Vehicle/Managed Lanes direct connectors at SR 78 and I-15 for northbound-to-westbound and eastbound-to-southbound traffic and managed lanes between the connector and Twin Oaks Valley Road.

**Site Location**



**Project Limits:**

On SR 78 and I-15 from Twin Oaks Valley Road to West Valley Parkway.

**Progress to Date:**

The rapid route study began in FY 2025 and will continue into FY 2026. Environmental studies for the I-15/SR 78 HOV Connectors were submitted for public comment in FY 2025. In FY 2026, the environmental phase will be finalized, and design work will begin.

**Major Milestones:**

| Milestone                    | Date     |
|------------------------------|----------|
| Draft Environmental Document | March-25 |
| Final Environmental Document | March-26 |
| Ready to Advertise           | TBD      |
| Begin Construction           | TBD      |
| Open to Public               | TBD      |
| Construction Complete        | TBD      |

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

| Budget Phase           | Prior Years  | FY 25        | FY 26          | FY 27          | FY 28        | FY 29       | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|--------------|--------------|----------------|----------------|--------------|-------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$268        | \$441        | \$364          | \$192          | \$172        | \$27        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,464        |
| Environmental Document | 382          | 111          | 1,025          | 50             | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 1,568          |
| Design                 | 0            | 0            | 0              | 512            | 512          | 0           | 0          | 0          | 0          | 0          | 0          | 1,024          |
| Right-of-Way Support   | 0            | 0            | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0            | 0            | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 0            | 0            | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital   | 0            | 0            | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles               | 0            | 0            | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0            | 0            | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0            | 0            | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| Communications         | 273          | 138          | 73             | 35             | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 519            |
| Project Contingency    | 0            | 0            | 551            | 300            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 851            |
| <b>Total SANDAG</b>    | <b>\$923</b> | <b>\$690</b> | <b>\$2,013</b> | <b>\$1,089</b> | <b>\$684</b> | <b>\$27</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$5,426</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                                | Prior Years     | FY 25          | FY 26          | FY 27          | FY 28          | FY 29          | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|---------------------------------------------|-----------------|----------------|----------------|----------------|----------------|----------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document                      | \$11,821        | \$2,390        | \$2,500        | \$0            | \$0            | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$16,711        |
| Design                                      | 0               | 0              | 1,000          | 5,440          | 8,610          | 2,650          | 0          | 0          | 0          | 0          | 0          | 17,700          |
| Right-of-Way Support                        | 0               | 25             | 25             | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 50              |
| Right-of-Way Capital                        | 2               | 23             | 25             | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 50              |
| Construction Support                        | 0               | 0              | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital                        | 0               | 0              | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                                    | 0               | 0              | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Caltrans</b>                       | <b>\$11,823</b> | <b>\$2,438</b> | <b>\$3,550</b> | <b>\$5,440</b> | <b>\$8,610</b> | <b>\$2,650</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$34,511</b> |
| <b>Total Expenditures</b>                   | <b>\$12,746</b> | <b>\$3,128</b> | <b>\$5,563</b> | <b>\$6,529</b> | <b>\$9,294</b> | <b>\$2,677</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$39,937</b> |
| <b>Caltrans STIP Pass-Through to SANDAG</b> | <b>\$608</b>    | <b>\$298</b>   | <b>\$1,263</b> | <b>\$243</b>   | <b>\$591</b>   | <b>\$27</b>    | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$3,030</b>  |
| <b>TransNet Pass-Through</b>                | <b>\$823</b>    | <b>\$938</b>   | <b>\$50</b>    | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,811</b>  |

**Funding Plan (thousands of dollars)**

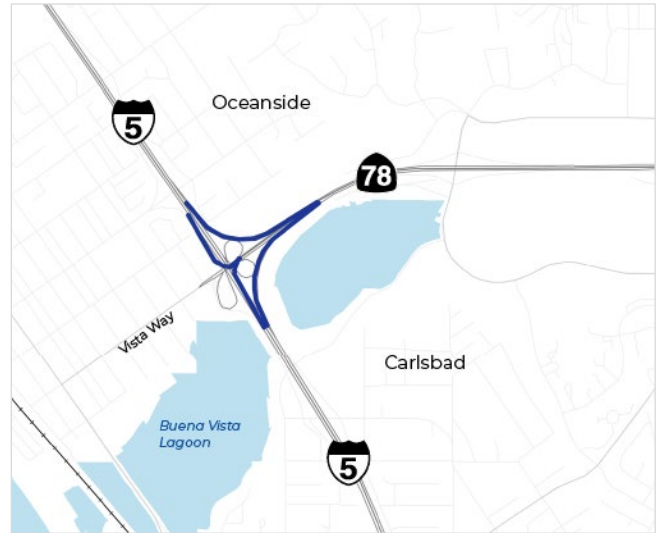
| Funding Source                   | Prior Years     | FY 25          | FY 26          | FY 27          | FY 28          | FY 29          | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|----------------------------------|-----------------|----------------|----------------|----------------|----------------|----------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>                   |                 |                |                |                |                |                |            |            |            |            |            |                 |
| Community Project Funding - FHWA | \$0             | \$1,500        | \$2,500        | \$0            | \$0            | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$4,000         |
| <b>State</b>                     |                 |                |                |                |                |                |            |            |            |            |            |                 |
| 83010001 STIP-RIP                | 608             | 298            | 1,262          | 243            | 591            | 27             | 0          | 0          | 0          | 0          | 0          | 3,030           |
| STIP-RIP                         | 11,000          | 0              | 1,000          | 5,440          | 8,610          | 2,650          | 0          | 0          | 0          | 0          | 0          | 28,700          |
| <b>Local</b>                     |                 |                |                |                |                |                |            |            |            |            |            |                 |
| 91000100 TransNet-MC             | 1,138           | 1,330          | 800            | 846            | 93             | 0              | 0          | 0          | 0          | 0          | 0          | 4,207           |
| <b>Total Funding</b>             | <b>\$12,746</b> | <b>\$3,128</b> | <b>\$5,563</b> | <b>\$6,529</b> | <b>\$9,294</b> | <b>\$2,677</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$39,937</b> |

|                         |                                   |                           |             |
|-------------------------|-----------------------------------|---------------------------|-------------|
| <b>Project Name:</b>    | SR 78/I-5 Express Lanes Connector |                           |             |
| <b>CIP No.</b>          | 1207803                           | <b>RTIP No:</b>           | CAL277A     |
| <b>Project Manager:</b> | Marvin Canton                     | <b>Corridor Director:</b> | Allan Kosup |

**Project Scope:**

Final environmental document and preliminary engineering for High Occupancy Vehicle/Managed Lanes direct connectors at SR 78 and I-5.

**Site Location**



**Project Limits:**

At SR 78 and I-5 connector.

**Progress to Date:**

Traffic studies and alternative selection began in FY 2025. The environmental phase is 20% complete. Work towards developing the Draft Environmental Document will continue through FY 2026.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | December-28 |
| Final Environmental Document | April-29    |
| Ready to Advertise           | TBD         |
| Begin Construction           | TBD         |
| Open to Public               | TBD         |
| Construction Complete        | TBD         |

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

| Budget Phase           | Prior Years | FY 25        | FY 26          | FY 27        | FY 28        | FY 29        | FY 30       | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|-------------|--------------|----------------|--------------|--------------|--------------|-------------|------------|------------|------------|------------|----------------|
| Administration         | \$21        | \$37         | \$132          | \$25         | \$12         | \$260        | \$46        | \$0        | \$0        | \$0        | \$0        | \$533          |
| Environmental Document | 0           | 500          | 1,500          | 700          | 250          | 180          | 0           | 0          | 0          | 0          | 0          | 3,130          |
| Design                 | 0           | 0            | 0              | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support   | 0           | 0            | 0              | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0           | 0            | 0              | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 0           | 0            | 0              | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0              |
| Construction Capital   | 0           | 0            | 0              | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0              |
| Vehicles               | 0           | 0            | 0              | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0           | 0            | 0              | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0           | 0            | 0              | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0              |
| Communications         | 0           | 250          | 156            | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 406            |
| Project Contingency    | 0           | 0            | 0              | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0              |
| <b>Total SANDAG</b>    | <b>\$21</b> | <b>\$787</b> | <b>\$1,788</b> | <b>\$725</b> | <b>\$262</b> | <b>\$440</b> | <b>\$46</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$4,069</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                 | Prior Years    | FY 25          | FY 26          | FY 27          | FY 28          | FY 29           | FY 30           | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------------|----------------|----------------|----------------|----------------|----------------|-----------------|-----------------|------------|------------|------------|------------|-----------------|
| Environmental Document       | \$3,530        | \$2,403        | \$2,296        | \$2,046        | \$1,004        | \$770           | \$0             | \$0        | \$0        | \$0        | \$0        | \$12,049        |
| Design                       | 0              | 0              | 0              | 0              | 0              | 25,000          | 25,000          | 0          | 0          | 0          | 0          | 50,000          |
| Right-of-Way Support         | 0              | 0              | 0              | 0              | 0              | 0               | 0               | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital         | 0              | 0              | 0              | 0              | 0              | 0               | 0               | 0          | 0          | 0          | 0          | 0               |
| Construction Support         | 0              | 0              | 0              | 0              | 0              | 0               | 0               | 0          | 0          | 0          | 0          | 0               |
| Construction Capital         | 0              | 0              | 0              | 0              | 0              | 0               | 0               | 0          | 0          | 0          | 0          | 0               |
| Vehicles                     | 0              | 0              | 0              | 0              | 0              | 0               | 0               | 0          | 0          | 0          | 0          | 0               |
| <b>Total Caltrans</b>        | <b>\$3,530</b> | <b>\$2,403</b> | <b>\$2,296</b> | <b>\$2,046</b> | <b>\$1,004</b> | <b>\$25,770</b> | <b>\$25,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$62,049</b> |
| <b>Total Expenditures</b>    | <b>\$3,551</b> | <b>\$3,190</b> | <b>\$4,084</b> | <b>\$2,771</b> | <b>\$1,266</b> | <b>\$26,210</b> | <b>\$25,046</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$66,118</b> |
| <b>TransNet Pass-Through</b> | <b>\$3,530</b> | <b>\$2,403</b> | <b>\$2,296</b> | <b>\$2,046</b> | <b>\$1,004</b> | <b>\$770</b>    | <b>\$0</b>      | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$12,049</b> |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years    | FY 25          | FY 26          | FY 27          | FY 28          | FY 29           | FY 30           | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|----------------------|----------------|----------------|----------------|----------------|----------------|-----------------|-----------------|------------|------------|------------|------------|-----------------|
| <b>State</b>         |                |                |                |                |                |                 |                 |            |            |            |            |                 |
| Future Federal       | \$0            | \$0            | \$0            | \$0            | \$0            | \$25,000        | \$25,000        | \$0        | \$0        | \$0        | \$0        | \$50,000        |
| <b>Local</b>         |                |                |                |                |                |                 |                 |            |            |            |            |                 |
| 91000100 TransNet-MC | 3,551          | 3,190          | 4,084          | 2,771          | 1,266          | 1,210           | 46              | 0          | 0          | 0          | 0          | 16,118          |
| <b>Total Funding</b> | <b>\$3,551</b> | <b>\$3,190</b> | <b>\$4,084</b> | <b>\$2,771</b> | <b>\$1,266</b> | <b>\$26,210</b> | <b>\$25,046</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$66,118</b> |

|                         |                                     |                           |                       |
|-------------------------|-------------------------------------|---------------------------|-----------------------|
| <b>Project Name:</b>    | <b>SR 78 HOV Lanes: I-5 to I-15</b> | <b>RTIP No:</b>           | <b>CAL278</b>         |
| <b>CIP No.</b>          | <b>1207804</b>                      | <b>Corridor Director:</b> | <b>Victor Mercado</b> |
| <b>Project Manager:</b> | <b>Wameedh Tozy</b>                 |                           |                       |

**Project Scope:**

Environmental studies and preliminary engineering for High Occupancy Vehicle/Managed Lanes along SR 78.

**Project Limits:**

On SR 78 from I-5 to I-15.

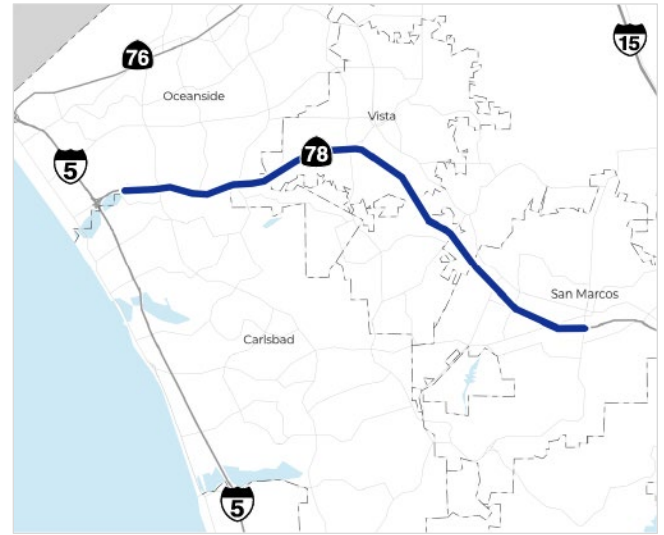
**Progress to Date:**

In FY 2025, traffic studies were completed. In FY 2026, environmental studies will continue, focusing on San Marcos Creek. The environmental phase is expected to span over a total of six years due to permitting requirements.

**Major Milestones:**

| Milestone                    | Date     |
|------------------------------|----------|
| Draft Environmental Document | April-29 |
| Final Environmental Document | April-30 |
| Ready to Advertise           | TBD      |
| Begin Construction           | TBD      |
| Open to Public               | TBD      |
| Construction Complete        | TBD      |

**Site Location**



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

| Budget Phase           | Prior Years | FY 25       | FY 26          | FY 27          | FY 28          | FY 29        | FY 30       | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|-------------|-------------|----------------|----------------|----------------|--------------|-------------|------------|------------|------------|------------|-----------------|
| Administration         | \$13        | \$40        | \$200          | \$200          | \$120          | \$30         | \$20        | \$2        | \$0        | \$0        | \$0        | \$625           |
| Environmental Document | 0           | 0           | 5,000          | 5,000          | 2,175          | 600          | 50          | 0          | 0          | 0          | 0          | 12,825          |
| Design                 | 0           | 0           | 0              | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support   | 0           | 0           | 0              | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital   | 0           | 0           | 0              | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0               |
| Construction Support   | 0           | 0           | 0              | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0               |
| Construction Capital   | 0           | 0           | 0              | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0               |
| Vehicles               | 0           | 0           | 0              | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0           | 0           | 0              | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 0           | 0           | 0              | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0               |
| Communications         | 0           | 0           | 40             | 40             | 40             | 15           | 15          | 0          | 0          | 0          | 0          | 150             |
| Project Contingency    | 0           | 0           | 0              | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0               |
| <b>Total SANDAG</b>    | <b>\$13</b> | <b>\$40</b> | <b>\$5,240</b> | <b>\$5,240</b> | <b>\$2,335</b> | <b>\$645</b> | <b>\$85</b> | <b>\$2</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$13,600</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                             | Prior Years  | FY 25          | FY 26           | FY 27           | FY 28          | FY 29          | FY 30        | FY 31             | FY 32      | FY 33      | FY 34      | Total           |
|------------------------------------------|--------------|----------------|-----------------|-----------------|----------------|----------------|--------------|-------------------|------------|------------|------------|-----------------|
| Environmental Document                   | \$886        | \$2,500        | \$6,400         | \$10,000        | \$2,838        | \$2,000        | \$776        | \$0               | \$0        | \$0        | \$0        | \$25,400        |
| Design                                   | 0            | 0              | 0               | 0               | 0              | 0              | 0            | 0                 | 0          | 0          | 0          | 0               |
| Right-of-Way Support                     | 0            | 0              | 0               | 0               | 0              | 0              | 0            | 0                 | 0          | 0          | 0          | 0               |
| Right-of-Way Capital                     | 0            | 0              | 0               | 0               | 0              | 0              | 0            | 0                 | 0          | 0          | 0          | 0               |
| Construction Support                     | 0            | 0              | 0               | 0               | 0              | 0              | 0            | 0                 | 0          | 0          | 0          | 0               |
| Construction Capital                     | 0            | 0              | 0               | 0               | 0              | 0              | 0            | 0                 | 0          | 0          | 0          | 0               |
| Vehicles                                 | 0            | 0              | 0               | 0               | 0              | 0              | 0            | 0                 | 0          | 0          | 0          | 0               |
| <b>Total Caltrans</b>                    | <b>\$886</b> | <b>\$2,500</b> | <b>\$6,400</b>  | <b>\$10,000</b> | <b>\$2,838</b> | <b>\$2,000</b> | <b>\$776</b> | <b>\$0</b>        | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$25,400</b> |
| <b>Total Expenditures</b>                | <b>\$899</b> | <b>\$2,540</b> | <b>\$11,640</b> | <b>\$15,240</b> | <b>\$5,173</b> | <b>\$2,645</b> | <b>\$861</b> | <b>\$2</b>        | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$39,000</b> |
| <b>TransNet AC Pass-Through</b>          | <b>\$0</b>   | <b>\$524</b>   | <b>\$0</b>      | <b>\$7,349</b>  | <b>\$475</b>   | <b>\$2,000</b> | <b>\$776</b> | <b>(\$11,124)</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>TransNet Pass-Through to Caltrans</b> | <b>\$0</b>   | <b>\$276</b>   | <b>\$2,950</b>  | <b>\$1,050</b>  | <b>\$1,000</b> | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b>        | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$5,276</b>  |

**Funding Plan (thousands of dollars)**

| Funding Source          | Prior Years  | FY 25          | FY 26           | FY 27           | FY 28          | FY 29          | FY 30        | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-------------------------|--------------|----------------|-----------------|-----------------|----------------|----------------|--------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>          |              |                |                 |                 |                |                |              |            |            |            |            |                 |
| CMAQ                    | \$0          | \$0            | \$2,950         | \$1,050         | \$1,000        | \$0            | \$0          | \$11,124   | \$0        | \$0        | \$0        | \$16,124        |
| RSTP                    | 886          | 1,700          | 500             | 551             | 363            | 0              | 0            | 0          | 0          | 0          | 0          | 4,000           |
| <b>Local</b>            |              |                |                 |                 |                |                |              |            |            |            |            |                 |
| 91000100 TransNet-MC    | 13           | 316            | 8,190           | 6,290           | 3,335          | 645            | 85           | 2          | 0          | 0          | 0          | 18,876          |
| 91000100 TransNet-MC AC | 0            | 524            | 0               | 7,349           | 475            | 2,000          | 776          | (11,124)   | 0          | 0          | 0          | 0               |
| <b>Total Funding</b>    | <b>\$899</b> | <b>\$2,540</b> | <b>\$11,640</b> | <b>\$15,240</b> | <b>\$5,173</b> | <b>\$2,645</b> | <b>\$861</b> | <b>\$2</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$39,000</b> |



**Project Name:** Blue Line Railway Signal Improvements  
**CIP No.** 1210021 **RTIP No:** SAN281  
**Project Manager:** Dinara Usenova **Corridor Director:** Chip Finch

**Project Scope:**

Railway signaling design work, software modifications, and construction of hardware modifications to provide pedestrian crossing improvements on Blue Line Grade Crossing.

**Project Limits:**

Along the Blue Line trolley from 12th and Imperial to San Ysidro.

**Progress to Date:**

Construction of hardware modifications is 30% complete and will continue through FY 2026.

**Major Milestones:**

| Milestone                    | Date     |
|------------------------------|----------|
| Draft Environmental Document | N/A      |
| Final Environmental Document | N/A      |
| Ready to Advertise           | N/A      |
| Begin Construction           | March-25 |
| Open to Public               | May-26   |
| Construction Complete        | May-27   |

**Site Location**



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

| Budget Phase           | Prior Years  | FY 25          | FY 26          | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|--------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$157        | \$207          | \$241          | \$84         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$689          |
| Environmental Document | 0            | 15             | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 15             |
| Design                 | 104          | 8              | 8              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 120            |
| Right-of-Way Support   | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 9            | 271            | 500            | 30           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 810            |
| Construction Capital   | 0            | 800            | 1,570          | 106          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2,476          |
| Vehicles               | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Communications         | 0            | 10             | 10             | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 20             |
| Project Contingency    | 0            | 0              | 300            | 120          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 420            |
| <b>Total SANDAG</b>    | <b>\$270</b> | <b>\$1,311</b> | <b>\$2,629</b> | <b>\$340</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$4,550</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase              | Prior Years  | FY 25          | FY 26          | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|---------------------------|--------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Environmental Document    | \$0          | \$0            | \$0            | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0            |
| Design                    | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support      | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital      | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support      | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital      | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles                  | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total Caltrans</b>     | <b>\$0</b>   | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>     |
| <b>Total Expenditures</b> | <b>\$270</b> | <b>\$1,311</b> | <b>\$2,629</b> | <b>\$340</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$4,550</b> |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years  | FY 25          | FY 26          | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|----------------------|--------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| <b>Local</b>         |              |                |                |              |            |            |            |            |            |            |            |                |
| 91000100 TransNet-MC | \$270        | \$1,311        | \$2,629        | \$340        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$4,550        |
| <b>Total Funding</b> | <b>\$270</b> | <b>\$1,311</b> | <b>\$2,629</b> | <b>\$340</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$4,550</b> |

**Project Name:** Low-Floor Light Rail Transit Vehicles  
**CIP No.** 1210090 **RTIP No:** SAN262  
**Project Manager:** Chip Finch **Corridor Director:** Chip Finch

**Project Scope:**

New low-floor vehicle procurement for San Diego Trolley system.

**Project Limits:**

Forty-seven Light Rail Vehicles (LRVs) to replace existing SD100 fleet to support additional, more frequent trolley service.

**Progress to Date:**

All vehicles have been delivered and are in revenue service, with the last car delivered and placed in service in the spring of 2025. Final closeout activities will occur in FY 2026.

**Major Milestones:**

| Milestone                    | Date         |
|------------------------------|--------------|
| Draft Environmental Document | N/A          |
| Final Environmental Document | N/A          |
| Ready to Advertise           | N/A          |
| Begin Construction           | N/A          |
| Open to Public               | May-25       |
| Construction Complete        | September-25 |

**Site Location**



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

| Budget Phase           | Prior Years | FY 25       | FY 26        | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total        |
|------------------------|-------------|-------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| Administration         | \$3         | \$10        | \$247        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$260        |
| Environmental Document | 0           | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Design                 | 0           | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Right-of-Way Support   | 0           | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Right-of-Way Capital   | 0           | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Construction Support   | 0           | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Construction Capital   | 0           | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Vehicles               | 0           | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| I.T.                   | 0           | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Professional Services  | 0           | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Communications         | 0           | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Project Contingency    | 0           | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| <b>Total SANDAG</b>    | <b>\$3</b>  | <b>\$10</b> | <b>\$247</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$260</b> |

**Metropolitan Transit System Expenditure Plan (thousands of dollars)**

| Budget Phase                 | Prior Years     | FY 25           | FY 26           | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------------|-----------------|-----------------|-----------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document       | \$0             | \$0             | \$0             | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                       | 0               | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support         | 0               | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital         | 0               | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support         | 0               | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital         | 0               | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                     | 42,000          | 17,500          | 12,500          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 72,000          |
| <b>Total MTS</b>             | <b>\$42,000</b> | <b>\$17,500</b> | <b>\$12,500</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$72,000</b> |
| <b>Total Expenditures</b>    | <b>\$42,003</b> | <b>\$17,510</b> | <b>\$12,747</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$72,260</b> |
| <b>TransNet Pass-Through</b> | <b>\$0</b>      | <b>\$17,500</b> | <b>\$12,500</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$30,000</b> |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years     | FY 25           | FY 26           | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|----------------------|-----------------|-----------------|-----------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>       |                 |                 |                 |            |            |            |            |            |            |            |            |                 |
| 74100001 RSTP        | \$42,000        | \$0             | \$0             | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$42,000        |
| <b>Local</b>         |                 |                 |                 |            |            |            |            |            |            |            |            |                 |
| 91000100 TransNet-MC | 3               | 17,510          | 12,747          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 30,260          |
| <b>Total Funding</b> | <b>\$42,003</b> | <b>\$17,510</b> | <b>\$12,747</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$72,260</b> |

|                         |                                             |                           |                   |
|-------------------------|---------------------------------------------|---------------------------|-------------------|
| <b>Project Name:</b>    | <b>Palomar Street Rail Grade Separation</b> |                           |                   |
| <b>CIP No.</b>          | <b>1210091</b>                              | <b>RTIP No:</b>           | <b>SAN261</b>     |
| <b>Project Manager:</b> | <b>John Dorow</b>                           | <b>Corridor Director:</b> | <b>Chip Finch</b> |

**Project Scope:**

Design and construct rail grade separation and relocate utilities.

**Project Limits:**

Palomar Street and Industrial Boulevard in the City of Chula Vista.

**Progress to Date:**

Final environmental clearance is 70% complete. In FY 2026, final environmental document will be completed, and project team will work towards 60% design.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | January-20  |
| Final Environmental Document | December-25 |
| Ready to Advertise           | TBD         |
| Begin Construction           | TBD         |
| Open to Public               | TBD         |
| Construction Complete        | TBD         |

**Site Location**



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

| Budget Phase           | Prior Years    | FY 25          | FY 26          | FY 27           | FY 28           | FY 29           | FY 30           | FY 31           | FY 32           | FY 33      | FY 34      | Total            |
|------------------------|----------------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------|------------|------------------|
| Administration         | \$386          | \$445          | \$800          | \$800           | \$900           | \$800           | \$500           | \$500           | \$300           | \$0        | \$0        | \$5,431          |
| Environmental Document | 0              | 300            | 200            | 0               | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 500              |
| Design                 | 1,807          | 211            | 2,000          | 6,000           | 2,000           | 0               | 0               | 0               | 0               | 0          | 0          | 12,018           |
| Right-of-Way Support   | 0              | 400            | 100            | 650             | 570             | 20              | 0               | 0               | 0               | 0          | 0          | 1,740            |
| Right-of-Way Capital   | 0              | 0              | 0              | 17,000          | 5,000           | 0               | 0               | 0               | 0               | 0          | 0          | 22,000           |
| Construction Support   | 0              | 0              | 0              | 0               | 3,000           | 6,300           | 6,300           | 6,000           | 3,400           | 0          | 0          | 25,000           |
| Construction Capital   | 0              | 0              | 0              | 0               | 10,630          | 23,630          | 26,630          | 22,600          | 6,630           | 0          | 0          | 90,120           |
| Vehicles               | 0              | 0              | 0              | 0               | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0                |
| I.T.                   | 0              | 0              | 0              | 0               | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0                |
| Professional Services  | 0              | 0              | 0              | 550             | 470             | 20              | 0               | 0               | 0               | 0          | 0          | 1,040            |
| Communications         | 2              | 120            | 228            | 200             | 200             | 200             | 200             | 200             | 0               | 0          | 0          | 1,350            |
| Project Contingency    | 0              | 0              | 0              | 2,400           | 4,000           | 5,500           | 5,400           | 2,570           | 250             | 0          | 0          | 20,120           |
| <b>Total SANDAG</b>    | <b>\$2,195</b> | <b>\$1,476</b> | <b>\$3,328</b> | <b>\$27,600</b> | <b>\$26,770</b> | <b>\$36,470</b> | <b>\$39,030</b> | <b>\$31,870</b> | <b>\$10,580</b> | <b>\$0</b> | <b>\$0</b> | <b>\$179,319</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years    | FY 25          | FY 26          | FY 27           | FY 28           | FY 29           | FY 30           | FY 31           | FY 32           | FY 33      | FY 34      | Total            |
|-----------------------------|----------------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------|------------|------------------|
| Environmental Document      | \$0            | \$0            | \$0            | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0        | \$0        | \$0              |
| Design                      | 0              | 0              | 0              | 0               | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0                |
| Right-of-Way Support        | 0              | 0              | 0              | 0               | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0                |
| Right-of-Way Capital        | 0              | 0              | 0              | 0               | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0                |
| Construction Support        | 0              | 0              | 0              | 0               | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0                |
| Construction Capital        | 0              | 0              | 0              | 0               | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0                |
| Vehicles                    | 0              | 0              | 0              | 0               | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0                |
| <b>Total Outside Agency</b> | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>       |
| <b>Total Expenditures</b>   | <b>\$2,195</b> | <b>\$1,476</b> | <b>\$3,328</b> | <b>\$27,600</b> | <b>\$26,770</b> | <b>\$36,470</b> | <b>\$39,030</b> | <b>\$31,870</b> | <b>\$10,580</b> | <b>\$0</b> | <b>\$0</b> | <b>\$179,319</b> |

**Funding Plan (thousands of dollars)**

| Funding Source                    | Prior Years    | FY 25          | FY 26          | FY 27           | FY 28          | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------------|----------------|----------------|----------------|-----------------|----------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>                    |                |                |                |                 |                |            |            |            |            |            |            |                 |
| 72100001 CMAQ                     | \$2,106        | \$956          | \$1,867        | \$0             | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$4,930         |
| 73020003 Federal CMPJ CA-2023-169 | 18             | 20             | 1,214          | 748             | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 2,000           |
| 75460000 FRA-RAISE                | 0              | 320            | 80             | 13,800          | 7,310          | 0          | 0          | 0          | 0          | 0          | 0          | 21,510          |
| <b>Local</b>                      |                |                |                |                 |                |            |            |            |            |            |            |                 |
| 91000100 TransNet-MC              | 70             | 180            | 167            | 3,450           | 1,828          | 0          | 0          | 0          | 0          | 0          | 0          | 5,695           |
| <b>Total Funding</b>              | <b>\$2,195</b> | <b>\$1,476</b> | <b>\$3,328</b> | <b>\$17,998</b> | <b>\$9,138</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$34,135</b> |

|                         |                                      |                           |             |
|-------------------------|--------------------------------------|---------------------------|-------------|
| <b>Project Name:</b>    | SR 94/SR 125 South to East Connector |                           |             |
| <b>CIP No.</b>          | 1212501                              | <b>RTIP No:</b>           | CAL68       |
| <b>Project Manager:</b> | Jake Stelten                         | <b>Corridor Director:</b> | Karen Jewel |

**Project Scope:**

Design and right-of-way of southbound SR 125 to eastbound SR 94 direct connector. Construction of operational improvements on SR 125 northbound auxiliary lane, SR 125 southbound auxiliary lane, and SR 94 eastbound auxiliary lane (Phase 1). Phase 2 will include construction of the southbound SR 125 to eastbound SR 94 direct connector.

**Site Location**



**Project Limits:**

On SR 94 and SR 125 from Lemon Avenue to Bancroft Drive.

**Progress to Date:**

Phase 1 design is 95% complete and is expected to be finalized in FY 2026. Right-of-way certification is ongoing.

**Major Milestones:**

| Milestone                    | Date         |
|------------------------------|--------------|
| Draft Environmental Document | February-15  |
| Final Environmental Document | December-15  |
| Ready to Advertise           | July-26      |
| Begin Construction           | September-26 |
| Open to Public               | July-28      |
| Construction Complete        | December-30  |

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

| Budget Phase           | Prior Years    | FY 25       | FY 26        | FY 27        | FY 28        | FY 29       | FY 30       | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|----------------|-------------|--------------|--------------|--------------|-------------|-------------|------------|------------|------------|------------|----------------|
| Administration         | \$169          | \$53        | \$300        | \$451        | \$255        | \$87        | \$32        | \$5        | \$0        | \$0        | \$0        | \$1,352        |
| Environmental Document | 1,528          | 0           | 0            | 0            | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 1,528          |
| Design                 | 29             | 13          | 3            | 0            | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 45             |
| Right-of-Way Support   | 0              | 0           | 0            | 0            | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0              | 0           | 0            | 0            | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 0              | 0           | 0            | 0            | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0              |
| Construction Capital   | 0              | 0           | 0            | 0            | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0              |
| Vehicles               | 0              | 0           | 0            | 0            | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0              | 0           | 0            | 0            | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0              | 0           | 0            | 0            | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0              |
| Communications         | 0              | 0           | 0            | 0            | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0              |
| Project Contingency    | 0              | 0           | 0            | 0            | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0              |
| <b>Total SANDAG</b>    | <b>\$1,726</b> | <b>\$66</b> | <b>\$303</b> | <b>\$451</b> | <b>\$255</b> | <b>\$87</b> | <b>\$32</b> | <b>\$5</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,925</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                 | Prior Years     | FY 25          | FY 26          | FY 27           | FY 28           | FY 29          | FY 30          | FY 31      | FY 32      | FY 33      | FY 34      | Total            |
|------------------------------|-----------------|----------------|----------------|-----------------|-----------------|----------------|----------------|------------|------------|------------|------------|------------------|
| Environmental Document       | \$5,275         | \$0            | \$3,500        | \$1,500         | \$1,000         | \$0            | \$0            | \$0        | \$0        | \$0        | \$0        | \$11,275         |
| Design                       | 13,188          | 4,100          | 27             | 6               | 2,500           | 5,000          | 2,500          | 0          | 0          | 0          | 0          | 27,321           |
| Right-of-Way Support         | 1,714           | 672            | 185            | 75              | 73              | 73             | 73             | 0          | 0          | 0          | 0          | 2,865            |
| Right-of-Way Capital         | 1,484           | 1,524          | 4,006          | 1,292           | 765             | 760            | 700            | 0          | 0          | 0          | 0          | 10,531           |
| Construction Support         | 0               | 0              | 0              | 6,950           | 6,505           | 445            | 100            | 0          | 0          | 0          | 0          | 14,000           |
| Construction Capital         | 0               | 0              | 0              | 35,250          | 33,000          | 2,500          | 250            | 0          | 0          | 0          | 0          | 71,000           |
| Vehicles                     | 0               | 0              | 0              | 0               | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0                |
| <b>Total Caltrans</b>        | <b>\$21,661</b> | <b>\$6,296</b> | <b>\$7,718</b> | <b>\$45,073</b> | <b>\$43,843</b> | <b>\$8,778</b> | <b>\$3,623</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$136,992</b> |
| <b>Total Expenditures</b>    | <b>\$23,387</b> | <b>\$6,362</b> | <b>\$8,021</b> | <b>\$45,524</b> | <b>\$44,098</b> | <b>\$8,865</b> | <b>\$3,655</b> | <b>\$5</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$139,917</b> |
| <b>TransNet Pass-Through</b> | <b>\$423</b>    | <b>\$348</b>   | <b>\$320</b>   | <b>\$597</b>    | <b>\$68</b>     | <b>\$60</b>    | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,816</b>   |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years     | FY 25          | FY 26          | FY 27           | FY 28           | FY 29          | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total            |
|----------------------|-----------------|----------------|----------------|-----------------|-----------------|----------------|------------|------------|------------|------------|------------|------------------|
| <b>Federal</b>       |                 |                |                |                 |                 |                |            |            |            |            |            |                  |
| RSTP                 | \$1,269         | \$3,549        | \$63           | \$419           | \$0             | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$5,300          |
| RSTP-STP             | 700             | 0              | 0              | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 700              |
| <b>State</b>         |                 |                |                |                 |                 |                |            |            |            |            |            |                  |
| SB1-LPP              | 956             | 0              | 0              | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 956              |
| SHA                  | 26              | 0              | 0              | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 26               |
| STIP-RIP             | 11,933          | 2,400          | 7,341          | 43,307          | 43,005          | 6,962          | 0          | 0          | 0          | 0          | 0          | 114,948          |
| TCRP                 | 6,352           | 0              | 0              | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 6,352            |
| <b>Local</b>         |                 |                |                |                 |                 |                |            |            |            |            |            |                  |
| 91000100 TransNet-MC | 2,151           | 413            | 617            | 733             | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 3,914            |
| <b>Total Funding</b> | <b>\$23,387</b> | <b>\$6,362</b> | <b>\$8,021</b> | <b>\$44,458</b> | <b>\$43,005</b> | <b>\$6,962</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$132,196</b> |

**Project Name:** Poinsettia Station Improvements  
**CIP No.** 1239805 **RTIP No:** SAN117 (Part of SAN114)  
**Project Manager:** Angela Anderson **Corridor Director:** Bruce Smith

**Project Scope:**

Construct a new grade-separated pedestrian crossing, install new platform, fence, reconfigure tracks, and signals and track improvements.

**Project Limits:**

On coastal rail corridor at Poinsettia Station.

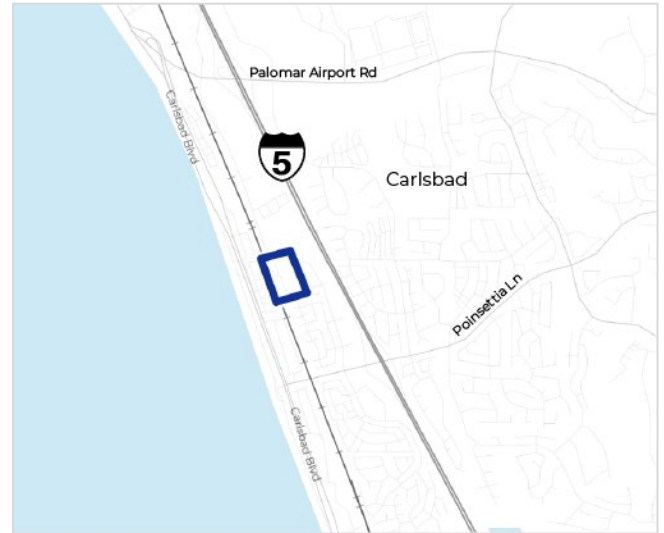
**Progress to Date:**

Construction closeout activities progressed in FY 2025 and will continue in FY 2026. Total project closeout anticipated for FY 2028; closeout pending completion of other projects in the same TIRCP grant application to complete the mandated reporting.

**Major Milestones:**

| Milestone                    | Date         |
|------------------------------|--------------|
| Draft Environmental Document | November-11  |
| Final Environmental Document | March-12     |
| Ready to Advertise           | September-17 |
| Begin Construction           | February-18  |
| Open to Public               | December-19  |
| Construction Complete        | September-27 |

**Site Location**



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

| Budget Phase           | Prior Years     | FY 25       | FY 26        | FY 27        | FY 28       | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|-----------------|-------------|--------------|--------------|-------------|------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$2,813         | \$25        | \$25         | \$20         | \$5         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$2,888         |
| Environmental Document | 327             | 0           | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 327             |
| Design                 | 2,350           | 0           | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 2,350           |
| Right-of-Way Support   | 0               | 0           | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital   | 0               | 0           | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support   | 8,402           | 2           | 2            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 8,406           |
| Construction Capital   | 22,005          | 0           | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 22,005          |
| Vehicles               | 0               | 0           | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0               | 0           | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 1               | 0           | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 1               |
| Communications         | 145             | 0           | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 145             |
| Project Contingency    | 0               | 0           | 260          | 250          | 49          | 0          | 0          | 0          | 0          | 0          | 0          | 559             |
| <b>Total SANDAG</b>    | <b>\$36,043</b> | <b>\$27</b> | <b>\$287</b> | <b>\$270</b> | <b>\$54</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$36,681</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years     | FY 25       | FY 26        | FY 27        | FY 28       | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|-----------------|-------------|--------------|--------------|-------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0             | \$0         | \$0          | \$0          | \$0         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0               | 0           | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0               | 0           | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0               | 0           | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0               | 0           | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0               | 0           | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0               | 0           | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>      | <b>\$0</b>  | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$36,043</b> | <b>\$27</b> | <b>\$287</b> | <b>\$270</b> | <b>\$54</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$36,681</b> |

Funding Plan (thousands of dollars)

| Funding Source                | Prior Years     | FY 25       | FY 26        | FY 27        | FY 28       | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-------------------------------|-----------------|-------------|--------------|--------------|-------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>                |                 |             |              |              |             |            |            |            |            |            |            |                 |
| 72240001 FTA 5307 CA-2017-090 | \$820           | \$0         | \$0          | \$0          | \$0         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$820           |
| 72340001 FTA 5307 CA-95-X129  | 10,136          | 0           | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 10,136          |
| 73010001 FTA 5339 CA-34-0034  | 2,600           | 0           | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 2,600           |
| <b>State</b>                  |                 |             |              |              |             |            |            |            |            |            |            |                 |
| 85170001 TIRCP                | 4,617           | 0           | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 4,617           |
| <b>Local</b>                  |                 |             |              |              |             |            |            |            |            |            |            |                 |
| 91000100 TransNet-MC          | 17,126          | 27          | 287          | 270          | 54          | 0          | 0          | 0          | 0          | 0          | 0          | 17,764          |
| 92060001 Misc. Revenue        | 744             | 0           | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 744             |
| <b>Total Funding</b>          | <b>\$36,043</b> | <b>\$27</b> | <b>\$287</b> | <b>\$270</b> | <b>\$54</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$36,681</b> |

**Project Name:** Sorrento Valley Double-Track  
**CIP No.** 1239807 **RTIP No:** SAN119  
**Project Manager:** Alexandra DeVaux **Corridor Director:** Bruce Smith

**Project Scope:**

Convert 1.1 miles of single-track to double-track, raise tracks, construct one new bridge and replace one bridge with a culvert, expand parking lot at Sorrento Valley Station, and install new signals.

**Project Limits:**

On coastal rail corridor from Mile Post (MP) 247.8 to MP 248.9 just north of Sorrento Valley Station.

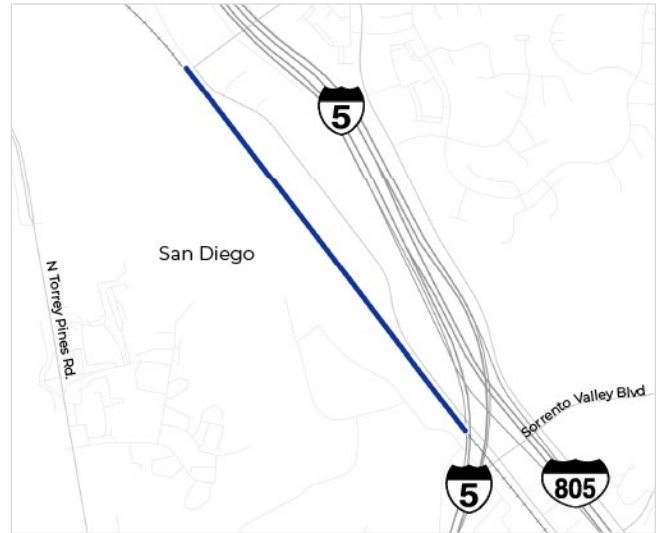
**Progress to Date:**

The project is open to the public. Final construction completion is pending the correction of sidewalk cross slope, which is anticipated to occur in FY 2026.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | January-11  |
| Final Environmental Document | March-12    |
| Ready to Advertise           | August-13   |
| Begin Construction           | February-14 |
| Open to Public               | May-15      |
| Construction Complete        | April-26    |

**Site Location**



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

| Budget Phase           | Prior Years     | FY 25      | FY 26        | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|-----------------|------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$2,354         | \$4        | \$23         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$2,381         |
| Environmental Document | 1,211           | 0          | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,211           |
| Design                 | 2,763           | 0          | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2,763           |
| Right-of-Way Support   | 218             | 0          | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 218             |
| Right-of-Way Capital   | 103             | 0          | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 103             |
| Construction Support   | 5,699           | 0          | 1            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 5,700           |
| Construction Capital   | 20,201          | 0          | 151          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 20,352          |
| Vehicles               | 0               | 0          | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0               | 0          | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 94              | 0          | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 94              |
| Communications         | 111             | 0          | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 111             |
| Project Contingency    | 0               | 0          | 30           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 30              |
| <b>Total SANDAG</b>    | <b>\$32,754</b> | <b>\$4</b> | <b>\$205</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$32,963</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years     | FY 25      | FY 26        | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|-----------------|------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0             | \$0        | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0               | 0          | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0               | 0          | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0               | 0          | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0               | 0          | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0               | 0          | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0               | 0          | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>      | <b>\$0</b> | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$32,754</b> | <b>\$4</b> | <b>\$205</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$32,963</b> |

**Funding Plan (thousands of dollars)**

| Funding Source               | Prior Years     | FY 25      | FY 26        | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------------|-----------------|------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>               |                 |            |              |            |            |            |            |            |            |            |            |                 |
| 72340001 FTA 5307 CA-95-X129 | \$16,728        | \$0        | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$16,728        |
| <b>State</b>                 |                 |            |              |            |            |            |            |            |            |            |            |                 |
| 85130001 TCIF                | 12,055          | 0          | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 12,055          |
| <b>Local</b>                 |                 |            |              |            |            |            |            |            |            |            |            |                 |
| 91000100 TransNet-MC         | 3,665           | 4          | 205          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 3,874           |
| 92060001 Misc. Revenue       | 306             | 0          | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 306             |
| <b>Total Funding</b>         | <b>\$32,754</b> | <b>\$4</b> | <b>\$205</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$32,963</b> |

|                         |                                        |                           |                    |
|-------------------------|----------------------------------------|---------------------------|--------------------|
| <b>Project Name:</b>    | <b>Eastbrook to Shell Double-Track</b> |                           |                    |
| <b>CIP No.</b>          | <b>1239809</b>                         | <b>RTIP No:</b>           | <b>SAN64</b>       |
| <b>Project Manager:</b> | <b>Tim Dewitt</b>                      | <b>Corridor Director:</b> | <b>Bruce Smith</b> |

**Project Scope:**

Design 0.6 miles of double-track, a new bridge over San Luis Rey River, and new signals.

**Project Limits:**

On the LOSSAN Rail Corridor from Control Point (CP) Eastbrook near Oceanside Harbor Drive to CP Shell near Surfrider Way.

**Progress to Date:**

Revalidation of the environmental clearance document occurred in FY 2025. Completion of final design will occur in FY 2026. Construction is contingent on the availability of funds.

**Major Milestones:**

| Milestone                    | Date         |
|------------------------------|--------------|
| Draft Environmental Document | July-14      |
| Final Environmental Document | September-14 |
| Ready to Advertise           | TBD          |
| Begin Construction           | TBD          |
| Open to Public               | TBD          |
| Construction Complete        | TBD          |

**Site Location**



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

| Budget Phase           | Prior Years    | FY 25        | FY 26        | FY 27           | FY 28           | FY 29           | FY 30          | FY 31      | FY 32      | FY 33      | FY 34      | Total            |
|------------------------|----------------|--------------|--------------|-----------------|-----------------|-----------------|----------------|------------|------------|------------|------------|------------------|
| Administration         | \$1,748        | \$160        | \$160        | \$930           | \$900           | \$900           | \$512          | \$0        | \$0        | \$0        | \$0        | \$5,310          |
| Environmental Document | 4,491          | 10           | 0            | 0               | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 4,501            |
| Design                 | 3,190          | 50           | 268          | 0               | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 3,508            |
| Right-of-Way Support   | 0              | 0            | 0            | 0               | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0                |
| Right-of-Way Capital   | 0              | 0            | 0            | 0               | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0                |
| Construction Support   | 0              | 0            | 0            | 6,300           | 11,000          | 9,000           | 1,000          | 0          | 0          | 0          | 0          | 27,300           |
| Construction Capital   | 0              | 0            | 0            | 27,000          | 32,000          | 31,000          | 4,500          | 0          | 0          | 0          | 0          | 94,500           |
| Vehicles               | 0              | 0            | 0            | 0               | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0                |
| I.T.                   | 0              | 0            | 0            | 0               | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0                |
| Professional Services  | 0              | 0            | 10           | 10              | 15              | 20              | 10             | 0          | 0          | 0          | 0          | 65               |
| Communications         | 18             | 0            | 7            | 35              | 30              | 0               | 0              | 0          | 0          | 0          | 0          | 90               |
| Project Contingency    | 0              | 0            | 0            | 6,000           | 6,000           | 6,000           | 3,500          | 0          | 0          | 0          | 0          | 21,500           |
| <b>Total SANDAG</b>    | <b>\$9,447</b> | <b>\$220</b> | <b>\$445</b> | <b>\$40,275</b> | <b>\$49,945</b> | <b>\$46,920</b> | <b>\$9,522</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$156,774</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years    | FY 25        | FY 26        | FY 27           | FY 28           | FY 29           | FY 30          | FY 31      | FY 32      | FY 33      | FY 34      | Total            |
|-----------------------------|----------------|--------------|--------------|-----------------|-----------------|-----------------|----------------|------------|------------|------------|------------|------------------|
| Environmental Document      | \$0            | \$0          | \$0          | \$0             | \$0             | \$0             | \$0            | \$0        | \$0        | \$0        | \$0        | \$0              |
| Design                      | 0              | 0            | 0            | 0               | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0                |
| Right-of-Way Support        | 0              | 0            | 0            | 0               | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0                |
| Right-of-Way Capital        | 0              | 0            | 0            | 0               | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0                |
| Construction Support        | 0              | 0            | 0            | 0               | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0                |
| Construction Capital        | 0              | 0            | 0            | 0               | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0                |
| Vehicles                    | 0              | 0            | 0            | 0               | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0                |
| <b>Total Outside Agency</b> | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>       |
| <b>Total Expenditures</b>   | <b>\$9,447</b> | <b>\$220</b> | <b>\$445</b> | <b>\$40,275</b> | <b>\$49,945</b> | <b>\$46,920</b> | <b>\$9,522</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$156,774</b> |

**Funding Plan (thousands of dollars)**

| Funding Source                    | Prior Years    | FY 25        | FY 26        | FY 27           | FY 28           | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------------|----------------|--------------|--------------|-----------------|-----------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>                    |                |              |              |                 |                 |            |            |            |            |            |            |                 |
| 75460002 FRA State of Good Repair | \$0            | \$0          | \$0          | \$27,300        | \$0             | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$27,300        |
| 75470001 FRA-PRIIA                | 3,526          | 0            | 0            | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 3,526           |
| <b>State</b>                      |                |              |              |                 |                 |            |            |            |            |            |            |                 |
| 82500001 SB1-LPP                  | 1,441          | 0            | 0            | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 1,441           |
| 85170001 Cap & Trade - TIRCP      | 0              | 0            | 0            | 12,975          | 13,861          | 0          | 0          | 0          | 0          | 0          | 0          | 26,836          |
| <b>Local</b>                      |                |              |              |                 |                 |            |            |            |            |            |            |                 |
| 91000100 TransNet-MC              | 4,481          | 220          | 445          | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 5,146           |
| <b>Total Funding</b>              | <b>\$9,447</b> | <b>\$220</b> | <b>\$445</b> | <b>\$40,275</b> | <b>\$13,861</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$64,248</b> |



**Project Name:** Carlsbad Village Double-Track  
**CIP No.** 1239810 **RTIP No:** SAN130 (Part of SAN114)  
**Project Manager:** Tim Dewitt **Corridor Director:** Bruce Smith

**Project Scope:**

Prepare final environmental document and 30% design for 1.0 miles of double-track, a new bridge across Buena Vista Lagoon, and new signals.

**Project Limits:**

On the LOSSAN Rail Corridor from Mile Post (MP) 228.4 near Kelly Street to MP 229.5 near Carlsbad Boulevard across Buena Vista Lagoon and near Carlsbad Village Station.

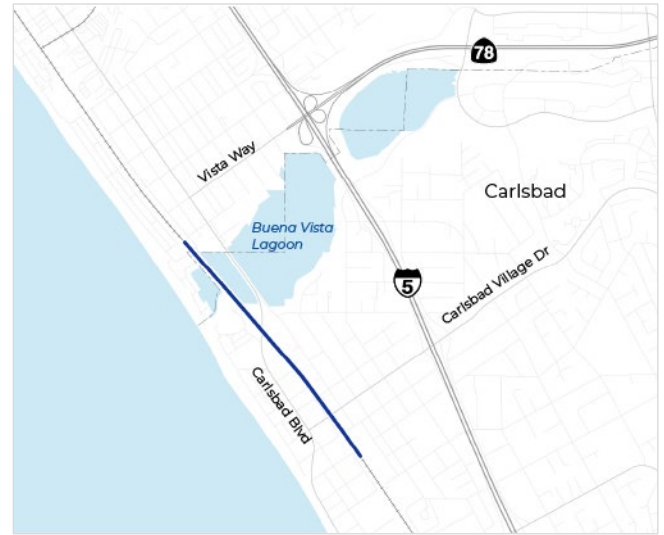
**Progress to Date:**

Environmental clearance and feasibility study are complete. Design is 30% complete. Remaining work is pending environmental clearance of the Carlsbad Village Double-Track Trench Project (CIP 1239819). Continuing efforts to seek funding in FY 2026.

**Major Milestones:**

| Milestone                    | Date   |
|------------------------------|--------|
| Draft Environmental Document | May-18 |
| Final Environmental Document | May-19 |
| Ready to Advertise           | TBD    |
| Begin Construction           | TBD    |
| Open to Public               | TBD    |
| Construction Complete        | TBD    |

**Site Location**



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

| Budget Phase           | Prior Years    | FY 25      | FY 26      | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$1,047        | \$0        | \$2        | \$2        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,051        |
| Environmental Document | 1,587          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,587          |
| Design                 | 74             | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 74             |
| Right-of-Way Support   | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital   | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles               | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Communications         | 21             | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 21             |
| Project Contingency    | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total SANDAG</b>    | <b>\$2,729</b> | <b>\$0</b> | <b>\$2</b> | <b>\$2</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,733</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years    | FY 25      | FY 26      | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|-----------------------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Environmental Document      | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0            |
| Design                      | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support        | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital        | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support        | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital        | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles                    | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total Outside Agency</b> | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>     |
| <b>Total Expenditures</b>   | <b>\$2,729</b> | <b>\$0</b> | <b>\$2</b> | <b>\$2</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,733</b> |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years    | FY 25      | FY 26      | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|----------------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| <b>Federal</b>       |                |            |            |            |            |            |            |            |            |            |            |                |
| 75470001 FRA-PRIIA   | \$380          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$380          |
| <b>Local</b>         |                |            |            |            |            |            |            |            |            |            |            |                |
| 91000100 TransNet-MC | 2,349          | 0          | 2          | 2          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2,353          |
| <b>Total Funding</b> | <b>\$2,729</b> | <b>\$0</b> | <b>\$2</b> | <b>\$2</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,733</b> |

**Project Scope:**

Convert 2.6 miles of single-track to double-track and install new signals. Construct new/replacement bridges at Mile Post (MP) 260.4, 259.6, 259.1 and 258.6. Construct new water/sewer facilities for the City of San Diego between Friars Road and SR 52. Construct universal crossover at Contol Point (CP) Rose and signaling.

**Project Limits:**

On the LOSSAN Rail Corridor from CP Elvira near SR 52 to CP Friar near Friars Road.

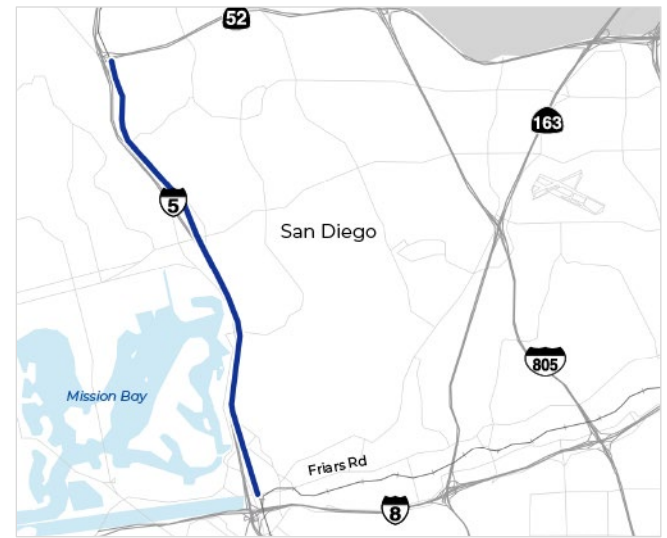
**Progress to Date:**

Project is open to the public with final project activities in progress. In FY 2025, a monitoring device was installed to track sediment movement. Monitoring efforts will continue through FY 2026.

**Major Milestones:**

| Milestone                    | Date       |
|------------------------------|------------|
| Draft Environmental Document | October-14 |
| Final Environmental Document | March-15   |
| Ready to Advertise           | April-15   |
| Begin Construction           | March-17   |
| Open to Public               | July-20    |
| Construction Complete        | April-26   |

**Site Location**



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

| Budget Phase           | Prior Years      | FY 25        | FY 26        | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total            |
|------------------------|------------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------------|
| Administration         | \$4,988          | \$100        | \$100        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$5,188          |
| Environmental Document | 4,491            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 4,491            |
| Design                 | 14,219           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 14,219           |
| Right-of-Way Support   | 445              | 7            | 27           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 479              |
| Right-of-Way Capital   | 1,015            | 140          | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,155            |
| Construction Support   | 25,783           | 200          | 183          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 26,166           |
| Construction Capital   | 132,867          | 300          | 165          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 133,332          |
| Vehicles               | 0                | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0                |
| I.T.                   | 0                | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0                |
| Professional Services  | 50               | 32           | 44           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 126              |
| Communications         | 2                | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2                |
| Project Contingency    | 0                | 32           | 39           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 71               |
| <b>Total SANDAG</b>    | <b>\$183,860</b> | <b>\$811</b> | <b>\$558</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$185,229</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years      | FY 25        | FY 26        | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total            |
|-----------------------------|------------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------------|
| Environmental Document      | \$0              | \$0          | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0              |
| Design                      | 0                | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0                |
| Right-of-Way Support        | 0                | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0                |
| Right-of-Way Capital        | 0                | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0                |
| Construction Support        | 0                | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0                |
| Construction Capital        | 0                | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0                |
| Vehicles                    | 0                | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0                |
| <b>Total Outside Agency</b> | <b>\$0</b>       | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>       |
| <b>Total Expenditures</b>   | <b>\$183,860</b> | <b>\$811</b> | <b>\$558</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$185,229</b> |

Funding Plan (thousands of dollars)

| Funding Source                | Prior Years      | FY 25        | FY 26        | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total            |
|-------------------------------|------------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------------|
| <b>Federal</b>                |                  |              |              |            |            |            |            |            |            |            |            |                  |
| 72310001 FTA 5307 CA-2018-043 | \$11,810         | \$0          | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$11,810         |
| 72340001 FTA 5307 CA-95-X129  | 42,756           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 42,756           |
| 75470001 FRA-PRIIA            | 9,920            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 9,920            |
| <b>State</b>                  |                  |              |              |            |            |            |            |            |            |            |            |                  |
| 85090001 TCRP                 | 4,052            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 4,052            |
| 85170001 TIRCP                | 61,383           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 61,383           |
| <b>Local</b>                  |                  |              |              |            |            |            |            |            |            |            |            |                  |
| 91000100 TransNet-MC          | 37,826           | 811          | 558          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 39,194           |
| 91030001 City of San Diego    | 16,114           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 16,114           |
| <b>Total Funding</b>          | <b>\$183,860</b> | <b>\$811</b> | <b>\$558</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$185,229</b> |

|                         |                                    |                           |                    |
|-------------------------|------------------------------------|---------------------------|--------------------|
| <b>Project Name:</b>    | <b>Sorrento to Miramar Phase 2</b> |                           |                    |
| <b>CIP No.</b>          | <b>1239812</b>                     | <b>RTIP No:</b>           | <b>SAN29</b>       |
| <b>Project Manager:</b> | <b>Tim Dewitt</b>                  | <b>Corridor Director:</b> | <b>Bruce Smith</b> |

**Project Scope:**

Final environmental, design and right-of-way activities for 1.9 miles of double-track, curve straightening and new signals.

**Project Limits:**

On the LOSSAN Rail Corridor from mile post (MP) 251 near I-805 to MP 253 near Miramar Road.

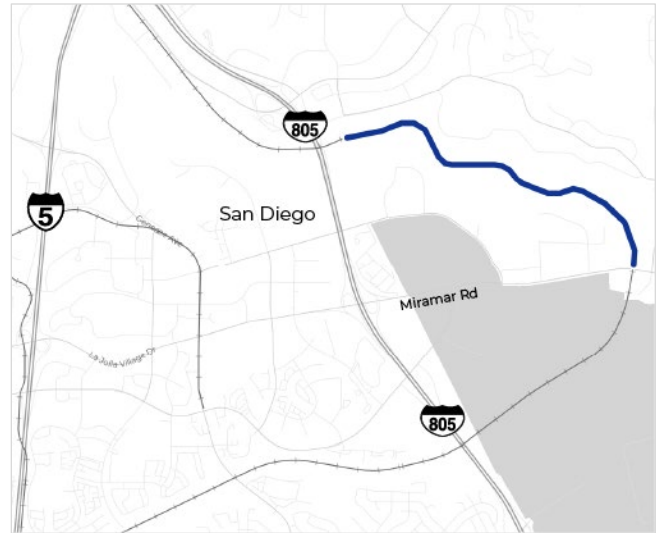
**Progress to Date:**

Easements and acquisitions occurred in FY 2025. Design is 90% complete and will be completed in FY 2026. Environmental permitting with resource agencies will begin in FY 2026.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | November-16 |
| Final Environmental Document | May-18      |
| Ready to Advertise           | TBD         |
| Begin Construction           | TBD         |
| Open to Public               | TBD         |
| Construction Complete        | TBD         |

**Site Location**



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

| Budget Phase           | Prior Years     | FY 25          | FY 26          | FY 27           | FY 28           | FY 29           | FY 30           | FY 31           | FY 32      | FY 33      | FY 34      | Total            |
|------------------------|-----------------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------|------------|------------|------------------|
| Administration         | \$3,045         | \$400          | \$778          | \$1,500         | \$1,500         | \$1,400         | \$755           | \$300           | \$0        | \$0        | \$0        | \$9,678          |
| Environmental Document | 2,874           | 0              | 0              | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 2,874            |
| Design                 | 8,721           | 650            | 629            | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 10,000           |
| Right-of-Way Support   | 638             | 272            | 210            | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 1,120            |
| Right-of-Way Capital   | 1,145           | 200            | 600            | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 1,945            |
| Construction Support   | 0               | 0              | 0              | 9,000           | 10,000          | 10,000          | 10,000          | 2,500           | 0          | 0          | 0          | 41,500           |
| Construction Capital   | 0               | 0              | 0              | 10,000          | 60,000          | 60,000          | 33,000          | 18,500          | 0          | 0          | 0          | 181,500          |
| Vehicles               | 0               | 0              | 0              | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0                |
| I.T.                   | 0               | 0              | 0              | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0                |
| Professional Services  | 141             | 100            | 100            | 100             | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 441              |
| Communications         | 30              | 10             | 100            | 100             | 100             | 40              | 0               | 0               | 0          | 0          | 0          | 380              |
| Project Contingency    | 0               | 0              | 853            | 3,347           | 16,000          | 16,000          | 3,500           | 9,362           | 0          | 0          | 0          | 49,062           |
| <b>Total SANDAG</b>    | <b>\$16,594</b> | <b>\$1,632</b> | <b>\$3,270</b> | <b>\$24,047</b> | <b>\$87,600</b> | <b>\$87,440</b> | <b>\$47,255</b> | <b>\$30,662</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$298,500</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years     | FY 25          | FY 26          | FY 27           | FY 28           | FY 29           | FY 30           | FY 31           | FY 32      | FY 33      | FY 34      | Total            |
|-----------------------------|-----------------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------|------------|------------|------------------|
| Environmental Document      | \$0             | \$0            | \$0            | \$0             | \$0             | \$0             | \$0             | \$0             | \$0        | \$0        | \$0        | \$0              |
| Design                      | 0               | 0              | 0              | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0                |
| Right-of-Way Support        | 0               | 0              | 0              | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0                |
| Right-of-Way Capital        | 0               | 0              | 0              | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0                |
| Construction Support        | 0               | 0              | 0              | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0                |
| Construction Capital        | 0               | 0              | 0              | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0                |
| Vehicles                    | 0               | 0              | 0              | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0                |
| <b>Total Outside Agency</b> | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>       |
| <b>Total Expenditures</b>   | <b>\$16,594</b> | <b>\$1,632</b> | <b>\$3,270</b> | <b>\$24,047</b> | <b>\$87,600</b> | <b>\$87,440</b> | <b>\$47,255</b> | <b>\$30,662</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$298,500</b> |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years     | FY 25          | FY 26          | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|----------------------|-----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>       |                 |                |                |            |            |            |            |            |            |            |            |                 |
| 75470001 FRA-PRIIA   | \$3,102         | \$0            | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$3,102         |
| <b>State</b>         |                 |                |                |            |            |            |            |            |            |            |            |                 |
| 82500001 SB1-LPP     | 1,720           | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,720           |
| 82500005 SB1-TCEP    | 1,657           | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,657           |
| 83010001 STIP-IIP    | 2,000           | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2,000           |
| <b>Local</b>         |                 |                |                |            |            |            |            |            |            |            |            |                 |
| 91000100 TransNet-MC | 8,116           | 1,632          | 3,270          | 3          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 13,021          |
| <b>Total Funding</b> | <b>\$16,594</b> | <b>\$1,632</b> | <b>\$3,270</b> | <b>\$3</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$21,500</b> |

|                         |                                                |                           |                               |
|-------------------------|------------------------------------------------|---------------------------|-------------------------------|
| <b>Project Name:</b>    | <b>San Dieguito Lagoon Double-Track Design</b> |                           |                               |
| <b>CIP No.</b>          | <b>1239813</b>                                 | <b>RTIP No:</b>           | <b>SAN30 (Part of SAN114)</b> |
| <b>Project Manager:</b> | <b>Angela Anderson</b>                         | <b>Corridor Director:</b> | <b>Bruce Smith</b>            |

**Project Scope:**

Design and environmental clearance of 2.1 miles of double-track, special events platform, replacement of the San Dieguito Bridge, and other various improvements.

**Project Limits:**

On the LOSSAN Rail Corridor from the City of Solana Beach Mile Post (MP) 242.2 to south of MP 243.9 in the City of Del Mar.

**Progress to Date:**

The final design and bid-ready package were completed in FY 2025. The phases have been consolidated into a single project for advertisement, with construction expected to begin in FY 2026 under CIP No. 1239822.

**Major Milestones:**

| Milestone                    | Date       |
|------------------------------|------------|
| Draft Environmental Document | October-14 |
| Final Environmental Document | August-22  |
| Ready to Advertise           | June-25    |
| Begin Construction           | N/A        |
| Open to Public               | N/A        |
| Construction Complete        | N/A        |

**Site Location**



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

| Budget Phase           | Prior Years     | FY 25          | FY 26          | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|-----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$3,489         | \$650          | \$650          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$4,789         |
| Environmental Document | 4,014           | 94             | 5              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 4,113           |
| Design                 | 14,413          | 4,000          | 4,929          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 23,342          |
| Right-of-Way Support   | 85              | 150            | 65             | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 300             |
| Right-of-Way Capital   | 0               | 1,070          | 1,332          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2,402           |
| Construction Support   | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital   | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles               | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 0               | 40             | 60             | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 100             |
| Communications         | 76              | 40             | 60             | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 176             |
| Project Contingency    | 0               | 0              | 50             | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 50              |
| <b>Total SANDAG</b>    | <b>\$22,077</b> | <b>\$6,044</b> | <b>\$7,151</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$35,272</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years     | FY 25          | FY 26          | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|-----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0             | \$0            | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$22,077</b> | <b>\$6,044</b> | <b>\$7,151</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$35,272</b> |

**Funding Plan (thousands of dollars)**

| Funding Source               | Prior Years     | FY 25          | FY 26          | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------------|-----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>               |                 |                |                |            |            |            |            |            |            |            |            |                 |
| 72340001 FTA Section 5307    | \$3,665         | \$1,835        | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$5,500         |
| 75470001 FRA-PRIIA           | 6,705           | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 6,705           |
| <b>State</b>                 |                 |                |                |            |            |            |            |            |            |            |            |                 |
| 82500001 SB1-LPP             | 3,581           | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 3,581           |
| 85170001 Cap & Trade - TIRCP | 0               | 3,749          | 1,576          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 5,325           |
| <b>Local</b>                 |                 |                |                |            |            |            |            |            |            |            |            |                 |
| 91000100 TransNet-MC         | 8,127           | 460            | 5,575          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 14,162          |
| <b>Total Funding</b>         | <b>\$22,077</b> | <b>\$6,044</b> | <b>\$7,151</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$35,272</b> |

**Project Name:** LOSSAN Rail Corridor Preliminary Engineering  
**CIP No.** 1239814 **RTIP No:** SAN149 (Part of SAN114)  
**Project Manager:** Angela Anderson **Corridor Director:** Bruce Smith

**Project Scope:**

Conduct preliminary engineering for prioritization of LOSSAN Rail Corridor improvement projects. Preparation of Project Study Reports (PSRs), design criteria, standard plans and funding applications to better define future projects.

**Site Location**



**Project Limits:**

On the LOSSAN Rail Corridor from Santa Fe Depot to Stuart Mesa Maintenance Facility.

**Progress to Date:**

Ongoing preliminary engineering and project prioritization of the LOSSAN Rail Corridor improvement projects to support grant opportunities in FY 2026.

**Major Milestones:**

| Milestone                    | Date |
|------------------------------|------|
| Draft Environmental Document | N/A  |
| Final Environmental Document | N/A  |
| Ready to Advertise           | N/A  |
| Begin Construction           | N/A  |
| Open to Public               | N/A  |
| Construction Complete        | N/A  |

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

| Budget Phase           | Prior Years    | FY 25        | FY 26       | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|----------------|--------------|-------------|--------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$407          | \$70         | \$30        | \$30         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$537          |
| Environmental Document | 1,285          | 100          | 32          | 116          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,533          |
| Design                 | 0              | 0            | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support   | 0              | 0            | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0              | 0            | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 0              | 0            | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital   | 0              | 0            | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles               | 0              | 0            | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0              | 0            | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0              | 0            | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Communications         | 0              | 0            | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Project Contingency    | 0              | 0            | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total SANDAG</b>    | <b>\$1,692</b> | <b>\$170</b> | <b>\$62</b> | <b>\$146</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,070</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years    | FY 25        | FY 26       | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|-----------------------------|----------------|--------------|-------------|--------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Environmental Document      | \$0            | \$0          | \$0         | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0            |
| Design                      | 0              | 0            | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support        | 0              | 0            | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital        | 0              | 0            | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support        | 0              | 0            | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital        | 0              | 0            | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles                    | 0              | 0            | 0           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total Outside Agency</b> | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b>  | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>     |
| <b>Total Expenditures</b>   | <b>\$1,692</b> | <b>\$170</b> | <b>\$62</b> | <b>\$146</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,070</b> |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years    | FY 25        | FY 26       | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|----------------------|----------------|--------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| <b>Local</b>         |                |              |             |            |            |            |            |            |            |            |            |                |
| 91000100 TransNet-MC | \$1,692        | \$170        | \$62        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,924        |
| <b>Total Funding</b> | <b>\$1,692</b> | <b>\$170</b> | <b>\$62</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,924</b> |

|                         |                                       |                           |                                |
|-------------------------|---------------------------------------|---------------------------|--------------------------------|
| <b>Project Name:</b>    | <b>Batiquitos Lagoon Double-Track</b> |                           |                                |
| <b>CIP No.</b>          | <b>1239816</b>                        | <b>RTIP No:</b>           | <b>SAN183 (part of SAN114)</b> |
| <b>Project Manager:</b> | <b>Tim Dewitt</b>                     | <b>Corridor Director:</b> | <b>Bruce Smith</b>             |

**Project Scope:**

Construct 0.8 miles of double-track and a new bridge over Batiquitos Lagoon.

**Project Limits:**

On the LOSSAN Rail Corridor over Batiquitos Lagoon from Mile Post (MP) 234.4 to MP 235.2.

**Progress to Date:**

Construction began in August 2024 and is currently 25% complete. Progress will continue through FY 2026.

**Major Milestones:**

| Milestone                    | Date      |
|------------------------------|-----------|
| Draft Environmental Document | April-14  |
| Final Environmental Document | July-14   |
| Ready to Advertise           | March-24  |
| Begin Construction           | August-24 |
| Open to Public               | April-28  |
| Construction Complete        | April-29  |

**Site Location**



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

| Budget Phase           | Prior Years     | FY 25          | FY 26           | FY 27          | FY 28          | FY 29          | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|-----------------|----------------|-----------------|----------------|----------------|----------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$2,352         | \$750          | \$750           | \$750          | \$750          | \$202          | \$0        | \$0        | \$0        | \$0        | \$0        | \$5,554         |
| Environmental Document | 3,163           | 0              | 0               | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 3,163           |
| Design                 | 6,930           | 690            | 0               | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 7,620           |
| Right-of-Way Support   | 0               | 0              | 0               | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital   | 0               | 0              | 0               | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support   | 69              | 5,438          | 7,000           | 7,000          | 5,087          | 200            | 0          | 0          | 0          | 0          | 0          | 24,794          |
| Construction Capital   | 0               | 1,000          | 1,000           | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 2,000           |
| Vehicles               | 0               | 0              | 0               | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0               | 0              | 0               | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 41              | 0              | 45              | 60             | 65             | 45             | 0          | 0          | 0          | 0          | 0          | 256             |
| Communications         | 16              | 50             | 150             | 100            | 125            | 0              | 0          | 0          | 0          | 0          | 0          | 441             |
| Project Contingency    | 0               | 0              | 1,500           | 1,500          | 1,500          | 1,574          | 0          | 0          | 0          | 0          | 0          | 6,074           |
| <b>Total SANDAG</b>    | <b>\$12,571</b> | <b>\$7,928</b> | <b>\$10,445</b> | <b>\$9,410</b> | <b>\$7,527</b> | <b>\$2,021</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$49,902</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                 | Prior Years     | FY 25           | FY 26           | FY 27           | FY 28           | FY 29          | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total                |
|------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------|------------|------------|------------|------------|------------|----------------------|
| Environmental Document       | \$0             | \$0             | \$0             | \$0             | \$0             | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$0                  |
| Design                       | 901             | 154             | 0               | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 1,055                |
| Right-of-Way Support         | 0               | 0               | 0               | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 0                    |
| Right-of-Way Capital         | 0               | 0               | 0               | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 0                    |
| Construction Support         | 0               | 950             | 850             | 800             | 400             | 130            | 0          | 0          | 0          | 0          | 0          | 3,130                |
| Construction Capital         | 0               | 25,000          | 34,000          | 34,000          | 17,800          | 740            | 0          | 0          | 0          | 0          | 0          | 111,540              |
| Vehicles                     | 0               | 0               | 0               | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 0                    |
| <b>Total Caltrans</b>        | <b>\$901</b>    | <b>\$26,104</b> | <b>\$34,850</b> | <b>\$34,800</b> | <b>\$18,200</b> | <b>\$870</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0 \$115,725</b> |
| <b>Total Expenditures</b>    | <b>\$13,472</b> | <b>\$34,032</b> | <b>\$45,295</b> | <b>\$44,210</b> | <b>\$25,727</b> | <b>\$2,891</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0 \$165,627</b> |
| <b>TransNet Pass-Through</b> | <b>\$704</b>    | <b>\$1,104</b>  | <b>\$850</b>    | <b>\$800</b>    | <b>\$7,900</b>  | <b>\$870</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0 \$12,228</b>  |
| <b>SCCP Pass-Through</b>     | <b>\$0</b>      | <b>\$25,000</b> | <b>\$34,000</b> | <b>\$34,000</b> | <b>\$10,300</b> | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0 \$103,300</b> |

**Funding Plan (thousands of dollars)**

| Funding Source               | Prior Years     | FY 25           | FY 26           | FY 27           | FY 28           | FY 29          | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total                |
|------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------|------------|------------|------------|------------|------------|----------------------|
| <b>Federal</b>               |                 |                 |                 |                 |                 |                |            |            |            |            |            |                      |
| 72340001 FTA 5307 CA-95-X129 | \$5,000         | \$0             | \$0             | \$0             | \$0             | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$5,000              |
| <b>State</b>                 |                 |                 |                 |                 |                 |                |            |            |            |            |            |                      |
| 82500001 SB1-LPP             | 1,250           | 1,500           | 5,000           | 3,000           | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 10,750               |
| 82500006 SB1-SCCP            | 0               | 25,000          | 34,000          | 34,000          | 10,300          | 0              | 0          | 0          | 0          | 0          | 0          | 103,300              |
| <b>Local</b>                 |                 |                 |                 |                 |                 |                |            |            |            |            |            |                      |
| 91000100 TransNet-MC         | 7,222           | 7,532           | 6,295           | 7,210           | 15,427          | 2,891          | 0          | 0          | 0          | 0          | 0          | 46,577               |
| <b>Total Funding</b>         | <b>\$13,472</b> | <b>\$34,032</b> | <b>\$45,295</b> | <b>\$44,210</b> | <b>\$25,727</b> | <b>\$2,891</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0 \$165,627</b> |

**Project Name:** COASTER Train Sets  
**CIP No.** 1239820 **RTIP No:** SAN260  
**Project Manager:** Angela Anderson **Corridor Director:** Bruce Smith

**Project Scope:**

Two additional train sets to provide more frequent commuter rail service, including 30-minute peak period service, along the COASTER corridor.

**Project Limits:**

Along the COASTER corridor.

**Progress to Date:**

The final payment for the second train set was completed in FY 2025, and both train sets are now in service. Project closeout activities will occur in FY 2026.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | N/A         |
| Final Environmental Document | N/A         |
| Ready to Advertise           | N/A         |
| Begin Construction           | N/A         |
| Open to Public               | April-25    |
| Construction Complete        | December-25 |

**Project Site**



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

| Budget Phase           | Prior Years | FY 25      | FY 26      | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total       |
|------------------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| Administration         | \$38        | \$1        | \$1        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$40        |
| Environmental Document | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Design                 | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Right-of-Way Support   | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Right-of-Way Capital   | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Construction Support   | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Construction Capital   | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Vehicles               | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| I.T.                   | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Professional Services  | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Communications         | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| Project Contingency    | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| <b>Total SANDAG</b>    | <b>\$38</b> | <b>\$1</b> | <b>\$1</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$40</b> |

**North County Transit District Expenditure Plan (thousands of dollars)**

| Budget Phase              | Prior Years     | FY 25           | FY 26      | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|---------------------------|-----------------|-----------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document    | \$0             | \$0             | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                    | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support      | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital      | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support      | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital      | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                  | 46,899          | 11,861          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 58,760          |
| <b>Total NCTD</b>         | <b>\$46,899</b> | <b>\$11,861</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$58,760</b> |
| <b>Total Expenditures</b> | <b>\$46,937</b> | <b>\$11,862</b> | <b>\$1</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$58,800</b> |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years     | FY 25           | FY 26      | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|----------------------|-----------------|-----------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>State</b>         |                 |                 |            |            |            |            |            |            |            |            |            |                 |
| 82500001 SB1-LPP     | \$15,270        | \$5,930         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$21,200        |
| <b>Local</b>         |                 |                 |            |            |            |            |            |            |            |            |            |                 |
| 91000100 TransNet-MC | 19,068          | 5,931           | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 25,000          |
| NCTD                 | 12,600          | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 12,600          |
| <b>Total Funding</b> | <b>\$46,937</b> | <b>\$11,862</b> | <b>\$1</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$58,800</b> |



**Project Name:** San Dieguito Lagoon Double-Track Construction  
**CIP No.** 1239822 **RTIP No:** SAN30  
**Project Manager:** Angela Anderson **Corridor Director:** Bruce Smith

**Project Scope:**

Construct 1.7 miles of new double track, construct a double track bridge over the San Dieguito Lagoon, construct special events platform at the Del Mar Fairgrounds, other related improvements include retaining walls, utilities, drainage, electrical, signal and communications.

**Project Limits:**

On the LOSSAN Rail Corridor in the City of Solana Beach at rail Mile Post (MP) 242.2 to Del Mar at MP 243.9.

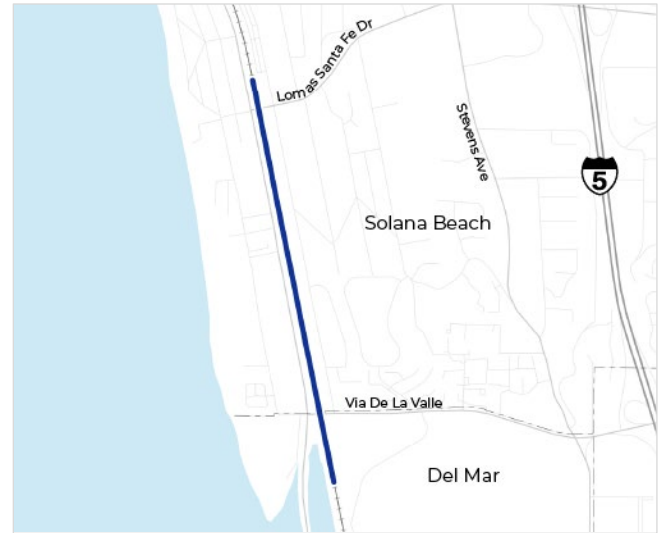
**Progress to Date:**

In FY 2025, design was completed under CIP 1239813. Construction will begin in FY 2026.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | N/A         |
| Final Environmental Document | N/A         |
| Ready to Advertise           | N/A         |
| Begin Construction           | December-25 |
| Open to Public               | July-30     |
| Construction Complete        | July-31     |

**Site Location**



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

| Budget Phase           | Prior Years | FY 25        | FY 26           | FY 27           | FY 28            | FY 29           | FY 30          | FY 31          | FY 32        | FY 33      | FY 34      | Total            |
|------------------------|-------------|--------------|-----------------|-----------------|------------------|-----------------|----------------|----------------|--------------|------------|------------|------------------|
| Administration         | \$0         | \$0          | \$1,300         | \$1,300         | \$1,300          | \$1,300         | \$1,200        | \$500          | \$100        | \$0        | \$0        | \$7,000          |
| Environmental Document | 0           | 0            | 0               | 0               | 0                | 0               | 0              | 0              | 0            | 0          | 0          | 0                |
| Design                 | 0           | 0            | 0               | 0               | 0                | 0               | 0              | 0              | 0            | 0          | 0          | 0                |
| Right-of-Way Support   | 0           | 0            | 0               | 0               | 0                | 0               | 0              | 0              | 0            | 0          | 0          | 0                |
| Right-of-Way Capital   | 0           | 0            | 0               | 0               | 0                | 0               | 0              | 0              | 0            | 0          | 0          | 0                |
| Construction Support   | 0           | 0            | 17,000          | 17,000          | 17,000           | 4,500           | 832            | 150            | 50           | 0          | 0          | 56,532           |
| Construction Capital   | 0           | 0            | 58,500          | 73,500          | 73,500           | 23,400          | 1,000          | 800            | 200          | 0          | 0          | 230,900          |
| Vehicles               | 0           | 0            | 0               | 0               | 0                | 0               | 0              | 0              | 0            | 0          | 0          | 0                |
| I.T.                   | 0           | 0            | 0               | 0               | 0                | 0               | 0              | 0              | 0            | 0          | 0          | 0                |
| Professional Services  | 0           | 50           | 75              | 75              | 50               | 50              | 45             | 35             | 20           | 0          | 0          | 400              |
| Communications         | 0           | 50           | 150             | 150             | 150              | 120             | 103            | 0              | 0            | 0          | 0          | 723              |
| Project Contingency    | 0           | 0            | 4,000           | 6,000           | 15,000           | 12,000          | 430            | 250            | 100          | 0          | 0          | 37,780           |
| <b>Total SANDAG</b>    | <b>\$0</b>  | <b>\$100</b> | <b>\$81,025</b> | <b>\$98,025</b> | <b>\$107,000</b> | <b>\$41,370</b> | <b>\$3,610</b> | <b>\$1,735</b> | <b>\$470</b> | <b>\$0</b> | <b>\$0</b> | <b>\$333,335</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years | FY 25        | FY 26           | FY 27           | FY 28            | FY 29           | FY 30          | FY 31          | FY 32        | FY 33      | FY 34      | Total            |
|-----------------------------|-------------|--------------|-----------------|-----------------|------------------|-----------------|----------------|----------------|--------------|------------|------------|------------------|
| Environmental Document      | \$0         | \$0          | \$0             | \$0             | \$0              | \$0             | \$0            | \$0            | \$0          | \$0        | \$0        | \$0              |
| Design                      | 0           | 0            | 0               | 0               | 0                | 0               | 0              | 0              | 0            | 0          | 0          | 0                |
| Right-of-Way Support        | 0           | 0            | 0               | 0               | 0                | 0               | 0              | 0              | 0            | 0          | 0          | 0                |
| Right-of-Way Capital        | 0           | 0            | 0               | 0               | 0                | 0               | 0              | 0              | 0            | 0          | 0          | 0                |
| Construction Support        | 0           | 0            | 0               | 0               | 0                | 0               | 0              | 0              | 0            | 0          | 0          | 0                |
| Construction Capital        | 0           | 0            | 0               | 0               | 0                | 0               | 0              | 0              | 0            | 0          | 0          | 0                |
| Vehicles                    | 0           | 0            | 0               | 0               | 0                | 0               | 0              | 0              | 0            | 0          | 0          | 0                |
| <b>Total Outside Agency</b> | <b>\$0</b>  | <b>\$0</b>   | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>       | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>       |
| <b>Total Expenditures</b>   | <b>\$0</b>  | <b>\$100</b> | <b>\$81,025</b> | <b>\$98,025</b> | <b>\$107,000</b> | <b>\$41,370</b> | <b>\$3,610</b> | <b>\$1,735</b> | <b>\$470</b> | <b>\$0</b> | <b>\$0</b> | <b>\$333,335</b> |

Funding Plan (thousands of dollars)

| Funding Source                   | Prior Years | FY 25      | FY 26        | FY 27           | FY 28           | FY 29           | FY 30           | FY 31          | FY 32          | FY 33        | FY 34      | Total      |                  |
|----------------------------------|-------------|------------|--------------|-----------------|-----------------|-----------------|-----------------|----------------|----------------|--------------|------------|------------|------------------|
| <b>Federal</b>                   |             |            |              |                 |                 |                 |                 |                |                |              |            |            |                  |
| 72100001 CMAQ                    |             | \$0        | \$0          | \$12,600        | \$0             | \$0             | \$0             | \$0            | \$0            | \$0          | \$0        | \$0        | \$12,600         |
| <b>State</b>                     |             |            |              |                 |                 |                 |                 |                |                |              |            |            |                  |
| 82500005 SB1 - TCEP - State      |             | 0          | 0            | 7,683           | 0               | 0               | 0               | 0              | 0              | 0            | 0          | 0          | 7,683            |
| 82500006 SB1 - TCEP - Regional   |             | 0          | 0            | 10,571          | 5,420           | 6,854           | 0               | 0              | 0              | 0            | 0          | 0          | 22,845           |
| 83000001 STIP IIP (Construction) |             | 0          | 0            | 0               | 0               | 30,491          | 25,694          | 3,610          | 1,735          | 470          | 0          | 0          | 62,000           |
| 85170001 Cap & Trade - TIRCP     |             | 0          | 0            | 43,309          | 26,857          | 24,509          | 0               | 0              | 0              | 0            | 0          | 0          | 94,675           |
| <b>Local</b>                     |             |            |              |                 |                 |                 |                 |                |                |              |            |            |                  |
| 91000100 TransNet-MC             |             | 0          | 100          | 6,662           | 5,143           | 2,937           | 0               | 0              | 0              | 0            | 0          | 0          | 14,842           |
| 91060001 NCTD                    |             | 0          | 0            | 200             | 0               | 0               | 0               | 0              | 0              | 0            | 0          | 0          | 200              |
| NCTD - INFRA                     |             | 0          | 0            | 0               | 30,563          | 17,630          | 5,700           | 0              | 0              | 0            | 0          | 0          | 53,893           |
| NCTD - SB125 TIRCP               |             | 0          | 0            | 0               | 30,042          | 14,579          | 4,976           | 0              | 0              | 0            | 0          | 0          | 49,597           |
| <b>Total Funding</b>             |             | <b>\$0</b> | <b>\$100</b> | <b>\$81,025</b> | <b>\$98,025</b> | <b>\$97,000</b> | <b>\$36,370</b> | <b>\$3,610</b> | <b>\$1,735</b> | <b>\$470</b> | <b>\$0</b> | <b>\$0</b> | <b>\$318,335</b> |

**Project Name:** San Dieguito to Sorrento Valley Double-Track  
**CIP No.** 1239823 **RTIP No:** SAN289  
**Project Manager:** Danny Veeh **Corridor Director:** Maria Rodriguez-Molina

**Project Scope:**

Completion of Project Approval and Environmental Document (PA&ED) phase re-aligning the LOSSAN rail corridor away from the Del Mar Bluffs with a double-track system, and the advancement of the design and right-of-way phases.

**Site Location**



**Project Limits:**

Within the City of Del Mar and the City of San Diego from Control Point (CP) Valley at Mile Post (MP) 242 to CP Sorrento at MP 249.1.

**Progress to Date:**

In FY 2025, the value analysis study was completed. Progress towards preliminary engineering and environmental phase will continue in FY 2026. The final environmental document will be completed in FY 2028.

**Major Milestones:**

| Milestone                    | Date       |
|------------------------------|------------|
| Draft Environmental Document | October-27 |
| Final Environmental Document | April-28   |
| Ready to Advertise           | TBD        |
| Begin Construction           | TBD        |
| Open to Public               | TBD        |
| Construction Complete        | TBD        |

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

| Budget Phase           | Prior Years     | FY 25           | FY 26           | FY 27           | FY 28           | FY 29            | FY 30           | FY 31      | FY 32      | FY 33      | FY 34      | Total            |
|------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|-----------------|------------|------------|------------|------------|------------------|
| Administration         | \$4,299         | \$5,709         | \$6,890         | \$6,843         | \$7,027         | \$14,425         | \$4,975         | \$0        | \$0        | \$0        | \$0        | \$50,168         |
| Environmental Document | 9,654           | 16,781          | 16,766          | 23,129          | 25,670          | 0                | 0               | 0          | 0          | 0          | 0          | 92,000           |
| Design                 | 0               | 0               | 0               | 0               | 0               | 73,012           | 24,338          | 0          | 0          | 0          | 0          | 97,350           |
| Right-of-Way Support   | 0               | 0               | 0               | 0               | 0               | 2,610            | 870             | 0          | 0          | 0          | 0          | 3,480            |
| Right-of-Way Capital   | 0               | 0               | 0               | 0               | 0               | 10,440           | 3,480           | 0          | 0          | 0          | 0          | 13,920           |
| Construction Support   | 0               | 0               | 0               | 0               | 0               | 0                | 0               | 0          | 0          | 0          | 0          | 0                |
| Construction Capital   | 0               | 0               | 0               | 0               | 0               | 0                | 0               | 0          | 0          | 0          | 0          | 0                |
| Vehicles               | 0               | 0               | 0               | 0               | 0               | 0                | 0               | 0          | 0          | 0          | 0          | 0                |
| I.T.                   | 0               | 0               | 0               | 0               | 0               | 0                | 0               | 0          | 0          | 0          | 0          | 0                |
| Professional Services  | 360             | 266             | 649             | 687             | 648             | 0                | 0               | 0          | 0          | 0          | 0          | 2,610            |
| Communications         | 462             | 1,646           | 3,427           | 3,427           | 3,388           | 1,388            | 462             | 0          | 0          | 0          | 0          | 14,200           |
| Project Contingency    | 0               | 1,000           | 2,440           | 5,143           | 6,857           | 9,000            | 3,000           | 0          | 0          | 0          | 0          | 27,440           |
| <b>Total SANDAG</b>    | <b>\$14,775</b> | <b>\$25,402</b> | <b>\$30,172</b> | <b>\$39,229</b> | <b>\$43,590</b> | <b>\$110,875</b> | <b>\$37,125</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$301,168</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                                 | Prior Years     | FY 25           | FY 26           | FY 27           | FY 28           | FY 29            | FY 30           | FY 31      | FY 32      | FY 33      | FY 34      | Total            |
|----------------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|-----------------|------------|------------|------------|------------|------------------|
| Environmental Document                       | \$0             | \$250           | \$500           | \$500           | \$300           | \$0              | \$0             | \$0        | \$0        | \$0        | \$0        | \$1,550          |
| Design                                       | 0               | 0               | 0               | 0               | 0               | 0                | 0               | 0          | 0          | 0          | 0          | 0                |
| Right-of-Way Support                         | 0               | 0               | 0               | 0               | 0               | 0                | 0               | 0          | 0          | 0          | 0          | 0                |
| Right-of-Way Capital                         | 0               | 0               | 0               | 0               | 0               | 0                | 0               | 0          | 0          | 0          | 0          | 0                |
| Construction Support                         | 0               | 0               | 0               | 0               | 0               | 0                | 0               | 0          | 0          | 0          | 0          | 0                |
| Construction Capital                         | 0               | 0               | 0               | 0               | 0               | 0                | 0               | 0          | 0          | 0          | 0          | 0                |
| Vehicles                                     | 0               | 0               | 0               | 0               | 0               | 0                | 0               | 0          | 0          | 0          | 0          | 0                |
| <b>Total Outside Agency</b>                  | <b>\$0</b>      | <b>\$250</b>    | <b>\$500</b>    | <b>\$500</b>    | <b>\$300</b>    | <b>\$0</b>       | <b>\$0</b>      | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,550</b>   |
| <b>Total Expenditures</b>                    | <b>\$14,775</b> | <b>\$25,652</b> | <b>\$30,672</b> | <b>\$39,729</b> | <b>\$43,890</b> | <b>\$110,875</b> | <b>\$37,125</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$302,718</b> |
| <b>SANDAG TIRCP Pass-through to Caltrans</b> | <b>\$0</b>      | <b>\$250</b>    | <b>\$500</b>    | <b>\$500</b>    | <b>\$300</b>    | <b>\$0</b>       | <b>\$0</b>      | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,550</b>   |

**Funding Plan (thousands of dollars)**

| Funding Source               | Prior Years     | FY 25           | FY 26           | FY 27           | FY 28           | FY 29            | FY 30           | FY 31      | FY 32      | FY 33      | FY 34      | Total            |
|------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|-----------------|------------|------------|------------|------------|------------------|
| <b>State</b>                 |                 |                 |                 |                 |                 |                  |                 |            |            |            |            |                  |
| 85170001 Cap & Trade - TIRCP | \$14,445        | \$25,352        | \$30,122        | \$38,782        | \$43,530        | \$110,644        | \$37,125        | \$0        | \$0        | \$0        | \$0        | \$300,000        |
| <b>Local</b>                 |                 |                 |                 |                 |                 |                  |                 |            |            |            |            |                  |
| 91000100 TransNet-MC         | 330             | 300             | 550             | 947             | 360             | 231              | 0               | 0          | 0          | 0          | 0          | 2,718            |
| <b>Total Funding</b>         | <b>\$14,775</b> | <b>\$25,652</b> | <b>\$30,672</b> | <b>\$39,729</b> | <b>\$43,890</b> | <b>\$110,875</b> | <b>\$37,125</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$302,718</b> |

**Project Name:** I-805/SR 94 Bus on Shoulder Demonstration Project  
**CIP No.** 1280513 **RTIP No:** SAN224  
**Project Manager:** Peter Thompson **Corridor Director:** Karen Jewel

**Project Scope:**

Design and construct new freeway shoulder infrastructure on East Palomar, I-805 and SR 94. Implement technology improvements within the corridor to support Rapid operation. Procurement of 16 new compressed natural gas buses.

**Project Limits:**

In Chula Vista, on East Palomar Street between Heritage Road and I-805. On I-805 between East Palomar Street and SR 94. On SR 94 between I-805 and Downtown San Diego.

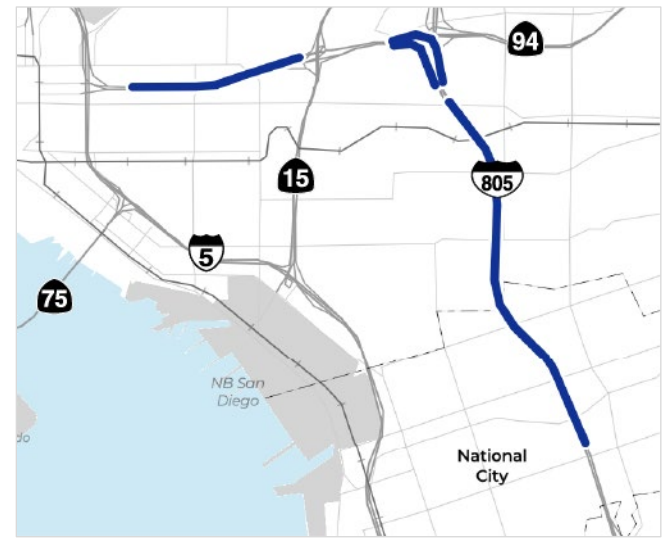
**Progress to Date:**

Pilot operations continued through late FY 2025 and work on the post-pilot restoration and reporting phase will take place in FY 2026.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | N/A         |
| Final Environmental Document | December-16 |
| Ready to Advertise           | May-17      |
| Begin Construction           | July-20     |
| Open to Public               | June-22     |
| Construction Complete        | July-26     |

**Site Location**



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

| Budget Phase           | Prior Years     | FY 25         | FY 26          | FY 27       | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|-----------------|---------------|----------------|-------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$1,797         | \$90          | \$90           | \$10        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,987         |
| Environmental Document | 102             | 0             | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 102             |
| Design                 | 1,824           | 9             | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,833           |
| Right-of-Way Support   | 0               | 0             | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital   | 0               | 0             | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support   | 863             | 55            | 314            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,232           |
| Construction Capital   | 6,732           | (312)         | 721            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 7,141           |
| Vehicles               | 17,019          | 0             | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 17,019          |
| I.T.                   | 1               | 0             | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1               |
| Professional Services  | 0               | 100           | 100            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 200             |
| Communications         | 398             | 0             | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 398             |
| Project Contingency    | 0               | 0             | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total SANDAG</b>    | <b>\$28,736</b> | <b>(\$58)</b> | <b>\$1,225</b> | <b>\$10</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$29,913</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                 | Prior Years     | FY 25        | FY 26          | FY 27       | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------------|-----------------|--------------|----------------|-------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document       | \$0             | \$115        | \$115          | \$0         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$230           |
| Design                       | 30              | 50           | 64             | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 144             |
| Right-of-Way Support         | 0               | 0            | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital         | 0               | 0            | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support         | 78              | 0            | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 78              |
| Construction Capital         | 20              | 65           | 400            | 50          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 535             |
| Vehicles                     | 0               | 0            | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Caltrans</b>        | <b>\$128</b>    | <b>\$230</b> | <b>\$579</b>   | <b>\$50</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$987</b>    |
| <b>Total Expenditures</b>    | <b>\$28,864</b> | <b>\$172</b> | <b>\$1,804</b> | <b>\$60</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$30,900</b> |
| <b>Caltrans PM Services</b>  | <b>\$692</b>    | <b>\$60</b>  | <b>\$60</b>    | <b>\$0</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$812</b>    |
| <b>TransNet Pass-Through</b> | <b>\$128</b>    | <b>\$230</b> | <b>\$579</b>   | <b>\$50</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$987</b>    |

**Funding Plan (thousands of dollars)**

| Funding Source                   | Prior Years     | FY 25        | FY 26          | FY 27       | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|----------------------------------|-----------------|--------------|----------------|-------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>                   |                 |              |                |             |            |            |            |            |            |            |            |                 |
| 70280001 FTA 5309 CA-04-0099 VAA | \$14,084        | \$0          | \$0            | \$0         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$14,084        |
| <b>Local</b>                     |                 |              |                |             |            |            |            |            |            |            |            |                 |
| 91000100 TransNet-MC             | 14,780          | 172          | 1,804          | 60          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 16,816          |
| <b>Total Funding</b>             | <b>\$28,864</b> | <b>\$172</b> | <b>\$1,804</b> | <b>\$60</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$30,900</b> |

|                         |                               |                           |                    |
|-------------------------|-------------------------------|---------------------------|--------------------|
| <b>Project Name:</b>    | <b>I-805 South Soundwalls</b> | <b>RTIP No:</b>           | <b>CAL78D</b>      |
| <b>CIP No.</b>          | <b>1280515</b>                | <b>Corridor Director:</b> | <b>Karen Jewel</b> |
| <b>Project Manager:</b> | <b>Ramon Martinez</b>         |                           |                    |

**Project Scope:**

Construct soundwalls (Units 1 and 2) and Sweetwater River Bridge improvements.

**Project Limits:**

Along I-805 from Palomar Street to SR 54.

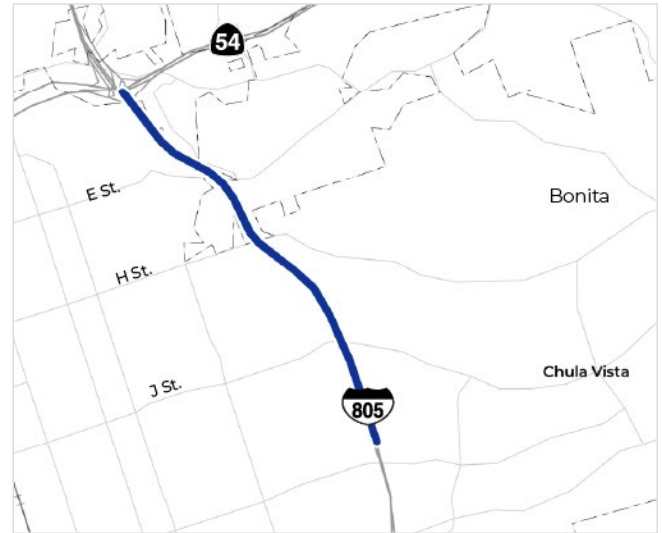
**Progress to Date:**

Construction of Unit 1 Soundwalls is complete. Sweetwater River Bridge Improvements project is in long term environmental mitigation. Construction of Unit 2 Soundwalls is 40% complete and will open to public in FY 2026.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | N/A         |
| Final Environmental Document | N/A         |
| Ready to Advertise           | February-18 |
| Begin Construction           | May-18      |
| Open to Public               | April-21    |
| Construction Complete        | February-29 |

**Site Location**



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

| Budget Phase           | Prior Years  | FY 25        | FY 26          | FY 27        | FY 28        | FY 29       | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|--------------|--------------|----------------|--------------|--------------|-------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$394        | \$55         | \$339          | \$195        | \$40         | \$15        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,038        |
| Environmental Document | 0            | 0            | 0              | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| Design                 | 106          | 0            | 1              | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 107            |
| Right-of-Way Support   | 0            | 0            | 0              | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0            | 0            | 0              | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 0            | 0            | 0              | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital   | 277          | 50           | 200            | 130          | 43           | 0           | 0          | 0          | 0          | 0          | 0          | 700            |
| Vehicles               | 0            | 0            | 0              | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0            | 0            | 0              | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0            | 0            | 0              | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| Communications         | 199          | 10           | 16             | 19           | 6            | 0           | 0          | 0          | 0          | 0          | 0          | 250            |
| Project Contingency    | 0            | 0            | 600            | 600          | 732          | 0           | 0          | 0          | 0          | 0          | 0          | 1,932          |
| <b>Total SANDAG</b>    | <b>\$976</b> | <b>\$115</b> | <b>\$1,156</b> | <b>\$944</b> | <b>\$821</b> | <b>\$15</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$4,027</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                 | Prior Years     | FY 25           | FY 26           | FY 27          | FY 28          | FY 29          | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total            |
|------------------------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|------------|------------|------------|------------|------------|------------------|
| Environmental Document       | \$41            | \$1             | \$0             | \$0            | \$0            | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$42             |
| Design                       | 19,783          | 0               | 102             | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 19,885           |
| Right-of-Way Support         | 1,189           | 41              | 87              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 1,317            |
| Right-of-Way Capital         | 1,121           | 25              | 488             | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 1,634            |
| Construction Support         | 9,226           | 2,651           | 2,574           | 645            | 440            | 456            | 0          | 0          | 0          | 0          | 0          | 15,992           |
| Construction Capital         | 34,395          | 14,195          | 13,269          | 6,554          | 1,852          | 930            | 0          | 0          | 0          | 0          | 0          | 71,195           |
| Vehicles                     | 0               | 0               | 0               | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0                |
| <b>Total Caltrans</b>        | <b>\$65,755</b> | <b>\$16,913</b> | <b>\$16,520</b> | <b>\$7,199</b> | <b>\$2,292</b> | <b>\$1,386</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$110,065</b> |
| <b>Total Expenditures</b>    | <b>\$66,731</b> | <b>\$17,028</b> | <b>\$17,676</b> | <b>\$8,143</b> | <b>\$3,113</b> | <b>\$1,401</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$114,092</b> |
| <b>Caltrans Pass-Through</b> | <b>\$72</b>     | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$72</b>      |
| <b>TransNet Pass-Through</b> | <b>\$7,980</b>  | <b>\$268</b>    | <b>\$1,382</b>  | <b>\$553</b>   | <b>\$135</b>   | <b>\$115</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$10,433</b>  |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years     | FY 25           | FY 26           | FY 27          | FY 28          | FY 29          | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total            |
|----------------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|------------|------------|------------|------------|------------|------------------|
| <b>Federal</b>       |                 |                 |                 |                |                |                |            |            |            |            |            |                  |
| DEMO                 | \$19            | \$500           | \$561           | \$0            | \$0            | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,080          |
| RSTP                 | 33,103          | 16,100          | 12,683          | 7,268          | 1,568          | 1,271          | 0          | 0          | 0          | 0          | 0          | 71,993           |
| <b>State</b>         |                 |                 |                 |                |                |                |            |            |            |            |            |                  |
| 85040001 SHOPP       | 72              | 0               | 0               | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 72               |
| SHOPP                | 24,653          | 7               | 549             | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 25,209           |
| SHOPP - G12          | 0               | 0               | 1,350           | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 1,350            |
| <b>Local</b>         |                 |                 |                 |                |                |                |            |            |            |            |            |                  |
| 91000100 TransNet-MC | 8,884           | 421             | 2,533           | 875            | 1,545          | 130            | 0          | 0          | 0          | 0          | 0          | 14,388           |
| <b>Total Funding</b> | <b>\$66,731</b> | <b>\$17,028</b> | <b>\$17,676</b> | <b>\$8,143</b> | <b>\$3,113</b> | <b>\$1,401</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$114,092</b> |

|                         |                                    |                           |                    |
|-------------------------|------------------------------------|---------------------------|--------------------|
| <b>Project Name:</b>    | <b>I-805 North Auxiliary Lanes</b> | <b>RTIP No:</b>           | <b>CAL502</b>      |
| <b>CIP No.</b>          | <b>1280516</b>                     | <b>Corridor Director:</b> | <b>Karen Jewel</b> |
| <b>Project Manager:</b> | <b>Ramon Martinez</b>              |                           |                    |

**Project Scope:**

Design and construct one northbound and one southbound auxiliary lane.

**Project Limits:**

Along I-805 from SR 52 to Nobel Drive.

**Progress to Date:**

Project opened to traffic in FY 2025 and will work towards construction completion in FY 2026.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | N/A         |
| Final Environmental Document | N/A         |
| Ready to Advertise           | August-23   |
| Begin Construction           | November-23 |
| Open to Public               | May-25      |
| Construction Complete        | November-27 |

**Site Location**



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

| Budget Phase           | Prior Years  | FY 25        | FY 26       | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total        |
|------------------------|--------------|--------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| Administration         | \$115        | \$164        | \$27        | \$6        | \$3        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$315        |
| Environmental Document | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Design                 | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Right-of-Way Support   | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Right-of-Way Capital   | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Construction Support   | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Construction Capital   | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Vehicles               | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| I.T.                   | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Professional Services  | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Communications         | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Project Contingency    | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| <b>Total SANDAG</b>    | <b>\$115</b> | <b>\$164</b> | <b>\$27</b> | <b>\$6</b> | <b>\$3</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$315</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                 | Prior Years    | FY 25           | FY 26          | FY 27        | FY 28        | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------------|----------------|-----------------|----------------|--------------|--------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document       | \$0            | \$0             | \$0            | \$0          | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                       | 4,793          | 81              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 4,874           |
| Right-of-Way Support         | 0              | 0               | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital         | 0              | 0               | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support         | 875            | 2,569           | 750            | 406          | 200          | 0          | 0          | 0          | 0          | 0          | 0          | 4,800           |
| Construction Capital         | 2,497          | 17,005          | 2,000          | 200          | 94           | 0          | 0          | 0          | 0          | 0          | 0          | 21,796          |
| Vehicles                     | 0              | 0               | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Caltrans</b>        | <b>\$8,165</b> | <b>\$19,655</b> | <b>\$2,750</b> | <b>\$606</b> | <b>\$294</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$31,470</b> |
| <b>Total Expenditures</b>    | <b>\$8,280</b> | <b>\$19,819</b> | <b>\$2,777</b> | <b>\$612</b> | <b>\$297</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$31,785</b> |
| <b>TransNet Pass-Through</b> | <b>\$0</b>     | <b>\$0</b>      | <b>\$674</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$674</b>    |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years    | FY 25           | FY 26          | FY 27        | FY 28        | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|----------------------|----------------|-----------------|----------------|--------------|--------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>State</b>         |                |                 |                |              |              |            |            |            |            |            |            |                 |
| SHOPP                | \$3,965        | \$19,655        | \$2,076        | \$606        | \$294        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$26,596        |
| STIP-RIP             | 4,200          | 0               | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 4,200           |
| <b>Local</b>         |                |                 |                |              |              |            |            |            |            |            |            |                 |
| 91000100 TransNet-MC | 115            | 164             | 701            | 6            | 3            | 0          | 0          | 0          | 0          | 0          | 0          | 989             |
| <b>Total Funding</b> | <b>\$8,280</b> | <b>\$19,819</b> | <b>\$2,777</b> | <b>\$612</b> | <b>\$297</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$31,785</b> |

**Project Name:** I-805 HOV Conversion to Express Lanes  
**CIP No.** 1280517 **RTIP No:** CAL09D  
**Project Manager:** Marvin Canton **Corridor Director:** Victor Mercado

**Project Scope:**

Construction to convert High Occupancy Vehicle (HOV) lanes to Express Lanes.

**Project Limits:**

On I-805 from SR 52 to the I-5/805 merge.

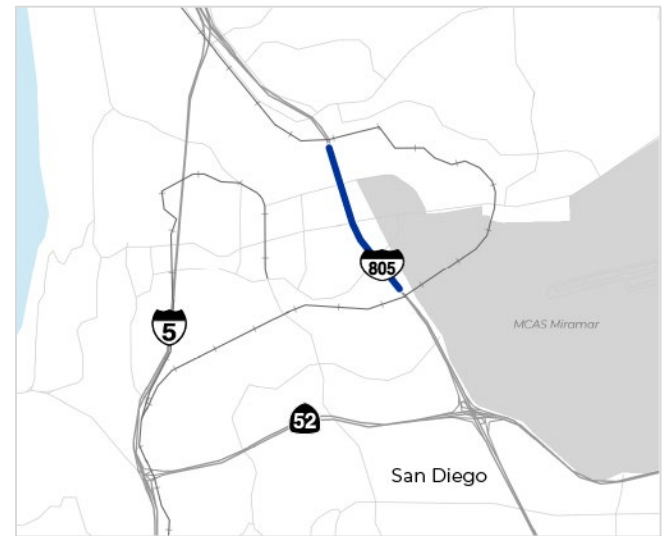
**Progress to Date:**

Procurement will begin in FY 2026. Construction will begin in FY 2027. The environmental clearance document was completed under the I-805 North corridor project (1280503). Design was completed under 1200515.

**Major Milestones:**

| Milestone                    | Date       |
|------------------------------|------------|
| Draft Environmental Document | N/A        |
| Final Environmental Document | N/A        |
| Ready to Advertise           | July-26    |
| Begin Construction           | January-27 |
| Open to Public               | January-29 |
| Construction Complete        | January-32 |

**Site Location**



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

| Budget Phase           | Prior Years | FY 25      | FY 26       | FY 27        | FY 28          | FY 29        | FY 30        | FY 31       | FY 32       | FY 33      | FY 34      | Total          |
|------------------------|-------------|------------|-------------|--------------|----------------|--------------|--------------|-------------|-------------|------------|------------|----------------|
| Administration         | \$0         | \$0        | \$40        | \$171        | \$214          | \$60         | \$94         | \$42        | \$29        | \$0        | \$0        | \$650          |
| Environmental Document | 0           | 0          | 0           | 0            | 0              | 0            | 0            | 0           | 0           | 0          | 0          | 0              |
| Design                 | 0           | 0          | 0           | 0            | 0              | 0            | 0            | 0           | 0           | 0          | 0          | 0              |
| Right-of-Way Support   | 0           | 0          | 0           | 0            | 0              | 0            | 0            | 0           | 0           | 0          | 0          | 0              |
| Right-of-Way Capital   | 0           | 0          | 0           | 0            | 0              | 0            | 0            | 0           | 0           | 0          | 0          | 0              |
| Construction Support   | 0           | 0          | 0           | 100          | 900            | 500          | 500          | 0           | 0           | 0          | 0          | 2,000          |
| Construction Capital   | 0           | 0          | 0           | 0            | 0              | 0            | 0            | 0           | 0           | 0          | 0          | 0              |
| Vehicles               | 0           | 0          | 0           | 0            | 0              | 0            | 0            | 0           | 0           | 0          | 0          | 0              |
| I.T.                   | 0           | 0          | 0           | 0            | 0              | 0            | 0            | 0           | 0           | 0          | 0          | 0              |
| Professional Services  | 0           | 0          | 0           | 0            | 0              | 0            | 0            | 0           | 0           | 0          | 0          | 0              |
| Communications         | 0           | 0          | 0           | 100          | 175            | 75           | 0            | 0           | 0           | 0          | 0          | 350            |
| Project Contingency    | 0           | 0          | 0           | 0            | 0              | 0            | 0            | 0           | 0           | 0          | 0          | 0              |
| <b>Total SANDAG</b>    | <b>\$0</b>  | <b>\$0</b> | <b>\$40</b> | <b>\$371</b> | <b>\$1,289</b> | <b>\$635</b> | <b>\$594</b> | <b>\$42</b> | <b>\$29</b> | <b>\$0</b> | <b>\$0</b> | <b>\$3,000</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                                | Prior Years | FY 25      | FY 26       | FY 27           | FY 28           | FY 29           | FY 30          | FY 31          | FY 32          | FY 33      | FY 34      | Total           |
|---------------------------------------------|-------------|------------|-------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|------------|------------|-----------------|
| Environmental Document                      | \$0         | \$0        | \$0         | \$0             | \$0             | \$0             | \$0            | \$0            | \$0            | \$0        | \$0        | \$0             |
| Design                                      | 0           | 0          | 0           | 0               | 0               | 0               | 0              | 0              | 0              | 0          | 0          | 0               |
| Right-of-Way Support                        | 0           | 0          | 0           | 0               | 0               | 0               | 0              | 0              | 0              | 0          | 0          | 0               |
| Right-of-Way Capital                        | 0           | 0          | 0           | 0               | 0               | 0               | 0              | 0              | 0              | 0          | 0          | 0               |
| Construction Support                        | 0           | 0          | 0           | 2,248           | 3,500           | 1,875           | 1,265          | 900            | 400            | 0          | 0          | 10,188          |
| Construction Capital                        | 0           | 0          | 0           | 18,665          | 25,960          | 15,112          | 7,625          | 3,250          | 2,500          | 0          | 0          | 73,112          |
| Vehicles                                    | 0           | 0          | 0           | 0               | 0               | 0               | 0              | 0              | 0              | 0          | 0          | 0               |
| <b>Total Caltrans</b>                       | <b>\$0</b>  | <b>\$0</b> | <b>\$0</b>  | <b>\$20,913</b> | <b>\$29,460</b> | <b>\$16,987</b> | <b>\$8,890</b> | <b>\$4,150</b> | <b>\$2,900</b> | <b>\$0</b> | <b>\$0</b> | <b>\$83,300</b> |
| <b>Total Expenditures</b>                   | <b>\$0</b>  | <b>\$0</b> | <b>\$40</b> | <b>\$21,284</b> | <b>\$30,749</b> | <b>\$17,622</b> | <b>\$9,484</b> | <b>\$4,192</b> | <b>\$2,929</b> | <b>\$0</b> | <b>\$0</b> | <b>\$86,300</b> |
| <b>TransNet Pass-Through to Caltrans</b>    | <b>\$0</b>  | <b>\$0</b> | <b>\$0</b>  | <b>\$250</b>    | <b>\$250</b>    | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$500</b>    |
| <b>Caltrans STIP Pass Through to SANDAG</b> | <b>\$0</b>  | <b>\$0</b> | <b>\$0</b>  | <b>\$0</b>      | <b>\$925</b>    | <b>\$610</b>    | <b>\$594</b>   | <b>\$42</b>    | <b>\$29</b>    | <b>\$0</b> | <b>\$0</b> | <b>\$2,200</b>  |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years | FY 25      | FY 26       | FY 27           | FY 28           | FY 29           | FY 30          | FY 31          | FY 32          | FY 33      | FY 34      | Total           |
|----------------------|-------------|------------|-------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|------------|------------|-----------------|
| <b>Federal</b>       |             |            |             |                 |                 |                 |                |                |                |            |            |                 |
| CMAQ                 | \$0         | \$0        | \$0         | \$4,000         | \$14,888        | \$5,662         | \$3,190        | \$3,050        | \$1,800        | \$0        | \$0        | \$32,590        |
| RSTP                 | 0           | 0          | 0           | 5,663           | 147             | 0               | 0              | 0              | 0              | 0          | 0          | 5,810           |
| <b>State</b>         |             |            |             |                 |                 |                 |                |                |                |            |            |                 |
| 83010001 STIP-RIP    | 0           | 0          | 0           | 0               | 925             | 610             | 594            | 42             | 29             | 0          | 0          | 2,200           |
| STIP-RIP             | 0           | 0          | 0           | 11,000          | 14,175          | 11,325          | 5,700          | 1,100          | 1,100          | 0          | 0          | 44,400          |
| <b>Local</b>         |             |            |             |                 |                 |                 |                |                |                |            |            |                 |
| 91000100 TransNet-MC | 0           | 0          | 40          | 621             | 614             | 25              | 0              | 0              | 0              | 0          | 0          | 1,300           |
| <b>Total Funding</b> | <b>\$0</b>  | <b>\$0</b> | <b>\$40</b> | <b>\$21,284</b> | <b>\$30,749</b> | <b>\$17,622</b> | <b>\$9,484</b> | <b>\$4,192</b> | <b>\$2,929</b> | <b>\$0</b> | <b>\$0</b> | <b>\$86,300</b> |

|                         |                                             |                           |             |
|-------------------------|---------------------------------------------|---------------------------|-------------|
| <b>Project Name:</b>    | SR 94 Transit Priority Lanes (I-5 to I-805) |                           |             |
| <b>CIP No.</b>          | 1280518                                     | <b>RTIP No:</b>           | CAL67       |
| <b>Project Manager:</b> | Jake Stelten                                | <b>Corridor Director:</b> | Karen Jewel |

**Project Scope:**

Environmental studies for two transit priority lanes along SR 94 from I-5 to I-805 and northerly and southerly transit priority connectors at I-805.

**Site Location**



**Project Limits:**

On SR 94 from I-5 to I-805.

**Progress to Date:**

Feasibility study was completed in FY 2025. Once the correlated CMCP is complete, the scope of this project can be determined. Environmental studies will continue when funding is identified.

**Major Milestones:**

| Milestone                    | Date |
|------------------------------|------|
| Draft Environmental Document | TBD  |
| Final Environmental Document | TBD  |
| Ready to Advertise           | N/A  |
| Begin Construction           | N/A  |
| Open to Public               | N/A  |
| Construction Complete        | N/A  |

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

| Budget Phase           | Prior Years  | FY 25       | FY 26      | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total        |
|------------------------|--------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| Administration         | \$1          | \$3         | \$4        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$8          |
| Environmental Document | 647          | 28          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 675          |
| Design                 | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Right-of-Way Support   | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Right-of-Way Capital   | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Construction Support   | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Construction Capital   | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Vehicles               | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| I.T.                   | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Professional Services  | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Communications         | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Project Contingency    | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| <b>Total SANDAG</b>    | <b>\$648</b> | <b>\$31</b> | <b>\$4</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$683</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                 | Prior Years  | FY 25       | FY 26      | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total        |
|------------------------------|--------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| Environmental Document       | \$51         | \$66        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$117        |
| Design                       | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Right-of-Way Support         | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Right-of-Way Capital         | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Construction Support         | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Construction Capital         | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Vehicles                     | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| <b>Total Caltrans</b>        | <b>\$51</b>  | <b>\$66</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$117</b> |
| <b>Total Expenditures</b>    | <b>\$699</b> | <b>\$97</b> | <b>\$4</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$800</b> |
| <b>TransNet Pass-Through</b> | <b>\$51</b>  | <b>\$66</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$117</b> |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years  | FY 25       | FY 26      | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total        |
|----------------------|--------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| <b>Local</b>         |              |             |            |            |            |            |            |            |            |            |            |              |
| 91000100 TransNet-MC | \$699        | \$97        | \$4        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$800        |
| <b>Total Funding</b> | <b>\$699</b> | <b>\$97</b> | <b>\$4</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$800</b> |



**Project Name:** I-805 Transit Priority Lanes (SR 15 to SR 52)  
**CIP No.** 1280519 **RTIP No:** CAL571  
**Project Manager:** Ramon Martinez **Corridor Director:** Karen Jewel

**Project Scope:**

Final environmental document for two additional transit priority lanes between SR-15 and SR-52 and restripe of the viaduct over Mission Valley.

**Project Limits:**

On I-805 from SR 15 to SR 52.

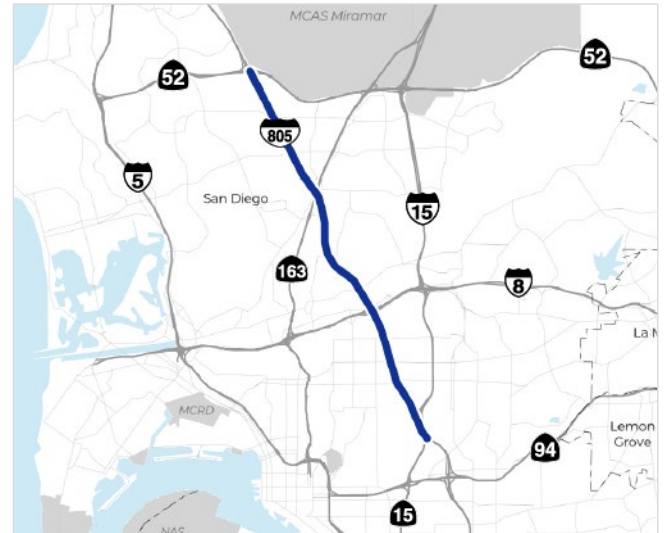
**Progress to Date:**

Environmental phase is 20% complete. Environmental phase will continue through FY 2029.

**Major Milestones:**

| Milestone                    | Date      |
|------------------------------|-----------|
| Draft Environmental Document | March-28  |
| Final Environmental Document | August-28 |
| Ready to Advertise           | TBD       |
| Begin Construction           | TBD       |
| Open to Public               | TBD       |
| Construction Complete        | TBD       |

**Site Location**



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

| Budget Phase           | Prior Years | FY 25       | FY 26        | FY 27        | FY 28       | FY 29       | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total        |
|------------------------|-------------|-------------|--------------|--------------|-------------|-------------|------------|------------|------------|------------|------------|--------------|
| Administration         | \$23        | \$18        | \$76         | \$100        | \$70        | \$13        | \$0        | \$0        | \$0        | \$0        | \$0        | \$300        |
| Environmental Document | 0           | 20          | 45           | 40           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 105          |
| Design                 | 0           | 0           | 0            | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0            |
| Right-of-Way Support   | 0           | 0           | 0            | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0            |
| Right-of-Way Capital   | 0           | 0           | 0            | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0            |
| Construction Support   | 0           | 0           | 0            | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0            |
| Construction Capital   | 0           | 0           | 0            | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0            |
| Vehicles               | 0           | 0           | 0            | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0            |
| I.T.                   | 0           | 0           | 0            | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0            |
| Professional Services  | 0           | 0           | 0            | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0            |
| Communications         | 0           | 2           | 6            | 8            | 2           | 2           | 0          | 0          | 0          | 0          | 0          | 20           |
| Project Contingency    | 0           | 0           | 0            | 0            | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0            |
| <b>Total SANDAG</b>    | <b>\$23</b> | <b>\$40</b> | <b>\$127</b> | <b>\$148</b> | <b>\$72</b> | <b>\$15</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$425</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                 | Prior Years  | FY 25          | FY 26          | FY 27           | FY 28          | FY 29          | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------------|--------------|----------------|----------------|-----------------|----------------|----------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document       | \$500        | \$2,003        | \$7,500        | \$10,111        | \$7,711        | \$1,750        | \$0        | \$0        | \$0        | \$0        | \$0        | \$29,575        |
| Design                       | 0            | 0              | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support         | 0            | 0              | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital         | 0            | 0              | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support         | 0            | 0              | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital         | 0            | 0              | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                     | 0            | 0              | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Caltrans</b>        | <b>\$500</b> | <b>\$2,003</b> | <b>\$7,500</b> | <b>\$10,111</b> | <b>\$7,711</b> | <b>\$1,750</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$29,575</b> |
| <b>Total Expenditures</b>    | <b>\$523</b> | <b>\$2,043</b> | <b>\$7,627</b> | <b>\$10,259</b> | <b>\$7,783</b> | <b>\$1,765</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$30,000</b> |
| <b>TransNet Pass-Through</b> | <b>\$500</b> | <b>\$2,003</b> | <b>\$5,250</b> | <b>\$8,111</b>  | <b>\$6,211</b> | <b>\$1,500</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$23,575</b> |

**Funding Plan (thousands of dollars)**

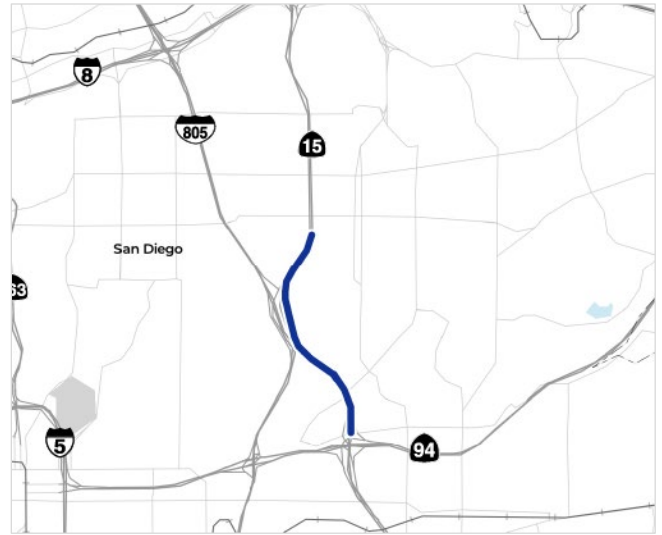
| Funding Source       | Prior Years  | FY 25          | FY 26          | FY 27           | FY 28          | FY 29          | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|----------------------|--------------|----------------|----------------|-----------------|----------------|----------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>       |              |                |                |                 |                |                |            |            |            |            |            |                 |
| RSTP                 | \$0          | \$0            | \$2,250        | \$2,000         | \$1,500        | \$250          | \$0        | \$0        | \$0        | \$0        | \$0        | \$6,000         |
| <b>Local</b>         |              |                |                |                 |                |                |            |            |            |            |            |                 |
| 91000100 TransNet-MC | 523          | 2,043          | 5,377          | 8,259           | 6,283          | 1,515          | 0          | 0          | 0          | 0          | 0          | 24,000          |
| <b>Total Funding</b> | <b>\$523</b> | <b>\$2,043</b> | <b>\$7,627</b> | <b>\$10,259</b> | <b>\$7,783</b> | <b>\$1,765</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$30,000</b> |

|                         |                                      |                           |             |
|-------------------------|--------------------------------------|---------------------------|-------------|
| <b>Project Name:</b>    | I-805/SR 94/SR 15 Transit Connection |                           |             |
| <b>CIP No.</b>          | 1280520                              | <b>RTIP No:</b>           | CAL547      |
| <b>Project Manager:</b> | Ramon Martinez                       | <b>Corridor Director:</b> | Karen Jewel |

**Project Scope:**

Design and right-of-way for two High Occupancy Vehicle (HOV) lanes and transit connectors between I-805 and SR 15 for northbound-to-northbound and southbound-to-southbound HOV and Rapid connection.

**Site Location**



**Project Limits:**

On I-805 from SR 94 to SR 15.

**Progress to Date:**

Environmental document completed under CIP 1280501. Design is 90% complete. Design will continue through FY 2026.

**Major Milestones:**

| Milestone                    | Date |
|------------------------------|------|
| Draft Environmental Document | N/A  |
| Final Environmental Document | N/A  |
| Ready to Advertise           | TBD  |
| Begin Construction           | TBD  |
| Open to Public               | TBD  |
| Construction Complete        | TBD  |

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

| Budget Phase           | Prior Years | FY 25        | FY 26        | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total        |
|------------------------|-------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| Administration         | \$6         | \$146        | \$98         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$250        |
| Environmental Document | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Design                 | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Right-of-Way Support   | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Right-of-Way Capital   | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Construction Support   | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Construction Capital   | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Vehicles               | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| I.T.                   | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Professional Services  | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Communications         | 0           | 100          | 100          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 200          |
| Project Contingency    | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| <b>Total SANDAG</b>    | <b>\$6</b>  | <b>\$246</b> | <b>\$198</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$450</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                 | Prior Years    | FY 25          | FY 26          | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------------|----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document       | \$0            | \$0            | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                       | 5,238          | 6,338          | 2,474          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 14,050          |
| Right-of-Way Support         | 264            | 650            | 586            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,500           |
| Right-of-Way Capital         | 2              | 120            | 8              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 130             |
| Construction Support         | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital         | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                     | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Caltrans</b>        | <b>\$5,504</b> | <b>\$7,108</b> | <b>\$3,068</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$15,680</b> |
| <b>Total Expenditures</b>    | <b>\$5,510</b> | <b>\$7,354</b> | <b>\$3,266</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$16,130</b> |
| <b>Caltrans Pass-Through</b> | <b>\$6</b>     | <b>\$246</b>   | <b>\$198</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$450</b>    |
| <b>TransNet Pass-Through</b> | <b>\$0</b>     | <b>\$130</b>   | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$130</b>    |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years    | FY 25          | FY 26          | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|----------------------|----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>       |                |                |                |            |            |            |            |            |            |            |            |                 |
| 72100001 CMAQ        | \$3            | \$123          | \$99           | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$225           |
| CMAQ                 | 2,752          | 3,489          | 2,334          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 8,575           |
| <b>State</b>         |                |                |                |            |            |            |            |            |            |            |            |                 |
| 82500001 SB1-LPP     | 3              | 123            | 99             | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 225             |
| LPP                  | 2,752          | 3,489          | 734            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 6,975           |
| <b>Local</b>         |                |                |                |            |            |            |            |            |            |            |            |                 |
| 91000100 TransNet-MC | 0              | 130            | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 130             |
| <b>Total Funding</b> | <b>\$5,510</b> | <b>\$7,354</b> | <b>\$3,266</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$16,130</b> |

**Project Name:** I-805: HOV Conversion to Express Lanes (Palomar to SR 94)  
**CIP No.** 1280521 **RTIP No:** CAL633  
**Project Manager:** Ramon Martinez **Corridor Director:** Karen Jewel

**Project Scope:**

Design for the conversion of 11 miles of existing carpool lanes to express managed lanes.

**Project Limits:**

From East Palomar Street, on the south, to SR 94, on the north.

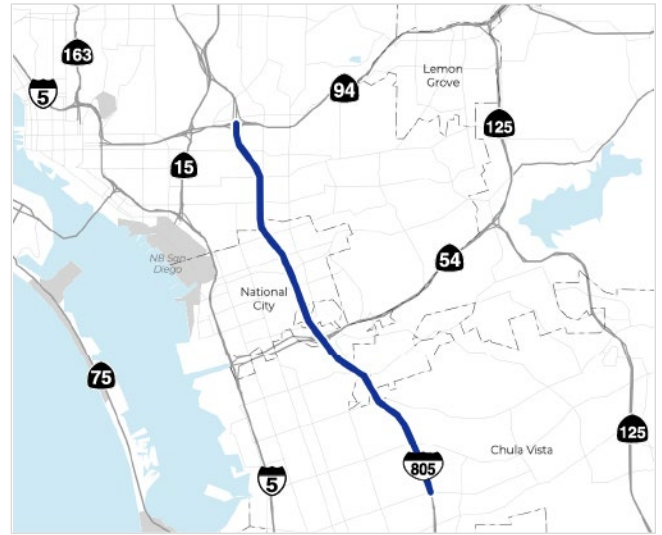
**Progress to Date:**

Design is 20% complete and will continue through FY 2028.

**Major Milestones:**

| Milestone                    | Date |
|------------------------------|------|
| Draft Environmental Document | N/A  |
| Final Environmental Document | N/A  |
| Ready to Advertise           | TBD  |
| Begin Construction           | TBD  |
| Open to Public               | TBD  |
| Construction Complete        | TBD  |

**Site Location**



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

| Budget Phase           | Prior Years | FY 25       | FY 26       | FY 27        | FY 28        | FY 29        | FY 30       | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|------------|------------|------------|------------|----------------|
| Administration         | \$0         | \$10        | \$40        | \$440        | \$424        | \$386        | \$10        | \$0        | \$0        | \$0        | \$0        | \$1,310        |
| Environmental Document | 0           | 0           | 0           | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0              |
| Design                 | 0           | 0           | 0           | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support   | 0           | 0           | 0           | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0           | 0           | 0           | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 0           | 0           | 0           | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0              |
| Construction Capital   | 0           | 0           | 0           | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0              |
| Vehicles               | 0           | 0           | 0           | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0           | 0           | 0           | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0           | 0           | 0           | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0              |
| Communications         | 0           | 0           | 0           | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0              |
| Project Contingency    | 0           | 0           | 0           | 0            | 0            | 0            | 0           | 0          | 0          | 0          | 0          | 0              |
| <b>Total SANDAG</b>    | <b>\$0</b>  | <b>\$10</b> | <b>\$40</b> | <b>\$440</b> | <b>\$424</b> | <b>\$386</b> | <b>\$10</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,310</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

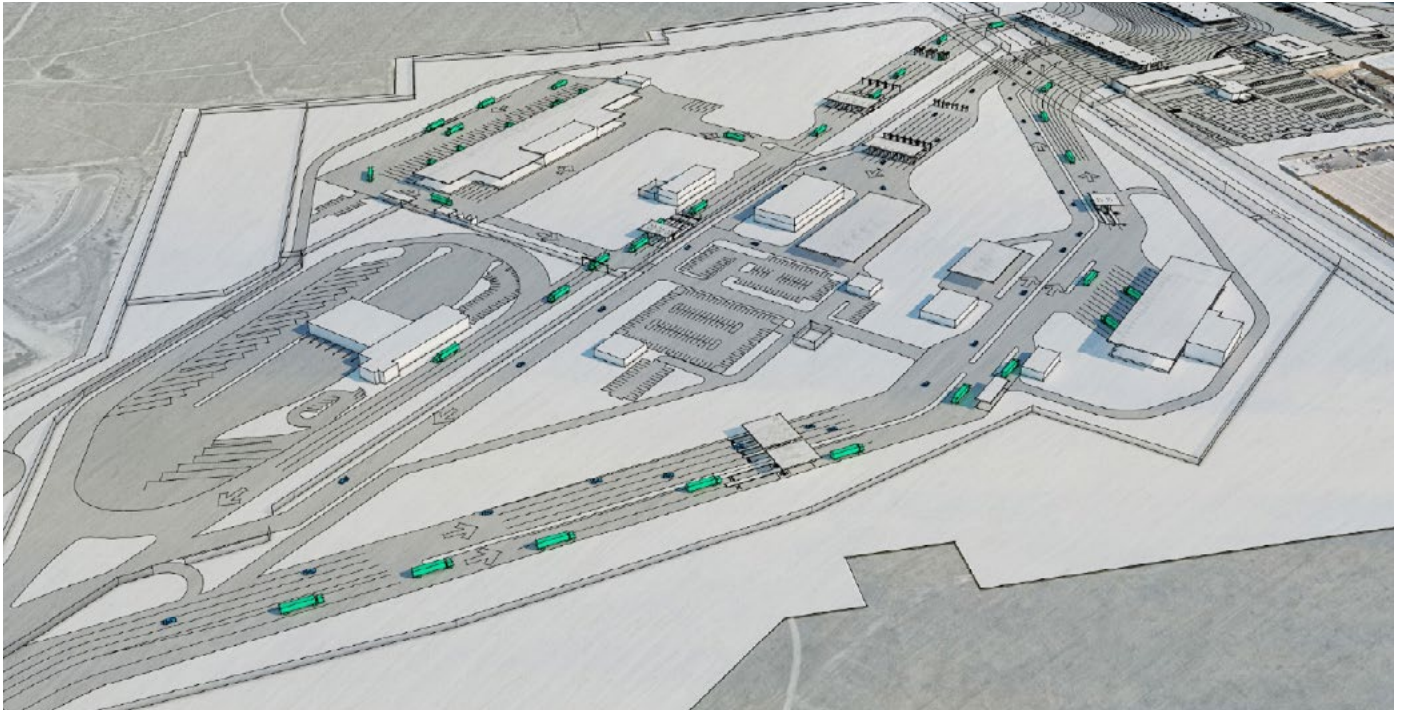
| Budget Phase                                | Prior Years | FY 25          | FY 26          | FY 27           | FY 28           | FY 29           | FY 30          | FY 31      | FY 32      | FY 33      | FY 34      | Total            |
|---------------------------------------------|-------------|----------------|----------------|-----------------|-----------------|-----------------|----------------|------------|------------|------------|------------|------------------|
| Environmental Document                      | \$0         | \$0            | \$0            | \$0             | \$0             | \$0             | \$0            | \$0        | \$0        | \$0        | \$0        | \$0              |
| Design                                      | 0           | 1,064          | 3,960          | 3,960           | 1,980           | 0               | 0              | 0          | 0          | 0          | 0          | 10,964           |
| Right-of-Way Support                        | 0           | 0              | 0              | 0               | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0                |
| Right-of-Way Capital                        | 0           | 0              | 0              | 0               | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0                |
| Construction Support                        | 0           | 0              | 0              | 8,000           | 8,080           | 7,600           | 320            | 0          | 0          | 0          | 0          | 24,000           |
| Construction Capital                        | 0           | 0              | 0              | 32,000          | 32,320          | 31,000          | 680            | 0          | 0          | 0          | 0          | 96,000           |
| Vehicles                                    | 0           | 0              | 0              | 0               | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0                |
| <b>Total Caltrans</b>                       | <b>\$0</b>  | <b>\$1,064</b> | <b>\$3,960</b> | <b>\$43,960</b> | <b>\$42,380</b> | <b>\$38,600</b> | <b>\$1,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$130,964</b> |
| <b>Total Expenditures</b>                   | <b>\$0</b>  | <b>\$1,074</b> | <b>\$4,000</b> | <b>\$44,400</b> | <b>\$42,804</b> | <b>\$38,986</b> | <b>\$1,010</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$132,274</b> |
| TransNet Pass-Through                       | \$0         | \$1,064        | \$0            | \$0             | \$0             | \$0             | \$0            | \$0        | \$0        | \$0        | \$0        | \$1,064          |
| <b>Caltrans STIP Pass Through to SANDAG</b> | <b>\$0</b>  | <b>\$0</b>     | <b>\$40</b>    | <b>\$40</b>     | <b>\$20</b>     | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$100</b>     |

**Funding Plan (thousands of dollars)**

| Funding Source                | Prior Years | FY 25          | FY 26          | FY 27           | FY 28           | FY 29           | FY 30        | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-------------------------------|-------------|----------------|----------------|-----------------|-----------------|-----------------|--------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>                |             |                |                |                 |                 |                 |              |            |            |            |            |                 |
| 74090001 Carbon Red Prg (CRP) | \$0         | \$0            | \$0            | \$26,800        | \$27,200        | \$25,800        | \$600        | \$0        | \$0        | \$0        | \$0        | \$80,400        |
| <b>State</b>                  |             |                |                |                 |                 |                 |              |            |            |            |            |                 |
| 83010001 STIP                 | 0           | 0              | 40             | 40              | 20              | 0               | 0            | 0          | 0          | 0          | 0          | 100             |
| STIP-RIP                      | 0           | 0              | 3,960          | 3,960           | 1,980           | 0               | 0            | 0          | 0          | 0          | 0          | 9,900           |
| <b>Local</b>                  |             |                |                |                 |                 |                 |              |            |            |            |            |                 |
| 91000100 TransNet-MC          | 0           | 1,074          | 0              | 0               | 0               | 0               | 0            | 0          | 0          | 0          | 0          | 1,074           |
| <b>Total Funding</b>          | <b>\$0</b>  | <b>\$1,074</b> | <b>\$4,000</b> | <b>\$30,800</b> | <b>\$29,200</b> | <b>\$25,800</b> | <b>\$600</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$91,474</b> |

## CHAPTER 5.2

# Goods Movement



Projects shown in this section describe efforts relating to the movement of goods in the San Diego region for which SANDAG and Caltrans share in the lead role for the environmental planning, design, engineering, and construction.

### Budget Comparison

#### FY 2026

\$137,321,000

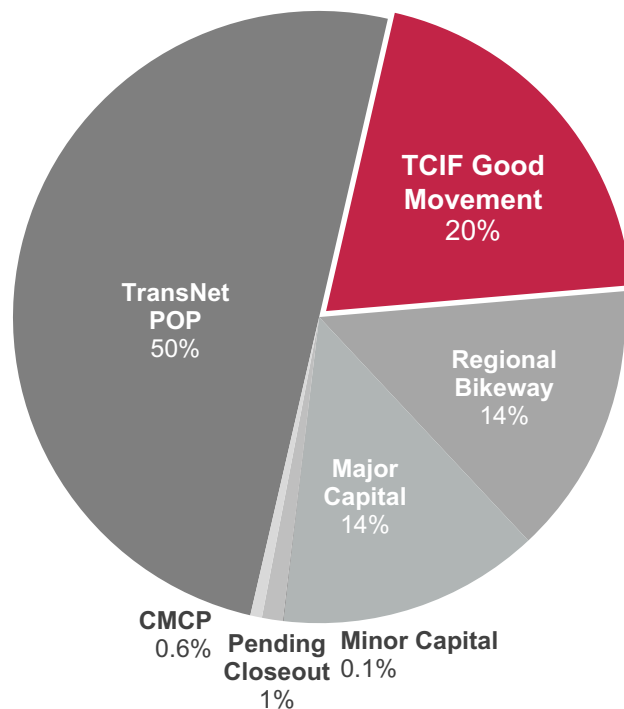
#### FY 2025

\$145,510,000

### Major Projects

- ▶ SR 11 and Otay Mesa East Port of Entry (1201101)

### Capital Budget Breakdown



|                         |                                        |                           |                        |
|-------------------------|----------------------------------------|---------------------------|------------------------|
| <b>Project Name:</b>    | SR 11 and Otay Mesa East Port of Entry |                           |                        |
| <b>CIP No.</b>          | 1201101                                | <b>RTIP No:</b>           | V11                    |
| <b>Project Manager:</b> | Nikki Tiongco                          | <b>Corridor Director:</b> | Maria Rodriguez-Molina |

**Project Scope:**

Design and right-of-way (ROW) for four-lane toll highway from SR 125 to proposed port of entry (POE), including the proposed Commercial Vehicle Enforcement Facility (CVEF) and POE at the Mexico border. Construction of CVEF, POE, and tolling system. Prepare engineering studies for the Otay Mesa East POE and tolling system. SR 11 Otay Mesa East Bridging Document - 30% Architectural Plans, Bond Counsel, Documents Required for Bond Issuance.

**Site Location**



**Project Limits:**

On new alignment from SR 125 to the U.S.-Mexico Border.

**Progress to Date:**

Design is 90% complete. Early work package project will be completed in fall 2025. Construction will begin FY 2026.

**Major Milestones:**

| Milestone                    | Date         |
|------------------------------|--------------|
| Draft Environmental Document | April-11     |
| Final Environmental Document | March-12     |
| Ready to Advertise           | July-24      |
| Begin Construction           | September-25 |
| Open to Public               | December-27  |
| Construction Complete        | December-29  |

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

| Budget Phase           | Prior Years     | FY 25           | FY 26            | FY 27            | FY 28            | FY 29           | FY 30          | FY 31      | FY 32      | FY 33      | FY 34      | Total            |
|------------------------|-----------------|-----------------|------------------|------------------|------------------|-----------------|----------------|------------|------------|------------|------------|------------------|
| Administration         | \$10,803        | \$3,752         | \$1,763          | \$3,000          | \$3,000          | \$1,500         | \$500          | \$0        | \$0        | \$0        | \$0        | \$24,318         |
| Environmental Document | 0               | 0               | 0                | 0                | 0                | 0               | 0              | 0          | 0          | 0          | 0          | 0                |
| Design                 | 23,300          | 27,919          | 19,539           | 0                | 0                | 0               | 0              | 0          | 0          | 0          | 0          | 70,758           |
| Right-of-Way Support   | 0               | 0               | 0                | 0                | 0                | 0               | 0              | 0          | 0          | 0          | 0          | 0                |
| Right-of-Way Capital   | 0               | 0               | 0                | 0                | 0                | 0               | 0              | 0          | 0          | 0          | 0          | 0                |
| Construction Support   | 0               | 0               | 25,102           | 61,279           | 40,175           | 2,000           | 1,000          | 0          | 0          | 0          | 0          | 129,556          |
| Construction Capital   | 0               | 0               | 85,404           | 259,965          | 177,861          | 7,000           | 3,000          | 0          | 0          | 0          | 0          | 533,230          |
| Vehicles               | 0               | 0               | 0                | 0                | 0                | 0               | 0              | 0          | 0          | 0          | 0          | 0                |
| I.T.                   | 0               | 0               | 0                | 0                | 0                | 0               | 0              | 0          | 0          | 0          | 0          | 0                |
| Professional Services  | 4,869           | 1,516           | 1,796            | 0                | 0                | 0               | 0              | 0          | 0          | 0          | 0          | 8,181            |
| Communications         | 2,455           | 300             | 90               | 0                | 0                | 0               | 0              | 0          | 0          | 0          | 0          | 2,845            |
| Project Contingency    | 0               | 0               | 0                | 0                | 0                | 0               | 0              | 0          | 0          | 0          | 0          | 0                |
| <b>Total SANDAG</b>    | <b>\$41,427</b> | <b>\$33,487</b> | <b>\$133,694</b> | <b>\$324,244</b> | <b>\$221,036</b> | <b>\$10,500</b> | <b>\$4,500</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$768,888</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                                | Prior Years      | FY 25           | FY 26            | FY 27            | FY 28            | FY 29           | FY 30          | FY 31      | FY 32      | FY 33      | FY 34      | Total              |
|---------------------------------------------|------------------|-----------------|------------------|------------------|------------------|-----------------|----------------|------------|------------|------------|------------|--------------------|
| Environmental Document                      | \$0              | \$0             | \$0              | \$0              | \$0              | \$0             | \$0            | \$0        | \$0        | \$0        | \$0        | \$0                |
| Design                                      | 34,945           | 2,002           | 0                | 0                | 0                | 0               | 0              | 0          | 0          | 0          | 0          | 36,947             |
| Right-of-Way Support                        | 9,391            | 21              | 75               | 0                | 0                | 0               | 0              | 0          | 0          | 0          | 0          | 9,487              |
| Right-of-Way Capital                        | 118,113          | 8,025           | 0                | 0                | 0                | 0               | 0              | 0          | 0          | 0          | 0          | 126,138            |
| Construction Support                        | 4,149            | 6,731           | 500              | 0                | 0                | 0               | 0              | 0          | 0          | 0          | 0          | 11,380             |
| Construction Capital                        | 17,438           | 39,972          | 2,458            | 600              | 0                | 0               | 0              | 0          | 0          | 0          | 0          | 60,468             |
| Vehicles                                    | 0                | 0               | 0                | 0                | 0                | 0               | 0              | 0          | 0          | 0          | 0          | 0                  |
| <b>Total Caltrans</b>                       | <b>\$184,036</b> | <b>\$56,751</b> | <b>\$3,033</b>   | <b>\$600</b>     | <b>\$0</b>       | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$244,420</b>   |
| <b>Total Expenditures</b>                   | <b>\$225,463</b> | <b>\$90,238</b> | <b>\$136,727</b> | <b>\$324,844</b> | <b>\$221,036</b> | <b>\$10,500</b> | <b>\$4,500</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,013,308</b> |
| <b>Caltrans Pass-Through</b>                | <b>\$1,579</b>   | <b>\$14,000</b> | <b>\$0</b>       | <b>\$0</b>       | <b>\$0</b>       | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$15,579</b>    |
| <b>TransNet Pass-Through</b>                | <b>\$1,931</b>   | <b>\$628</b>    | <b>\$0</b>       | <b>\$0</b>       | <b>\$0</b>       | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,559</b>     |
| <b>SANDAG STBG Pass-through to Caltrans</b> | <b>\$0</b>       | <b>\$1,000</b>  | <b>\$0</b>       | <b>\$0</b>       | <b>\$0</b>       | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,000</b>     |

Funding Plan (thousands of dollars)

| Funding Source                     | Prior Years      | FY 25           | FY 26            | FY 27            | FY 28            | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total            |
|------------------------------------|------------------|-----------------|------------------|------------------|------------------|------------|------------|------------|------------|------------|------------|------------------|
| <b>Federal</b>                     |                  |                 |                  |                  |                  |            |            |            |            |            |            |                  |
| 74000000 FHWA INFRA                | \$0              | \$0             | \$30,000         | \$60,000         | \$60,000         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$150,000        |
| 74030001 ITS - SANDAG              | 438              | 0               | 0                | 0                | 0                | 0          | 0          | 0          | 0          | 0          | 0          | 438              |
| 74040001 CBI - SANDAG              | 11,610           | 1               | 0                | 0                | 0                | 0          | 0          | 0          | 0          | 0          | 0          | 11,611           |
| 74040002 FHWA-STBG - SANDAG        | 7,300            | 12,147          | 28,746           | 23,667           | 22,440           | 0          | 0          | 0          | 0          | 0          | 0          | 94,300           |
| 74100001 RSTP                      | 3,783            | 17,757          | 10,776           | 184              | 0                | 0          | 0          | 0          | 0          | 0          | 0          | 32,500           |
| CBI - Caltrans                     | 119,154          | 0               | 0                | 0                | 0                | 0          | 0          | 0          | 0          | 0          | 0          | 119,154          |
| FHWA STBG - Caltrans               | 31,352           | 14,722          | 1,533            | 600              | 0                | 0          | 0          | 0          | 0          | 0          | 0          | 48,207           |
| <b>State</b>                       |                  |                 |                  |                  |                  |            |            |            |            |            |            |                  |
| 82500005 SB1 - TCEP (Construction) | 0                | 0               | 51,839           | 51,839           | 51,839           | 0          | 0          | 0          | 0          | 0          | 0          | 155,517          |
| 82500005 SB1-TCEP (Cycle #2)       | 5,900            | 0               | 0                | 0                | 0                | 0          | 0          | 0          | 0          | 0          | 0          | 5,900            |
| 83010001 STIP - SANDAG             | 109              | 0               | 0                | 0                | 0                | 0          | 0          | 0          | 0          | 0          | 0          | 109              |
| SB1-TCEP - Caltrans (Cycle #2)     | 21,739           | 5,739           | 0                | 0                | 0                | 0          | 0          | 0          | 0          | 0          | 0          | 27,478           |
| SB1-TCEP - Caltrans (Cycle #3)     | 0                | 32,620          | 1,500            | 1,021            | 0                | 0          | 0          | 0          | 0          | 0          | 0          | 35,141           |
| SB1-TCEP- Caltrans                 | 9,860            | 0               | 0                | 0                | 0                | 0          | 0          | 0          | 0          | 0          | 0          | 9,860            |
| <b>Local</b>                       |                  |                 |                  |                  |                  |            |            |            |            |            |            |                  |
| 91000100 TransNet-Border           | 5,279            | 5,293           | 9,323            | 5,000            | 5,000            | 0          | 0          | 0          | 0          | 0          | 0          | 29,895           |
| 91000100 TransNet-Border Caltrans  | 1,825            | 0               | 0                | 0                | 0                | 0          | 0          | 0          | 0          | 0          | 0          | 1,825            |
| 91000100 TransNet-MC               | 4,511            | 1,960           | 2,670            | 0                | 0                | 0          | 0          | 0          | 0          | 0          | 0          | 9,141            |
| 93140001 SR 125 Toll Revenues      | 2,602            | 0               | 340              | 0                | 0                | 0          | 0          | 0          | 0          | 0          | 0          | 2,942            |
| <b>Total Funding</b>               | <b>\$225,463</b> | <b>\$90,238</b> | <b>\$136,727</b> | <b>\$142,311</b> | <b>\$139,279</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$734,018</b> |

**Project Name:** SR 11 and Otoy Mesa East Port of Entry: Traffic and Revenue Study  
**CIP No.** 1201105 **RTIP No:** V11  
**Project Manager:** Nikki Tiongco **Corridor Director:** Andrea Hoff

**Project Scope:**

Develop an Investment Grade Traffic and Revenue (IG T&R) study for the SR 11/Otoy Mesa East Port of Entry project.

**Project Limits:**

On new alignment from SR 125 to the U.S.-Mexico Border.

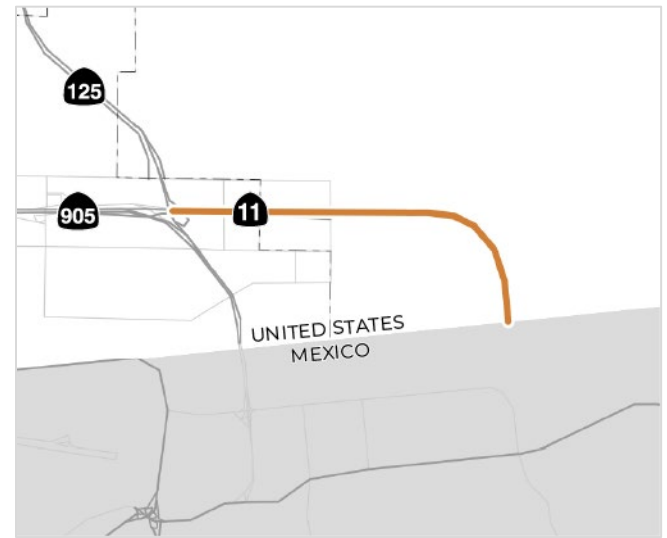
**Progress to Date:**

A draft of the updated IG T&R was completed in FY 2025. The new study will be finalized in FY 2026. Traffic and revenue consultant will continue to support team during bond sale process.

**Major Milestones:**

| Milestone                    | Date |
|------------------------------|------|
| Draft Environmental Document | N/A  |
| Final Environmental Document | N/A  |
| Ready to Advertise           | N/A  |
| Begin Construction           | N/A  |
| Open to Public               | N/A  |
| Construction Complete        | N/A  |

**Site Location**



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

| Budget Phase           | Prior Years    | FY 24          | FY 25        | FY 26      | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | Total          |
|------------------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$201          | \$200          | \$139        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$540          |
| Environmental Document | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Design                 | 2,405          | 900            | 455          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 3,760          |
| Right-of-Way Support   | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital   | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles               | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Communications         | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Project Contingency    | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total SANDAG</b>    | <b>\$2,606</b> | <b>\$1,100</b> | <b>\$594</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$4,300</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years    | FY 24          | FY 25        | FY 26      | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | Total          |
|-----------------------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Environmental Document      | \$0            | \$0            | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0            |
| Design                      | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support        | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital        | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support        | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital        | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles                    | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total Outside Agency</b> | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>     |
| <b>Total Expenditures</b>   | <b>\$2,606</b> | <b>\$1,100</b> | <b>\$594</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$4,300</b> |

**Funding Plan (thousands of dollars)**

| Funding Source           | Prior Years    | FY 24          | FY 25        | FY 26      | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | Total          |
|--------------------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| <b>Federal</b>           |                |                |              |            |            |            |            |            |            |            |            |                |
| 74040001 CBI             | \$2,500        | \$0            | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$2,500        |
| <b>Local</b>             |                |                |              |            |            |            |            |            |            |            |            |                |
| 91000100 TransNet-Border | 106            | 1,100          | 594          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,800          |
| <b>Total Funding</b>     | <b>\$2,606</b> | <b>\$1,100</b> | <b>\$594</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$4,300</b> |

## CHAPTER 5.3

# Regional Bikeway Program



Projects shown in this section describe efforts relating to regional bikeway projects for which SANDAG is in the lead role for the environmental planning, design, engineering, and construction.

### Budget Comparison

#### FY 2026

\$98,467,000

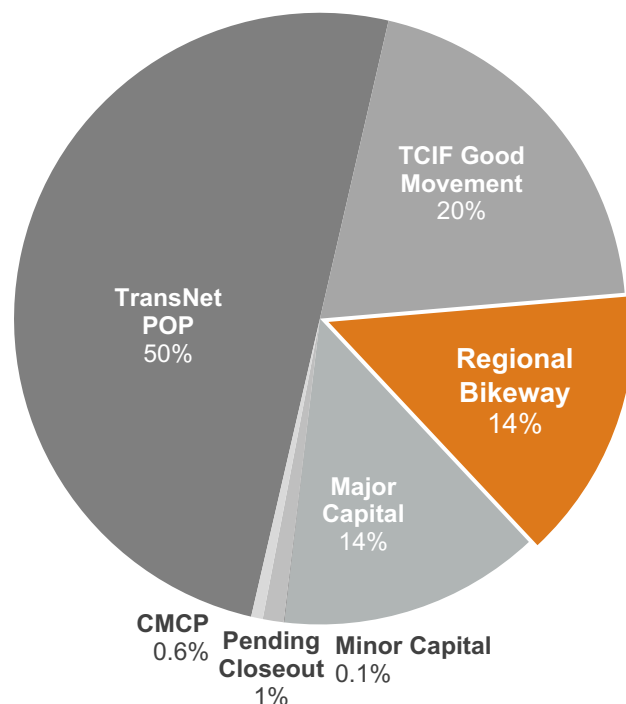
#### FY 2025

\$76,000,000

### Major Projects

- ▶ Border to Bayshore Bikeway (1223056)
- ▶ Downtown to Imperial Avenue Bikeway (1223058)
- ▶ University Bikeway (1223081)
- ▶ Eastern Hillcrest Bikeway (1223083)
- ▶ Washington Street and Mission Valley Bikeways (1223084)
- ▶ Inland Rail Trail: Phase 3 (1223094)

### Capital Budget Breakdown





**Project Name:** Coastal Rail Trail Encinitas: E Street to Chesterfield Drive  
**CIP No.** 1223017 **RTIP No:** SAN156 (Part of SAN148)  
**Project Manager:** Tim DeWitt **Corridor Director:** Omar Atayee

**Project Scope:**

Design and construct 1.7 miles of new bicycle facility.

**Project Limits:**

North-south project limits are from Chesterfield Drive to Santa Fe Drive (Phase 1) and onto F St located east of the railroad tracks and along San Elijo Avenue (Phase 2).

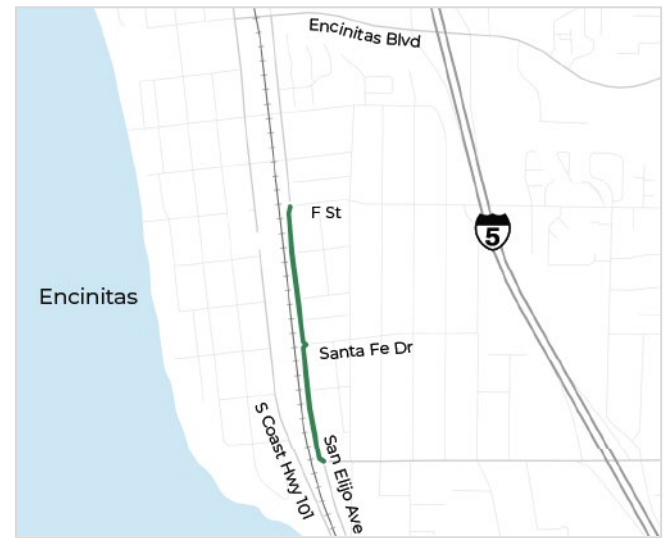
**Progress to Date:**

Phase 1 (1.3 miles) is open to the public. Agreed to price for Phase 2 (0.4 miles) will be finalized in FY 2026. Construction for Phase 2 will begin in FY 2027.

**Major Milestones:**

| Milestone                    | Date       |
|------------------------------|------------|
| Draft Environmental Document | N/A        |
| Final Environmental Document | August-17  |
| Ready to Advertise           | January-18 |
| Begin Construction           | March-18   |
| Open to Public               | July-28    |
| Construction Complete        | July-29    |

**Site Location**



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

| Budget Phase           | Prior Years    | FY 25        | FY 26       | FY 27        | FY 28        | FY 29        | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|----------------|--------------|-------------|--------------|--------------|--------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$951          | \$30         | \$30        | \$80         | \$80         | \$10         | \$6        | \$0        | \$0        | \$0        | \$0        | \$1,187        |
| Environmental Document | 706            | 0            | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 706            |
| Design                 | 1,016          | 146          | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 1,162          |
| Right-of-Way Support   | 0              | 0            | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0              | 0            | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 808            | 0            | 0           | 470          | 500          | 269          | 0          | 0          | 0          | 0          | 0          | 2,047          |
| Construction Capital   | 81             | 0            | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 81             |
| Vehicles               | 0              | 0            | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0              | 0            | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 10             | 0            | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 10             |
| Communications         | 85             | 0            | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 85             |
| Project Contingency    | 0              | 0            | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total SANDAG</b>    | <b>\$3,657</b> | <b>\$176</b> | <b>\$30</b> | <b>\$550</b> | <b>\$580</b> | <b>\$279</b> | <b>\$6</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$5,278</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                                | Prior Years    | FY 25        | FY 26       | FY 27          | FY 28          | FY 29          | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|---------------------------------------------|----------------|--------------|-------------|----------------|----------------|----------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document                      | \$0            | \$0          | \$0         | \$0            | \$0            | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                                      | 0              | 0            | 0           | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support                        | 0              | 0            | 0           | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital                        | 0              | 0            | 0           | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support                        | 54             | 0            | 0           | 300            | 264            | 86             | 0          | 0          | 0          | 0          | 0          | 704             |
| Construction Capital                        | 5,538          | 0            | 0           | 2,700          | 3,600          | 1,000          | 0          | 0          | 0          | 0          | 0          | 12,838          |
| Vehicles                                    | 0              | 0            | 0           | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Caltrans</b>                       | <b>\$5,592</b> | <b>\$0</b>   | <b>\$0</b>  | <b>\$3,000</b> | <b>\$3,864</b> | <b>\$1,086</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$13,542</b> |
| <b>Total Expenditures</b>                   | <b>\$9,249</b> | <b>\$176</b> | <b>\$30</b> | <b>\$3,550</b> | <b>\$4,444</b> | <b>\$1,365</b> | <b>\$6</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$18,820</b> |
| <b>Caltrans STIP Pass Through to SANDAG</b> | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b>  | <b>\$470</b>   | <b>\$580</b>   | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,050</b>  |
| <b>TransNet-BPNS Pass-Through</b>           | <b>\$4,567</b> | <b>\$0</b>   | <b>\$0</b>  | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$4,567</b>  |

Funding Plan (thousands of dollars)

| Funding Source             | Prior Years    | FY 25        | FY 26       | FY 27          | FY 28          | FY 29          | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|----------------------------|----------------|--------------|-------------|----------------|----------------|----------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>             |                |              |             |                |                |                |            |            |            |            |            |                 |
| 75370001 TE                | \$234          | \$0          | \$0         | \$0            | \$0            | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$234           |
| <b>State</b>               |                |              |             |                |                |                |            |            |            |            |            |                 |
| 83010001 STIP              | 0              | 0            | 0           | 470            | 580            | 0              | 0          | 0          | 0          | 0          | 0          | 1,050           |
| ATP-R                      | 1,025          | 0            | 0           | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 1,025           |
| STIP-RIP                   | 0              | 0            | 0           | 3,000          | 3,864          | 1,086          | 0          | 0          | 0          | 0          | 0          | 7,950           |
| <b>Local</b>               |                |              |             |                |                |                |            |            |            |            |            |                 |
| 91000100 TransNet-BPNS     | 7,771          | 176          | 30          | 80             | 0              | 279            | 6          | 0          | 0          | 0          | 0          | 8,342           |
| 91030151 City of Encinitas | 219            | 0            | 0           | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 219             |
| <b>Total Funding</b>       | <b>\$9,249</b> | <b>\$176</b> | <b>\$30</b> | <b>\$3,550</b> | <b>\$4,444</b> | <b>\$1,365</b> | <b>\$6</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$18,820</b> |

**Project Name:** North Park/Mid-City Bikeways: Robinson Bikeway  
**CIP No.** 1223020 **RTIP No:** SAN158 (Part of SAN227)  
**Project Manager:** Angela Anderson **Corridor Director:** Omar Atayee

**Project Scope:**

Preliminary engineering and environmental clearance for 13 miles of bikeway in the North Park/Mid-City area. Construct a 0.2-mile bikeway that consists of on-street bike facilities, traffic calming improvements, and an elevated shared-use path.

**Project Limits:**

In the City of San Diego community of North Park on Robinson Avenue between Park Boulevard and Alabama Street, including a missing segment of Robinson Avenue between Florida Street and Alabama Street.

**Progress to Date:**

The environmental review under the National Environmental Policy Act (NEPA) is still pending. Right-of-way negotiations with the Homeowners Association are ongoing.

**Major Milestones:**

| Milestone                    | Date       |
|------------------------------|------------|
| Draft Environmental Document | January-16 |
| Final Environmental Document | August-25  |
| Ready to Advertise           | July-26    |
| Begin Construction           | January-27 |
| Open to Public               | January-29 |
| Construction Complete        | January-30 |

**Site Location**



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

| Budget Phase           | Prior Years    | FY 25       | FY 26          | FY 27          | FY 28          | FY 29        | FY 30        | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|----------------|-------------|----------------|----------------|----------------|--------------|--------------|------------|------------|------------|------------|----------------|
| Administration         | \$884          | \$60        | \$130          | \$100          | \$75           | \$18         | \$10         | \$0        | \$0        | \$0        | \$0        | \$1,277        |
| Environmental Document | 2,184          | 10          | 140            | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 2,334          |
| Design                 | 467            | 10          | 420            | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 897            |
| Right-of-Way Support   | 33             | 10          | 145            | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 188            |
| Right-of-Way Capital   | 0              | 0           | 402            | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 402            |
| Construction Support   | 0              | 0           | 0              | 302            | 300            | 100          | 98           | 0          | 0          | 0          | 0          | 800            |
| Construction Capital   | 0              | 0           | 0              | 1,500          | 1,500          | 692          | 0            | 0          | 0          | 0          | 0          | 3,692          |
| Vehicles               | 0              | 0           | 0              | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0              | 0           | 0              | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 49             | 1           | 10             | 5              | 5              | 5            | 0            | 0          | 0          | 0          | 0          | 75             |
| Communications         | 52             | 2           | 3              | 30             | 11             | 0            | 0            | 0          | 0          | 0          | 0          | 98             |
| Project Contingency    | 0              | 0           | 40             | 40             | 20             | 10           | 0            | 0          | 0          | 0          | 0          | 110            |
| <b>Total SANDAG</b>    | <b>\$3,669</b> | <b>\$93</b> | <b>\$1,290</b> | <b>\$1,977</b> | <b>\$1,911</b> | <b>\$825</b> | <b>\$108</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$9,873</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years    | FY 25       | FY 26          | FY 27          | FY 28          | FY 29        | FY 30        | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|-----------------------------|----------------|-------------|----------------|----------------|----------------|--------------|--------------|------------|------------|------------|------------|----------------|
| Environmental Document      | \$0            | \$0         | \$0            | \$0            | \$0            | \$0          | \$0          | \$0        | \$0        | \$0        | \$0        | \$0            |
| Design                      | 0              | 0           | 0              | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support        | 0              | 0           | 0              | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital        | 0              | 0           | 0              | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0              |
| Construction Support        | 0              | 0           | 0              | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0              |
| Construction Capital        | 0              | 0           | 0              | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0              |
| Vehicles                    | 0              | 0           | 0              | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0              |
| <b>Total Outside Agency</b> | <b>\$0</b>     | <b>\$0</b>  | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>     |
| <b>Total Expenditures</b>   | <b>\$3,669</b> | <b>\$93</b> | <b>\$1,290</b> | <b>\$1,977</b> | <b>\$1,911</b> | <b>\$825</b> | <b>\$108</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$9,873</b> |

**Funding Plan (thousands of dollars)**

| Funding Source         | Prior Years    | FY 25       | FY 26          | FY 27          | FY 28          | FY 29        | FY 30        | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|----------------|-------------|----------------|----------------|----------------|--------------|--------------|------------|------------|------------|------------|----------------|
| <b>Federal</b>         |                |             |                |                |                |              |              |            |            |            |            |                |
| 74090001 CRP           | \$0            | \$0         | \$326          | \$174          | \$0            | \$0          | \$0          | \$0        | \$0        | \$0        | \$0        | \$500          |
| <b>State</b>           |                |             |                |                |                |              |              |            |            |            |            |                |
| 83100001 ATP-R         | 0              | 10          | 536            | 1,782          | 1,911          | 825          | 108          | 0          | 0          | 0          | 0          | 5,172          |
| <b>Local</b>           |                |             |                |                |                |              |              |            |            |            |            |                |
| 91000100 TransNet-BPNS | 1,062          | 83          | 428            | 21             | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 1,594          |
| 91040000 TDA-Bike      | 2,607          | 0           | 0              | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 2,607          |
| <b>Total Funding</b>   | <b>\$3,669</b> | <b>\$93</b> | <b>\$1,290</b> | <b>\$1,977</b> | <b>\$1,911</b> | <b>\$825</b> | <b>\$108</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$9,873</b> |

**Project Name:** San Diego River Trail: Carlton Oaks Segment  
**CIP No.** 1223053 **RTIP No:** SAN198 (Part of SAN196)  
**Project Manager:** Chris Carterette **Corridor Director:** Omar Atayee

**Project Scope:**

Environmental clearance and 65% design plans for 2 miles of new bike path, including connection to Mast Park.

**Project Limits:**

Along San Diego River from West Hills Parkway to Mast Park.

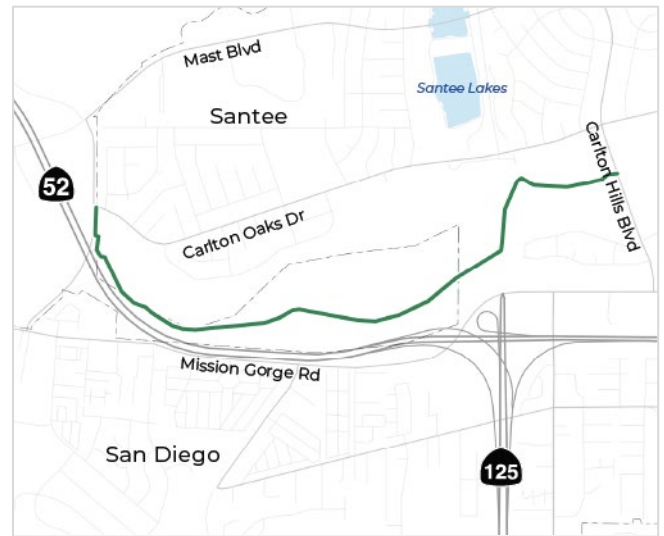
**Progress to Date:**

Environmental clearance is complete. Design is 30% complete. This project will be transferred to private developer for construction.

**Major Milestones:**

| Milestone                    | Date     |
|------------------------------|----------|
| Draft Environmental Document | March-17 |
| Final Environmental Document | June-17  |
| Ready to Advertise           | N/A      |
| Begin Construction           | N/A      |
| Open to Public               | N/A      |
| Construction Complete        | N/A      |

**Site Location**



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

| Budget Phase           | Prior Years    | FY 25       | FY 26       | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|----------------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$355          | \$6         | \$4         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$365          |
| Environmental Document | 514            | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 514            |
| Design                 | 369            | 45          | 47          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 461            |
| Right-of-Way Support   | 0              | 3           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 3              |
| Right-of-Way Capital   | 0              | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 0              | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital   | 0              | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles               | 0              | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0              | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0              | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Communications         | 15             | 0           | 2           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 17             |
| Project Contingency    | 0              | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total SANDAG</b>    | <b>\$1,253</b> | <b>\$54</b> | <b>\$53</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,360</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years    | FY 25       | FY 26       | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|-----------------------------|----------------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Environmental Document      | \$0            | \$0         | \$0         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0            |
| Design                      | 0              | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support        | 0              | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital        | 0              | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support        | 0              | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital        | 0              | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles                    | 0              | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total Outside Agency</b> | <b>\$0</b>     | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>     |
| <b>Total Expenditures</b>   | <b>\$1,253</b> | <b>\$54</b> | <b>\$53</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,360</b> |

**Funding Plan (thousands of dollars)**

| Funding Source               | Prior Years    | FY 25       | FY 26       | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------------|----------------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| <b>State</b>                 |                |             |             |            |            |            |            |            |            |            |            |                |
| 85160000 Coastal Conservancy | \$332          | \$0         | \$0         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$332          |
| <b>Local</b>                 |                |             |             |            |            |            |            |            |            |            |            |                |
| 91000100 TransNet-BPNS       | 921            | 54          | 53          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,028          |
| <b>Total Funding</b>         | <b>\$1,253</b> | <b>\$54</b> | <b>\$53</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,360</b> |

**Project Name:** Central Avenue Bikeway  
**CIP No.** 1223054 **RTIP No:** SAN204 (Part of V12)  
**Project Manager:** Chris Carterette **Corridor Director:** Omar Atayee

**Project Scope:**

Environmental clearance, design, and construction of 1.0 miles of new bike path.

**Project Limits:**

In the City of San Diego along Terrace Drive and Central Avenue from Adams Avenue to Landis Street, within the Mid-City Rapid Corridor.

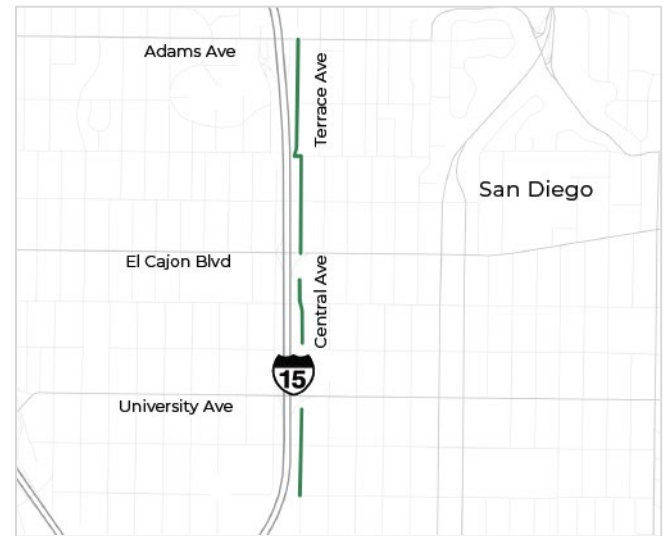
**Progress to Date:**

Project is advertised and the Notice to Proceed is pending.

**Major Milestones:**

| Milestone                    | Date         |
|------------------------------|--------------|
| Draft Environmental Document | April-18     |
| Final Environmental Document | February-24  |
| Ready to Advertise           | April-25     |
| Begin Construction           | October-25   |
| Open to Public               | September-26 |
| Construction Complete        | September-27 |

**Site Location**



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

| Budget Phase           | Prior Years    | FY 25        | FY 26          | FY 27          | FY 28        | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|----------------|--------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$423          | \$90         | \$360          | \$140          | \$10         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,023        |
| Environmental Document | 265            | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 265            |
| Design                 | 774            | 219          | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 993            |
| Right-of-Way Support   | 1              | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 1              |
| Right-of-Way Capital   | 0              | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 2              | 56           | 477            | 100            | 19           | 0          | 0          | 0          | 0          | 0          | 0          | 654            |
| Construction Capital   | 0              | 0            | 1,500          | 1,200          | 100          | 0          | 0          | 0          | 0          | 0          | 0          | 2,800          |
| Vehicles               | 0              | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0              | 0            | 1              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 1              |
| Professional Services  | 0              | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Communications         | 22             | 20           | 58             | 25             | 5            | 0          | 0          | 0          | 0          | 0          | 0          | 130            |
| Project Contingency    | 0              | 0            | 100            | 130            | 20           | 0          | 0          | 0          | 0          | 0          | 0          | 250            |
| <b>Total SANDAG</b>    | <b>\$1,487</b> | <b>\$385</b> | <b>\$2,496</b> | <b>\$1,595</b> | <b>\$154</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$6,117</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years    | FY 25        | FY 26          | FY 27          | FY 28        | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|-----------------------------|----------------|--------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|----------------|
| Environmental Document      | \$0            | \$0          | \$0            | \$0            | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0            |
| Design                      | 0              | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support        | 0              | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital        | 0              | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support        | 0              | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital        | 0              | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles                    | 0              | 0            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total Outside Agency</b> | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>     |
| <b>Total Expenditures</b>   | <b>\$1,487</b> | <b>\$385</b> | <b>\$2,496</b> | <b>\$1,595</b> | <b>\$154</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$6,117</b> |

**Funding Plan (thousands of dollars)**

| Funding Source                | Prior Years    | FY 25        | FY 26          | FY 27          | FY 28        | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|-------------------------------|----------------|--------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|----------------|
| <b>Federal</b>                |                |              |                |                |              |            |            |            |            |            |            |                |
| 74090001 Carbon Red Prg (CRP) | \$0            | \$0          | \$450          | \$695          | \$136        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,282        |
| <b>State</b>                  |                |              |                |                |              |            |            |            |            |            |            |                |
| 83100001 ATP-R                | 0              | 125          | 1,988          | 722            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 2,834          |
| <b>Local</b>                  |                |              |                |                |              |            |            |            |            |            |            |                |
| 91000100 TransNet-BPNS        | 1,487          | 260          | 58             | 178            | 18           | 0          | 0          | 0          | 0          | 0          | 0          | 2,001          |
| <b>Total Funding</b>          | <b>\$1,487</b> | <b>\$385</b> | <b>\$2,496</b> | <b>\$1,595</b> | <b>\$154</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$6,117</b> |

**Project Name:** Bayshore Bikeway: Barrio Logan  
**CIP No.** 1223055 **RTIP No:** SAN195 (Part of SAN147)  
**Project Manager:** Dinara Ussenova **Corridor Director:** Omar Atayee

**Project Scope:**

Environmental clearance, design, and construction of 2.3 miles of new bike path.

**Project Limits:**

On Harbor Drive from Park Boulevard to 32nd Street in San Diego.

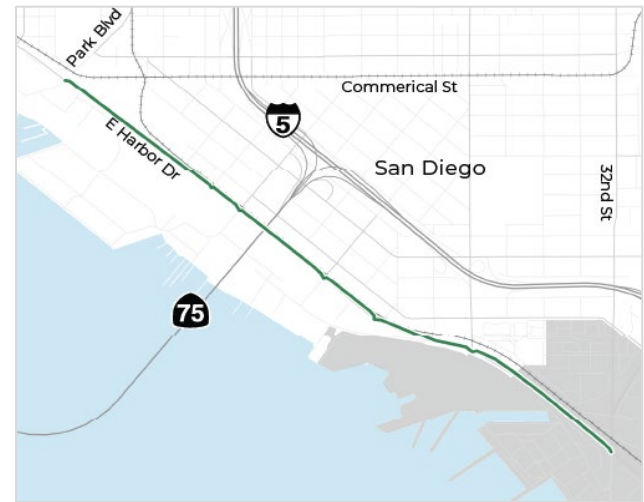
**Progress to Date:**

Construction is 80% complete and will continue into FY 2026.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | N/A         |
| Final Environmental Document | December-18 |
| Ready to Advertise           | October-21  |
| Begin Construction           | March-22    |
| Open to Public               | April-26    |
| Construction Complete        | April-28    |

**Site Location**



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

| Budget Phase           | Prior Years     | FY 25          | FY 26          | FY 27        | FY 28       | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|-----------------|----------------|----------------|--------------|-------------|------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$3,312         | \$647          | \$508          | \$100        | \$25        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$4,592         |
| Environmental Document | 1,038           | 1              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 1,039           |
| Design                 | 4,262           | 509            | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 4,771           |
| Right-of-Way Support   | 419             | 59             | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 478             |
| Right-of-Way Capital   | 1,222           | 1,585          | 100            | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 2,907           |
| Construction Support   | 3,860           | 1,370          | 517            | 100          | 10          | 0          | 0          | 0          | 0          | 0          | 0          | 5,857           |
| Construction Capital   | 16,940          | 5,313          | 3,195          | 200          | 35          | 0          | 0          | 0          | 0          | 0          | 0          | 25,683          |
| Vehicles               | 0               | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0               | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 93              | 42             | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 135             |
| Communications         | 27              | 35             | 100            | 40           | 10          | 0          | 0          | 0          | 0          | 0          | 0          | 212             |
| Project Contingency    | 0               | 0              | 300            | 100          | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 400             |
| <b>Total SANDAG</b>    | <b>\$31,173</b> | <b>\$9,561</b> | <b>\$4,720</b> | <b>\$540</b> | <b>\$80</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$46,074</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years     | FY 25          | FY 26          | FY 27        | FY 28       | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|-----------------|----------------|----------------|--------------|-------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0             | \$0            | \$0            | \$0          | \$0         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0               | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0               | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0               | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0               | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0               | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0               | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$31,173</b> | <b>\$9,561</b> | <b>\$4,720</b> | <b>\$540</b> | <b>\$80</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$46,074</b> |

**Funding Plan (thousands of dollars)**

| Funding Source          | Prior Years     | FY 25          | FY 26          | FY 27        | FY 28       | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-------------------------|-----------------|----------------|----------------|--------------|-------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>          |                 |                |                |              |             |            |            |            |            |            |            |                 |
| 74030003 ATP-R          | \$4,944         | \$0            | \$0            | \$0          | \$0         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$4,944         |
| 74040003 FHWA CPFCD     | 583             | 5,067          | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 5,650           |
| 74090001 Carbon Red Prg | 0               | 1,968          | 2,903          | 208          | 40          | 0          | 0          | 0          | 0          | 0          | 0          | 5,119           |
| 75500001 CRRSAA         | 9,200           | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 9,200           |
| <b>State</b>            |                 |                |                |              |             |            |            |            |            |            |            |                 |
| 85160000 Coastal Cons.  | 350             | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 350             |
| <b>Local</b>            |                 |                |                |              |             |            |            |            |            |            |            |                 |
| 91000100 TransNet-BPNS  | 13,422          | 1,826          | 1,817          | 332          | 40          | 0          | 0          | 0          | 0          | 0          | 0          | 17,437          |
| 91030001 City of SD     | 0               | 701            | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 701             |
| 91040000 TDA-Bike       | 2,664           | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 2,664           |
| 91080001 County of SD   | 10              | 0              | 0              | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 10              |
| <b>Total Funding</b>    | <b>\$31,173</b> | <b>\$9,561</b> | <b>\$4,720</b> | <b>\$540</b> | <b>\$80</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$46,074</b> |

**Project Name:** Border to Bayshore Bikeway  
**CIP No.** 1223056 **RTIP No:** SAN203 (Part of SAN147)  
**Project Manager:** Andrew Camacho **Corridor Director:** Omar Atayee

**Project Scope:**

Construct 6.7 miles of new bikeways.

**Project Limits:**

In the cities of Imperial Beach and San Diego on 13th Street, Grove Avenue/Halo Street/Ingrid Avenue, Oro Vista Road, Iris Avenue, Beyer Boulevard, West Park Avenue, East Park Avenue, East Seaward Avenue, East Hall Avenue, I-805 pedestrian bridge, East Beyer Boulevard and East San Ysidro Boulevard.

**Progress to Date:**

Construction is 80% complete and will open to public in FY 2026.

**Major Milestones:**

| Milestone                    | Date         |
|------------------------------|--------------|
| Draft Environmental Document | January-19   |
| Final Environmental Document | April-19     |
| Ready to Advertise           | May-22       |
| Begin Construction           | November-22  |
| Open to Public               | September-25 |
| Construction Complete        | September-26 |

**Site Location**



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

| Budget Phase           | Prior Years     | FY 25          | FY 26          | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|-----------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$1,547         | \$700          | \$300          | \$93         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$2,640         |
| Environmental Document | 2,148           | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2,148           |
| Design                 | 1,369           | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,369           |
| Right-of-Way Support   | 285             | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 285             |
| Right-of-Way Capital   | 0               | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support   | 2,422           | 766            | 632            | 180          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 4,000           |
| Construction Capital   | 6,547           | 6,967          | 6,000          | 281          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 19,795          |
| Vehicles               | 0               | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0               | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 0               | 30             | 8              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 38              |
| Communications         | 73              | 0              | 37             | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 110             |
| Project Contingency    | 0               | 0              | 125            | 65           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 190             |
| <b>Total SANDAG</b>    | <b>\$14,391</b> | <b>\$8,463</b> | <b>\$7,102</b> | <b>\$619</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$30,575</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years     | FY 25          | FY 26          | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|-----------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0             | \$0            | \$0            | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0               | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0               | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0               | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0               | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0               | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0               | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$14,391</b> | <b>\$8,463</b> | <b>\$7,102</b> | <b>\$619</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$30,575</b> |

**Funding Plan (thousands of dollars)**

| Funding Source                | Prior Years     | FY 25          | FY 26          | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-------------------------------|-----------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>                |                 |                |                |              |            |            |            |            |            |            |            |                 |
| 74030003 ATP-R                | \$3,762         | \$4,705        | \$1,754        | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$10,221        |
| 74090001 Carbon Red Prg (CRP) | 0               | 463            | 690            | 229          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,382           |
| 74100001 RSTP                 | 6,029           | 1,797          | 4,568          | 360          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 12,754          |
| 75500001 CRRSAA               | 910             | 785            | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,695           |
| <b>Local</b>                  |                 |                |                |              |            |            |            |            |            |            |            |                 |
| 91000100 TransNet-BPNS        | 3,690           | 713            | 90             | 30           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 4,523           |
| <b>Total Funding</b>          | <b>\$14,391</b> | <b>\$8,463</b> | <b>\$7,102</b> | <b>\$619</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$30,575</b> |

**Project Name:** Pershing Drive Bikeway  
**CIP No.** 1223057 **RTIP No:** SAN205 (Part of V12)  
**Project Manager:** Chris Carterette **Corridor Director:** Omar Atayee

**Project Scope:**

Design and construct 2.3 miles of new bike and pedestrian facilities between North Park and Downtown San Diego.

**Project Limits:**

In the City of San Diego along the Pershing Drive corridor from Landis Street to C Street within the I-5 South Corridor.

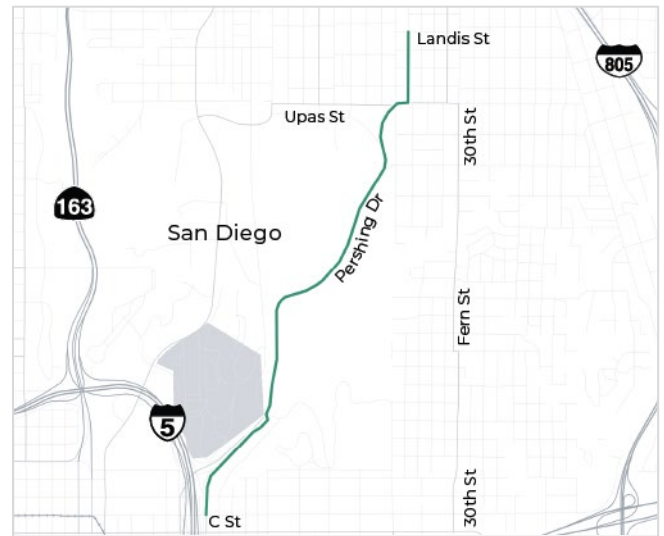
**Progress to Date:**

Project received acceptance and plant establishment is complete. Closeout will continue in FY 2026.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | N/A         |
| Final Environmental Document | January-17  |
| Ready to Advertise           | July-21     |
| Begin Construction           | December-21 |
| Open to Public               | July-24     |
| Construction Complete        | July-25     |

**Site Location**



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

| Budget Phase           | Prior Years     | FY 25          | FY 26        | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|-----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$2,295         | \$277          | \$50         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$2,622         |
| Environmental Document | 596             | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 596             |
| Design                 | 1,523           | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,523           |
| Right-of-Way Support   | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital   | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support   | 5,586           | 600            | 53           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 6,239           |
| Construction Capital   | 13,912          | 2,500          | 38           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 16,450          |
| Vehicles               | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 3               | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 3               |
| Professional Services  | 0               | 5              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 5               |
| Communications         | 49              | 1              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 50              |
| Project Contingency    | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total SANDAG</b>    | <b>\$23,964</b> | <b>\$3,383</b> | <b>\$141</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$27,488</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years     | FY 25          | FY 26        | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|-----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0             | \$0            | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$23,964</b> | <b>\$3,383</b> | <b>\$141</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$27,488</b> |

**Funding Plan (thousands of dollars)**

| Funding Source         | Prior Years     | FY 25          | FY 26        | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|-----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Local</b>           |                 |                |              |            |            |            |            |            |            |            |            |                 |
| 91000100 TransNet-BPNS | \$18,131        | \$316          | \$141        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$18,588        |
| 91040000 TDA-Bike      | 5,833           | 3,067          | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 8,900           |
| <b>Total Funding</b>   | <b>\$23,964</b> | <b>\$3,383</b> | <b>\$141</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$27,488</b> |



**Project Name:** Downtown to Imperial Avenue Bikeway  
**CIP No.** 1223058 **RTIP No:** SAN206 (V12)  
**Project Manager:** John Dorow **Corridor Director:** Omar Atayee

**Project Scope:**

Environmental clearance, design, and construction of 3.5 miles of urban on-street bikeways.

**Project Limits:**

In San Diego, on Imperial Avenue from 17th Street to 47th Street with connections to Downtown San Diego at various locations.

**Progress to Date:**

Construction is 50% complete.

**Major Milestones:**

| Milestone                    | Date       |
|------------------------------|------------|
| Draft Environmental Document | N/A        |
| Final Environmental Document | April-19   |
| Ready to Advertise           | June-23    |
| Begin Construction           | January-24 |
| Open to Public               | January-26 |
| Construction Complete        | January-27 |

**Site Location**



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

| Budget Phase           | Prior Years    | FY 25           | FY 26          | FY 27          | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|----------------|-----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$1,070        | \$500           | \$500          | \$100          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$2,170         |
| Environmental Document | 839            | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 839             |
| Design                 | 1,720          | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,720           |
| Right-of-Way Support   | 75             | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 75              |
| Right-of-Way Capital   | 116            | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 116             |
| Construction Support   | 542            | 858             | 1,144          | 399            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2,943           |
| Construction Capital   | 285            | 9,531           | 6,833          | 843            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 17,492          |
| Vehicles               | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 6              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 6               |
| Communications         | 101            | 20              | 10             | 5              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 136             |
| Project Contingency    | 0              | 70              | 50             | 20             | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 140             |
| <b>Total SANDAG</b>    | <b>\$4,754</b> | <b>\$10,979</b> | <b>\$8,537</b> | <b>\$1,367</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$25,637</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years    | FY 25           | FY 26          | FY 27          | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|----------------|-----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0            | \$0             | \$0            | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>     | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$4,754</b> | <b>\$10,979</b> | <b>\$8,537</b> | <b>\$1,367</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$25,637</b> |

**Funding Plan (thousands of dollars)**

| Funding Source                | Prior Years    | FY 25           | FY 26          | FY 27          | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-------------------------------|----------------|-----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>                |                |                 |                |                |            |            |            |            |            |            |            |                 |
| 74030003 ATP-R                | \$0            | \$3,244         | \$1,206        | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$4,450         |
| 74090001 Carbon Red Prg (CRP) | 0              | 3,960           | 4,583          | 300            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 8,843           |
| 74100001 RSTP                 | 777            | 587             | 383            | 1,067          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2,813           |
| 75500001 CRRSAA               | 0              | 2,179           | 1,921          | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 4,100           |
| <b>State</b>                  |                |                 |                |                |            |            |            |            |            |            |            |                 |
| 85170002 Cap & Trade - AHSCP  | 0              | 637             | 153            | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 791             |
| <b>Local</b>                  |                |                 |                |                |            |            |            |            |            |            |            |                 |
| 91000100 TransNet-BPNS        | 3,977          | 371             | 292            | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 4,640           |
| <b>Total Funding</b>          | <b>\$4,754</b> | <b>\$10,979</b> | <b>\$8,537</b> | <b>\$1,367</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$25,637</b> |

**Project Name:** North Park/Mid-City Bikeways: Howard Bikeway  
**CIP No.** 1223079 **RTIP No:** SAN230  
**Project Manager:** Mary McGuirk **Corridor Director:** Chris Kluth

**Project Scope:**

Environmental clearance, design, and construction of a 1.2-mile bikeway consisting of on-street bike facilities and traffic calming improvements.

**Project Limits:**

In the City of San Diego North Park community on Howard Avenue between Park Boulevard and 32nd Street.

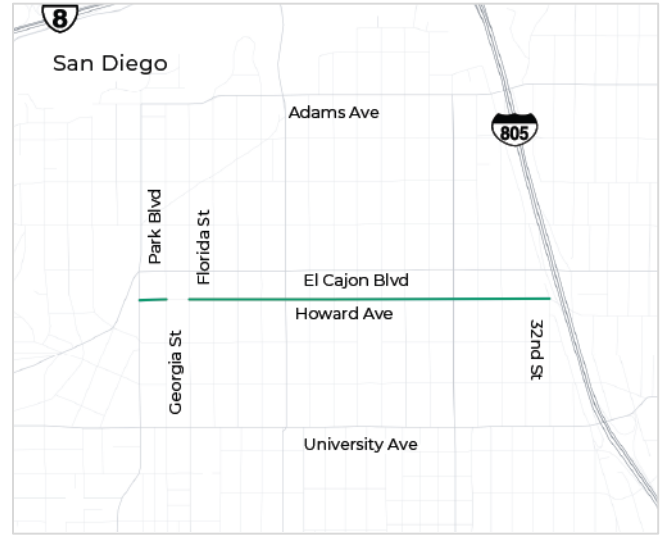
**Progress to Date:**

Final design was completed in FY 2025. Project can be advertised in FY 2026 if additional funding is secured to fully fund the construction phase.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | February-18 |
| Final Environmental Document | December-23 |
| Ready to Advertise           | TBD         |
| Begin Construction           | TBD         |
| Open to Public               | TBD         |
| Construction Complete        | TBD         |

**Site Location**



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

| Budget Phase           | Prior Years    | FY 25        | FY 26          | FY 27          | FY 28          | FY 29        | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|----------------|--------------|----------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$256          | \$150        | \$400          | \$400          | \$300          | \$100        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,606         |
| Environmental Document | 209            | 21           | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 230             |
| Design                 | 982            | 82           | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 1,064           |
| Right-of-Way Support   | 0              | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital   | 0              | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support   | 0              | 0            | 450            | 1,320          | 750            | 81           | 0          | 0          | 0          | 0          | 0          | 2,601           |
| Construction Capital   | 0              | 0            | 1,500          | 4,400          | 2,500          | 272          | 0          | 0          | 0          | 0          | 0          | 8,672           |
| Vehicles               | 0              | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0              | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 0              | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Communications         | 28             | 0            | 30             | 60             | 18             | 0            | 0          | 0          | 0          | 0          | 0          | 136             |
| Project Contingency    | 0              | 0            | 50             | 250            | 100            | 100          | 0          | 0          | 0          | 0          | 0          | 500             |
| <b>Total SANDAG</b>    | <b>\$1,475</b> | <b>\$253</b> | <b>\$2,430</b> | <b>\$6,430</b> | <b>\$3,668</b> | <b>\$553</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$14,809</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years    | FY 25        | FY 26          | FY 27          | FY 28          | FY 29        | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|----------------|--------------|----------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0            | \$0          | \$0            | \$0            | \$0            | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0              | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0              | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0              | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0              | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0              | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0              | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$1,475</b> | <b>\$253</b> | <b>\$2,430</b> | <b>\$6,430</b> | <b>\$3,668</b> | <b>\$553</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$14,809</b> |

**Funding Plan (thousands of dollars)**

| Funding Source         | Prior Years    | FY 25        | FY 26          | FY 27          | FY 28          | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|----------------|--------------|----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>         |                |              |                |                |                |            |            |            |            |            |            |                 |
| 74100001 RSTP          | \$0            | \$0          | \$250          | \$0            | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$250           |
| <b>State</b>           |                |              |                |                |                |            |            |            |            |            |            |                 |
| 83100001 ATP-R         | 0              | 0            | 2,095          | 4,400          | 1,642          | 0          | 0          | 0          | 0          | 0          | 0          | 8,137           |
| <b>Local</b>           |                |              |                |                |                |            |            |            |            |            |            |                 |
| 91000100 TransNet-BPNS | 1,475          | 253          | 85             | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 1,813           |
| <b>Total Funding</b>   | <b>\$1,475</b> | <b>\$253</b> | <b>\$2,430</b> | <b>\$4,400</b> | <b>\$1,642</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$10,200</b> |

**Project Name:** North Park/Mid-City Bikeways: University Bikeway  
**CIP No.** 1223081 **RTIP No:** SAN232 (Part of SAN227)  
**Project Manager:** Chris Carterette **Corridor Director:** Omar Atayee

**Project Scope:**

Design and construct 2.8 miles of on-street protected bikeway.

**Project Limits:**

In the City of San Diego communities of City Heights and El Cerrito on University Avenue between Estrella Avenue and 69th Street, within the Mid-City Rapid Corridor.

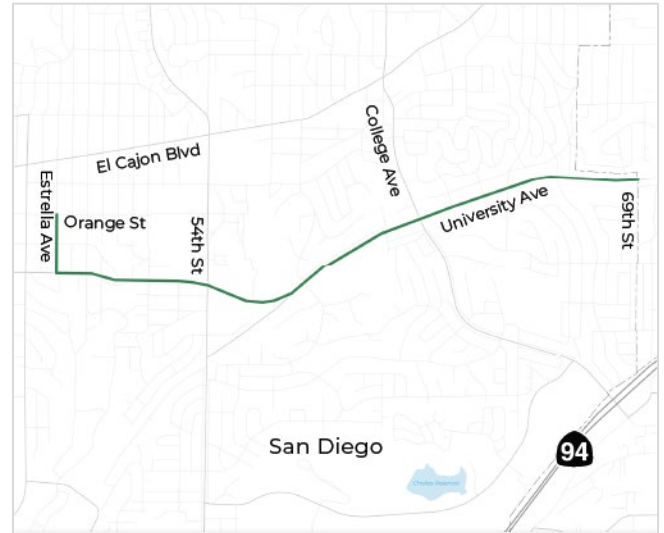
**Progress to Date:**

Project was advertised in FY 2025. Construction will begin in FY 2026.

**Major Milestones:**

| Milestone                    | Date      |
|------------------------------|-----------|
| Draft Environmental Document | N/A       |
| Final Environmental Document | July-20   |
| Ready to Advertise           | August-24 |
| Begin Construction           | July-25   |
| Open to Public               | July-27   |
| Construction Complete        | July-28   |

**Site Location**



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

| Budget Phase           | Prior Years    | FY 25          | FY 26           | FY 27           | FY 28          | FY 29       | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|----------------|----------------|-----------------|-----------------|----------------|-------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$621          | \$720          | \$720           | \$720           | \$180          | \$20        | \$0        | \$0        | \$0        | \$0        | \$0        | \$2,981         |
| Environmental Document | 258            | 0              | 0               | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 258             |
| Design                 | 2,571          | 241            | 0               | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 2,812           |
| Right-of-Way Support   | 91             | 3              | 0               | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 94              |
| Right-of-Way Capital   | 3              | 31             | 0               | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 34              |
| Construction Support   | 193            | 200            | 2,644           | 2,960           | 380            | 5           | 0          | 0          | 0          | 0          | 0          | 6,382           |
| Construction Capital   | 0              | 0              | 10,120          | 11,698          | 1,078          | 0           | 0          | 0          | 0          | 0          | 0          | 22,896          |
| Vehicles               | 0              | 0              | 0               | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0              | 0              | 0               | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 2              | 8              | 0               | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 10              |
| Communications         | 37             | 0              | 80              | 75              | 20             | 0           | 0          | 0          | 0          | 0          | 0          | 212             |
| Project Contingency    | 0              | 0              | 350             | 1,350           | 700            | 0           | 0          | 0          | 0          | 0          | 0          | 2,400           |
| <b>Total SANDAG</b>    | <b>\$3,776</b> | <b>\$1,203</b> | <b>\$13,914</b> | <b>\$16,803</b> | <b>\$2,358</b> | <b>\$25</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$38,079</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years    | FY 25          | FY 26           | FY 27           | FY 28          | FY 29       | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|----------------|----------------|-----------------|-----------------|----------------|-------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0            | \$0            | \$0             | \$0             | \$0            | \$0         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0              | 0              | 0               | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0              | 0              | 0               | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0              | 0              | 0               | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0              | 0              | 0               | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0              | 0              | 0               | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0              | 0              | 0               | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$3,776</b> | <b>\$1,203</b> | <b>\$13,914</b> | <b>\$16,803</b> | <b>\$2,358</b> | <b>\$25</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$38,079</b> |

**Funding Plan (thousands of dollars)**

| Funding Source               | Prior Years    | FY 25          | FY 26           | FY 27           | FY 28          | FY 29       | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------------|----------------|----------------|-----------------|-----------------|----------------|-------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>               |                |                |                 |                 |                |             |            |            |            |            |            |                 |
| 74030003 ATP-R               | \$0            | \$0            | \$5,021         | \$3,540         | \$0            | \$0         | \$0        | \$0        | \$0        | \$0        | \$0        | \$8,561         |
| 74100001 RSTP                | 44             | 985            | 3,095           | 7,029           | 2,230          | 25          | 0          | 0          | 0          | 0          | 0          | 13,409          |
| <b>State</b>                 |                |                |                 |                 |                |             |            |            |            |            |            |                 |
| 85170001 Cap & Trade - TIRCP | 0              | 0              | 4,898           | 4,381           | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 9,279           |
| 85170001 TIRCP               | 6              | 128            | 350             | 228             | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 711             |
| <b>Local</b>                 |                |                |                 |                 |                |             |            |            |            |            |            |                 |
| 91000100 TransNet-BPNS       | 3,726          | 90             | 550             | 1,625           | 128            | 0           | 0          | 0          | 0          | 0          | 0          | 6,119           |
| <b>Total Funding</b>         | <b>\$3,776</b> | <b>\$1,203</b> | <b>\$13,914</b> | <b>\$16,803</b> | <b>\$2,358</b> | <b>\$25</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$38,079</b> |

**Project Name:** Uptown Bikeways: Eastern Hillcrest Bikeways  
**CIP No.** 1223083 **RTIP No:** SAN234 (Part of SAN228)  
**Project Manager:** Dale Neuzil **Corridor Director:** Omar Atayee

**Project Scope:**

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

**Project Limits:**

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

**Progress to Date:**

Construction is 25% complete.

**Major Milestones:**

| Milestone                    | Date       |
|------------------------------|------------|
| Draft Environmental Document | N/A        |
| Final Environmental Document | July-16    |
| Ready to Advertise           | May-24     |
| Begin Construction           | January-25 |
| Open to Public               | January-27 |
| Construction Complete        | January-28 |

**Site Location**



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

| Budget Phase           | Prior Years    | FY 25          | FY 26           | FY 27           | FY 28        | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|----------------|----------------|-----------------|-----------------|--------------|------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$1,042        | \$500          | \$450           | \$150           | \$50         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$2,192         |
| Environmental Document | 0              | 0              | 0               | 0               | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Design                 | 3,208          | 78             | 0               | 0               | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 3,286           |
| Right-of-Way Support   | 11             | 3              | 0               | 0               | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 14              |
| Right-of-Way Capital   | 8              | 0              | 0               | 0               | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 8               |
| Construction Support   | 414            | 985            | 2,400           | 2,273           | 20           | 0          | 0          | 0          | 0          | 0          | 0          | 6,092           |
| Construction Capital   | 0              | 6,271          | 15,000          | 8,689           | 336          | 0          | 0          | 0          | 0          | 0          | 0          | 30,296          |
| Vehicles               | 0              | 0              | 0               | 0               | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0              | 0              | 0               | 0               | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 53             | 50             | 150             | 11              | 5            | 0          | 0          | 0          | 0          | 0          | 0          | 269             |
| Communications         | 36             | 100            | 100             | 63              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 299             |
| Project Contingency    | 0              | 0              | 1,500           | 413             | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 1,913           |
| <b>Total SANDAG</b>    | <b>\$4,772</b> | <b>\$7,987</b> | <b>\$19,600</b> | <b>\$11,599</b> | <b>\$411</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$44,369</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years    | FY 25          | FY 26           | FY 27           | FY 28        | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|----------------|----------------|-----------------|-----------------|--------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0            | \$0            | \$0             | \$0             | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0              | 0              | 0               | 0               | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0              | 0              | 0               | 0               | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0              | 0              | 0               | 0               | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0              | 0              | 0               | 0               | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0              | 0              | 0               | 0               | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0              | 0              | 0               | 0               | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$4,772</b> | <b>\$7,987</b> | <b>\$19,600</b> | <b>\$11,599</b> | <b>\$411</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$44,369</b> |

**Funding Plan (thousands of dollars)**

| Funding Source             | Prior Years    | FY 25          | FY 26           | FY 27           | FY 28        | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|----------------------------|----------------|----------------|-----------------|-----------------|--------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Local</b>               |                |                |                 |                 |              |            |            |            |            |            |            |                 |
| 91000100 TransNet-MC       | \$784          | \$4,006        | \$7,736         | \$2,530         | \$101        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$15,157        |
| 91000100 TransNet-BPNS     | 3,150          | 619            | 0               | 0               | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 3,769           |
| 91030001 City of San Diego | 838            | 3,362          | 11,864          | 9,069           | 310          | 0          | 0          | 0          | 0          | 0          | 0          | 25,443          |
| <b>Total Funding</b>       | <b>\$4,772</b> | <b>\$7,987</b> | <b>\$19,600</b> | <b>\$11,599</b> | <b>\$411</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$44,369</b> |

**Project Name:** Uptown Bikeways: Washington Street and Mission Valley Bikeways  
**CIP No.** 1223084 **RTIP No:** SAN235 (Part of SAN228)  
**Project Manager:** Mary McGuirk **Corridor Director:** Omar Atayee

**Project Scope:**

Design and construct 3.3 miles of on-street bikeways.

**Project Limits:**

In the City of San Diego, Washington Street from the Washington Street Trolley Station to Ibis Street and Bachman Place, and from the San Diego River Trail in Mission Valley to Third Avenue and Walnut Street in Hillcrest within the I-5 South and Mid-Coast Corridors.

**Progress to Date:**

Construction is 10% complete.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | N/A         |
| Final Environmental Document | July-16     |
| Ready to Advertise           | October-24  |
| Begin Construction           | February-25 |
| Open to Public               | February-27 |
| Construction Complete        | February-28 |

**Site Location**



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

| Budget Phase           | Prior Years    | FY 25          | FY 26          | FY 27          | FY 28          | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|----------------|----------------|----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$739          | \$500          | \$600          | \$435          | \$129          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$2,403         |
| Environmental Document | 0              | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Design                 | 3,081          | 232            | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 3,313           |
| Right-of-Way Support   | 1              | 7              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 8               |
| Right-of-Way Capital   | 0              | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support   | 9              | 1,000          | 2,264          | 1,156          | 660            | 0          | 0          | 0          | 0          | 0          | 0          | 5,089           |
| Construction Capital   | 0              | 3,000          | 6,397          | 5,000          | 2,137          | 0          | 0          | 0          | 0          | 0          | 0          | 16,534          |
| Vehicles               | 0              | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0              | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 0              | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Communications         | 19             | 90             | 90             | 80             | 20             | 0          | 0          | 0          | 0          | 0          | 0          | 299             |
| Project Contingency    | 0              | 400            | 600            | 600            | 244            | 0          | 0          | 0          | 0          | 0          | 0          | 1,844           |
| <b>Total SANDAG</b>    | <b>\$3,849</b> | <b>\$5,229</b> | <b>\$9,951</b> | <b>\$7,271</b> | <b>\$3,190</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$29,490</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years    | FY 25          | FY 26          | FY 27          | FY 28          | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0            | \$0            | \$0            | \$0            | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0              | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0              | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0              | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0              | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0              | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0              | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$3,849</b> | <b>\$5,229</b> | <b>\$9,951</b> | <b>\$7,271</b> | <b>\$3,190</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$29,490</b> |

**Funding Plan (thousands of dollars)**

| Funding Source             | Prior Years    | FY 25          | FY 26          | FY 27          | FY 28          | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|----------------------------|----------------|----------------|----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>State</b>               |                |                |                |                |                |            |            |            |            |            |            |                 |
| 82500001 SB1-LPP           | \$0            | \$2,551        | \$3,813        | \$525          | \$111          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$7,000         |
| 83010001 STIP              | 0              | 2,551          | 3,813          | 525            | 111            | 0          | 0          | 0          | 0          | 0          | 0          | 7,000           |
| <b>Local</b>               |                |                |                |                |                |            |            |            |            |            |            |                 |
| 91000100 TransNet-BPNS     | 3,849          | 127            | 2,325          | 5,862          | 2,968          | 0          | 0          | 0          | 0          | 0          | 0          | 15,131          |
| 91030001 City of San Diego | 0              | 0              | 0              | 359            | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 359             |
| <b>Total Funding</b>       | <b>\$3,849</b> | <b>\$5,229</b> | <b>\$9,951</b> | <b>\$7,271</b> | <b>\$3,190</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$29,490</b> |

**Project Name:** Uptown Bikeways: Mission Hills and Old Town Bikeways  
**CIP No.** 1223085 **RTIP No:** SAN236  
**Project Manager:** Josh Clark **Corridor Director:** Omar Atayee

**Project Scope:**

Final design of 1.8 miles of on-street bikeways.

**Project Limits:**

On West University Avenue, between Ibis Street and First Avenue in Mission Hills, and on San Diego Avenue and Congress Street, between Old Town Transit Center and Hortensia Street in the City of San Diego.

**Progress to Date:**

Environmental consultant was procured in FY 2025. Final environmental clearance will continue through FY 2026.

**Major Milestones:**

| Milestone                    | Date         |
|------------------------------|--------------|
| Draft Environmental Document | July-16      |
| Final Environmental Document | September-26 |
| Ready to Advertise           | TBD          |
| Begin Construction           | TBD          |
| Open to Public               | TBD          |
| Construction Complete        | TBD          |

**Site Location**



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

| Budget Phase           | Prior Years  | FY 25       | FY 26        | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|--------------|-------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$114        | \$15        | \$23         | \$20         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$172          |
| Environmental Document | 0            | 0           | 300          | 39           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 339            |
| Design                 | 86           | 0           | 400          | 279          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 765            |
| Right-of-Way Support   | 0            | 0           | 20           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 20             |
| Right-of-Way Capital   | 0            | 0           | 78           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 78             |
| Construction Support   | 0            | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital   | 0            | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles               | 0            | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0            | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0            | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Communications         | 10           | 0           | 6            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 16             |
| Project Contingency    | 0            | 0           | 50           | 99           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 149            |
| <b>Total SANDAG</b>    | <b>\$210</b> | <b>\$15</b> | <b>\$877</b> | <b>\$437</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,539</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years  | FY 25       | FY 26        | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|-----------------------------|--------------|-------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Environmental Document      | \$0          | \$0         | \$0          | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0            |
| Design                      | 0            | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support        | 0            | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital        | 0            | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support        | 0            | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital        | 0            | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles                    | 0            | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total Outside Agency</b> | <b>\$0</b>   | <b>\$0</b>  | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>     |
| <b>Total Expenditures</b>   | <b>\$210</b> | <b>\$15</b> | <b>\$877</b> | <b>\$437</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,539</b> |

**Funding Plan (thousands of dollars)**

| Funding Source         | Prior Years  | FY 25       | FY 26        | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|--------------|-------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| <b>Federal</b>         |              |             |              |              |            |            |            |            |            |            |            |                |
| 74030003 ATP-R         | \$0          | \$0         | \$239        | \$100        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$339          |
| <b>State</b>           |              |             |              |              |            |            |            |            |            |            |            |                |
| 83100001 ATP-R         | 0            | 0           | 578          | 65           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 643            |
| <b>Local</b>           |              |             |              |              |            |            |            |            |            |            |            |                |
| 91000100 TransNet-BPNS | 210          | 15          | 60           | 272          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 557            |
| <b>Total Funding</b>   | <b>\$210</b> | <b>\$15</b> | <b>\$877</b> | <b>\$437</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,539</b> |

**Project Name:** North Park/Mid-City Bikeways: Orange Bikeway  
**CIP No.** 1223087 **RTIP No:** SAN284 (Part of SAN227)  
**Project Manager:** Chris Carterette **Corridor Director:** Omar Atayee

**Project Scope:**

Construction of a 2.5-mile bikeway consisting of on-street bike facilities and traffic calming improvements.

**Project Limits:**

In the City of San Diego community of City Heights on Orange Avenue, between 32nd Street and Estrella Avenue.

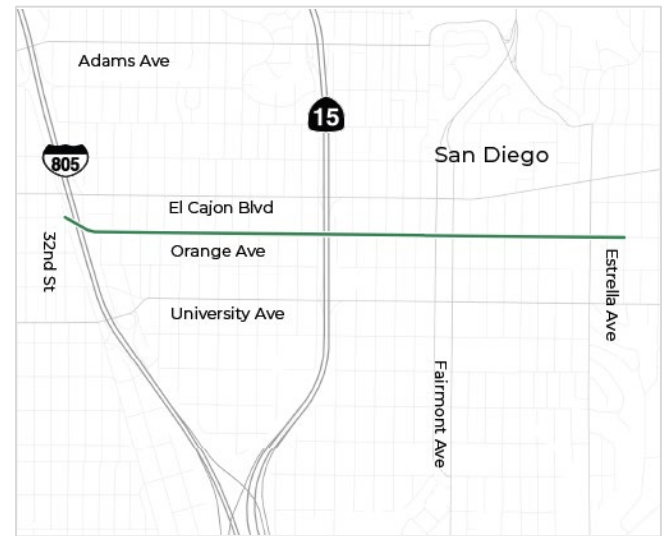
**Progress to Date:**

Project advertised for construction in FY 2025 and Notice to Proceed is pending. Construction will begin in FY 2026.

**Major Milestones:**

| Milestone                    | Date         |
|------------------------------|--------------|
| Draft Environmental Document | N/A          |
| Final Environmental Document | June-22      |
| Ready to Advertise           | March-25     |
| Begin Construction           | September-25 |
| Open to Public               | September-27 |
| Construction Complete        | September-28 |

**Site Location**



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

| Budget Phase           | Prior Years    | FY 25        | FY 26          | FY 27          | FY 28          | FY 29       | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|----------------|--------------|----------------|----------------|----------------|-------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$233          | \$150        | \$300          | \$400          | \$111          | \$4         | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,198         |
| Environmental Document | 0              | 0            | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| Design                 | 1,094          | 118          | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 1,212           |
| Right-of-Way Support   | 0              | 0            | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital   | 0              | 0            | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support   | 0              | 100          | 950            | 970            | 340            | 30          | 0          | 0          | 0          | 0          | 0          | 2,390           |
| Construction Capital   | 0              | 50           | 2,800          | 3,155          | 730            | 50          | 0          | 0          | 0          | 0          | 0          | 6,785           |
| Vehicles               | 0              | 0            | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0              | 0            | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 0              | 0            | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| Communications         | 9              | 15           | 30             | 32             | 15             | 0           | 0          | 0          | 0          | 0          | 0          | 101             |
| Project Contingency    | 0              | 10           | 570            | 900            | 70             | 0           | 0          | 0          | 0          | 0          | 0          | 1,550           |
| <b>Total SANDAG</b>    | <b>\$1,336</b> | <b>\$443</b> | <b>\$4,650</b> | <b>\$5,457</b> | <b>\$1,266</b> | <b>\$84</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$13,236</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years    | FY 25        | FY 26          | FY 27          | FY 28          | FY 29       | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|----------------|--------------|----------------|----------------|----------------|-------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0            | \$0          | \$0            | \$0            | \$0            | \$0         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0              | 0            | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0              | 0            | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0              | 0            | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0              | 0            | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0              | 0            | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0              | 0            | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$1,336</b> | <b>\$443</b> | <b>\$4,650</b> | <b>\$5,457</b> | <b>\$1,266</b> | <b>\$84</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$13,236</b> |

**Funding Plan (thousands of dollars)**

| Funding Source                | Prior Years    | FY 25        | FY 26          | FY 27          | FY 28          | FY 29       | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-------------------------------|----------------|--------------|----------------|----------------|----------------|-------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>                |                |              |                |                |                |             |            |            |            |            |            |                 |
| 74090001 Carbon Red Prg (CRP) | \$0            | \$0          | \$2,665        | \$2,935        | \$864          | \$84        | \$0        | \$0        | \$0        | \$0        | \$0        | \$6,548         |
| 74100001 RSTP                 | 0              | 266          | 0              | 190            | 402            | 0           | 0          | 0          | 0          | 0          | 0          | 858             |
| <b>State</b>                  |                |              |                |                |                |             |            |            |            |            |            |                 |
| 83100001 ATP-R                | 0              | 0            | 1,985          | 2,332          | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 4,317           |
| <b>Local</b>                  |                |              |                |                |                |             |            |            |            |            |            |                 |
| 91000100 TransNet-BPNS        | 1,336          | 177          | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 1,513           |
| <b>Total Funding</b>          | <b>\$1,336</b> | <b>\$443</b> | <b>\$4,650</b> | <b>\$5,457</b> | <b>\$1,266</b> | <b>\$84</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$13,236</b> |

|                         |                                  |                           |                    |
|-------------------------|----------------------------------|---------------------------|--------------------|
| <b>Project Name:</b>    | <b>Inland Rail Trail Phase 3</b> | <b>RTIP No:</b>           | <b>SAN153</b>      |
| <b>CIP No.</b>          | <b>1223094</b>                   | <b>Corridor Director:</b> | <b>Chris Kluth</b> |
| <b>Project Manager:</b> | <b>Dale Neuzil</b>               |                           |                    |

**Project Scope:**

Final design and construction of 1.0 new mile of Class I bike path. The project also includes retaining walls, grading, drainage facilities, lighting, and plant establishment.

**Project Limits:**

In the City of Vista, Phase 3 runs between Mar Vista Drive and Civic Center Drive.

**Progress to Date:**

Construction is 50% complete.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | N/A         |
| Final Environmental Document | N/A         |
| Ready to Advertise           | November-23 |
| Begin Construction           | May-24      |
| Open to Public               | July-26     |
| Construction Complete        | July-27     |

**Site Location**



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

| Budget Phase           | Prior Years    | FY 25          | FY 26           | FY 27          | FY 28       | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|----------------|----------------|-----------------|----------------|-------------|------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$794          | \$500          | \$500           | \$150          | \$50        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,994         |
| Environmental Document | 0              | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Design                 | 1,290          | 245            | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 1,535           |
| Right-of-Way Support   | 53             | 10             | 15              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 78              |
| Right-of-Way Capital   | 201            | 5              | 12              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 218             |
| Construction Support   | 120            | 2,304          | 4,125           | 246            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 6,795           |
| Construction Capital   | 608            | 6,775          | 6,370           | 1,910          | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 15,663          |
| Vehicles               | 0              | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0              | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 96             | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 96              |
| Communications         | 0              | 80             | 85              | 80             | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 245             |
| Project Contingency    | 0              | 0              | 500             | 800            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 1,300           |
| <b>Total SANDAG</b>    | <b>\$3,162</b> | <b>\$9,919</b> | <b>\$11,607</b> | <b>\$3,186</b> | <b>\$50</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$27,924</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years    | FY 25          | FY 26           | FY 27          | FY 28       | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|----------------|----------------|-----------------|----------------|-------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0            | \$0            | \$0             | \$0            | \$0         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0              | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0              | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0              | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0              | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0              | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0              | 0              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$3,162</b> | <b>\$9,919</b> | <b>\$11,607</b> | <b>\$3,186</b> | <b>\$50</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$27,924</b> |

**Funding Plan (thousands of dollars)**

| Funding Source                | Prior Years    | FY 25          | FY 26           | FY 27          | FY 28       | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-------------------------------|----------------|----------------|-----------------|----------------|-------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>                |                |                |                 |                |             |            |            |            |            |            |            |                 |
| 74090001 Carbon Red Prg (CRP) | \$376          | \$1,622        | \$1,758         | \$876          | \$0         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$4,632         |
| 74100001 RSTP                 | 369            | 3,088          | 3,400           | 1,833          | 50          | 0          | 0          | 0          | 0          | 0          | 0          | 8,740           |
| <b>State</b>                  |                |                |                 |                |             |            |            |            |            |            |            |                 |
| 82500001 SB1-LPP              | 0              | 2,518          | 2,933           | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 5,451           |
| 83100001 ATP-R                | 609            | 2,670          | 1,710           | 445            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 5,433           |
| <b>Local</b>                  |                |                |                 |                |             |            |            |            |            |            |            |                 |
| 91000100 TransNet-BPNS        | 1,808          | 21             | 1,807           | 32             | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 3,668           |
| <b>Total Funding</b>          | <b>\$3,162</b> | <b>\$9,919</b> | <b>\$11,607</b> | <b>\$3,186</b> | <b>\$50</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$27,924</b> |



|                         |                                  |                           |                    |
|-------------------------|----------------------------------|---------------------------|--------------------|
| <b>Project Name:</b>    | <b>Inland Rail Trail Phase 4</b> | <b>RTIP No:</b>           | <b>SAN153</b>      |
| <b>CIP No.</b>          | <b>1223095</b>                   | <b>Corridor Director:</b> | <b>Omar Atayee</b> |
| <b>Project Manager:</b> | <b>Dale Neuzil</b>               |                           |                    |

**Project Scope:**

Design and construction of 2.2 miles of Class I bike path.

**Project Limits:**

Phase 4 runs between Civic Center Drive and North Drive in the City of Vista.

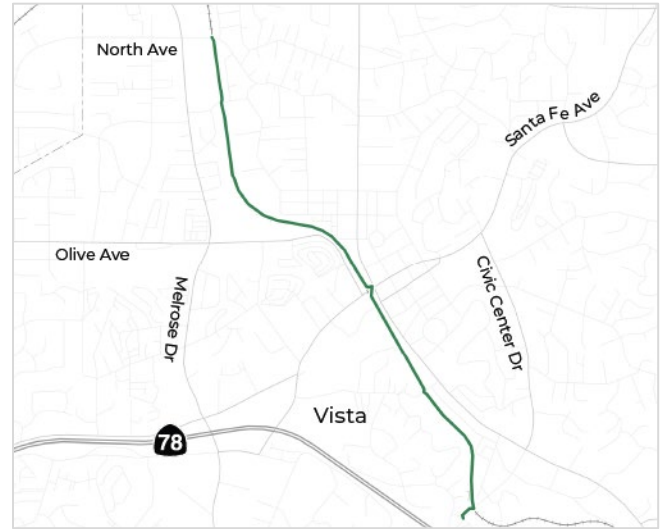
**Progress to Date:**

Project began the PS&E (plans, specifications, and estimates) process in FY 2025. The constructability review is complete, and final design work will continue in FY 2026.

**Major Milestones:**

| Milestone                    | Date       |
|------------------------------|------------|
| Draft Environmental Document | N/A        |
| Final Environmental Document | N/A        |
| Ready to Advertise           | January-26 |
| Begin Construction           | July-26    |
| Open to Public               | July-28    |
| Construction Complete        | July-29    |

**Site Location**



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

| Budget Phase           | Prior Years  | FY 25        | FY 26          | FY 27           | FY 28           | FY 29          | FY 30       | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|--------------|--------------|----------------|-----------------|-----------------|----------------|-------------|------------|------------|------------|------------|-----------------|
| Administration         | \$234        | \$125        | \$250          | \$300           | \$300           | \$80           | \$20        | \$0        | \$0        | \$0        | \$0        | \$1,309         |
| Environmental Document | 0            | 0            | 0              | 0               | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0               |
| Design                 | 473          | 500          | 1,863          | 0               | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 2,836           |
| Right-of-Way Support   | 0            | 0            | 75             | 75              | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 150             |
| Right-of-Way Capital   | 0            | 0            | 200            | 200             | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 400             |
| Construction Support   | 0            | 0            | 200            | 3,000           | 3,000           | 551            | 50          | 0          | 0          | 0          | 0          | 6,801           |
| Construction Capital   | 0            | 0            | 0              | 13,000          | 13,000          | 1,206          | 0           | 0          | 0          | 0          | 0          | 27,206          |
| Vehicles               | 0            | 0            | 0              | 0               | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0            | 0            | 0              | 0               | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 0            | 100          | 150            | 50              | 25              | 0              | 0           | 0          | 0          | 0          | 0          | 325             |
| Communications         | 0            | 0            | 30             | 70              | 100             | 5              | 5           | 0          | 0          | 0          | 0          | 210             |
| Project Contingency    | 0            | 0            | 0              | 450             | 450             | 20             | 0           | 0          | 0          | 0          | 0          | 920             |
| <b>Total SANDAG</b>    | <b>\$707</b> | <b>\$725</b> | <b>\$2,768</b> | <b>\$17,145</b> | <b>\$16,875</b> | <b>\$1,862</b> | <b>\$75</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$40,157</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years  | FY 25        | FY 26          | FY 27           | FY 28           | FY 29          | FY 30       | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|--------------|--------------|----------------|-----------------|-----------------|----------------|-------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0          | \$0          | \$0            | \$0             | \$0             | \$0            | \$0         | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0            | 0            | 0              | 0               | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0            | 0            | 0              | 0               | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0            | 0            | 0              | 0               | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0            | 0            | 0              | 0               | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0            | 0            | 0              | 0               | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0            | 0            | 0              | 0               | 0               | 0              | 0           | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>     | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$707</b> | <b>\$725</b> | <b>\$2,768</b> | <b>\$17,145</b> | <b>\$16,875</b> | <b>\$1,862</b> | <b>\$75</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$40,157</b> |

**Funding Plan (thousands of dollars)**

| Funding Source         | Prior Years  | FY 25        | FY 26          | FY 27           | FY 28        | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|--------------|--------------|----------------|-----------------|--------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>         |              |              |                |                 |              |            |            |            |            |            |            |                 |
| 74030003 ATP-R         | \$0          | \$0          | \$1,539        | \$9,189         | \$93         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$10,821        |
| <b>State</b>           |              |              |                |                 |              |            |            |            |            |            |            |                 |
| 82500001 SB1-LPP       | 0            | 0            | 500            | 425             | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 925             |
| 83100001 ATP-R         | 665          | 571          | 0              | 0               | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 1,236           |
| <b>Local</b>           |              |              |                |                 |              |            |            |            |            |            |            |                 |
| 91000100 TransNet-BPNS | 42           | 154          | 729            | 1,668           | 10           | 0          | 0          | 0          | 0          | 0          | 0          | 2,603           |
| <b>Total Funding</b>   | <b>\$707</b> | <b>\$725</b> | <b>\$2,768</b> | <b>\$11,282</b> | <b>\$103</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$15,585</b> |

**Project Scope:**

Improvements at 28th Street include ADA compliant sidewalks and track crossings, wider medians, improved pavement markings, modifications to an existing storm drain system and the lane configuration at Main Street, implementation of advanced preemption, and improvements to existing railway signaling system at Schley, Sampson, and 28th Street.

**Project Limits:**

Along Harbor Drive at Sampson Street, Schley Street, and 28th Street in the City of San Diego, Community of Barrio Logan.

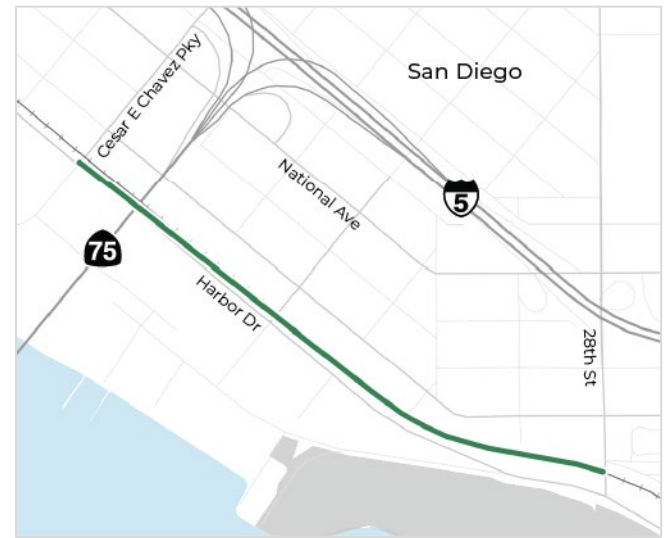
**Progress to Date:**

Environmental clearance and design were completed in FY 2025. Construction will begin in FY 2026.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | N/A         |
| Final Environmental Document | February-25 |
| Ready to Advertise           | July-25     |
| Begin Construction           | January-26  |
| Open to Public               | January-27  |
| Construction Complete        | January-28  |

**Site Location**



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

| Budget Phase           | Prior Years  | FY 25          | FY 26          | FY 27          | FY 28        | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|--------------|----------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$80         | \$210          | \$330          | \$250          | \$30         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$900          |
| Environmental Document | 0            | 200            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 200            |
| Design                 | 157          | 654            | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 811            |
| Right-of-Way Support   | 0            | 64             | 304            | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 368            |
| Right-of-Way Capital   | 51           | 449            | 508            | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 1,008          |
| Construction Support   | 4            | 106            | 700            | 200            | 40           | 0          | 0          | 0          | 0          | 0          | 0          | 1,050          |
| Construction Capital   | 0            | 0              | 3,000          | 1,650          | 100          | 0          | 0          | 0          | 0          | 0          | 0          | 4,750          |
| Vehicles               | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Communications         | 0            | 20             | 64             | 74             | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 158            |
| Project Contingency    | 0            | 0              | 250            | 250            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 500            |
| <b>Total SANDAG</b>    | <b>\$292</b> | <b>\$1,703</b> | <b>\$5,156</b> | <b>\$2,424</b> | <b>\$170</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$9,745</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years  | FY 25          | FY 26          | FY 27          | FY 28        | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|-----------------------------|--------------|----------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|----------------|
| Environmental Document      | \$0          | \$0            | \$0            | \$0            | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0            |
| Design                      | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support        | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital        | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support        | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital        | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles                    | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total Outside Agency</b> | <b>\$0</b>   | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>     |
| <b>Total Expenditures</b>   | <b>\$292</b> | <b>\$1,703</b> | <b>\$5,156</b> | <b>\$2,424</b> | <b>\$170</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$9,745</b> |

**Funding Plan (thousands of dollars)**

| Funding Source         | Prior Years  | FY 25          | FY 26          | FY 27          | FY 28        | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|--------------|----------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|----------------|
| <b>State</b>           |              |                |                |                |              |            |            |            |            |            |            |                |
| 8310001 ATP-R          | \$0          | \$0            | \$3,950        | \$2,254        | \$140        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$6,344        |
| <b>Local</b>           |              |                |                |                |              |            |            |            |            |            |            |                |
| 91000100 TransNet-BPNS | 292          | 1,703          | 1,206          | 170            | 30           | 0          | 0          | 0          | 0          | 0          | 0          | 3,401          |
| <b>Total Funding</b>   | <b>\$292</b> | <b>\$1,703</b> | <b>\$5,156</b> | <b>\$2,424</b> | <b>\$170</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$9,745</b> |

|                         |                                     |                           |                    |
|-------------------------|-------------------------------------|---------------------------|--------------------|
| <b>Project Name:</b>    | <b>Bayshore to Imperial Bikeway</b> |                           |                    |
| <b>CIP No.</b>          | <b>1223097</b>                      | <b>RTIP No:</b>           | <b>SAN310</b>      |
| <b>Project Manager:</b> | <b>Mary McGuirk</b>                 | <b>Corridor Director:</b> | <b>Omar Atayee</b> |

**Project Scope:**

Environmental clearance for a 7.9 mile regional bikeway of continuous bicycle boulevards, buffered bike lanes, and Class III/IV facilities including 15 traffic circles, 7 roundabouts, and 35 intersection treatments.

**Project Limits:**

Travels along multiple roads to connect the cities of National City, Chula Vista, and San Diego from Imperial Ave and 47th Street in San Diego to J Street and Bay Boulevard in Chula Vista.

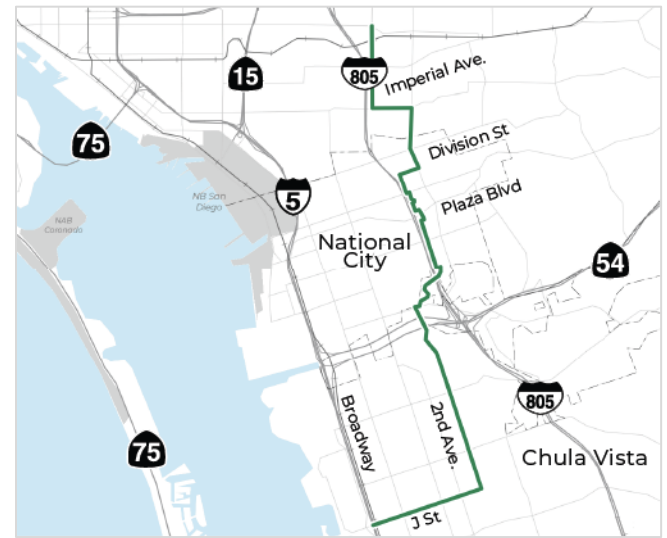
**Progress to Date:**

Consultant team for environmental document development was procured in FY 2025. Environmental document preparation is underway and will continue through FY 2027.

**Major Milestones:**

| Milestone                    | Date     |
|------------------------------|----------|
| Draft Environmental Document | April-26 |
| Final Environmental Document | April-27 |
| Ready to Advertise           | N/A      |
| Begin Construction           | N/A      |
| Open to Public               | N/A      |
| Construction Complete        | N/A      |

**Site Location**



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

| Budget Phase           | Prior Years | FY 25        | FY 26          | FY 27          | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|-------------|--------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$10        | \$140        | \$350          | \$350          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$850          |
| Environmental Document | 0           | 850          | 2,340          | 1,114          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 4,304          |
| Design                 | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support   | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital   | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles               | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Communications         | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Project Contingency    | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total SANDAG</b>    | <b>\$10</b> | <b>\$990</b> | <b>\$2,690</b> | <b>\$1,464</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$5,154</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years | FY 25        | FY 26          | FY 27          | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|-----------------------------|-------------|--------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Environmental Document      | \$0         | \$0          | \$0            | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0            |
| Design                      | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support        | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital        | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support        | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital        | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles                    | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total Outside Agency</b> | <b>\$0</b>  | <b>\$0</b>   | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>     |
| <b>Total Expenditures</b>   | <b>\$10</b> | <b>\$990</b> | <b>\$2,690</b> | <b>\$1,464</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$5,154</b> |

**Funding Plan (thousands of dollars)**

| Funding Source         | Prior Years | FY 25        | FY 26          | FY 27          | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|-------------|--------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| <b>State</b>           |             |              |                |                |            |            |            |            |            |            |            |                |
| 83100001 ATP-R         | \$0         | \$940        | \$2,650        | \$1,024        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$4,614        |
| <b>Local</b>           |             |              |                |                |            |            |            |            |            |            |            |                |
| 91000100 TransNet-BPNS | 10          | 50           | 40             | 440            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 540            |
| <b>Total Funding</b>   | <b>\$10</b> | <b>\$990</b> | <b>\$2,690</b> | <b>\$1,464</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$5,154</b> |

**Project Name:** Bayshore Bikeway: Barrio Logan Phase 3  
**CIP No.** 1223098 **RTIP No:** SAN195 (Part of SAN147)  
**Project Manager:** Dinara Ussenova **Corridor Director:** Omar Atayee

**Project Scope:**

Construct a second eastbound right turn lane from Harbor Drive into Navy Base San Diego Gate No. 6. and build a new ADA compliant sidewalk near 32nd Street.

**Project Limits:**

In the City of San Diego, Navy Base San Diego Gate No. 6 at the intersection of Harbor Drive and 32nd Street, within the I-5 South Corridor.

**Progress to Date:**

Design is 95% complete and right-of-way was acquired in FY 2025. Construction will begin in FY 2026.

**Major Milestones:**

| Milestone                    | Date     |
|------------------------------|----------|
| Draft Environmental Document | N/A      |
| Final Environmental Document | N/A      |
| Ready to Advertise           | N/A      |
| Begin Construction           | July-25  |
| Open to Public               | April-26 |
| Construction Complete        | April-27 |

**Site Location**



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

| Budget Phase           | Prior Years | FY 25        | FY 26        | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|-------------|--------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$0         | \$175        | \$50         | \$20         | \$5        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$250          |
| Environmental Document | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Design                 | 0           | 400          | 60           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 460            |
| Right-of-Way Support   | 0           | 90           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 90             |
| Right-of-Way Capital   | 0           | 125          | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 125            |
| Construction Support   | 0           | 200          | 100          | 100          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 400            |
| Construction Capital   | 0           | 0            | 275          | 200          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 475            |
| Vehicles               | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Communications         | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Project Contingency    | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total SANDAG</b>    | <b>\$0</b>  | <b>\$990</b> | <b>\$485</b> | <b>\$320</b> | <b>\$5</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,800</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years | FY 25        | FY 26        | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|-----------------------------|-------------|--------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Environmental Document      | \$0         | \$0          | \$0          | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0            |
| Design                      | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support        | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital        | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support        | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital        | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles                    | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total Outside Agency</b> | <b>\$0</b>  | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>     |
| <b>Total Expenditures</b>   | <b>\$0</b>  | <b>\$990</b> | <b>\$485</b> | <b>\$320</b> | <b>\$5</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,800</b> |

**Funding Plan (thousands of dollars)**

| Funding Source         | Prior Years | FY 25        | FY 26        | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|-------------|--------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| <b>Local</b>           |             |              |              |              |            |            |            |            |            |            |            |                |
| 91000100 TransNet-BPNS | \$0         | \$990        | \$485        | \$320        | \$5        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,800        |
| <b>Total Funding</b>   | <b>\$0</b>  | <b>\$990</b> | <b>\$485</b> | <b>\$320</b> | <b>\$5</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,800</b> |

**CHAPTER 5.4**

# Major Capital Projects



Projects described in this section are other regionally significant capital investments (more than \$1 million) necessary for the renewal and improvement of the region’s transportation network as well as projects to improve quality of life.

## Budget Comparison

**FY 2026**

\$94,719,000

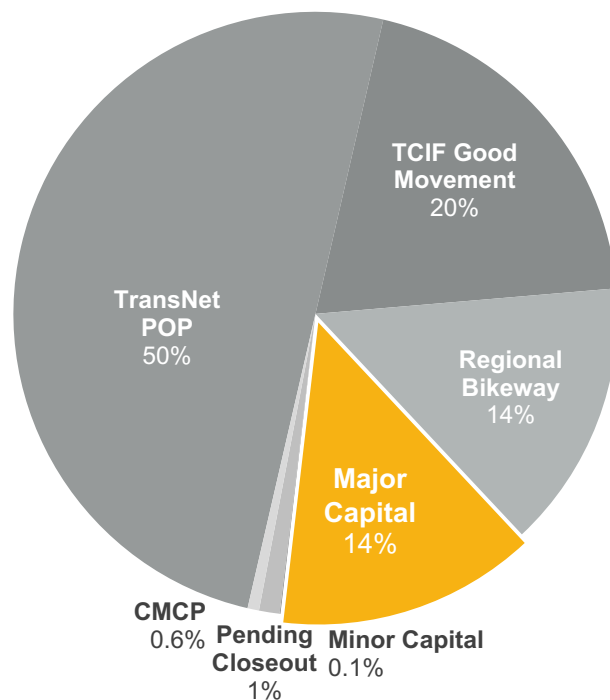
**FY 2025**

\$93,634,000

## Major Projects

- ▶ San Onofre to Pulgas Double-Tracking Phase 2 (I146600)
- ▶ Del Mar Bluffs V (I147100)
- ▶ Harbor Drive 2.0/Vesta Street Bridge (I148000)
- ▶ Airport Transit Connection (I149100)
- ▶ San Ysidro Transit Center Improvements (I149200)

## Capital Budget Breakdown



**Project Name:** OCS Insulator & Catch Cable Replacement  
**CIP No.** 1129200 **RTIP No:** SAN36  
**Project Manager:** Dale Neuzil **Corridor Director:** Chip Finch

**Project Scope:**

Installation of OCS insulators and catch cables at all balance weight locations to comply with General Order 95 and replacement of aging stick insulators on the Orange and Green Trolley lines to provide better reliability.

**Project Limits:**

Orange Line from 12th & Imperial to Main Street in El Cajon. Green Line from County Center/Little Italy to Mission San Diego and Main Street in El Cajon to Santee.

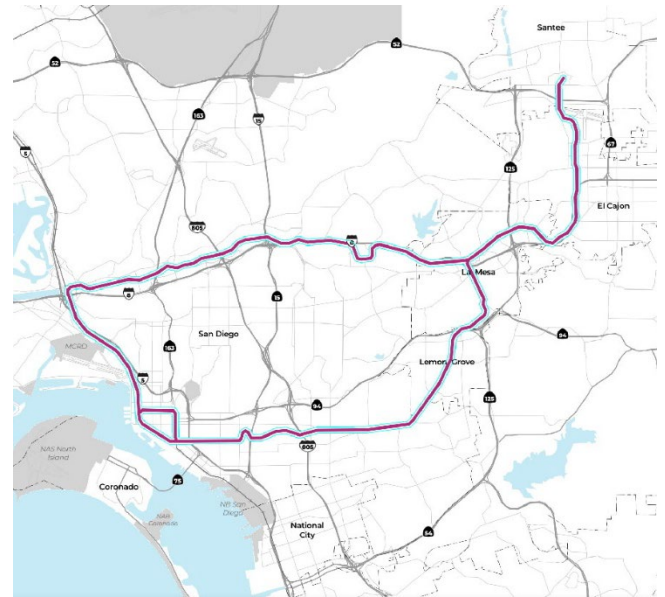
**Progress to Date:**

Project has entered the final stage of construction near Santee and is 90% complete.

**Major Milestones:**

| Milestone                    | Date       |
|------------------------------|------------|
| Draft Environmental Document | N/A        |
| Final Environmental Document | N/A        |
| Ready to Advertise           | June-16    |
| Begin Construction           | April-17   |
| Open to Public               | October-19 |
| Construction Complete        | July-25    |

**Site Location**



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

| Budget Phase           | Prior Years    | FY 25          | FY 26        | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|----------------|----------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$1,079        | \$111          | \$40         | \$10         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,240         |
| Environmental Document | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Design                 | 331            | 40             | 10           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 381             |
| Right-of-Way Support   | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital   | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support   | 1,341          | 440            | 99           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,880           |
| Construction Capital   | 5,084          | 3,035          | 200          | 300          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 8,619           |
| Vehicles               | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 2              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2               |
| Communications         | 31             | 25             | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 56              |
| Project Contingency    | 0              | 200            | 47           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 247             |
| <b>Total SANDAG</b>    | <b>\$7,868</b> | <b>\$3,851</b> | <b>\$396</b> | <b>\$310</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$12,425</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years    | FY 25          | FY 26        | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|----------------|----------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0            | \$0            | \$0          | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0              | 0              | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$7,868</b> | <b>\$3,851</b> | <b>\$396</b> | <b>\$310</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$12,425</b> |

**Funding Plan (thousands of dollars)**

| Funding Source            | Prior Years    | FY 25          | FY 26        | FY 27       | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|---------------------------|----------------|----------------|--------------|-------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>            |                |                |              |             |            |            |            |            |            |            |            |                 |
| 70270001 FTA Section 5309 | \$339          | \$0            | \$0          | \$0         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$339           |
| FTA Section 5307          | 5,961          | 2,369          | 0            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 8,330           |
| <b>Local</b>              |                |                |              |             |            |            |            |            |            |            |            |                 |
| 91000100 TransNet TSI     | 540            | 0              | 6            | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 546             |
| 91040000 TDA              | 1,028          | 1,482          | 391          | 10          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2,910           |
| <b>Total Funding</b>      | <b>\$7,868</b> | <b>\$3,851</b> | <b>\$396</b> | <b>\$10</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$12,125</b> |

**Project Name:** ERP System  
**CIP No.** 1130100 **RTIP No:** N/A  
**Project Manager:** Jiqin Zeng **Corridor Director:** Grace Mino

**Project Scope:**

Implement an integrated modern cloud-based enterprise resource planning (ERP) platform to meet the current and future needs of SANDAG. The ERP solution will cover the human capital management, payroll and financial management needs of the agency. Modernizing these core operational areas will provide enhanced reporting, consolidate financial management functions and allow paper-based processes to be automated through electronic workflow management.

**Project Limits:**

Regionwide

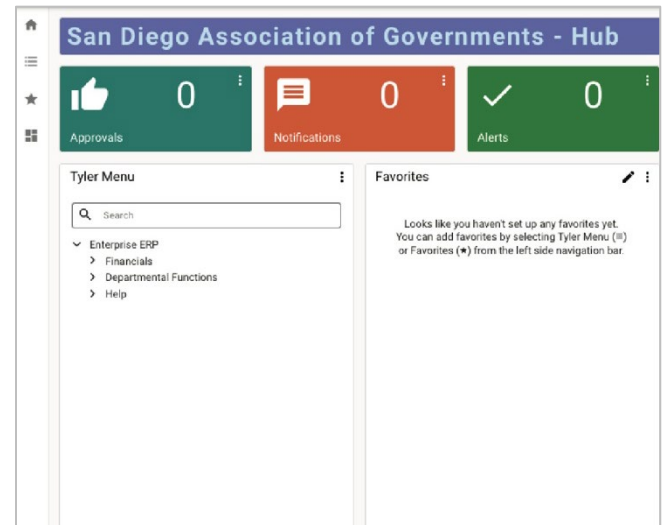
**Progress to Date:**

Phase 1 activities went live in FY 2024. Implementation of Phases 2 & 3 of the ERP Project continued in FY 2025 and will go live in FY 2026.

**Major Milestones:**

| Milestone               | Date       |
|-------------------------|------------|
| Ready to Advertise      | March-21   |
| Begin Implementation    | April-22   |
| System Go Live          | January-24 |
| Implementation Complete | January-26 |

**Site Location**



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

| Budget Phase           | Prior Years    | FY 25          | FY 26          | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$4,177        | \$1,200        | \$840          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$6,217         |
| Environmental Document | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Design                 | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support   | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital   | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support   | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital   | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles               | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 928            | 293            | 332            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,553           |
| Professional Services  | 2,053          | 180            | 204            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2,437           |
| Communications         | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Project Contingency    | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total SANDAG</b>    | <b>\$7,158</b> | <b>\$1,673</b> | <b>\$1,376</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$10,207</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years    | FY 25          | FY 26          | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0            | \$0            | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$7,158</b> | <b>\$1,673</b> | <b>\$1,376</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$10,207</b> |

**Funding Plan (thousands of dollars)**

| Funding Source                      | Prior Years    | FY 25          | FY 26          | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-------------------------------------|----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Local</b>                        |                |                |                |            |            |            |            |            |            |            |            |                 |
| 91000100 TransNet/<br>FasTrak® Swap | \$5,653        | \$46           | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$5,700         |
| 91000100 TransNet-MC                | 0              | 1,284          | 947            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2,231           |
| 91040000 TDA                        | 1,505          | 343            | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,848           |
| 93140001 SR 125 Toll<br>Revenues    | 0              | 0              | 429            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 429             |
| <b>Total Funding</b>                | <b>\$7,158</b> | <b>\$1,673</b> | <b>\$1,376</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$10,207</b> |

|                         |                                            |                           |                   |
|-------------------------|--------------------------------------------|---------------------------|-------------------|
| <b>Project Name:</b>    | <b>Fiber Optic Information Network Gap</b> |                           |                   |
| <b>CIP No.</b>          | <b>1131500</b>                             | <b>RTIP No:</b>           | <b>N/A</b>        |
| <b>Project Manager:</b> | <b>Dinara Usenova</b>                      | <b>Corridor Director:</b> | <b>Chip Finch</b> |

**Project Scope:**

The Fiber Optic Information Network Gap Closure project will close the remaining gaps in Escondido, Oceanside and SR 125 to the Toll Plaza and create redundant communications information network paths for SANDAG Tolling, Caltrans, MTS, and NCTD.

**Project Limits:**

From Downtown San Diego to Oceanside over to Escondido and back to Downtown San Diego and from Caltrans Hub 5 through Downtown San Diego, I-15, SR 905 to Toll Plaza and Downtown San Diego through Chula Vista, SR 125 to Toll Plaza.

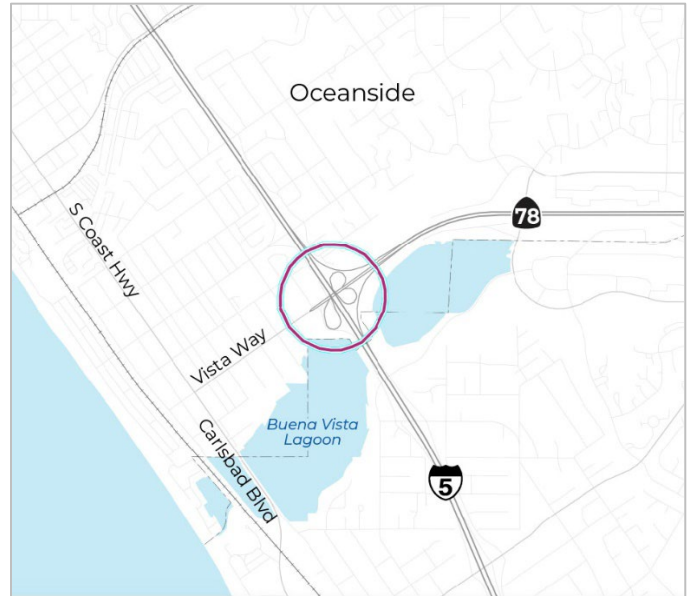
**Progress to Date:**

In FY 2025, SANDAG continued pending work and collaborated with Caltrans to close fiber optic gaps in Encinitas. In FY 2026, the as-builts will be completed prior to project closeout.

**Major Milestones:**

| Milestone                    | Date      |
|------------------------------|-----------|
| Draft Environmental Document | N/A       |
| Final Environmental Document | N/A       |
| Ready to Advertise           | August-19 |
| Begin Construction           | March-20  |
| Open to Public               | April-26  |
| Construction Complete        | April-26  |

**Site Location**



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

| Budget Phase           | Prior Years  | FY 25        | FY 26        | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|--------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$296        | \$48         | \$60         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$404          |
| Environmental Document | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Design                 | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support   | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 108          | 5            | 3            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 116            |
| Construction Capital   | 536          | 18           | 22           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 576            |
| Vehicles               | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Communications         | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Project Contingency    | 0            | 48           | 64           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 112            |
| <b>Total SANDAG</b>    | <b>\$940</b> | <b>\$119</b> | <b>\$149</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,208</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years  | FY 25        | FY 26        | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|-----------------------------|--------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Environmental Document      | \$0          | \$0          | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0            |
| Design                      | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support        | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital        | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support        | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital        | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles                    | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total Outside Agency</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>     |
| <b>Total Expenditures</b>   | <b>\$940</b> | <b>\$119</b> | <b>\$149</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,208</b> |

**Funding Plan (thousands of dollars)**

| Funding Source                  | Prior Years  | FY 25        | FY 26        | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|---------------------------------|--------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| <b>Local</b>                    |              |              |              |            |            |            |            |            |            |            |            |                |
| 91060000 NCTD                   | \$90         | \$0          | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$90           |
| 91200001 MTS                    | 150          | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 150            |
| 92140001 I-15 FasTrak® Revenues | 334          | 60           | 34           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 428            |
| 93140001 SR 125 Toll Revenues   | 366          | 59           | 115          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 540            |
| <b>Total Funding</b>            | <b>\$940</b> | <b>\$119</b> | <b>\$149</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,208</b> |



|                         |                                               |                           |                          |
|-------------------------|-----------------------------------------------|---------------------------|--------------------------|
| <b>Project Name:</b>    | <b>Joint Transportation Operations Center</b> |                           |                          |
| <b>CIP No.</b>          | <b>1142600</b>                                | <b>RTIP No:</b>           | <b>SAN13</b>             |
| <b>Project Manager:</b> | <b>Jose Vargas</b>                            | <b>Corridor Director:</b> | <b>Lucinda Broussard</b> |

**Project Scope:**

The Joint Transportation Operations Center will combine management functions and operations in a single facility including elements from transit, highways, and arterials, as well as create interfaces with public safety agencies within the region.

**Project Limits:**

Regionwide

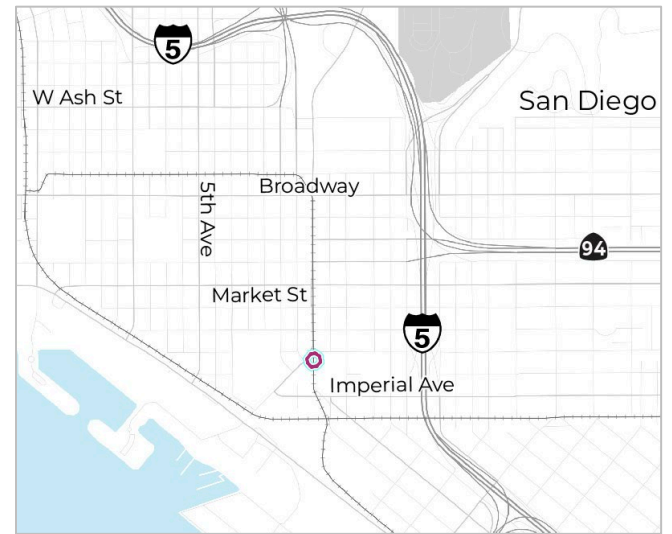
**Progress to Date:**

Implementation is 50% complete, with ongoing replacements of the 24/7 access control system, cameras, and entry security at SR 125.

**Major Milestones:**

| Milestone               | Date         |
|-------------------------|--------------|
| Ready to Advertise      | December-24  |
| Begin Implementation    | March-25     |
| System Go Live          | September-26 |
| Implementation Complete | April-29     |

**Site Location**



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

| Budget Phase           | Prior Years  | FY 25        | FY 26        | FY 27       | FY 28       | FY 29       | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|--------------|--------------|--------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$73         | \$25         | \$25         | \$13        | \$13        | \$13        | \$0        | \$0        | \$0        | \$0        | \$0        | \$162          |
| Environmental Document | 0            | 0            | 0            | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| Design                 | 511          | 0            | 20           | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 531            |
| Right-of-Way Support   | 0            | 0            | 0            | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0            | 0            | 0            | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 0            | 0            | 0            | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital   | 0            | 0            | 0            | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles               | 0            | 0            | 0            | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0            | 600          | 100          | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 700            |
| Professional Services  | 0            | 150          | 90           | 65          | 65          | 65          | 0          | 0          | 0          | 0          | 0          | 435            |
| Communications         | 0            | 0            | 0            | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| Project Contingency    | 0            | 125          | 132          | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 257            |
| <b>Total SANDAG</b>    | <b>\$584</b> | <b>\$900</b> | <b>\$367</b> | <b>\$78</b> | <b>\$78</b> | <b>\$78</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,085</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years  | FY 25        | FY 26        | FY 27       | FY 28       | FY 29       | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|-----------------------------|--------------|--------------|--------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|----------------|
| Environmental Document      | \$0          | \$0          | \$0          | \$0         | \$0         | \$0         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0            |
| Design                      | 0            | 0            | 0            | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support        | 0            | 0            | 0            | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital        | 0            | 0            | 0            | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support        | 0            | 0            | 0            | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital        | 0            | 0            | 0            | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles                    | 0            | 0            | 0            | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total Outside Agency</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>     |
| <b>Total Expenditures</b>   | <b>\$584</b> | <b>\$900</b> | <b>\$367</b> | <b>\$78</b> | <b>\$78</b> | <b>\$78</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,085</b> |

**Funding Plan (thousands of dollars)**

| Funding Source                             | Prior Years  | FY 25        | FY 26        | FY 27       | FY 28       | FY 29       | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|--------------------------------------------|--------------|--------------|--------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|----------------|
| <b>Federal</b>                             |              |              |              |             |             |             |            |            |            |            |            |                |
| 70260001 FTA 5309 CA-04-0022               | \$468        | \$720        | \$294        | \$62        | \$62        | \$62        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,668        |
| <b>Local</b>                               |              |              |              |             |             |             |            |            |            |            |            |                |
| 93140001 SR 125 Toll Revenues match to FTA | 117          | 179          | 73           | 16          | 16          | 16          | 0          | 0          | 0          | 0          | 0          | 417            |
| <b>Total Funding</b>                       | <b>\$584</b> | <b>\$900</b> | <b>\$367</b> | <b>\$78</b> | <b>\$78</b> | <b>\$78</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,085</b> |

|                         |                                 |                           |             |
|-------------------------|---------------------------------|---------------------------|-------------|
| <b>Project Name:</b>    | Rose Canyon Bridge Replacements |                           |             |
| <b>CIP No.</b>          | 1145300                         | <b>RTIP No:</b>           | SAN199      |
| <b>Project Manager:</b> | Tim DeWitt                      | <b>Corridor Director:</b> | Bruce Smith |

**Project Scope:**

This project will replace three aging timber trestle railway bridges.

**Project Limits:**

On the LOSSAN Rail Corridor mileposts 254.7, 255.1, 255.3.

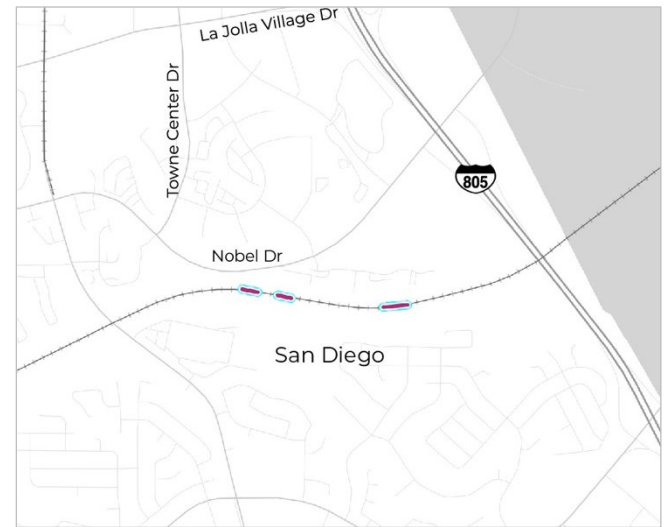
**Progress to Date:**

Project study reports are complete. Preliminary engineering will continue in FY 2026. Continuing work is contingent upon funding availability.

**Major Milestones:**

| Milestone                    | Date |
|------------------------------|------|
| Draft Environmental Document | TBD  |
| Final Environmental Document | TBD  |
| Ready to Advertise           | TBD  |
| Begin Construction           | TBD  |
| Open to Public               | TBD  |
| Construction Complete        | TBD  |

**Site Location**



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

| Budget Phase           | Prior Years  | FY 25      | FY 26       | FY 27          | FY 28          | FY 29          | FY 30          | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|--------------|------------|-------------|----------------|----------------|----------------|----------------|------------|------------|------------|------------|-----------------|
| Administration         | \$41         | \$1        | \$50        | \$240          | \$230          | \$232          | \$0            | \$0        | \$0        | \$0        | \$0        | \$794           |
| Environmental Document | 91           | 0          | 37          | 535            | 540            | 97             | 0              | 0          | 0          | 0          | 0          | 1,300           |
| Design                 | 0            | 0          | 0           | 980            | 1,000          | 10             | 0              | 0          | 0          | 0          | 0          | 1,990           |
| Right-of-Way Support   | 0            | 0          | 0           | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital   | 0            | 0          | 0           | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0               |
| Construction Support   | 0            | 0          | 0           | 0              | 550            | 1,410          | 1,349          | 0          | 0          | 0          | 0          | 3,309           |
| Construction Capital   | 0            | 0          | 0           | 0              | 1,800          | 4,400          | 3,609          | 0          | 0          | 0          | 0          | 9,809           |
| Vehicles               | 0            | 0          | 0           | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0            | 0          | 0           | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 0            | 0          | 0           | 25             | 20             | 30             | 25             | 0          | 0          | 0          | 0          | 100             |
| Communications         | 0            | 0          | 0           | 50             | 50             | 50             | 26             | 0          | 0          | 0          | 0          | 176             |
| Project Contingency    | 0            | 0          | 0           | 1,170          | 1,450          | 1,302          | 300            | 0          | 0          | 0          | 0          | 4,222           |
| <b>Total SANDAG</b>    | <b>\$132</b> | <b>\$1</b> | <b>\$87</b> | <b>\$3,000</b> | <b>\$5,640</b> | <b>\$7,531</b> | <b>\$5,309</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$21,700</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years  | FY 25      | FY 26       | FY 27          | FY 28          | FY 29          | FY 30          | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|--------------|------------|-------------|----------------|----------------|----------------|----------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0          | \$0        | \$0         | \$0            | \$0            | \$0            | \$0            | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0            | 0          | 0           | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0            | 0          | 0           | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0            | 0          | 0           | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0            | 0          | 0           | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0            | 0          | 0           | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0            | 0          | 0           | 0              | 0              | 0              | 0              | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b>  | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$132</b> | <b>\$1</b> | <b>\$87</b> | <b>\$3,000</b> | <b>\$5,640</b> | <b>\$7,531</b> | <b>\$5,309</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$21,700</b> |

**Funding Plan (thousands of dollars)**

| Funding Source               | Prior Years  | FY 25      | FY 26       | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total        |
|------------------------------|--------------|------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| <b>Federal</b>               |              |            |             |            |            |            |            |            |            |            |            |              |
| 72320001 FTA 5307 CA-90-Z207 | \$40         | \$0        | \$0         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$40         |
| <b>Local</b>                 |              |            |             |            |            |            |            |            |            |            |            |              |
| 91000100 TransNet-MC         | 0            | 0          | 21          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 21           |
| 91040000 TDA                 | 10           | 0          | 5           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 15           |
| 91060001 NCTD                | 81           | 1          | 60          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 143          |
| <b>Total Funding</b>         | <b>\$132</b> | <b>\$1</b> | <b>\$87</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$220</b> |

|                         |                                |                           |             |
|-------------------------|--------------------------------|---------------------------|-------------|
| <b>Project Name:</b>    | San Onofre Bridge Replacements |                           |             |
| <b>CIP No.</b>          | 1145400                        | <b>RTIP No:</b>           | SAN200      |
| <b>Project Manager:</b> | Tim DeWitt                     | <b>Corridor Director:</b> | Bruce Smith |

**Project Scope:**

This project will replace an aging timber trestle railway bridge that was built in the early 1900s.

**Project Limits:**

On the LOSSAN Rail Corridor milepost 209.9.

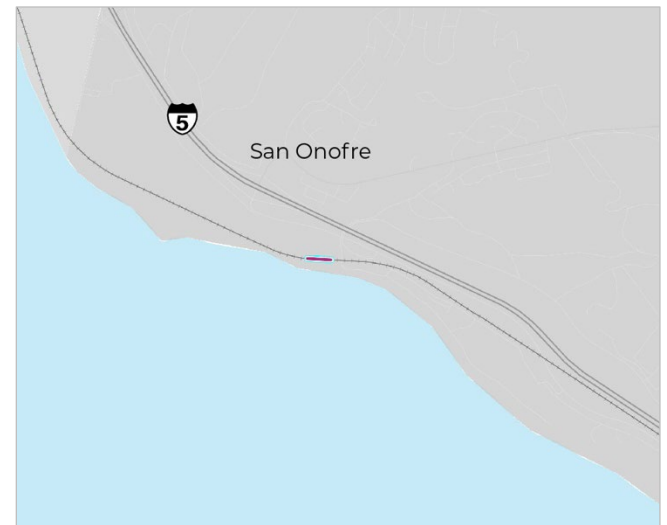
**Progress to Date:**

In FY 2025, work focused on advancing design efforts by the North County Transit District and pursuing construction funding. The initiation of construction is contingent upon securing the necessary funds.

**Major Milestones:**

| Milestone                    | Date |
|------------------------------|------|
| Draft Environmental Document | TBD  |
| Final Environmental Document | TBD  |
| Ready to Advertise           | TBD  |
| Begin Construction           | TBD  |
| Open to Public               | TBD  |
| Construction Complete        | TBD  |

**Site Location**



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

| Budget Phase           | Prior Years | FY 25      | FY 26      | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total        |
|------------------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| Administration         | \$44        | \$5        | \$7        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$56         |
| Environmental Document | 54          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 54           |
| Design                 | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Right-of-Way Support   | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Right-of-Way Capital   | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Construction Support   | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Construction Capital   | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Vehicles               | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| I.T.                   | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Professional Services  | 1           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1            |
| Communications         | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Project Contingency    | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| <b>Total SANDAG</b>    | <b>\$99</b> | <b>\$5</b> | <b>\$7</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$111</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years | FY 25      | FY 26      | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total        |
|-----------------------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| Environmental Document      | \$0         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0          |
| Design                      | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Right-of-Way Support        | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Right-of-Way Capital        | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Construction Support        | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Construction Capital        | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Vehicles                    | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| <b>Total Outside Agency</b> | <b>\$0</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>   |
| <b>Total Expenditures</b>   | <b>\$99</b> | <b>\$5</b> | <b>\$7</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$111</b> |

**Funding Plan (thousands of dollars)**

| Funding Source                       | Prior Years | FY 25      | FY 26      | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total        |
|--------------------------------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| <b>Federal</b>                       |             |            |            |            |            |            |            |            |            |            |            |              |
| 72380001 FTA Section 5307 CA-90-Z091 | \$48        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$48         |
| <b>Local</b>                         |             |            |            |            |            |            |            |            |            |            |            |              |
| 91000100 TransNet MC                 | 0           | 0          | 2          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2            |
| 91040000 TDA                         | 12          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 12           |
| 91060001 NCTD                        | 39          | 5          | 5          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 49           |
| <b>Total Funding</b>                 | <b>\$99</b> | <b>\$5</b> | <b>\$7</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$111</b> |

**Project Name:** Bridge 257.2 Replacement Project  
**CIP No.** 1146500 **RTIP No:** SAN132  
**Project Manager:** Angela Anderson **Corridor Director:** Bruce Smith

**Project Scope:**

Replace the aging trestle double-track bridge 257.2 with a new double-track bridge at a higher elevation above the 100-year storm level.

**Project Limits:**

On LOSSAN Rail Corridor from Milepost (MP) 256.6 to MP 258.

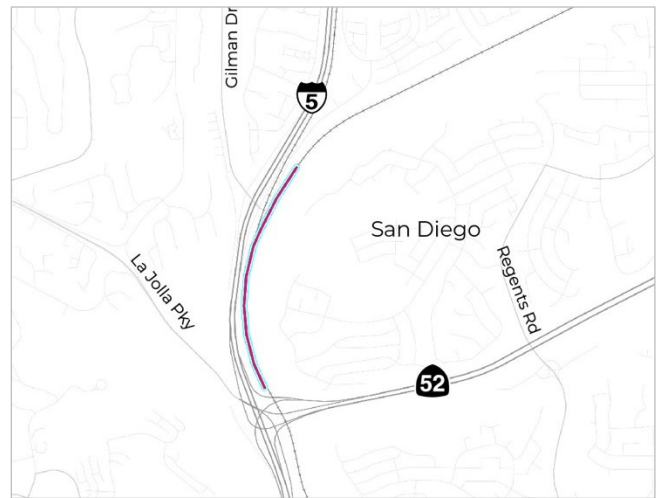
**Progress to Date:**

Environmental permits are expected to be finalized by August 2025. The Temporary Construction Easement will begin in FY 2026, once environmental clearance is obtained. The design review by the City of San Diego is currently in process.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | June-16     |
| Final Environmental Document | August-25   |
| Ready to Advertise           | November-25 |
| Begin Construction           | May-26      |
| Open to Public               | May-28      |
| Construction Complete        | May-29      |

**Site Location**



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

| Budget Phase           | Prior Years    | FY 25        | FY 26          | FY 27          | FY 28          | FY 29        | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|----------------|--------------|----------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$470          | \$166        | \$300          | \$434          | \$100          | \$16         | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,486         |
| Environmental Document | 46             | 70           | 6              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 122             |
| Design                 | 1,860          | 242          | 13             | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 2,115           |
| Right-of-Way Support   | 1              | 10           | 10             | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 21              |
| Right-of-Way Capital   | 0              | 20           | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 20              |
| Construction Support   | 28             | 0            | 1,300          | 1,000          | 723            | 100          | 0          | 0          | 0          | 0          | 0          | 3,151           |
| Construction Capital   | 37             | 0            | 3,000          | 3,300          | 1,163          | 0            | 0          | 0          | 0          | 0          | 0          | 7,500           |
| Vehicles               | 0              | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0              | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 0              | 5            | 10             | 8              | 5              | 5            | 0          | 0          | 0          | 0          | 0          | 33              |
| Communications         | 0              | 5            | 20             | 12             | 7              | 0            | 0          | 0          | 0          | 0          | 0          | 44              |
| Project Contingency    | 0              | 80           | 200            | 900            | 900            | 328          | 0          | 0          | 0          | 0          | 0          | 2,408           |
| <b>Total SANDAG</b>    | <b>\$2,442</b> | <b>\$598</b> | <b>\$4,859</b> | <b>\$5,654</b> | <b>\$2,898</b> | <b>\$449</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$16,900</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years    | FY 25        | FY 26          | FY 27          | FY 28          | FY 29        | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|----------------|--------------|----------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0            | \$0          | \$0            | \$0            | \$0            | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0              | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0              | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0              | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0              | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0              | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0              | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$2,442</b> | <b>\$598</b> | <b>\$4,859</b> | <b>\$5,654</b> | <b>\$2,898</b> | <b>\$449</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$16,900</b> |

**Funding Plan (thousands of dollars)**

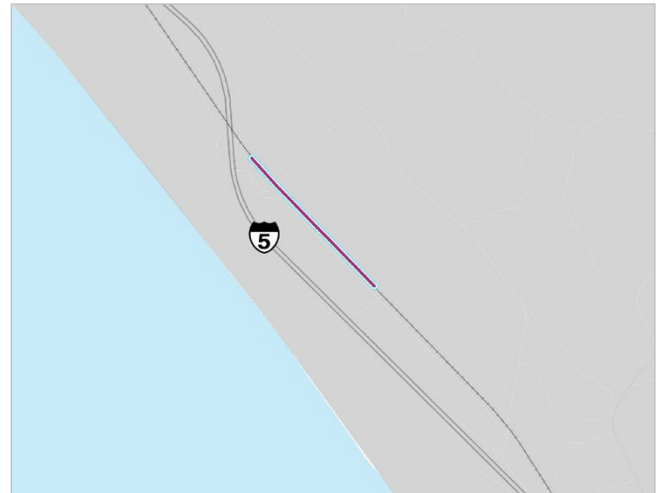
| Funding Source                              | Prior Years    | FY 25        | FY 26          | FY 27          | FY 28          | FY 29        | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|---------------------------------------------|----------------|--------------|----------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>                              |                |              |                |                |                |              |            |            |            |            |            |                 |
| 72320001 FTA Section 5307 CA-90-Z207        | \$673          | \$0          | \$0            | \$0            | \$0            | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$673           |
| 72460001 FTA Section 5307 CA-2018-153       | 1,281          | 275          | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 1,556           |
| 75460003 FRA - CRISI                        | 0              | 0            | 3,396          | 3,990          | 657            | 0            | 0          | 0          | 0          | 0          | 0          | 8,043           |
| <b>Local</b>                                |                |              |                |                |                |              |            |            |            |            |            |                 |
| 91000100 TransNet-MC                        | 0              | 253          | 789            | 1,191          | 2,241          | 449          | 0          | 0          | 0          | 0          | 0          | 4,924           |
| 91040000 TDA - Match to CA-2018-153         | 320            | 69           | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 389             |
| 91060001 NCTD                               | 0              | 0            | 674            | 473            | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 1,147           |
| 91060001 NCTD (STA-SB1) Match to CA-90-Z207 | 168            | 0            | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 168             |
| <b>Total Funding</b>                        | <b>\$2,442</b> | <b>\$598</b> | <b>\$4,859</b> | <b>\$5,654</b> | <b>\$2,898</b> | <b>\$449</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$16,900</b> |

|                         |                                                  |                           |                    |
|-------------------------|--------------------------------------------------|---------------------------|--------------------|
| <b>Project Name:</b>    | <b>San Onofre to Pulgas Double-Track Phase 2</b> |                           |                    |
| <b>CIP No.</b>          | <b>1146600</b>                                   | <b>RTIP No:</b>           | <b>SAN115</b>      |
| <b>Project Manager:</b> | <b>Tim DeWitt</b>                                | <b>Corridor Director:</b> | <b>Bruce Smith</b> |

**Project Scope:**

Design and construction of 1.6 miles of grading and drainage improvements, installation of 1.1 miles of second main track, installation of one new single track bridge, embankment construction, retaining wall construction, utility relocation, maintenance road, and revegetation.

**Site Location**



**Project Limits:**

On LOSSAN Rail Corridor from Control Point (CP) Don at Mile Post (MP) 216.5 to CP Pulgas at MP 218.1 at Camp Pendleton.

**Progress to Date:**

Construction began in FY 2025 and will continue through FY 2026.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | N/A         |
| Final Environmental Document | April-12    |
| Ready to Advertise           | November-24 |
| Begin Construction           | April-25    |
| Open to Public               | April-27    |
| Construction Complete        | April-28    |

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

| Budget Phase           | Prior Years    | FY 25          | FY 26           | FY 27           | FY 28          | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|----------------|----------------|-----------------|-----------------|----------------|------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$691          | \$500          | \$700           | \$500           | \$209          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$2,600         |
| Environmental Document | 0              | 0              | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Design                 | 1,279          | 170            | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 1,449           |
| Right-of-Way Support   | 0              | 10             | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 10              |
| Right-of-Way Capital   | 0              | 0              | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support   | 40             | 2,000          | 5,000           | 3,045           | 65             | 0          | 0          | 0          | 0          | 0          | 0          | 10,150          |
| Construction Capital   | 18             | 5,300          | 13,004          | 7,940           | 200            | 0          | 0          | 0          | 0          | 0          | 0          | 26,462          |
| Vehicles               | 0              | 0              | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0              | 0              | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 0              | 5              | 5               | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 10              |
| Communications         | 0              | 30             | 20              | 20              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 70              |
| Project Contingency    | 0              | 0              | 1,077           | 2,269           | 1,362          | 0          | 0          | 0          | 0          | 0          | 0          | 4,708           |
| <b>Total SANDAG</b>    | <b>\$2,028</b> | <b>\$8,015</b> | <b>\$19,806</b> | <b>\$13,774</b> | <b>\$1,836</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$45,459</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years    | FY 25          | FY 26           | FY 27           | FY 28          | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|----------------|----------------|-----------------|-----------------|----------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0            | \$0            | \$0             | \$0             | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0              | 0              | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0              | 0              | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0              | 0              | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0              | 0              | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0              | 0              | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0              | 0              | 0               | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$2,028</b> | <b>\$8,015</b> | <b>\$19,806</b> | <b>\$13,774</b> | <b>\$1,836</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$45,459</b> |

**Funding Plan (thousands of dollars)**

| Funding Source                     | Prior Years    | FY 25          | FY 26           | FY 27          | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------------------|----------------|----------------|-----------------|----------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>State</b>                       |                |                |                 |                |            |            |            |            |            |            |            |                 |
| 82500005 SB1 - TCEP (Construction) | \$0            | \$4,930        | \$0             | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$4,930         |
| 82500005 SB1 - TCEP (PS&E)         | 567            | 0              | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 567             |
| 83000001 STIP IIP (Construction)   | 0              | 2,919          | 19,806          | 6,138          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 28,863          |
| 83000001 STIP                      | 1,177          | 0              | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,177           |
| <b>Local</b>                       |                |                |                 |                |            |            |            |            |            |            |            |                 |
| 91060001 NCTD                      | 284            | 166            | 0               | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 450             |
| <b>Total Funding</b>               | <b>\$2,028</b> | <b>\$8,015</b> | <b>\$19,806</b> | <b>\$6,138</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$35,987</b> |

|                         |                         |                           |                    |
|-------------------------|-------------------------|---------------------------|--------------------|
| <b>Project Name:</b>    | <b>Del Mar Bluffs V</b> | <b>RTIP No:</b>           | <b>SAN268</b>      |
| <b>CIP No.</b>          | <b>1147100</b>          | <b>Corridor Director:</b> | <b>Bruce Smith</b> |
| <b>Project Manager:</b> | <b>Alexandra DeVaux</b> |                           |                    |

**Project Scope:**

Complete environmental document, design, and construct improvements to maintain stability of trackbed on 1.6 miles of coastal bluff. Stabilization measures including soldier piles, lagging and tiebacks to maintain stability of the trackbed, replacing/repairing deteriorating drainage structures, bluff toe protection, bluff face protection, and repair of localized areas of erosion.

**Project Limits:**

On LOSSAN Rail Corridor from Mile Post (MP) 244.1 near Coast Boulevard to MP 245.7 at Carmel Valley Road.

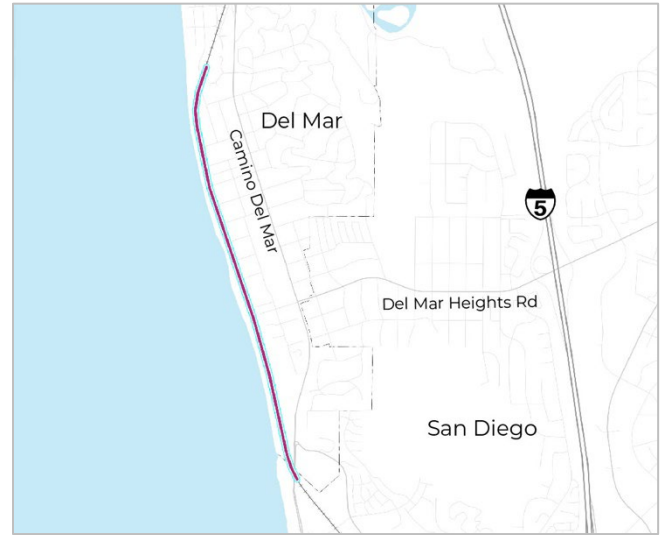
**Progress to Date:**

Construction is 40% complete and will continue through FY 2026.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | January-21  |
| Final Environmental Document | June-21     |
| Ready to Advertise           | July-23     |
| Begin Construction           | February-24 |
| Open to Public               | January-27  |
| Construction Complete        | January-28  |

**Site Location**



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

| Budget Phase           | Prior Years     | FY 25           | FY 26           | FY 27           | FY 28           | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$2,112         | \$900           | \$400           | \$400           | \$544           | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$4,356         |
| Environmental Document | 2,037           | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 2,037           |
| Design                 | 3,719           | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 3,719           |
| Right-of-Way Support   | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital   | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support   | 2,547           | 5,000           | 5,000           | 5,000           | 3,243           | 0          | 0          | 0          | 0          | 0          | 0          | 20,790          |
| Construction Capital   | 15,145          | 17,500          | 18,500          | 7,561           | 7,560           | 0          | 0          | 0          | 0          | 0          | 0          | 66,266          |
| Vehicles               | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Communications         | 112             | 0               | 135             | 75              | 49              | 0          | 0          | 0          | 0          | 0          | 0          | 371             |
| Project Contingency    | 0               | 500             | 650             | 650             | 292             | 0          | 0          | 0          | 0          | 0          | 0          | 2,092           |
| <b>Total SANDAG</b>    | <b>\$25,672</b> | <b>\$23,900</b> | <b>\$24,685</b> | <b>\$13,686</b> | <b>\$11,688</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$99,631</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years     | FY 25           | FY 26           | FY 27           | FY 28           | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0             | \$0             | \$0             | \$0             | \$0             | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0               | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$25,672</b> | <b>\$23,900</b> | <b>\$24,685</b> | <b>\$13,686</b> | <b>\$11,688</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$99,631</b> |

Funding Plan (thousands of dollars)

| Funding Source                               | Prior Years     | FY 25           | FY 26           | FY 27           | FY 28           | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|----------------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>                               |                 |                 |                 |                 |                 |            |            |            |            |            |            |                 |
| 72320001 FTA 5307 CA-90-Z207                 | \$320           | \$0             | \$0             | \$0             | \$0             | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$320           |
| 72510001 FTA Section 5307 CA-2021-195        | 297             | 20              | 2,213           | 35              | 435             | 0          | 0          | 0          | 0          | 0          | 0          | 3,000           |
| 73020001 FTA CMPJ CA-2023-029                | 1,595           | 1,480           | 1,778           | 0               | 5,147           | 0          | 0          | 0          | 0          | 0          | 0          | 10,000          |
| 75460002 FRA State of Good Repair            | 3,916           | 3,177           | 4,476           | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 11,570          |
| <b>State</b>                                 |                 |                 |                 |                 |                 |            |            |            |            |            |            |                 |
| 82500005 SB1 - TCEP - State                  | 8,000           | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 8,000           |
| 82500006 SB1 - TCEP - Regional               | 4,108           | 14,399          | 12,693          | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 31,200          |
| 85160001 California Natural Resources Agency | 2,829           | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 2,829           |
| 85170001 Cap & Trade - TIRCP                 | 3,759           | 15              | 2,216           | 8,739           | 1,803           | 0          | 0          | 0          | 0          | 0          | 0          | 16,532          |
| SCaltrans-TIRCP-SB125                        | 0               | 0               | 0               | 4,912           | 4,304           | 0          | 0          | 0          | 0          | 0          | 0          | 9,215           |
| <b>Local</b>                                 |                 |                 |                 |                 |                 |            |            |            |            |            |            |                 |
| 91060001 NCTD                                | 685             | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 685             |
| 91060001 NCTD (FTA 5337)                     | 82              | 4,809           | 1,309           | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 6,200           |
| 91060001 NCTD (TDA)                          | 80              | 0               | 0               | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 80              |
| <b>Total Funding</b>                         | <b>\$25,672</b> | <b>\$23,900</b> | <b>\$24,685</b> | <b>\$13,686</b> | <b>\$11,688</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$99,631</b> |

|                         |                                           |                           |                    |
|-------------------------|-------------------------------------------|---------------------------|--------------------|
| <b>Project Name:</b>    | <b>Del Mar Bluffs Access Improvements</b> |                           |                    |
| <b>CIP No.</b>          | <b>1147101</b>                            | <b>RTIP No:</b>           | <b>SAN268</b>      |
| <b>Project Manager:</b> | <b>Alexndra DeVaux</b>                    | <b>Corridor Director:</b> | <b>Bruce Smith</b> |

**Project Scope:**

Environmental clearance and design of pedestrian access improvements, which are anticipated to include a lateral (North-South) trail, a railroad crossing and a vertical accessway (East-West) to the beach.

**Project Limits:**

On LOSSAN Rail Corridor from Mile Post (MP) 244.1 near Coast Boulevard to MP 246.1 near McGonigle Road.

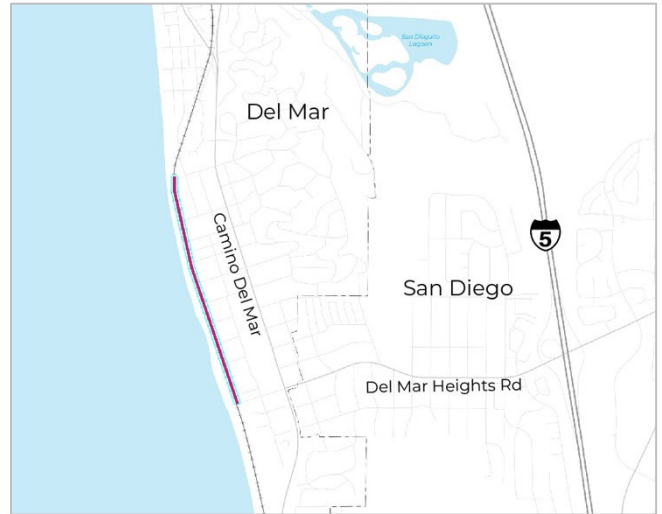
**Progress to Date:**

The preliminary engineering and environmental clearance phase started in FY 2025, with design now 30% complete. Work will continue into FY 2026, and the Draft Environmental Document is expected in the first quarter of the fiscal year.

**Major Milestones:**

| Milestone                    | Date    |
|------------------------------|---------|
| Draft Environmental Document | July-25 |
| Final Environmental Document | July-26 |
| Ready to Advertise           | TBD     |
| Begin Construction           | TBD     |
| Open to Public               | TBD     |
| Construction Complete        | TBD     |

**Site Location**



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

| Budget Phase           | Prior Years | FY 25        | FY 26          | FY 27          | FY 28           | FY 29          | FY 30        | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|-------------|--------------|----------------|----------------|-----------------|----------------|--------------|------------|------------|------------|------------|-----------------|
| Administration         | \$0         | \$288        | \$324          | \$252          | \$360           | \$144          | \$72         | \$0        | \$0        | \$0        | \$0        | \$1,440         |
| Environmental Document | 0           | 400          | 1,000          | 200            | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 1,600           |
| Design                 | 0           | 0            | 700            | 1,700          | 937             | 0              | 0            | 0          | 0          | 0          | 0          | 3,337           |
| Right-of-Way Support   | 0           | 0            | 20             | 20             | 20              | 0              | 0            | 0          | 0          | 0          | 0          | 60              |
| Right-of-Way Capital   | 0           | 0            | 50             | 50             | 50              | 0              | 0            | 0          | 0          | 0          | 0          | 150             |
| Construction Support   | 0           | 0            | 0              | 150            | 1,448           | 1,448          | 338          | 0          | 0          | 0          | 0          | 3,384           |
| Construction Capital   | 0           | 0            | 0              | 0              | 7,427           | 5,617          | 0            | 0          | 0          | 0          | 0          | 13,044          |
| Vehicles               | 0           | 0            | 0              | 0              | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0           | 0            | 0              | 0              | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 0           | 0            | 24             | 72             | 24              | 0              | 0            | 0          | 0          | 0          | 0          | 120             |
| Communications         | 0           | 0            | 12             | 12             | 168             | 48             | 0            | 0          | 0          | 0          | 0          | 240             |
| Project Contingency    | 0           | 25           | 25             | 25             | 25              | 25             | 0            | 0          | 0          | 0          | 0          | 125             |
| <b>Total SANDAG</b>    | <b>\$0</b>  | <b>\$713</b> | <b>\$2,155</b> | <b>\$2,481</b> | <b>\$10,459</b> | <b>\$7,282</b> | <b>\$410</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$23,500</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years | FY 25        | FY 26          | FY 27          | FY 28           | FY 29          | FY 30        | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|-------------|--------------|----------------|----------------|-----------------|----------------|--------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0         | \$0          | \$0            | \$0            | \$0             | \$0            | \$0          | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0           | 0            | 0              | 0              | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0           | 0            | 0              | 0              | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0           | 0            | 0              | 0              | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0           | 0            | 0              | 0              | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0           | 0            | 0              | 0              | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0           | 0            | 0              | 0              | 0               | 0              | 0            | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>  | <b>\$0</b>   | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$0</b>  | <b>\$713</b> | <b>\$2,155</b> | <b>\$2,481</b> | <b>\$10,459</b> | <b>\$7,282</b> | <b>\$410</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$23,500</b> |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years | FY 25        | FY 26          | FY 27          | FY 28          | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|----------------------|-------------|--------------|----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|----------------|
| <b>Federal</b>       |             |              |                |                |                |            |            |            |            |            |            |                |
| 74100001 RSTP        | \$0         | \$713        | \$2,155        | \$2,481        | \$3,651        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$9,000        |
| <b>Total Funding</b> | <b>\$0</b>  | <b>\$713</b> | <b>\$2,155</b> | <b>\$2,481</b> | <b>\$3,651</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$9,000</b> |



**Project Scope:**

Implementation of Next OS including Smart Intersection System, Next Generation Integrated Corridor Management System (ICMS), and a Regional Border Management System to improve travel from South Bay communities to the region's employment centers. Successful implementation of Next OS infrastructure and technologies will enhance the equity and resiliency of the transportation network.

**Project Limits:**

Proposed improvements at pilot locations that connect the border region to these communities including San Ysidro, Chula Vista, National City, City of San Diego, the Port of San Diego, SR 905 and Otay Mesa East Port of Entry.

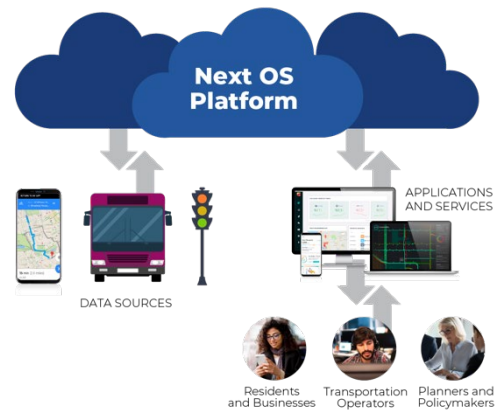
**Progress to Date:**

System design, including the finalization of features and locations, was initiated in FY 2025. Software development and hardware installation will begin and progress throughout FY 2026.

**Major Milestones:**

| Milestone               | Date        |
|-------------------------|-------------|
| Ready to Advertise      | N/A         |
| Begin Implementation    | December-22 |
| System Go Live          | July-26     |
| Implementation Complete | July-27     |

**Site Location**



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

| Budget Phase           | Prior Years    | FY 25          | FY 26          | FY 27          | FY 28       | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|----------------|----------------|----------------|----------------|-------------|------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$405          | \$200          | \$200          | \$50           | \$6         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$861          |
| Environmental Document | 0              | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Design                 | 0              | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support   | 0              | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0              | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 0              | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital   | 0              | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles               | 0              | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0              | 135            | 1,130          | 1,005          | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 2,270          |
| Professional Services  | 1,542          | 2,000          | 2,000          | 966            | 5           | 0          | 0          | 0          | 0          | 0          | 0          | 6,513          |
| Communications         | 0              | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Project Contingency    | 0              | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total SANDAG</b>    | <b>\$1,947</b> | <b>\$2,335</b> | <b>\$3,330</b> | <b>\$2,021</b> | <b>\$11</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$9,644</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years    | FY 25          | FY 26          | FY 27          | FY 28       | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|-----------------------------|----------------|----------------|----------------|----------------|-------------|------------|------------|------------|------------|------------|------------|----------------|
| Environmental Document      | \$0            | \$0            | \$0            | \$0            | \$0         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0            |
| Design                      | 0              | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support        | 0              | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital        | 0              | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support        | 0              | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital        | 0              | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles                    | 0              | 0              | 0              | 0              | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total Outside Agency</b> | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>     |
| <b>Total Expenditures</b>   | <b>\$1,947</b> | <b>\$2,335</b> | <b>\$3,330</b> | <b>\$2,021</b> | <b>\$11</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$9,644</b> |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years    | FY 25          | FY 26          | FY 27          | FY 28       | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|----------------------|----------------|----------------|----------------|----------------|-------------|------------|------------|------------|------------|------------|------------|----------------|
| <b>Federal</b>       |                |                |                |                |             |            |            |            |            |            |            |                |
| 74070001 FHWA ATCMTD | \$1,779        | \$2,227        | \$3,289        | \$1,993        | \$9         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$9,298        |
| <b>Local</b>         |                |                |                |                |             |            |            |            |            |            |            |                |
| 91000100 TransNet MC | 168            | 107            | 41             | 28             | 2           | 0          | 0          | 0          | 0          | 0          | 0          | 346            |
| <b>Total Funding</b> | <b>\$1,947</b> | <b>\$2,335</b> | <b>\$3,330</b> | <b>\$2,021</b> | <b>\$11</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$9,644</b> |

**Project Name:** SR 76 Roadway Straightening  
**CIP No.** 1147800 **RTIP No:** SAN299  
**Project Manager:** Andrew Camacho **Corridor Director:** Sam Amen

**Project Scope:**

Develop Project Study Report for roadway safety improvements.

**Project Limits:**

Horse Ranch Creek Road to Pala Reservation.

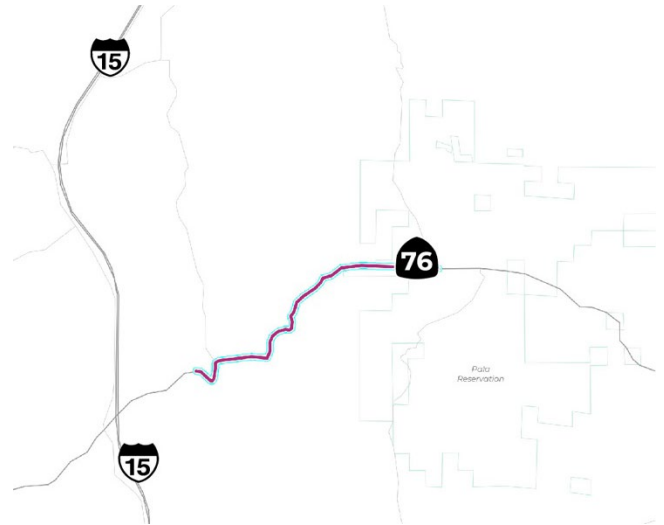
**Progress to Date:**

Preliminary engineering began in FY 2025. Project Study Report will be completed in FY 2026.

**Major Milestones:**

| Milestone                    | Date |
|------------------------------|------|
| Draft Environmental Document | TBD  |
| Final Environmental Document | TBD  |
| Ready to Advertise           | TBD  |
| Begin Construction           | TBD  |
| Open to Public               | TBD  |
| Construction Complete        | TBD  |

**Site Location**



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

| Budget Phase           | Prior Years | FY 25        | FY 26        | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|-------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$75        | \$125        | \$200        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$400          |
| Environmental Document | 1           | 650          | 669          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,320          |
| Design                 | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support   | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital   | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles               | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Communications         | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Project Contingency    | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total SANDAG</b>    | <b>\$76</b> | <b>\$775</b> | <b>\$869</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,720</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase              | Prior Years | FY 25        | FY 26          | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|---------------------------|-------------|--------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Environmental Document    | \$0         | \$100        | \$180          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$280          |
| Design                    | 0           | 0            | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support      | 0           | 0            | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital      | 0           | 0            | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support      | 0           | 0            | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital      | 0           | 0            | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles                  | 0           | 0            | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total Caltrans</b>     | <b>\$0</b>  | <b>\$100</b> | <b>\$180</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$280</b>   |
| <b>Total Expenditures</b> | <b>\$76</b> | <b>\$875</b> | <b>\$1,049</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,000</b> |
| <b>RSTP Pass-through</b>  | <b>\$0</b>  | <b>\$100</b> | <b>\$180</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$280</b>   |

**Funding Plan (thousands of dollars)**

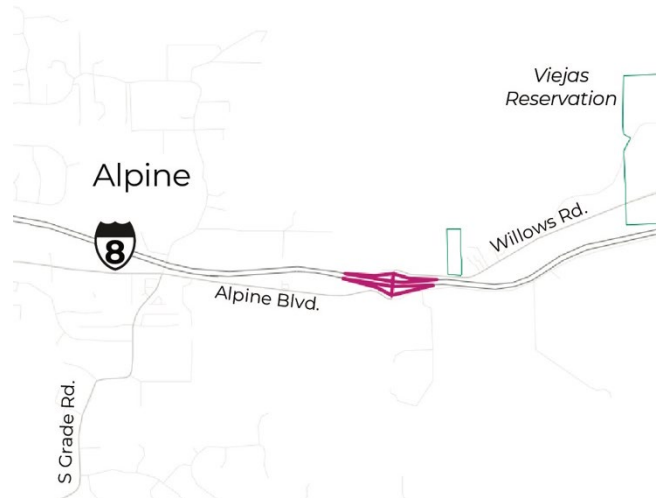
| Funding Source       | Prior Years | FY 25        | FY 26          | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|----------------------|-------------|--------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| <b>Federal</b>       |             |              |                |            |            |            |            |            |            |            |            |                |
| 74100001 RSTP        | \$76        | \$775        | \$869          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,720        |
| RSTP                 | 0           | 100          | 180            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 280            |
| <b>Total Funding</b> | <b>\$76</b> | <b>\$875</b> | <b>\$1,049</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,000</b> |

**Project Name:** I-8/Willows Road Interchange Improvements  
**CIP No.** 1147900 **RTIP No:** SAN300  
**Project Manager:** Andrew Camacho **Corridor Director:** Nikki Tiongco

**Project Scope:**

Develop Project Study Report for interchange improvements.

**Site Location**



**Project Limits:**

I-8/West Willows Road.

**Progress to Date:**

Preliminary engineering began in FY 2025. Project Study Report will be completed in FY 2026.

**Major Milestones:**

| Milestone                    | Date |
|------------------------------|------|
| Draft Environmental Document | TBD  |
| Final Environmental Document | TBD  |
| Ready to Advertise           | TBD  |
| Begin Construction           | TBD  |
| Open to Public               | TBD  |
| Construction Complete        | TBD  |

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

| Budget Phase           | Prior Years | FY 25          | FY 26          | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|-------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$82        | \$118          | \$100          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$300          |
| Environmental Document | 0           | 1,225          | 1,225          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2,450          |
| Design                 | 0           | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support   | 0           | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0           | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 0           | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital   | 0           | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles               | 0           | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0           | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0           | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Communications         | 0           | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Project Contingency    | 0           | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total SANDAG</b>    | <b>\$82</b> | <b>\$1,343</b> | <b>\$1,325</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,750</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase              | Prior Years | FY 25          | FY 26          | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|---------------------------|-------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Environmental Document    | \$0         | \$100          | \$150          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$250          |
| Design                    | 0           | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support      | 0           | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital      | 0           | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support      | 0           | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital      | 0           | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles                  | 0           | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total Caltrans</b>     | <b>\$0</b>  | <b>\$100</b>   | <b>\$150</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$250</b>   |
| <b>Total Expenditures</b> | <b>\$82</b> | <b>\$1,443</b> | <b>\$1,475</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$3,000</b> |
| <b>RSTP Pass-Through</b>  | <b>\$0</b>  | <b>\$100</b>   | <b>\$150</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$250</b>   |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years | FY 25          | FY 26          | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|----------------------|-------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| <b>Federal</b>       |             |                |                |            |            |            |            |            |            |            |            |                |
| 74100001 RSTP        | \$82        | \$1,343        | \$1,325        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$2,750        |
| RSTP                 | 0           | 100            | 150            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 250            |
| <b>Total Funding</b> | <b>\$82</b> | <b>\$1,443</b> | <b>\$1,475</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$3,000</b> |

|                         |                                      |                           |               |
|-------------------------|--------------------------------------|---------------------------|---------------|
| <b>Project Name:</b>    | Harbor Drive 2.0/Vesta Street Bridge |                           |               |
| <b>CIP No.</b>          | 1148000                              | <b>RTIP No:</b>           | CAL615        |
| <b>Project Manager:</b> | Andrea Hoff                          | <b>Corridor Director:</b> | Nikki Tiongco |

**Project Scope:**

Develop a connected, sustainable freight corridor along Harbor Drive to enhance connections and access between Port and Naval gates, reduce impacts of freight on Port-side Environmental Justice Neighborhoods, and improve mobility at the five-legged intersection at Norman Scott Road, 32nd Street, and Wabash Street.

**Project Limits:**

Harbor Drive between the Tenth Avenue Marine Terminal (TAMT) and National City Marine Terminal, including key intersections leading to the I-5 and I-15 freeways.

**Progress to Date:**

Environmental clearance phase completed in FY 2024. Design will continue into FY 2026.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | October-23  |
| Final Environmental Document | December-23 |
| Ready to Advertise           | TBD         |
| Begin Construction           | TBD         |
| Open to Public               | TBD         |
| Construction Complete        | TBD         |

**Site Location**



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

| Budget Phase           | Prior Years | FY 25          | FY 26           | FY 27          | FY 28           | FY 29           | FY 30           | FY 31          | FY 32          | FY 33          | FY 34      | Total           |
|------------------------|-------------|----------------|-----------------|----------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|------------|-----------------|
| Administration         | \$0         | \$290          | \$390           | \$390          | \$390           | \$172           | \$100           | \$100          | \$0            | \$0            | \$0        | \$1,832         |
| Environmental Document | 0           | 0              | 0               | 0              | 0               | 0               | 0               | 0              | 0              | 0              | 0          | 0               |
| Design                 | 0           | 1,000          | 1,347           | 576            | 0               | 0               | 0               | 0              | 0              | 0              | 0          | 2,923           |
| Right-of-Way Support   | 0           | 100            | 1,100           | 800            | 0               | 0               | 0               | 0              | 0              | 0              | 0          | 2,000           |
| Right-of-Way Capital   | 0           | 350            | 8,300           | 8,050          | 0               | 0               | 0               | 0              | 0              | 0              | 0          | 16,700          |
| Construction Support   | 0           | 0              | 0               | 0              | 2,000           | 2,000           | 2,000           | 1,250          | 500            | 250            | 0          | 8,000           |
| Construction Capital   | 0           | 0              | 0               | 0              | 8,125           | 12,125          | 10,125          | 5,625          | 3,000          | 1,500          | 0          | 40,500          |
| Vehicles               | 0           | 0              | 0               | 0              | 0               | 0               | 0               | 0              | 0              | 0              | 0          | 0               |
| I.T.                   | 0           | 0              | 0               | 0              | 0               | 0               | 0               | 0              | 0              | 0              | 0          | 0               |
| Professional Services  | 0           | 0              | 0               | 0              | 0               | 0               | 0               | 0              | 0              | 0              | 0          | 0               |
| Communications         | 0           | 0              | 0               | 0              | 0               | 0               | 0               | 0              | 0              | 0              | 0          | 0               |
| Project Contingency    | 0           | 0              | 0               | 0              | 0               | 0               | 0               | 0              | 0              | 0              | 0          | 0               |
| <b>Total SANDAG</b>    | <b>\$0</b>  | <b>\$1,740</b> | <b>\$11,137</b> | <b>\$9,816</b> | <b>\$10,515</b> | <b>\$14,297</b> | <b>\$12,225</b> | <b>\$6,975</b> | <b>\$3,500</b> | <b>\$1,750</b> | <b>\$0</b> | <b>\$71,955</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                                    | Prior Years    | FY 25          | FY 26           | FY 27           | FY 28           | FY 29           | FY 30           | FY 31          | FY 32          | FY 33          | FY 34      | Total            |
|-------------------------------------------------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|------------|------------------|
| Environmental Document                          | \$8,752        | \$48           | \$0             | \$0             | \$0             | \$0             | \$0             | \$0            | \$0            | \$0            | \$0        | \$8,800          |
| Design                                          | 3              | 6,524          | 1,704           | 0               | 0               | 0               | 0               | 0              | 0              | 0              | 0          | 8,231            |
| Right-of-Way Support                            | 0              | 0              | 0               | 0               | 0               | 0               | 0               | 0              | 0              | 0              | 0          | 0                |
| Right-of-Way Capital                            | 0              | 0              | 0               | 0               | 0               | 0               | 0               | 0              | 0              | 0              | 0          | 0                |
| Construction Support                            | 0              | 0              | 0               | 6,600           | 0               | 0               | 0               | 0              | 0              | 0              | 0          | 6,600            |
| Construction Capital                            | 0              | 0              | 0               | 38,200          | 0               | 0               | 0               | 0              | 0              | 0              | 0          | 38,200           |
| Vehicles                                        | 0              | 0              | 0               | 0               | 0               | 0               | 0               | 0              | 0              | 0              | 0          | 0                |
| <b>Total Caltrans</b>                           | <b>\$8,755</b> | <b>\$6,572</b> | <b>\$1,704</b>  | <b>\$44,800</b> | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b> | <b>\$61,831</b>  |
| <b>Total Expenditures</b>                       | <b>\$8,755</b> | <b>\$8,312</b> | <b>\$12,841</b> | <b>\$54,616</b> | <b>\$10,515</b> | <b>\$14,297</b> | <b>\$12,225</b> | <b>\$6,975</b> | <b>\$3,500</b> | <b>\$1,750</b> | <b>\$0</b> | <b>\$133,786</b> |
| <b>SANDAG TCEP (S) Pass-through to Caltrans</b> | <b>\$0</b>     | <b>\$1,110</b> | <b>\$621</b>    | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b> | <b>\$1,731</b>   |
| <b>Caltrans TCEP (R) Pass-through to SANDAG</b> | <b>\$0</b>     | <b>\$280</b>   | <b>\$4,178</b>  | <b>\$642</b>    | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b> | <b>\$5,100</b>   |
| <b>Caltrans TCEP (S) Pass-through to SANDAG</b> | <b>\$0</b>     | <b>\$1,340</b> | <b>\$3,829</b>  | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b> | <b>\$5,169</b>   |

Funding Plan (thousands of dollars)

| Funding Source               | Prior Years    | FY 25          | FY 26           | FY 27           | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------------|----------------|----------------|-----------------|-----------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>               |                |                |                 |                 |            |            |            |            |            |            |            |                 |
| 72340001 Federal RCN         | \$0            | \$0            | \$1,340         | \$9,660         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$11,000        |
| CBI - Caltrans               | 8,752          | 48             | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 8,800           |
| <b>State</b>                 |                |                |                 |                 |            |            |            |            |            |            |            |                 |
| 82500005 SB1 - TCEP State    | 0              | 1,340          | 3,829           | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 5,169           |
| 82500006 SB1 - TCEP Regional | 0              | 280            | 4,178           | 642             | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 5,100           |
| SB1-TCEP                     | 3              | 6,524          | 1,704           | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 8,231           |
| <b>Local</b>                 |                |                |                 |                 |            |            |            |            |            |            |            |                 |
| 91070001 Port of San Diego   | 0              | 120            | 1,790           | 276             | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2,186           |
| <b>Total Funding</b>         | <b>\$8,755</b> | <b>\$8,312</b> | <b>\$12,841</b> | <b>\$10,578</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$40,486</b> |

|                         |                                   |                           |                      |
|-------------------------|-----------------------------------|---------------------------|----------------------|
| <b>Project Name:</b>    | <b>Airport Transit Connection</b> | <b>RTIP No:</b>           | <b>SAN315</b>        |
| <b>CIP No.</b>          | <b>1149100</b>                    | <b>Corridor Director:</b> | <b>Marisa Mangan</b> |
| <b>Project Manager:</b> | <b>Jennifer Williamson</b>        |                           |                      |

**Project Scope:**

Environmental clearance and up to 30% design for an Airport Transit Connection between Old Town and Santa Fe Depot with a primary stop at San Diego International Airport.

**Project Limits:**

From I-8 to the San Diego Airport and 12th and Imperial Trolley Center subject to concept screening through the environmental process.

**Progress to Date:**

Environmental notice of preparation for the Airport Transit Connection is underway.

**Major Milestones:**

| Milestone                    | Date        |
|------------------------------|-------------|
| Draft Environmental Document | December-25 |
| Final Environmental Document | December-27 |
| Ready to Advertise           | TBD         |
| Begin Construction           | TBD         |
| Open to Public               | TBD         |
| Construction Complete        | TBD         |

**Site Location**



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

| Budget Phase           | Prior Years | FY 25          | FY 26          | FY 27           | FY 28           | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|-------------|----------------|----------------|-----------------|-----------------|------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$0         | \$350          | \$650          | \$650           | \$650           | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$2,300         |
| Environmental Document | 0           | 400            | 6,000          | 12,000          | 3,000           | 0          | 0          | 0          | 0          | 0          | 0          | 21,400          |
| Design                 | 0           | 0              | 0              | 6,000           | 3,678           | 0          | 0          | 0          | 0          | 0          | 0          | 9,678           |
| Right-of-Way Support   | 0           | 0              | 0              | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital   | 0           | 0              | 0              | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support   | 0           | 0              | 0              | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital   | 0           | 0              | 0              | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles               | 0           | 0              | 0              | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 0           | 0              | 0              | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Professional Services  | 0           | 0              | 500            | 1,250           | 500             | 0          | 0          | 0          | 0          | 0          | 0          | 2,250           |
| Communications         | 0           | 250            | 750            | 750             | 500             | 0          | 0          | 0          | 0          | 0          | 0          | 2,250           |
| Project Contingency    | 0           | 0              | 600            | 2,000           | 2,000           | 0          | 0          | 0          | 0          | 0          | 0          | 4,600           |
| <b>Total SANDAG</b>    | <b>\$0</b>  | <b>\$1,000</b> | <b>\$8,500</b> | <b>\$22,650</b> | <b>\$10,328</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$42,478</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase              | Prior Years | FY 25          | FY 26          | FY 27           | FY 28           | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|---------------------------|-------------|----------------|----------------|-----------------|-----------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document    | \$0         | \$0            | \$0            | \$0             | \$0             | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                    | 0           | 0              | 0              | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support      | 0           | 0              | 0              | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital      | 0           | 0              | 0              | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support      | 0           | 0              | 0              | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital      | 0           | 0              | 0              | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                  | 0           | 0              | 0              | 0               | 0               | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Caltrans</b>     | <b>\$0</b>  | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>      | <b>\$0</b>      | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b> | <b>\$0</b>  | <b>\$1,000</b> | <b>\$8,500</b> | <b>\$22,650</b> | <b>\$10,328</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$42,478</b> |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years | FY 25          | FY 26          | FY 27           | FY 28           | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|----------------------|-------------|----------------|----------------|-----------------|-----------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Federal</b>       |             |                |                |                 |                 |            |            |            |            |            |            |                 |
| 7210001 CMAQ         | \$0         | \$1,000        | \$8,500        | \$22,650        | \$10,328        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$42,478        |
| <b>Total Funding</b> | <b>\$0</b>  | <b>\$1,000</b> | <b>\$8,500</b> | <b>\$22,650</b> | <b>\$10,328</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$42,478</b> |

|                         |                                        |                           |                        |
|-------------------------|----------------------------------------|---------------------------|------------------------|
| <b>Project Name:</b>    | San Ysidro Transit Center Improvements |                           |                        |
| <b>CIP No.</b>          | 1149200                                | <b>RTIP No:</b>           | SAN316                 |
| <b>Project Manager:</b> | Zach Hernandez                         | <b>Corridor Director:</b> | Maria Rodriguez-Molina |

**Project Scope:**

Project will include preliminary engineering and environmental assessment to realign the light rail tracks at the San Ysidro Transit Center for improved multimodal connectivity, operational efficiency, and capacity enhancements for transit service at the station.

**Project Limits:**

Beyer Boulevard to San Ysidro Port of Entry (Blue Line Trolley).

**Progress to Date:**

Advanced planning and conceptual engineering (10% design) for alternatives is complete. Preliminary engineering will continue into FY 2026. Environmental clearance will begin in FY 2026.

**Major Milestones:**

| Milestone                    | Date     |
|------------------------------|----------|
| Draft Environmental Document | April-26 |
| Final Environmental Document | July-26  |
| Ready to Advertise           | TBD      |
| Begin Construction           | TBD      |
| Open to Public               | TBD      |
| Construction Complete        | TBD      |

**Site Location**



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

| Budget Phase           | Prior Years | FY 25        | FY 26          | FY 27          | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|-------------|--------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$0         | \$100        | \$350          | \$250          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$700          |
| Environmental Document | 0           | 50           | 750            | 245            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,045          |
| Design                 | 0           | 250          | 1,500          | 950            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2,700          |
| Right-of-Way Support   | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital   | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles               | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Communications         | 0           | 0            | 50             | 50             | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 100            |
| Project Contingency    | 0           | 0            | 65             | 40             | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 105            |
| <b>Total SANDAG</b>    | <b>\$0</b>  | <b>\$400</b> | <b>\$2,715</b> | <b>\$1,535</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$4,650</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years | FY 25        | FY 26          | FY 27          | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|-----------------------------|-------------|--------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Environmental Document      | \$0         | \$0          | \$0            | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0            |
| Design                      | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support        | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital        | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support        | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital        | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles                    | 0           | 0            | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total Outside Agency</b> | <b>\$0</b>  | <b>\$0</b>   | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>     |
| <b>Total Expenditures</b>   | <b>\$0</b>  | <b>\$400</b> | <b>\$2,715</b> | <b>\$1,535</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$4,650</b> |

**Funding Plan (thousands of dollars)**

| Funding Source                         | Prior Years | FY 25        | FY 26          | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|----------------------------------------|-------------|--------------|----------------|--------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| <b>Federal</b>                         |             |              |                |              |            |            |            |            |            |            |            |                |
| 72340001 Future Federal                | \$0         | \$0          | \$86           | \$562        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$648          |
| 72500001 FTA Section 5307 CA-2020-267* | 0           | 400          | 1,600          | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2,000          |
| <b>Local</b>                           |             |              |                |              |            |            |            |            |            |            |            |                |
| 91200001 MTS                           | 0           | 0            | 1,029          | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,029          |
| <b>Total Funding</b>                   | <b>\$0</b>  | <b>\$400</b> | <b>\$2,715</b> | <b>\$562</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$3,677</b> |

\* Funds being matched with toll credits

**Project Name:** Regional Tolling Back-Office System  
**CIP No.** 1400000 **RTIP No:** N/A  
**Project Manager:** Michael Bertram **Corridor Director:** Lucinda Broussard

**Project Scope:**

This project will deliver a Regional Tolling Back Office System and combine the existing tolling system from I-15 and SR 125, as well as create a system that will support future roadways that will have a tolling option.

**Project Limits:**

Regionwide

**Progress to Date:**

Migration of customer data to the new toll system was completed in FY 2025. Maintenance of historical data will occur in FY 2026.

**Major Milestones:**

| Milestone                    | Date         |
|------------------------------|--------------|
| Draft Environmental Document | N/A          |
| Final Environmental Document | N/A          |
| Ready to Advertise           | April-16     |
| Begin Implementation         | March-17     |
| System Go Live               | November-20  |
| Implementation Complete      | September-25 |

**Site Location**



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

| Budget Phase           | Prior Years     | FY 25          | FY 26          | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|-----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$1,549         | \$282          | \$139          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,970         |
| Environmental Document | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Design                 | 1,056           | 0              | 2              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,058           |
| Right-of-Way Support   | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital   | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support   | 3,831           | 242            | 242            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 4,315           |
| Construction Capital   | 3,356           | 352            | 352            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 4,060           |
| Vehicles               | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 2,669           | 3,234          | 1,078          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 6,981           |
| Professional Services  | 35              | 224            | 112            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 371             |
| Communications         | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Project Contingency    | 0               | 0              | 50             | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 50              |
| <b>Total SANDAG</b>    | <b>\$12,496</b> | <b>\$4,334</b> | <b>\$1,975</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$18,805</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years     | FY 25          | FY 26          | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|-----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0             | \$0            | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$12,496</b> | <b>\$4,334</b> | <b>\$1,975</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$18,805</b> |

**Funding Plan (thousands of dollars)**

| Funding Source                  | Prior Years     | FY 25          | FY 26          | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|---------------------------------|-----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Local</b>                    |                 |                |                |            |            |            |            |            |            |            |            |                 |
| 93140001 SR 125 Toll Revenues   | \$7,990         | \$2,609        | \$908          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$11,507        |
| 92140001 I-15 FasTrak® Revenues | 4,506           | 1,725          | 1,067          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 7,298           |
| <b>Total Funding</b>            | <b>\$12,496</b> | <b>\$4,334</b> | <b>\$1,975</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$18,805</b> |



|                         |                                       |                           |                          |
|-------------------------|---------------------------------------|---------------------------|--------------------------|
| <b>Project Name:</b>    | <b>Roadway Toll Collection System</b> |                           |                          |
| <b>CIP No.</b>          | <b>1400402</b>                        | <b>RTIP No:</b>           | <b>N/A</b>               |
| <b>Project Manager:</b> | <b>Michael Bertram</b>                | <b>Corridor Director:</b> | <b>Lucinda Broussard</b> |

**Project Scope:**

This project will deliver updated tolling roadway equipment and systems for the SR 125 and I-15 freeways. The following equipment and systems are included: toll tag readers, antennae, and all necessary systems to process toll transactions.

**Project Limits:**

SR 125 between Otay Mesa Road and SR 54, I-15 between SR 78 and SR 52.

**Progress to Date:**

Roadways accepted and transitioned to operations and maintenance with vendor in FY 2025. Claims settlement with the vendor is expected to be finalized in FY 2026.

**Major Milestones:**

| Milestone             | Date        |
|-----------------------|-------------|
| Ready to Advertise    | May-17      |
| Begin Construction    | December-17 |
| Open to Public        | October-21  |
| Construction Complete | December-25 |

**Site Location**



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

| Budget Phase           | Prior Years     | FY 25          | FY 26          | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|-----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$1,475         | \$238          | \$119          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,832         |
| Environmental Document | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Design                 | 886             | 1              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 887             |
| Right-of-Way Support   | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital   | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support   | 2,335           | 106            | 61             | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2,502           |
| Construction Capital   | 21,929          | 4,999          | 771            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 27,699          |
| Vehicles               | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 8,150           | 507            | 40             | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 8,697           |
| Professional Services  | 28              | 647            | 200            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 875             |
| Communications         | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Project Contingency    | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total SANDAG</b>    | <b>\$34,803</b> | <b>\$6,498</b> | <b>\$1,191</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$42,492</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years     | FY 25          | FY 26          | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|-----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0             | \$0            | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$34,803</b> | <b>\$6,498</b> | <b>\$1,191</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$42,492</b> |

**Funding Plan (thousands of dollars)**

| Funding Source                  | Prior Years     | FY 25          | FY 26          | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|---------------------------------|-----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Local</b>                    |                 |                |                |            |            |            |            |            |            |            |            |                 |
| 92140001 I-15 FasTrak® Revenues | \$15,772        | \$2,439        | \$466          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$18,677        |
| 93140001 SR 125 Toll Revenues   | 19,031          | 4,059          | 725            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 23,815          |
| <b>Total Funding</b>            | <b>\$34,803</b> | <b>\$6,498</b> | <b>\$1,191</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$42,492</b> |

|                         |                                         |                           |               |
|-------------------------|-----------------------------------------|---------------------------|---------------|
| <b>Project Name:</b>    | New SR 125 Regional Tolling Back-Office |                           |               |
| <b>CIP No.</b>          | 1400406                                 | <b>RTIP No:</b>           | N/A           |
| <b>Project Manager:</b> | Chiachi Rumbolo                         | <b>Corridor Director:</b> | Alex Estrella |

**Project Scope:**

This project will replace the Regional Tolling Back-Office System for SR 125.

**Project Limits:**

SR 125 toll route

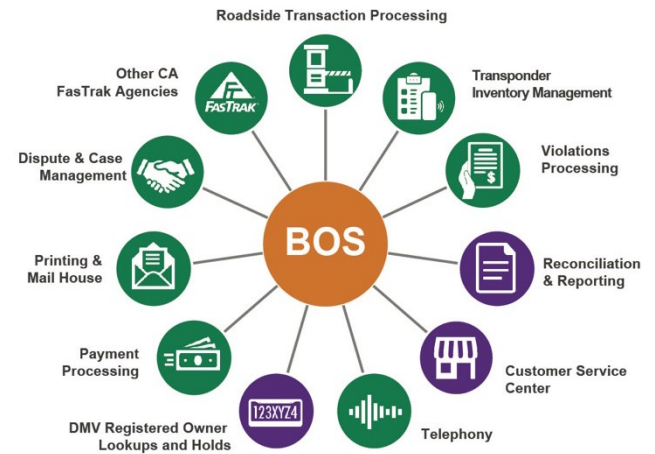
**Progress to Date:**

Data migration from the current Regional Tolling Back Office System to new system, along with design and implementation, were completed in FY 2025. System go-live, including the deployment of core system features, will be completed July 2025. Additional system features, such as tools for Customer Service Representatives and Department of Motor Vehicles (DMV) hold functionalities, will be implemented in FY 2026.

**Major Milestones:**

| Milestone               | Date        |
|-------------------------|-------------|
| Ready to Advertise      | N/A         |
| Begin Implementation    | February-24 |
| System Go Live          | July-25     |
| Implementation Complete | July-26     |

**Site Location**



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

| Budget Phase           | Prior Years    | FY 25           | FY 26          | FY 27          | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|----------------|-----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$60           | \$1,500         | \$1,000        | \$500          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$3,060         |
| Environmental Document | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Design                 | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support   | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital   | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support   | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital   | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles               | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 1,025          | 11,977          | 2,750          | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 15,752          |
| Professional Services  | 453            | 933             | 629            | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2,015           |
| Communications         | 0              | 375             | 375            | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 750             |
| Project Contingency    | 0              | 563             | 562            | 750            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,875           |
| <b>Total SANDAG</b>    | <b>\$1,538</b> | <b>\$15,348</b> | <b>\$5,316</b> | <b>\$1,250</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$23,452</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years    | FY 25           | FY 26          | FY 27          | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|----------------|-----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0            | \$0             | \$0            | \$0            | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0              | 0               | 0              | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>     | <b>\$0</b>      | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$1,538</b> | <b>\$15,348</b> | <b>\$5,316</b> | <b>\$1,250</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$23,452</b> |

**Funding Plan (thousands of dollars)**

| Funding Source                | Prior Years    | FY 25           | FY 26          | FY 27          | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-------------------------------|----------------|-----------------|----------------|----------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Local</b>                  |                |                 |                |                |            |            |            |            |            |            |            |                 |
| 93140001 SR 125 Toll Revenues | \$1,538        | \$15,348        | \$5,316        | \$1,250        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$23,452        |
| <b>Total Funding</b>          | <b>\$1,538</b> | <b>\$15,348</b> | <b>\$5,316</b> | <b>\$1,250</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$23,452</b> |

|                         |                                       |                           |               |
|-------------------------|---------------------------------------|---------------------------|---------------|
| <b>Project Name:</b>    | New I-15 Regional Tolling Back-Office |                           |               |
| <b>CIP No.</b>          | 1400407                               | <b>RTIP No:</b>           | N/A           |
| <b>Project Manager:</b> | Chiachi Rumbolo                       | <b>Corridor Director:</b> | Alex Estrella |

**Project Scope:**

This project will replace the Regional Tolling Back-Office System for I-15.

**Project Limits:**

I-15 toll road

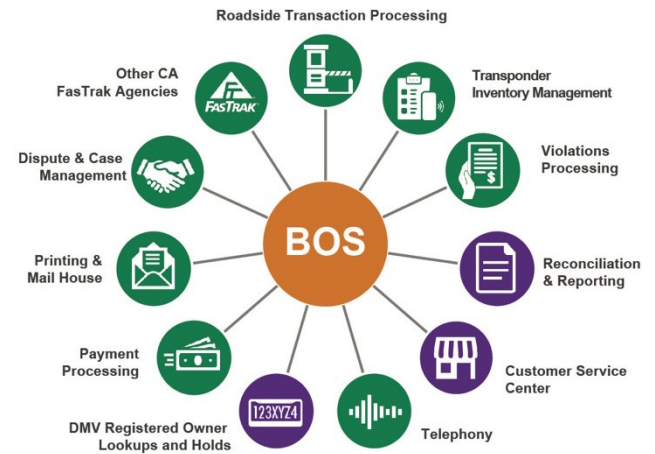
**Progress to Date:**

Data migration from the current Regional Tolling Back Office System to new system, along with design and implementation, were completed in FY 2025. System go-live, including the deployment of core system features, will be completed July 2025. Additional system features, such as tools for Customer Service Representatives and Department of Motor Vehicles (DMV) hold functionalities, will be implemented in FY 2026.

**Major Milestones:**

| Milestone               | Date        |
|-------------------------|-------------|
| Ready to Advertise      | N/A         |
| Begin Implementation    | February-24 |
| System Go Live          | July-25     |
| Implementation Complete | July-26     |

**Site Location**



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

| Budget Phase           | Prior Years    | FY 25          | FY 26          | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|------------------------|----------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Administration         | \$46           | \$1,200        | \$1,000        | \$300        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$2,546         |
| Environmental Document | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Design                 | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support   | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital   | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support   | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital   | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles               | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| I.T.                   | 1,226          | 3,993          | 917            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 6,136           |
| Professional Services  | 169            | 311            | 210            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 690             |
| Communications         | 0              | 125            | 125            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 250             |
| Project Contingency    | 0              | 187            | 188            | 250          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 625             |
| <b>Total SANDAG</b>    | <b>\$1,441</b> | <b>\$5,816</b> | <b>\$2,440</b> | <b>\$550</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$10,247</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years    | FY 25          | FY 26          | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|-----------------------------|----------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| Environmental Document      | \$0            | \$0            | \$0            | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0             |
| Design                      | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Support        | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Right-of-Way Capital        | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Support        | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Construction Capital        | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| Vehicles                    | 0              | 0              | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0               |
| <b>Total Outside Agency</b> | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>      |
| <b>Total Expenditures</b>   | <b>\$1,441</b> | <b>\$5,816</b> | <b>\$2,440</b> | <b>\$550</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$10,247</b> |

**Funding Plan (thousands of dollars)**

| Funding Source                  | Prior Years    | FY 25          | FY 26          | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total           |
|---------------------------------|----------------|----------------|----------------|--------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| <b>Local</b>                    |                |                |                |              |            |            |            |            |            |            |            |                 |
| 92140001 I-15 FasTrak® Revenues | \$1,441        | \$5,816        | \$2,440        | \$550        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$10,247        |
| <b>Total Funding</b>            | <b>\$1,441</b> | <b>\$5,816</b> | <b>\$2,440</b> | <b>\$550</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$10,247</b> |

## CHAPTER 5.5

# Minor Capital Projects



Projects described in this section include capital improvement and replacement projects of less than \$1 million.

### Budget Comparison

#### FY 2026

\$277,000

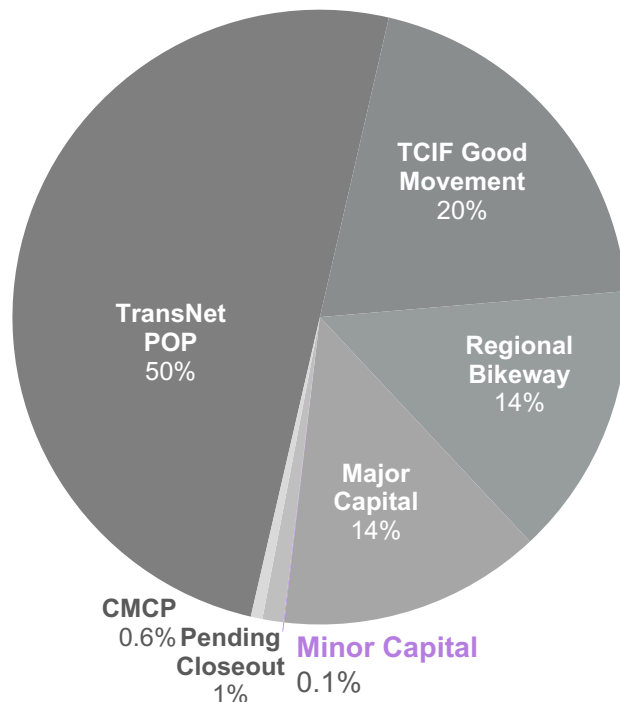
#### FY 2025

\$555,000

### Major Projects

- ▶ Regional Arterial Detection Deployment – Phase 1 (1144800)

### Capital Budget Breakdown



**Minor Capital Projects**

| Project No.                         | Project Title/ Description                                                                                                                                                                                                                                                                                                                                                       | Total Budget (\$000s) |
|-------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| 1144800                             | <p><b>Regional Arterial Detection Deployment - Phase 1</b></p> <p>Develop system for the automated, continuous, real-time monitoring, and reporting of transportation and arterial data metrics that will be used to support and improve regional performance management efforts for State of the Commute, TransNet reporting, and other performance reporting requirements.</p> | \$719                 |
| <b>Total Minor Capital Projects</b> |                                                                                                                                                                                                                                                                                                                                                                                  | <b>\$719</b>          |

## CHAPTER 5.6

# Projects Pending Closeout



Projects described in this section include capital projects that are open to the public and are substantially complete.

### Budget Comparison

#### FY 2026

\$7,565,000

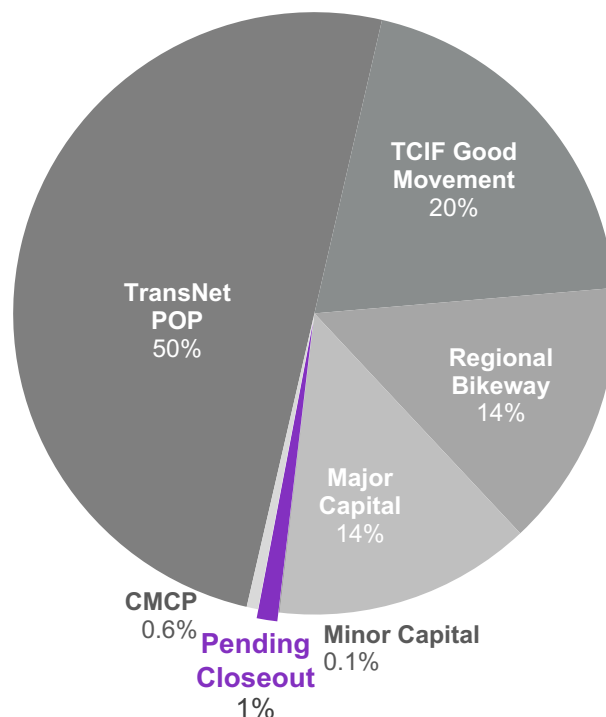
#### FY 2025

\$8,228,000

### Major Projects

- ▶ I-5/Genesee Interchange and Widening (1200506)
- ▶ SR 11 and Otay Mesa East Port of Entry: Segment 2A and SR 905/125/11 Southbound Connectors Construction (1201103)
- ▶ SR 52 Extension (1205203)
- ▶ SR 76 East (1207606)
- ▶ San Elijo Lagoon Double Track (1239806)

### Capital Budget Breakdown



**Projects Pending Closeout**

| Project No. | Project Title/ Description                                                                                                                                                                                                                                                                                   | Budget Remaining as of June 2025 (thousands of dollars) | Total Budget (thousands of dollars) |
|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|-------------------------------------|
| 1147000     | <b>Beyer Blvd. Slope &amp; Drainage</b><br>Slope and drainage improvements at the San Ysidro Yard.                                                                                                                                                                                                           | \$20                                                    | \$1,481                             |
| 1149000     | <b>Central Mobility Hub</b><br>Conduct alternatives analysis, preliminary engineering, and environmental analysis for Central Mobility Hub.                                                                                                                                                                  | 10                                                      | 30,443                              |
| 1200503     | <b>I-5/SR 56 Interchange</b><br>Final environmental document for west-to-north and south-to-east general-purpose connectors including auxiliary lanes on SR 56 from El Camino Real to Carmel Country Road.                                                                                                   | 1                                                       | 12,513                              |
| 1200506     | <b>I-5/Genesee Interchange and Widening</b><br>Construct longer and wider bridge and replace ramp connections on Genesee Avenue, construct retaining walls and a bike path between Voigt Drive and Sorrento Valley Road and complete the follow-up landscaping project.                                      | 435                                                     | 121,278                             |
| 1200507     | <b>I-5/Voigt Drive Improvements</b><br>Construction of the realignment of both Campus Point and Voigt Drive between I-5 and Genesee Avenue.                                                                                                                                                                  | 60                                                      | 40,505                              |
| 1201103     | <b>SR 11 and Otay Mesa East Port of Entry: Segment 2A and SR 905/125/11 Southbound Connectors Construction</b><br>Construct SR 11 four-lane toll highway from Enrico Fermi Drive to the proposed Otay Mesa East Port of Entry, and the SR 125 southbound to eastbound SR 905 and eastbound SR 11 connectors. | 306                                                     | 127,769                             |
| 1201509     | <b>Downtown BRT Stations</b><br>New and modified transit stops at Park Boulevard, 11th Avenue, India Street, and Kettner Boulevard.                                                                                                                                                                          | 23                                                      | 20,844                              |
| 1205203     | <b>SR 52 Extension</b><br>Construct four general purpose lanes, direct connectors at SR 125 and SR 67, and interchanges at Fanita Drive, Magnolia Avenue, and Cuyamaca Street.                                                                                                                               | 3,342                                                   | 460,509                             |
| 1207606     | <b>SR 76 East</b><br>Reconstruct a two-lane conventional highway as a four-lane conventional highway and modify the SR 76/I-15 Interchange.                                                                                                                                                                  | 6,655                                                   | 201,943                             |
| 1223016     | <b>Coastal Rail Trail San Diego: Rose Creek</b><br>Construct 2.1 miles Class 1 shared use path.                                                                                                                                                                                                              | 4                                                       | 27,569                              |
| 1223022     | <b>Uptown Bikeways: Fourth and Fifth Avenue Bikeways</b><br>Construct 4.5 miles of new on-street bikeways.                                                                                                                                                                                                   | 7                                                       | 24,179                              |
| 1223023     | <b>Inland Rail Trail Phases 1 &amp; 2</b><br>Environmental clearance for 7.0 miles of new bike path. Construct 4.0 miles of new bike path.                                                                                                                                                                   | 4                                                       | 54,142                              |
| 1223082     | <b>North Park/Mid-City Bikeways: Georgia-Meade Bikeway</b><br>Design 3.5 miles and construct 6.5 miles of urban bikeways including traffic calming improvements. Includes construction of Landis Bikeway.                                                                                                    | 1                                                       | 26,414                              |

| Project No.                            | Project Title/ Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Budget Remaining as of June 2025 (thousands of dollars) | Total Budget (thousands of dollars) |
|----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|-------------------------------------|
| 1239806                                | <b>San Elijo Lagoon Double-Track</b><br>Install 1.5 miles of new double track, replace Bridge 240.4, reconfigure Control Point Cardiff with double crossovers, install new signals and drainage structures.                                                                                                                                                                                                                                                                                                                                            | 973                                                     | 77,620                              |
| 1239817                                | <b>Chesterfield Drive Crossing Improvements</b><br>Complete final design and construct at-grade crossing improvements including all bike and pedestrian facilities, double track rail, signals, and safety improvements at Chesterfield Drive.                                                                                                                                                                                                                                                                                                         | 15                                                      | 7,114                               |
| 1240001                                | <b>Mid-City Rapid Bus</b><br>Provide new Rapid service including consolidated transit stops, SR 15 transit plaza and Mid-City Centerline, synchronized traffic signals with extended green lights for buses, new low-floor vehicles, new shelters, improve waiting areas, real-time next-bus arrival signs, service frequency upgrade to every 10 minutes in the peak period, and every 15 minutes off-peak. Additional improvements include adding Traffic Signal Priority (TSP) along Park Boulevard, and TSP maintenance reporting for Rapid fleet. | 171                                                     | 44,526                              |
| 1280504                                | <b>South Bay BRT</b><br>Develop new Rapid service from the I-805/Palomar Direct Access Ramp (DAR) to the Otay Mesa Border, including the construction of a guideway on East Palomar over SR 125, around Otay Ranch Town Center Mall and through the Millenia development. Construct seven new Rapid stations.                                                                                                                                                                                                                                          | 240                                                     | 127,391                             |
| 1280505                                | <b>I-805 HOV/Carroll Canyon Direct Access Ramp</b><br>Construct two high-occupancy vehicle (HOV) lanes and north facing DAR at Carroll Canyon Road and extend Carroll Canyon Road as a four-lane arterial from Scranton Road to Sorrento Valley Road.                                                                                                                                                                                                                                                                                                  | 224                                                     | 95,775                              |
| 1280510                                | <b>I-805 South: 2HOV and Direct Access Ramp</b><br>Construct two HOV lanes between Palomar Street and SR 94, north-facing DAR and transit station at Palomar Street, and general-purpose lanes between Plaza Boulevard and SR 54.                                                                                                                                                                                                                                                                                                                      | 60                                                      | 182,546                             |
| 1390506                                | <b>SR 125/905 Southbound to Westbound Connector</b><br>Construct SR 125/905 southbound to westbound freeway grade-separated interchange connector.                                                                                                                                                                                                                                                                                                                                                                                                     | 16                                                      | 28,992                              |
| 1605201                                | <b>CMCP - Coast, Canyons, and Trails (SR 52)</b><br>Oversight of utilization of data in transportation planning and development of multimodal projects and strategies that integrate active transportation, transit, and the deployment of technology to better manage mobility throughout the corridor.                                                                                                                                                                                                                                               | 1                                                       | 2,106                               |
| <b>Total Projects Pending Closeout</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>\$12,568</b>                                         | <b>\$1,715,659</b>                  |



## CHAPTER 5.7

# Projects Completed through a Major Milestone

---



Projects described in this section include capital projects that have been completed through a major milestone and require additional funding to move into the next phase.

---

## Projects Completed through a Major Milestone

- ▶ Bayshore Bikeway: 8B Main Street to Palomar (1129900)
- ▶ Clairemont Mesa Blvd BRT Stations (1201515)
- ▶ I-805 Imperial BRT Station (1280512)

## Projects Completed through a Major Milestone

| Project No. | Project Title/ Description                                                                                                                                                                                                                                                               | Funded to Date<br>(thousands of dollars) | Completed Phase of Work | Budget Year |
|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-------------------------|-------------|
| 1129900     | <b>Bayshore Bikeway: 8B Main Street to Palomar</b><br>Completed 65% design plans for 0.4 miles of new bikeway. A private developer will construct the remaining portion of the bikeway south of where the SANDAG project ends at Ada Avenue.                                             | \$1,196                                  | Design (65%)            | FY 2022     |
| 1201515     | <b>Clairemont Mesa Blvd BRT Stations</b><br>Traffic Signal Priority on Clairemont Mesa Boulevard and transit station improvements at eastbound Ruffin Road stop. Final design of five additional transit stations is complete. Construction funds are pending further available funding. | \$1,665                                  | Final Design            | FY 2022     |
| 1280512     | <b>I-805 Imperial BRT Station</b><br>Project Study Report for an I-805 Rapid station with connection to the 47th Street Trolley complete.                                                                                                                                                | \$1,673                                  | PSR                     | FY 2016     |

## CHAPTER 5.8

# Future Projects

---



The Future Projects section identifies approved capital projects with funding beginning in FY 2027 and beyond.

---

## Major Upcoming Projects

- ▶ Carlsbad Village Double-Track Trench (1239819)
- ▶ CMCP - High Speed Transit/SR 56 (1605601)

## Future Projects

| Project No.                  | Project Title/ Description                                                                                                                                                                                              | Total Budget<br>(thousands of dollars) |
|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|
| 1239819                      | <b>Carlsbad Village Double-Track Trench</b><br>Preliminary engineering and environmental clearance for a double track railroad trench, 1.1 miles of second main track, and replacement of railroad lagoon Bridge 228.6. | \$21,181                               |
| 1605601                      | <b>CMCP - High Speed Transit/SR 56</b><br>A CMCP is a comprehensive, integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in a transportation corridor.  | \$1,100                                |
| <b>Total Future Projects</b> |                                                                                                                                                                                                                         | <b>\$22,281</b>                        |

## CHAPTER 5.9

# Comprehensive Multimodal Corridor Plan (CMCP)



Projects described in this section include projects related to creating a comprehensive, integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in a transportation corridor.

### Budget Comparison

#### FY 2026

\$4,205,000

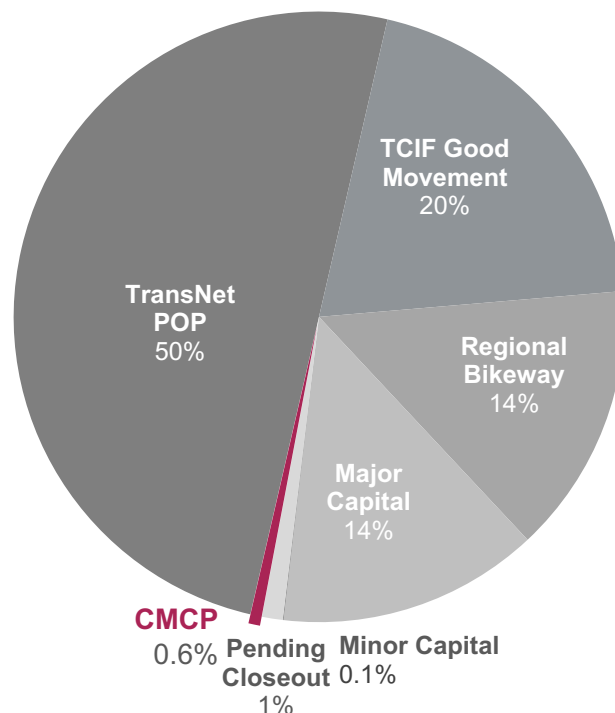
#### FY 2025

\$3,991,000

### Major Projects

- ▶ CMCP–Central Mobility Connections (1600504)
- ▶ CMCP–High Speed Transit/I-15 (1601501)
- ▶ CMCP–High Speed Transit/SR 94 (1609401)
- ▶ CMCP–High Speed Transit/SR 125 (1612501)

### Capital Budget Breakdown



**Project Name:** CMCP - Regional CMCP Development  
**CIP No.** 1600101 **RTIP No:** SAN269 (Part of V20)  
**Project Manager:** Rachel Kennedy **Corridor Director:** Rachel Kennedy

**Project Scope:**

Oversight of utilization of data in transportation planning and development of corridor-specific Regional Comprehensive Multimodal Corridor Plans (CMCP).

**Project Limits:**

Regionwide

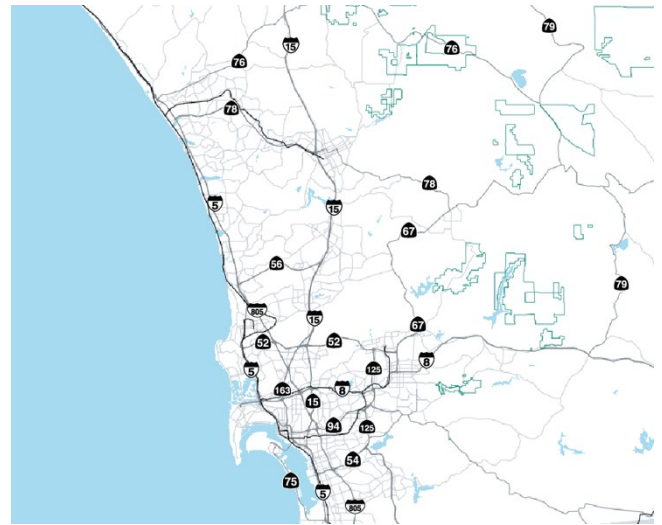
**Progress to Date:**

Development of six CMCPs has been completed, with one currently underway and another starting in FY 2026. In FY 2026, 1600101 will provide program support for the SR 94 (1609401) and I-15 (1601501) CMCPs.

**Major Milestones:**

| Milestone                    | Date |
|------------------------------|------|
| Draft Environmental Document | N/A  |
| Final Environmental Document | N/A  |
| Ready to Advertise           | N/A  |
| Begin Construction           | N/A  |
| Open to Public               | N/A  |
| Construction Complete        | N/A  |

**Site Location**



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

| Budget Phase           | Prior Years  | FY 25       | FY 26       | FY 27       | FY 28       | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|--------------|-------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$811        | \$29        | \$60        | \$50        | \$50        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,000        |
| Environmental Document | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Design                 | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support   | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital   | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles               | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Communications         | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Project Contingency    | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total SANDAG</b>    | <b>\$811</b> | <b>\$29</b> | <b>\$60</b> | <b>\$50</b> | <b>\$50</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,000</b> |

**Outside Agency Expenditure Plan (thousands of dollars)**

| Budget Phase                | Prior Years  | FY 25       | FY 26       | FY 27       | FY 28       | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|-----------------------------|--------------|-------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|----------------|
| Environmental Document      | \$0          | \$0         | \$0         | \$0         | \$0         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0            |
| Design                      | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support        | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital        | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support        | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital        | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles                    | 0            | 0           | 0           | 0           | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total Outside Agency</b> | <b>\$0</b>   | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>     |
| <b>Total Expenditures</b>   | <b>\$811</b> | <b>\$29</b> | <b>\$60</b> | <b>\$50</b> | <b>\$50</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,000</b> |

**Funding Plan (thousands of dollars)**

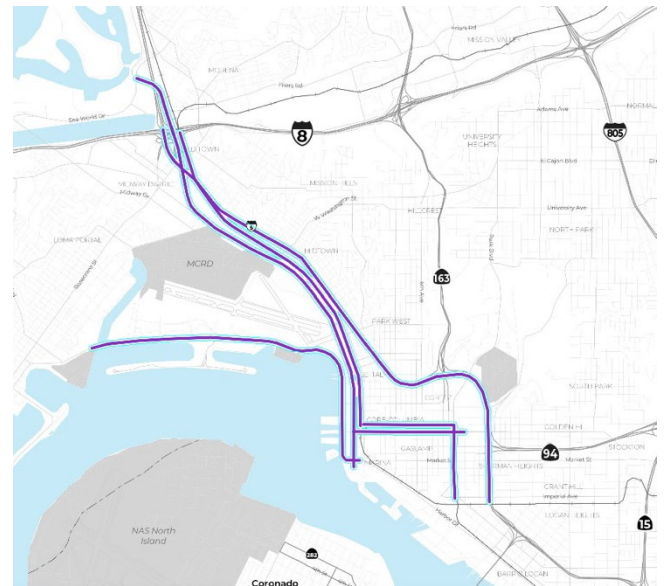
| Funding Source       | Prior Years  | FY 25       | FY 26       | FY 27       | FY 28       | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|----------------------|--------------|-------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|----------------|
| <b>Local</b>         |              |             |             |             |             |            |            |            |            |            |            |                |
| 91000100 TransNet-MC | \$811        | \$29        | \$60        | \$50        | \$50        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,000        |
| <b>Total Funding</b> | <b>\$811</b> | <b>\$29</b> | <b>\$60</b> | <b>\$50</b> | <b>\$50</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,000</b> |

**Project Name:** CMCP - Central Mobility Connections  
**CIP No.** 1600504 **RTIP No:** SAN253 (Part of V20)  
**Project Manager:** Marisa Mangan **Corridor Director:** Rachel Kennedy

**Project Scope:**

Oversight of utilization of data in transportation planning and development of innovative transportation solutions to transform the way people and goods move in the area of San Diego International Airport and the surrounding communities, including the development of a Comprehensive Multimodal Corridor Plans (CMCP). In addition, this project will analyze the feasibility of new rail grade separations along the railway corridor between Old Town and Downtown.

**Site Location**



**Project Limits:**

Central San Diego/I-5/Pacific Highway - Downtown to Old Town.

**Progress to Date:**

CMCP was completed in 2023. Rail grade separation analysis planning began in FY 2025 and will continue in FY 2026.

**Major Milestones:**

| Milestone                    | Date |
|------------------------------|------|
| Draft Environmental Document | N/A  |
| Final Environmental Document | N/A  |
| Ready to Advertise           | N/A  |
| Begin Construction           | N/A  |
| Open to Public               | N/A  |
| Construction Complete        | N/A  |

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

| Budget Phase           | Prior Years    | FY 25        | FY 26        | FY 27        | FY 28        | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|----------------|--------------|--------------|--------------|--------------|------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$1,317        | \$90         | \$230        | \$165        | \$100        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,902        |
| Environmental Document | 1,587          | 200          | 400          | 400          | 286          | 0          | 0          | 0          | 0          | 0          | 0          | 2,873          |
| Design                 | 0              | 0            | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support   | 0              | 0            | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0              | 0            | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 0              | 0            | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital   | 0              | 0            | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles               | 0              | 0            | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0              | 0            | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0              | 0            | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Communications         | 50             | 0            | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 50             |
| Project Contingency    | 0              | 0            | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total SANDAG</b>    | <b>\$2,954</b> | <b>\$290</b> | <b>\$630</b> | <b>\$565</b> | <b>\$386</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$4,825</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                 | Prior Years    | FY 25        | FY 26        | FY 27        | FY 28        | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------------|----------------|--------------|--------------|--------------|--------------|------------|------------|------------|------------|------------|------------|----------------|
| Environmental Document       | \$38           | \$0          | \$0          | \$0          | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$38           |
| Design                       | 0              | 0            | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support         | 0              | 0            | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital         | 0              | 0            | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support         | 0              | 0            | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital         | 0              | 0            | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles                     | 0              | 0            | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total Caltrans</b>        | <b>\$38</b>    | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$38</b>    |
| <b>Total Expenditures</b>    | <b>\$2,992</b> | <b>\$290</b> | <b>\$630</b> | <b>\$565</b> | <b>\$386</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$4,863</b> |
| <b>TransNet Pass-Through</b> | <b>\$38</b>    | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$38</b>    |

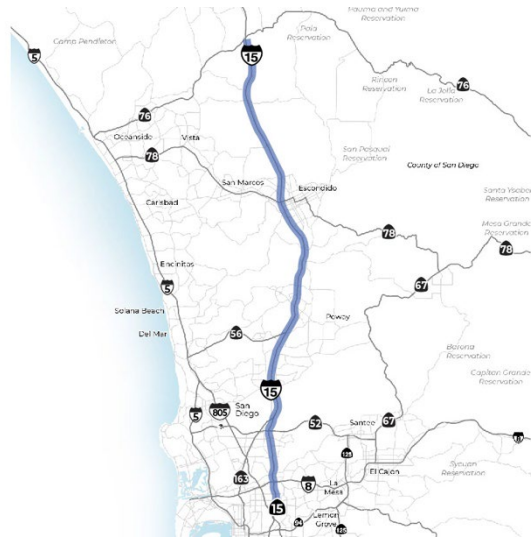
**Funding Plan (thousands of dollars)**

| Funding Source                 | Prior Years    | FY 25        | FY 26        | FY 27        | FY 28        | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|--------------------------------|----------------|--------------|--------------|--------------|--------------|------------|------------|------------|------------|------------|------------|----------------|
| <b>Federal</b>                 |                |              |              |              |              |            |            |            |            |            |            |                |
| 72340001 FRA-RCE Grant Program | \$0            | \$232        | \$504        | \$361        | \$0          | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,097        |
| 74100001 RSTP                  | 2,286          | 0            | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 2,286          |
| 75460003 FRA - CRISI           | 0              | 0            | 0            | 114          | 386          | 0          | 0          | 0          | 0          | 0          | 0          | 500            |
| <b>Local</b>                   |                |              |              |              |              |            |            |            |            |            |            |                |
| 91000100 TransNet-MC           | 706            | 58           | 126          | 90           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 980            |
| <b>Total Funding</b>           | <b>\$2,992</b> | <b>\$290</b> | <b>\$630</b> | <b>\$565</b> | <b>\$386</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$4,863</b> |

**Project Scope:**

A Comprehensive Multimodal Corridor Plan (CMCP) is a comprehensive, integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in a transportation corridor.

**Site Location**



**Project Limits:**

Along the I-15 corridor from SR 76 to I-805.

**Progress to Date:**

CMCP will begin in FY 2026.

**Major Milestones:**

| Milestone                    | Date |
|------------------------------|------|
| Draft Environmental Document | N/A  |
| Final Environmental Document | N/A  |
| Ready to Advertise           | N/A  |
| Begin Construction           | N/A  |
| Open to Public               | N/A  |
| Construction Complete        | N/A  |

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

| Budget Phase           | Prior Years | FY 25      | FY 26        | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|-------------|------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$0         | \$0        | \$150        | \$150        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$300          |
| Environmental Document | 0           | 0          | 350          | 350          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 700            |
| Design                 | 0           | 0          | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support   | 0           | 0          | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0           | 0          | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 0           | 0          | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital   | 0           | 0          | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles               | 0           | 0          | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0           | 0          | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0           | 0          | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Communications         | 0           | 0          | 50           | 50           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 100            |
| Project Contingency    | 0           | 0          | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total SANDAG</b>    | <b>\$0</b>  | <b>\$0</b> | <b>\$550</b> | <b>\$550</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,100</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase              | Prior Years | FY 25      | FY 26        | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|---------------------------|-------------|------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Environmental Document    | \$0         | \$0        | \$200        | \$200        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$400          |
| Design                    | 0           | 0          | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support      | 0           | 0          | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital      | 0           | 0          | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support      | 0           | 0          | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital      | 0           | 0          | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles                  | 0           | 0          | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total Caltrans</b>     | <b>\$0</b>  | <b>\$0</b> | <b>\$200</b> | <b>\$200</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$400</b>   |
| <b>Total Expenditures</b> | <b>\$0</b>  | <b>\$0</b> | <b>\$750</b> | <b>\$750</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,500</b> |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years | FY 25      | FY 26        | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|----------------------|-------------|------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| <b>Federal</b>       |             |            |              |              |            |            |            |            |            |            |            |                |
| 74100001 RSTP        | \$0         | \$0        | \$550        | \$550        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,100        |
| RSTP                 | 0           | 0          | 200          | 200          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 400            |
| <b>Total Funding</b> | <b>\$0</b>  | <b>\$0</b> | <b>\$750</b> | <b>\$750</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,500</b> |

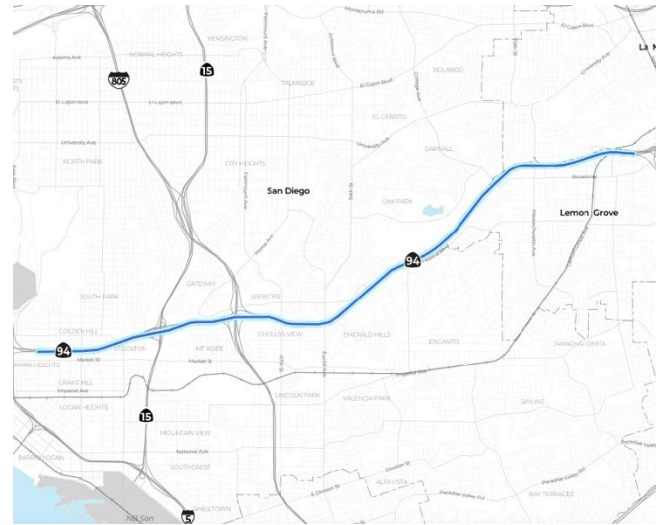


**Project Name:** CMCP - High Speed Transit/SR 94  
**CIP No.** 1609401 **RTIP No:** CAL551  
**Project Manager:** Paula Zamudio **Corridor Director:** Rachel Kennedy

**Project Scope:**

Development of multimodal transportation solutions to increase transportation options, decrease congestion, and improve mobility along SR 94 between I-5 and SR 125 in San Diego, from Downtown San Diego to Lemon Grove.

**Site Location**



**Project Limits:**

Along the SR 94 Corridor from I-5 to SR 125.

**Progress to Date:**

CMCP is 25% complete. Existing conditions and Phase 1 of outreach are complete. Study will continue through FY 2027.

**Major Milestones:**

| Milestone                    | Date |
|------------------------------|------|
| Draft Environmental Document | N/A  |
| Final Environmental Document | N/A  |
| Ready to Advertise           | N/A  |
| Begin Construction           | N/A  |
| Open to Public               | N/A  |
| Construction Complete        | N/A  |

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

| Budget Phase           | Prior Years | FY 25        | FY 26        | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|-------------|--------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$96        | \$300        | \$150        | \$134        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$680          |
| Environmental Document | 1           | 400          | 600          | 225          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,226          |
| Design                 | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support   | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital   | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles               | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Communications         | 0           | 50           | 20           | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 70             |
| Project Contingency    | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total SANDAG</b>    | <b>\$97</b> | <b>\$750</b> | <b>\$770</b> | <b>\$359</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,976</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase              | Prior Years | FY 25        | FY 26        | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|---------------------------|-------------|--------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Environmental Document    | \$0         | \$100        | \$100        | \$50         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$250          |
| Design                    | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support      | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital      | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support      | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital      | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles                  | 0           | 0            | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total Caltrans</b>     | <b>\$0</b>  | <b>\$100</b> | <b>\$100</b> | <b>\$50</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$250</b>   |
| <b>Total Expenditures</b> | <b>\$97</b> | <b>\$850</b> | <b>\$870</b> | <b>\$409</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,226</b> |

**Funding Plan (thousands of dollars)**

| Funding Source       | Prior Years | FY 25        | FY 26        | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|----------------------|-------------|--------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| <b>Federal</b>       |             |              |              |              |            |            |            |            |            |            |            |                |
| 74100001 RSTP        | \$94        | \$675        | \$670        | \$330        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,770        |
| RSTP                 | 0           | 100          | 100          | 50           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 250            |
| <b>Local</b>         |             |              |              |              |            |            |            |            |            |            |            |                |
| 91000100 TransNet-MC | 3           | 75           | 100          | 29           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 206            |
| <b>Total Funding</b> | <b>\$97</b> | <b>\$850</b> | <b>\$870</b> | <b>\$409</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,226</b> |

**Project Name:** CMCP - High Speed Transit/SR 125  
**CIP No.** 1612501 **RTIP No:** SAN256  
**Project Manager:** Mimi Morisaki **Corridor Director:** Rachel Kennedy

**Project Scope:**

Development of multimodal transportation solutions to improve mobility in the corridor along SR 125 from SR 52 to SR 905 and the U.S.-Mexico border. The Comprehensive Multimodal Corridor Plan (CMCP) also will include analysis of tolls on the South Bay Expressway.

**Project Limits:**

On SR 125 from SR 52 to SR 905 and the U.S.-Mexico Border.

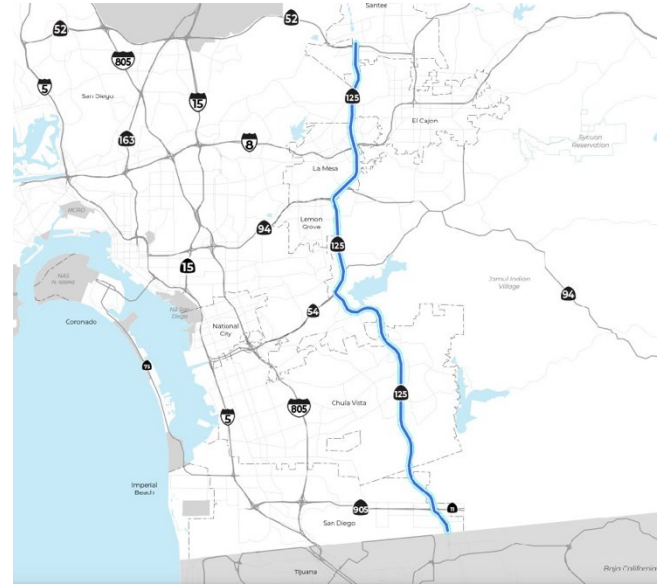
**Progress to Date:**

Consultant has been procured and work is anticipated to start mid-FY 2025. Work in FY 2025 will consist of completing the toll analysis and starting the CMCP.

**Major Milestones:**

| Milestone                    | Date |
|------------------------------|------|
| Draft Environmental Document | N/A  |
| Final Environmental Document | N/A  |
| Ready to Advertise           | N/A  |
| Begin Construction           | N/A  |
| Open to Public               | N/A  |
| Construction Complete        | N/A  |

**Site Location**



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

| Budget Phase           | Prior Years  | FY 25        | FY 26          | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|------------------------|--------------|--------------|----------------|--------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Administration         | \$236        | \$206        | \$900          | \$333        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$1,675        |
| Environmental Document | 25           | 200          | 660            | 492          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1,377          |
| Design                 | 0            | 0            | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support   | 0            | 0            | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital   | 0            | 0            | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support   | 0            | 0            | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital   | 0            | 0            | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles               | 0            | 0            | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| I.T.                   | 0            | 0            | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Professional Services  | 0            | 0            | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Communications         | 2            | 25           | 35             | 28           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 90             |
| Project Contingency    | 0            | 0            | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total SANDAG</b>    | <b>\$263</b> | <b>\$431</b> | <b>\$1,595</b> | <b>\$853</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$3,142</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase              | Prior Years  | FY 25        | FY 26          | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|---------------------------|--------------|--------------|----------------|--------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| Environmental Document    | \$0          | \$100        | \$200          | \$50         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$350          |
| Design                    | 0            | 0            | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Support      | 0            | 0            | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Right-of-Way Capital      | 0            | 0            | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Support      | 0            | 0            | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Construction Capital      | 0            | 0            | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| Vehicles                  | 0            | 0            | 0              | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0              |
| <b>Total Caltrans</b>     | <b>\$0</b>   | <b>\$100</b> | <b>\$200</b>   | <b>\$50</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$350</b>   |
| <b>Total Expenditures</b> | <b>\$263</b> | <b>\$531</b> | <b>\$1,795</b> | <b>\$903</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$3,492</b> |

**Funding Plan (thousands of dollars)**

| Funding Source                | Prior Years  | FY 25        | FY 26          | FY 27        | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total          |
|-------------------------------|--------------|--------------|----------------|--------------|------------|------------|------------|------------|------------|------------|------------|----------------|
| <b>Federal</b>                |              |              |                |              |            |            |            |            |            |            |            |                |
| 74100001 RSTP                 | \$231        | \$367        | \$1,529        | \$750        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$2,877        |
| RSTP                          | 0            | 100          | 200            | 50           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 350            |
| <b>Local</b>                  |              |              |                |              |            |            |            |            |            |            |            |                |
| 91000100 TransNet-MC          | 33           | 42           | 31             | 60           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 165            |
| 93140001 SR 125 Toll Revenues | 0            | 22           | 35             | 43           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 100            |
| <b>Total Funding</b>          | <b>\$263</b> | <b>\$531</b> | <b>\$1,795</b> | <b>\$903</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$3,492</b> |

**Project Name:** CMCP - SR 125 Toll Removal Analysis  
**CIP No.** 1612502 **RTIP No:** TBD  
**Project Manager:** Ryan Fallica **Corridor Director:** Rachel Kennedy

**Project Scope:**

The project will conduct the Project Initiation Phase, which includes the development of a Project Initiation Document (PID) and Preliminary Environmental Analysis Report (PEAR). The PID and PEAR will identify project alternatives, scope the environmental process, and develop a plan of action for removing toll-only operations earlier than 2042.

**Project Limits:**

On SR 125 from SR 905 to SR 54.

**Progress to Date:**

Draft PID and PEAR were developed in FY 2025, and final executive review and approval will be completed in FY 2026.

**Major Milestones:**

| Milestone                    | Date |
|------------------------------|------|
| Draft Environmental Document | N/A  |
| Final Environmental Document | N/A  |
| Ready to Advertise           | N/A  |
| Begin Construction           | N/A  |
| Open to Public               | N/A  |
| Construction Complete        | N/A  |

**Site Location**



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

| Budget Phase           | Prior Years | FY 25      | FY 26      | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total      |
|------------------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Administration         | \$0         | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        |
| Environmental Document | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| Design                 | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| Right-of-Way Support   | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| Right-of-Way Capital   | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| Construction Support   | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| Construction Capital   | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| Vehicles               | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| I.T.                   | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| Professional Services  | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| Communications         | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| Project Contingency    | 0           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| <b>Total SANDAG</b>    | <b>\$0</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |

**Caltrans Expenditure Plan (thousands of dollars)**

| Budget Phase                    | Prior Years | FY 25        | FY 26        | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total        |
|---------------------------------|-------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| Environmental Document          | \$0         | \$300        | \$100        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$400        |
| Design                          | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Right-of-Way Support            | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Right-of-Way Capital            | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Construction Support            | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Construction Capital            | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| Vehicles                        | 0           | 0            | 0            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0            |
| <b>Total Caltrans</b>           | <b>\$0</b>  | <b>\$300</b> | <b>\$100</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$400</b> |
| <b>Total Expenditures</b>       | <b>\$0</b>  | <b>\$300</b> | <b>\$100</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$400</b> |
| <b>SR 125 Toll Pass-Through</b> | <b>\$0</b>  | <b>\$300</b> | <b>\$100</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$400</b> |

**Funding Plan (thousands of dollars)**

| Funding Source                | Prior Years | FY 25        | FY 26        | FY 27      | FY 28      | FY 29      | FY 30      | FY 31      | FY 32      | FY 33      | FY 34      | Total        |
|-------------------------------|-------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| <b>Local</b>                  |             |              |              |            |            |            |            |            |            |            |            |              |
| 93140001 SR 125 Toll Revenues | \$0         | \$300        | \$100        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$400        |
| <b>Total Funding</b>          | <b>\$0</b>  | <b>\$300</b> | <b>\$100</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$400</b> |



## CHAPTER 6

# Internal Operations

---

The administration and IT budgets show the cost of staff time, office leases, contracted services, information systems support, travel, and training. These costs are allocated across projects in the OWP, Regional Operations and Services, and Capital Program budget components based on direct labor dollars charged to each project and funded accordingly. Each year, the allocation method for assigning these costs to projects is reviewed and approved by the Federal Transit Administration.

The Board's budget shows the costs associated with conducting the Board's business and related Policy Advisory Committee meetings. These costs are funded with SANDAG member agency assessments and TransNet funds. The information shown in the following pages includes the budget summaries and descriptions of cost categories for the FY 2026 budget and prior years.

# Administration Budget

|                                                                                                     | FY 2024 Budget      | FY 2025 Budget      | FY 2026 Budget      | % of Non-Personnel Costs | Annual % Change |
|-----------------------------------------------------------------------------------------------------|---------------------|---------------------|---------------------|--------------------------|-----------------|
| <b>Personnel</b>                                                                                    |                     |                     |                     |                          |                 |
| SANDAG Total Salaries and Benefits                                                                  | \$73,127,056        | \$80,781,119        | \$82,353,385        | -                        | 1.9%            |
| Administration Salaries and Benefits - (Included in Total Agency Salaries and Benefits shown above) | 12,076,283          | 13,843,005          | 14,571,508          | -                        | 5.3%            |
| <b>Subtotal Administration Salaries and Benefits</b>                                                | <b>12,076,283</b>   | <b>13,843,005</b>   | <b>14,571,508</b>   | <b>-</b>                 | <b>5.3%</b>     |
| <b>Non-Personnel</b>                                                                                |                     |                     |                     |                          |                 |
| Office and Graphics Supplies                                                                        | 188,000             | 210,818             | 187,383             | 1.5%                     | -11.1%          |
| Postage                                                                                             | 10,000              | 11,000              | 15,500              | 0.1%                     | 40.9%           |
| Contracted Services                                                                                 | 1,968,853           | 7,149,452           | 3,832,604           | 31.6%                    | -46.4%          |
| Parking and Mileage                                                                                 | 79,000              | 84,000              | 91,000              | 0.8%                     | 8.3%            |
| Travel                                                                                              | 64,500              | 64,750              | 55,000              | 0.5%                     | -15.1%          |
| Meeting and Miscellaneous Expenses                                                                  | 80,000              | 86,200              | 46,000              | 0.4%                     | -46.6%          |
| Temporary Personnel                                                                                 | 75,000              | 125,000             | 75,000              | 0.6%                     | -40.0%          |
| Recruitment Expenses                                                                                | 118,500             | 222,500             | 221,000             | 1.8%                     | -0.7%           |
| Memberships and Publications                                                                        | 146,500             | 169,000             | 171,100             | 1.4%                     | 1.2%            |
| Rent, Facilities                                                                                    | 4,475,000           | 3,030,000           | 4,712,000           | 38.9%                    | 55.5%           |
| Lease/Purchase/Maintenance - Vehicles                                                               | 20,000              | 20,000              | 15,000              | 0.1%                     | -25.0%          |
| Lease/Purchase/Maintenance - Office Equipment                                                       | 50,000              | 50,000              | 25,000              | 0.2%                     | -50.0%          |
| Insurance                                                                                           | 800,000             | 754,000             | 818,000             | 6.8%                     | 8.5%            |
| Telecommunications                                                                                  | 232,000             | 232,000             | 187,000             | 1.5%                     | -19.4%          |
| Training Program                                                                                    | 387,000             | 272,000             | 242,000             | 2.0%                     | -11.0%          |
| Information Systems - Maintenance and Equipment                                                     | 583,129             | 638,866             | 569,354             | 4.7%                     | -10.9%          |
| Contingency Reserve                                                                                 | 250,000             | 250,000             | 855,000             | 7.1%                     | 242.0%          |
| <b>Subtotal Non-Personnel</b>                                                                       | <b>9,527,482</b>    | <b>13,369,586</b>   | <b>12,117,941</b>   | <b>-</b>                 | <b>-9.4%</b>    |
| <b>Total Budget</b>                                                                                 | <b>21,603,765</b>   | <b>27,212,591</b>   | <b>26,689,449</b>   | <b>-</b>                 | <b>-1.9%</b>    |
| Less: Contingency funded separately with Member Assessments and TransNet                            | (250,000)           | (250,000)           | (855,000)           | -                        | 0.0%            |
| Less: Items Funded with Other Sources <sup>1</sup>                                                  | -                   | (698,583)           | (412,400)           | -                        | -               |
| <b>Total Administration Costs Charged to Overhead</b>                                               | <b>21,353,765</b>   | <b>26,264,008</b>   | <b>25,422,049</b>   | <b>100%</b>              | <b>-3.2%</b>    |
| OIPA Indirect Cost - Salaries and Benefits                                                          | 1,334,374           | 2,085,898           | 2,365,644           | -                        | 13.4%           |
| OIPA Indirect Cost - Non-Personnel                                                                  | 37,600              | 37,600              | 65,590              | -                        | 74.4%           |
| IT Indirect Cost - Salaries and Benefits                                                            | 2,330,326           | 2,231,124           | 3,412,789           | -                        | 53.0%           |
| IT Indirect Costs - Non-Personnel                                                                   | 3,035,887           | 5,917,253           | 3,593,780           | -                        | -39.3%          |
| <b>Total Indirect Costs to be Allocated (See Below)</b>                                             | <b>\$28,091,951</b> | <b>\$36,535,883</b> | <b>\$34,859,852</b> | <b>-</b>                 | <b>-4.6%</b>    |

| The Administration Budget is allocated to the OWP, TransNet, Regional Operations, and Capital Projects as follows: | FY 2024             | % of Costs  | FY 2025             | % of Costs  | FY 2026             | % of Costs  | Annual % Change |
|--------------------------------------------------------------------------------------------------------------------|---------------------|-------------|---------------------|-------------|---------------------|-------------|-----------------|
| Salaries and Benefits allocated to OWP Projects                                                                    | \$8,454,078         | 54%         | \$9,988,015         | 55%         | \$9,218,523         | 45%         | -8%             |
| Salaries and Benefits allocated to TransNet Projects                                                               | 89,618              | 1%          | 90,800              | 1%          | 142,450             | 1%          | 57%             |
| Salaries and Benefits allocated to Operations Projects                                                             | 1,668,275           | 10%         | 1,816,003           | 10%         | 2,44,993            | 12%         | 34%             |
| Salaries and Benefits allocated to Capital Projects                                                                | 5,529,012           | 35%         | 6,265,209           | 35%         | 8,546,975           | 42%         | 36%             |
| <b>Total Salaries and Benefits Allocated</b>                                                                       | <b>15,740,983</b>   | <b>100%</b> | <b>18,160,027</b>   | <b>100%</b> | <b>20,349,941</b>   | <b>100%</b> | <b>12%</b>      |
| Non-Personnel allocated to OWP Projects                                                                            | 6,633,388           | 0%          | 10,106,721          | 55%         | 6,572,989           | 45%         | -35%            |
| Non-Personnel allocated to TransNet Projects                                                                       | 70,318              | 0%          | 91,879              | 1%          | 101,569             | 1%          | 11%             |
| Non-Personnel allocated to Operations Projects                                                                     | 1,308,992           | 0%          | 1,837,586           | 10%         | 1,741,189           | 12%         | -5%             |
| Non-Personnel allocated to Capital Projects                                                                        | 4,338,271           | 0%          | 6,339,670           | 35%         | 6,094,162           | 42%         | -4%             |
| <b>Total Non-Personnel Allocated</b>                                                                               | <b>12,350,969</b>   | <b>0%</b>   | <b>18,375,856</b>   | <b>100%</b> | <b>14,509,909</b>   | <b>100%</b> | <b>-21%</b>     |
| <b>Total Indirect Cost Allocations</b>                                                                             | <b>\$28,091,952</b> |             | <b>\$36,535,883</b> |             | <b>\$34,859,852</b> | <b>-</b>    | <b>-</b>        |

<sup>1</sup> Contingency Reserve for local TDA funds for federally ineligible costs

## Administration Budget Detailed Descriptions

| Account Title/Purpose                                                                                                                                                                           | FY 2024 Budget | FY 2025 Budget | FY 2026 Budget | Change Amount | Annual % Change | Primary Reason for Change                                                                                                                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------------|----------------|---------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Office and Graphics Supplies</b><br>Standard office supplies, paper, materials, ergonomic resources, outside graphics, etc.                                                                  | \$188,000      | \$210,818      | \$187,383      | (\$23,436)    | -11.1%          | Budget reflects anticipated office and graphic expenses in FY 2026.                                                                                                                                           |
| <b>Postage</b><br>Standard mailing expenses, shipping costs, and couriers.                                                                                                                      | 10,000         | 11,000         | 15,500         | 4,500         | 40.9%           | Budget reflects anticipated office and graphic expenses in FY 2026.                                                                                                                                           |
| <b>Contracted Services</b><br>Professional services related to: financial audits, legal consultation, program management and administration services, and organization development initiatives. | 1,968,853      | 7,149,452      | 3,832,604      | (3,316,848)   | -46.4%          | Increased outside legal counsel costs for pending litigation/matters. Professional and vendor services related to the office relocation were added in FY 2025 and then removed in FY 2026.                    |
| <b>Parking and Mileage</b><br>Parking validations and mileage reimbursement.                                                                                                                    | 79,000         | 84,000         | 91,000         | 7,000         | 8.3%            | Anticipated parking rates at the West building.                                                                                                                                                               |
| <b>Travel</b><br>Employee business travel not charged to specific projects.                                                                                                                     | 64,500         | 64,750         | 55,000         | (9,750)       | -15.1%          | Budget reflects anticipated travel expenses in FY 2026.                                                                                                                                                       |
| <b>Meeting and Miscellaneous Expenses</b><br>All-Hands employee meetings; public notices.                                                                                                       | 80,000         | 86,200         | 46,000         | (40,200)      | -46.6%          | Budget reflects reduced costs for venue rentals due to meeting space at the West building; Business Meals budget reduced in FY 2026.                                                                          |
| <b>Temporary Personnel</b><br>Resources for short-term/interim staffing needs.                                                                                                                  | 75,000         | 125,000        | 75,000         | (50,000)      | -40.0%          | Temporary staffing to support office relocation was added in FY 2025 and then removed in FY 2026                                                                                                              |
| <b>Recruitment Expenses</b><br>Advertising, pre-employment checks, and candidate travel.                                                                                                        | 118,500        | 222,500        | 221,000        | (1,500)       | -0.7%           |                                                                                                                                                                                                               |
| <b>Memberships and Publications</b><br>Agency and employee membership in professional associations.                                                                                             | 146,500        | 169,000        | 171,100        | 2,100         | 1.2%            |                                                                                                                                                                                                               |
| <b>Rent and Facilities</b><br>401 B Street office lease and related fees, taxes, and maintenance expenses.                                                                                      | 4,475,000      | 3,030,000      | 4,712,000      | 1,682,000     | 55.5%           | The budget amount for FY 2026 was calculated based on the total rent cost for the West building over the 15-year lease term. This figure represents the estimated rent for one year, plus operating expenses. |

| Account Title/Purpose                                                                                                                      | FY 2024 Budget     | FY 2025 Budget      | FY 2026 Budget      | Change Amount        | Annual % Change | Primary Reason for Change                                                                                                                                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------|--------------------|---------------------|---------------------|----------------------|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Lease/Purchase/Maintenance: Vehicles</b><br>Maintenance of SANDAG fleet vehicles.                                                       | 20,000             | 20,000              | 15,000              | (5,000)              | -25.0%          | Budget reflects anticipated vehicle maintenance expenses for the agency fleet.                                                                                                   |
| <b>Lease/Purchase/Maintenance: Furniture and Equipment</b><br>Acquisition, replacement, and maintenance of office furniture and equipment. | 50,000             | 50,000              | 25,000              | (25,000)             | -50.0%          | Budget reflects anticipated office equipment expenses.                                                                                                                           |
| <b>Insurance</b><br>Coverage for general liability, property, travel, cyber, bonds, and other insurance types.                             | 800,000            | 754,000             | 818,000             | 64,000               | 8.5%            | Increase reflects market trends for general liability and property insurance.                                                                                                    |
| <b>Telecommunications</b><br>Telephone and voicemail system and services.                                                                  | 232,000            | 232,000             | 187,000             | (45,000)             | -19.4%          | Budget reflects savings achieved through the agency's migration from desk phones to virtual phones (Microsoft Teams) and a reduced need for new data ports in the West building. |
| <b>Training Program</b><br>Professional development, coaching, technical training, and tuition reimbursement for employees.                | 387,000            | 272,000             | 242,000             | (30,000)             | -11.0%          | Reduced budget for various in-house trainings and department retreats                                                                                                            |
| <b>Maintenance/Equipment - Information Systems</b><br>Maintenance, software, and equipment costs                                           | 583,129            | 638,866             | 569,354             | (69,512)             | -10.9%          | Budget reflects anticipated software and equipment expenses.                                                                                                                     |
| <b>Contingency</b><br>Administration reserve for unforeseen expenses.                                                                      | 250,000            | 250,000             | 855,000             | 605,000              | 242.0%          | Outside legal counsel support on unanticipated matters and potential implementation of new labor compliance monitoring system                                                    |
| <b>Total Non-Personnel Costs</b>                                                                                                           | <b>9,527,482</b>   | <b>13,369,586</b>   | <b>12,117,941</b>   | <b>(1,251,646)</b>   | <b>-9.4%</b>    |                                                                                                                                                                                  |
| Less: Items funded with other sources                                                                                                      | -                  | (698,583)           | (412,400)           | 286,183              | -41%            |                                                                                                                                                                                  |
| Less: Contingency funded separately with Member Assessments and TransNet                                                                   | (250,000)          | (250,000)           | (855,000)           | (605,000)            | 242.0%          |                                                                                                                                                                                  |
| <b>Total Non-Personnel Costs Charged to Overhead</b>                                                                                       | <b>\$9,277,482</b> | <b>\$12,421,003</b> | <b>\$10,850,541</b> | <b>(\$1,570,463)</b> | <b>-12.6%</b>   |                                                                                                                                                                                  |

## Administration Budget Contracted Services

| OWP No.        | Contract Type Scope                                                                                                                                                                                                                                                                                                       | Current Budget Year Amount |
|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|
| 8000100        | Professional Services: CALCOG MOU                                                                                                                                                                                                                                                                                         | \$25,000                   |
| 8000100        | Legal Services: Legal Research                                                                                                                                                                                                                                                                                            | 13,500                     |
| 8000100        | Legal Services: Legal Services: Legal Support Technology                                                                                                                                                                                                                                                                  | 35,000                     |
| 8000100        | Legal Services: Legal Research                                                                                                                                                                                                                                                                                            | 2,100,000                  |
| <b>8000100</b> | <b>Admin - Overhead</b>                                                                                                                                                                                                                                                                                                   | <b>2,173,500</b>           |
| 8000120        | Office Space Services: Professional services for building maintenance (carpet cleaning, moving furniture/equipment throughout the agency, temporary storage services)                                                                                                                                                     | 20,000                     |
| <b>8000120</b> | <b>Office &amp; Property Services</b>                                                                                                                                                                                                                                                                                     | <b>20,000</b>              |
| 8000130        | Professional Services - New travel booking service                                                                                                                                                                                                                                                                        | 20,000                     |
| <b>8000130</b> | <b>Travel - Admin/Executive Office</b>                                                                                                                                                                                                                                                                                    | <b>20,000</b>              |
| 8000141        | Professional Services - Classification Study and Audit                                                                                                                                                                                                                                                                    | 240,000                    |
| 8000141        | Legal Services: Investigation Services                                                                                                                                                                                                                                                                                    | 50,000                     |
| 8000141        | Professional Services - On-Call Class/Comp Services                                                                                                                                                                                                                                                                       | 16,000                     |
| 8000141        | Professional Services - Driving Records Check/Training                                                                                                                                                                                                                                                                    | 6,250                      |
| 8000141        | Professional Services - Employment Outreach - EEO Program: Our outreach initiatives to support our EEO program Talent Acquisition activities. On-Call Class/Comp Services                                                                                                                                                 | 20,000                     |
| 8000141        | Professional Services - Actuarial Consulting                                                                                                                                                                                                                                                                              | 5,810                      |
| <b>8000141</b> | <b>Human Resources - Contractual Services</b>                                                                                                                                                                                                                                                                             | <b>338,060</b>             |
| 8000144        | Professional Services - Wellness Fair Coordination Services                                                                                                                                                                                                                                                               | 5,500                      |
| <b>8000144</b> | <b>Human Resources - Programs</b>                                                                                                                                                                                                                                                                                         | <b>5,500</b>               |
| 8000146        | Professional Services - Equity Action Plan implementation                                                                                                                                                                                                                                                                 | 50,000                     |
| <b>8000146</b> | <b>Diversity, Equity, Inclusion Initiatives</b>                                                                                                                                                                                                                                                                           | <b>50,000</b>              |
| 8000160        | Professional Services - Expert assistance to overhaul contract templates                                                                                                                                                                                                                                                  | 112,640                    |
| <b>8000160</b> | <b>Contracts &amp; Procurement</b>                                                                                                                                                                                                                                                                                        | <b>112,640</b>             |
| 8000161        | Inter-Agency MOU: APEX Accelerator - (Southwestern College) San Diego Contracting Opportunities Center Support                                                                                                                                                                                                            | 10,000                     |
| 8000161        | Inter-Agency MOU: Mira Costa College (North Coast Small Business Development Center) annual support/sponsorship                                                                                                                                                                                                           | 10,000                     |
| 8000161        | DBE Consulting Services: DBE Goal Development and supporting activities and annual analysis                                                                                                                                                                                                                               | 15,000                     |
| 8000161        | DBE Consulting Services: DBE/SB Technical Asst, CIS Admin, Training                                                                                                                                                                                                                                                       | 290,000                    |
| 8000161        | Professional Services - ADA Technical Assistance & Transition Plan                                                                                                                                                                                                                                                        | 60,000                     |
| 8000161        | Professional Services - Labor Compliance Technical Support                                                                                                                                                                                                                                                                | 48,904                     |
| 8000161        | Professional Services - CBA Program Support                                                                                                                                                                                                                                                                               | 150,000                    |
| 8000161        | Legal Services: Legal Services for CBA                                                                                                                                                                                                                                                                                    | 25,000                     |
| 8000161        | Professional Services -Disparity Study Phase 2                                                                                                                                                                                                                                                                            | 25,000                     |
| <b>8000161</b> | <b>Diversity and Equity</b>                                                                                                                                                                                                                                                                                               | <b>633,904</b>             |
| 8000175        | Professional Services -Outside consultant services to focus on digital ADA compliance - ensures documents and applications posted to the web meet WCAG 2.1 AA guidelines; remediates existing documents as required; develops agency compliance processes and monitors adherence; provides compliance training as needed. | 184,000                    |
| 8000175        | Website Development: Website Google Analytics dashboard set up, process and goal development, and staff training                                                                                                                                                                                                          | 30,000                     |
| <b>8000175</b> | <b>Website Development</b>                                                                                                                                                                                                                                                                                                | <b>214,000</b>             |
| 8000180        | Auditing Services: Agency audit costs for ACFR, Single Audit, Coronado Bridge, and NTD report.                                                                                                                                                                                                                            | 65,000                     |
| 8000180        | Financial Advisor: Consulting services for the Finance Department                                                                                                                                                                                                                                                         | 200,000                    |
| <b>8000180</b> | <b>Total: Finance (Admin)</b>                                                                                                                                                                                                                                                                                             | <b>265,000</b>             |
| <b>Total</b>   | <b>Contracted Services</b>                                                                                                                                                                                                                                                                                                | <b>\$3,832,604</b>         |



## Administration Budget Contingency Reserve

| <b>SANDAG Administration Reserve: FY 2025-FY 2026</b><br><i>in thousands</i> | <b>FY 2025</b> | <b>FY 2026</b> |
|------------------------------------------------------------------------------|----------------|----------------|
| Budgeted Contingency Line Item                                               | \$250          | \$855          |
| Administration Budget <sup>2</sup>                                           | \$36,536       | \$34,860       |
| % of Administration Budget                                                   | 1%             | 2%             |

---

<sup>2</sup> Includes Office of the Independent Auditor and Information Technology budgets  
DRAFT FY 2026 | SANDAG Program Budget

## Board of Directors Budget

|                                   | FY 2023<br>Actual Budget | FY 2024<br>Budget | FY 2025<br>Budget | FY 2026<br>Budget  | Annual<br>% Change |
|-----------------------------------|--------------------------|-------------------|-------------------|--------------------|--------------------|
| <b>Board of Directors Expense</b> |                          |                   |                   |                    |                    |
| Professional Services             | \$130,656                | \$245,000         | \$120,000         | \$803,000          | 569.2%             |
| Parking and Mileage               | 45,000                   | 45,000            | 45,000            | 10,000             | -77.8%             |
| Travel                            | 30,000                   | 30,000            | 30,000            | 20,000             | -33.3%             |
| Meeting and Misc Expense          | 168,000                  | 193,000           | 343,600           | 301,000            | -12.4%             |
| Board Compensation                | 180,000                  | 180,000           | 185,000           | 185,000            | 0.0%               |
| Contingency Reserve               | 50,000                   | 50,000            | 50,000            | 50,000             | 0.0%               |
| <b>Total Expense</b>              | <b>603,656</b>           | <b>743,000</b>    | <b>773,600</b>    | <b>1,369,000</b>   | <b>77.0%</b>       |
| <b>Sources of Funding</b>         |                          |                   |                   |                    |                    |
| Member Agency Assessments         | 301,828                  | 371,500           | 386,800           | 684,500            | 77.0%              |
| TransNet Administration           | 301,828                  | 371,500           | 386,800           | 684,500            | 77.0%              |
| <b>Total Funding Sources</b>      | <b>\$603,656</b>         | <b>\$743,000</b>  | <b>\$773,600</b>  | <b>\$1,369,000</b> | <b>77.0%</b>       |

## Board of Directors Budget Detailed Descriptions

| Account Title/Purpose                                                                                                                                                            | FY 2023 Budget   | FY 2024 Budget   | FY 2025 Budget   | FY 2026 Budget     | Change Amount    | Annual % Change | Primary Reason for Change                                                                  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|------------------|------------------|--------------------|------------------|-----------------|--------------------------------------------------------------------------------------------|
| <b>Professional Services</b><br>Interpretation and security services for Board of Directors (Board) and Policy Advisory Committee (PAC) meetings; also media and legal services. | \$318,500        | \$245,000        | \$120,000        | \$803,000          | \$683,000        | 569.2%          | Board Counsel Services are new in FY 2026.                                                 |
| <b>Parking and Mileage</b><br>Mileage reimbursement for Board and PAC members, and parking validation for public meetings.                                                       | 45,000           | 45,000           | 45,000           | 10,000             | (35,000)         | -77.8%          | Budget reflects anticipated expenses in FY 2026.                                           |
| <b>Travel</b><br>Board and PAC member business travel.                                                                                                                           | 30,000           | 30,000           | 30,000           | 20,000             | (10,000)         | -33.3%          | Budget reflects anticipated expenses in FY 2026.                                           |
| <b>Meeting and Misc. Expenses</b><br>Annual Board Retreat and other non-professional services meeting expenses.                                                                  | 168,000          | 193,000          | 343,600          | 301,000            | 42,600           | -12.4%          | Board Retreat budget lowered in FY 2026 to align with actual expenses from previous years. |
| <b>Board/PAC Member Compensation</b><br>Stipends provided to Board and PAC members for attendance at SANDAG meetings.                                                            | 180,000          | 180,000          | 185,000          | 185,000            | -                | 0.0%            |                                                                                            |
| <b>Contingency Reserve</b>                                                                                                                                                       | 50,000           | 50,000           | 50,000           | 50,000             | -                | 0.0%            |                                                                                            |
| <b>Total Expenses</b>                                                                                                                                                            | <b>\$791,500</b> | <b>\$743,000</b> | <b>\$773,600</b> | <b>\$1,369,000</b> | <b>\$595,400</b> | <b>77.0%</b>    |                                                                                            |

## Business Information and Technology Services Budget

|                                                 | FY 2024<br>Budget  | FY 2025<br>Budget  | FY 2026<br>Budget  | % of<br>Non-Personnel<br>Costs | Annual<br>% Change |
|-------------------------------------------------|--------------------|--------------------|--------------------|--------------------------------|--------------------|
| <b>Personnel</b>                                |                    |                    |                    |                                |                    |
| Salaries and Benefits                           | \$2,330,326        | \$2,231,124        | \$3,412,789        | -                              | 53.0%              |
| <b>Subtotal Personnel</b>                       | <b>2,330,326</b>   | <b>2,231,124</b>   | <b>3,412,789</b>   | <b>-</b>                       | <b>53.0%</b>       |
| <b>Non-Personnel</b>                            |                    |                    |                    |                                |                    |
| Office Supplies                                 | 23,000             | 25,200             | 50,000             | 1.4%                           | 98.4%              |
| Memberships and Publications                    | 8,250              | 9,075              | -                  | 0.0%                           | -100.0%            |
| IT Software License                             | 1,975,737          | 2,133,688          | 1,949,750          | 54.3%                          | -8.6%              |
| Other Direct Costs                              | 150,000            | 215,000            | 36,000             | 1.0%                           | -83.3%             |
| Information Systems - Maintenance and Equipment | 878,900            | 3,534,290          | 1,558,030          | 43.4%                          | -55.9%             |
| <b>Subtotal Non-Personnel</b>                   | <b>3,035,887</b>   | <b>5,917,253</b>   | <b>3,593,780</b>   | <b>100.0%</b>                  | <b>-39.3%</b>      |
| <b>Total Budget</b>                             | <b>5,366,213</b>   | <b>8,148,377</b>   | <b>7,006,569</b>   | <b>-</b>                       | <b>-14.0%</b>      |
| <b>Indirect Costs to be Allocated</b>           | <b>\$5,366,213</b> | <b>\$8,148,377</b> | <b>\$7,006,569</b> | <b>-</b>                       | <b>-14.0%</b>      |

## Business Information and Technology Services Budget Detailed Descriptions

| Account Title/Purpose                                                                                           | FY 2024 Budget     | FY 2025 Budget     | FY 2026 Budget     | Change Amount      | Annual % Change | Primary Reason for Change                                                                                              |
|-----------------------------------------------------------------------------------------------------------------|--------------------|--------------------|--------------------|--------------------|-----------------|------------------------------------------------------------------------------------------------------------------------|
| <b>Office Supplies</b><br>All standard office supplies, forms, paper, materials, small equipment, etc.          | \$23,000           | \$25,200           | \$50,000           | \$24,800           | 98.4%           | Computer/workstation accessories for the new office                                                                    |
| <b>Memberships and Publications</b><br>ITSCA                                                                    | 8,250              | 9,075              | -                  | (9,075)            | -100.00%        | Budget reflects anticipated expense in FY 2026                                                                         |
| <b>IT Software License</b><br>Agencywide software licenses                                                      | 1,975,737          | 2,133,688          | 1,949,750          | (183,938)          | -8.6%           | Budget reflects anticipated expense in FY 2026                                                                         |
| <b>Other Direct Costs</b><br>Review of agency data governance practices for improvement, IT consultant services | 150,000            | 215,000            | 36,000             | (179,000)          | -83.3%          | IT consultant services to support the office relocation were added in FY 2025 and then removed in FY 2026.             |
| <b>Information Systems – Maintenance and Equipment</b><br>Maintenance, software, and equipment costs            | 878,900            | 3,534,290          | 1,558,030          | (1,976,260)        | -55.9%          | Vendor services and equipment costs related to the office relocation were added in FY 2025 and then removed in FY 2026 |
| <b>Total Non-Personnel Costs</b>                                                                                | <b>\$3,035,887</b> | <b>\$5,917,253</b> | <b>\$3,593,780</b> | <b>\$2,881,366</b> | <b>-39.3%</b>   |                                                                                                                        |



## CHAPTER 7

# Office of the Independent Performance Auditor (OIPA)

---

As a result of California Assembly Bill 805 (Gonzalez, 2017), SANDAG hired an Independent Performance Auditor in FY 2019 to oversee and conduct independent examinations of SANDAG's programs, functions, and operations. The OIPA budget shows the cost of implementing the Business and Audit Plan, which is approved each year by the Audit Committee. OIPA expenses are allocated across projects in the OWP, regional operations and services, and capital budgets based on direct labor dollars charged to each project and funded accordingly.

## Budget<sup>1</sup>

|                                                    | FY 2024<br>Budget  | FY 2025<br>Budget  | FY 2026<br>Budget  | % of<br>Non-Personnel<br>Costs | Annual<br>% Change |
|----------------------------------------------------|--------------------|--------------------|--------------------|--------------------------------|--------------------|
| <b>Personnel</b>                                   |                    |                    |                    |                                |                    |
| Salaries and Benefits                              | \$1,334,374        | \$2,085,898        | \$2,365,644        | -                              | 56.3%              |
| <b>Subtotal Personnel</b>                          | <b>1,334,374</b>   | <b>2,085,898</b>   | <b>2,365,644</b>   |                                | <b>13.4%</b>       |
| <b>Non-Personnel</b>                               |                    |                    |                    |                                |                    |
| Contracted Services                                | -                  | -                  | 26,000             | 39.6%                          | N/A                |
| IT Software License                                | -                  | -                  | 1,500              | 2.3%                           | N/A                |
| Travel                                             | -                  | -                  | 16,000             | 24.4%                          | N/A                |
| Memberships and Publications                       | 7,000              | 7,000              | 1,690              | 2.6%                           | -75.9%             |
| Training Program                                   | 30,600             | 30,600             | 20,400             | 31.1%                          | -33.3%             |
| <b>Subtotal Non-Personnel</b>                      | <b>37,600</b>      | <b>37,600</b>      | <b>65,590</b>      | <b>100.0%</b>                  | <b>74.4%</b>       |
| <b>Total Budget</b>                                | <b>1,371,974</b>   | <b>2,123,498</b>   | <b>2,431,234</b>   |                                | <b>14.5%</b>       |
| Less: Items Funded with Other Sources <sup>1</sup> | -                  | -                  | -                  | -                              | 0.0%               |
| <b>Indirect Costs to be Allocated</b>              | <b>\$1,371,974</b> | <b>\$2,123,498</b> | <b>\$2,431,234</b> |                                | <b>14.5%</b>       |

<sup>1</sup> Funded with Member Assessments, TransNet Administration, and TransNet/FasTrak® swap in FY 2021 and FY 2022. Beginning in FY 2023, indirect costs associated with OIPA will be spread throughout the agency's projects.

## Detailed Descriptions

| Account Title/Purpose                                                                                                                                                                             | FY 2024 Budget  | FY 2025 Budget  | FY 2026 Budget  | Change Amount   | Annual % Change | Primary Reason for Change                                                      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------------------------------------------------------------------|
| <b>Memberships and Publications</b><br>Professional memberships for auditors - ACFE, AICPA, IIA. Additionally, other memberships such as time tracking, project tracking and audit cycle tracking | \$7,000         | \$7,000         | \$1,690         | (\$5,310)       | -75.9%          | A portion of this cost was moved to IT software license and training program - |
| <b>Contracted Services</b><br>Professional services related to: External Legal Counsel.                                                                                                           | -               | -               | 26,000          | 26,000          | N/A             | Outside legal counsel and whistleblower hotline                                |
| <b>IT Software License</b><br>OIPA software licenses                                                                                                                                              | -               | -               | 1,500           | 1,500           | N/A             | Audit hours time-tracking software (Clockify)                                  |
| <b>Travel</b><br>OIPA employee business travel                                                                                                                                                    | -               | -               | 16,000          | 16,000          | N/A             | Budgeted under training program in previous fiscal years                       |
| <b>Training Program</b><br>Auditor Training as required by GAGAS professional auditing standards and professional development.                                                                    | 30,600          | 30,600          | 20,400          | (10,200)        | -33.3%          | Part of this cost was budgeted as travel in FY 2026                            |
| <b>Total Non-Personnel Costs</b>                                                                                                                                                                  | <b>\$37,600</b> | <b>\$37,600</b> | <b>\$65,590</b> | <b>\$27,990</b> | <b>74.4%</b>    | -                                                                              |



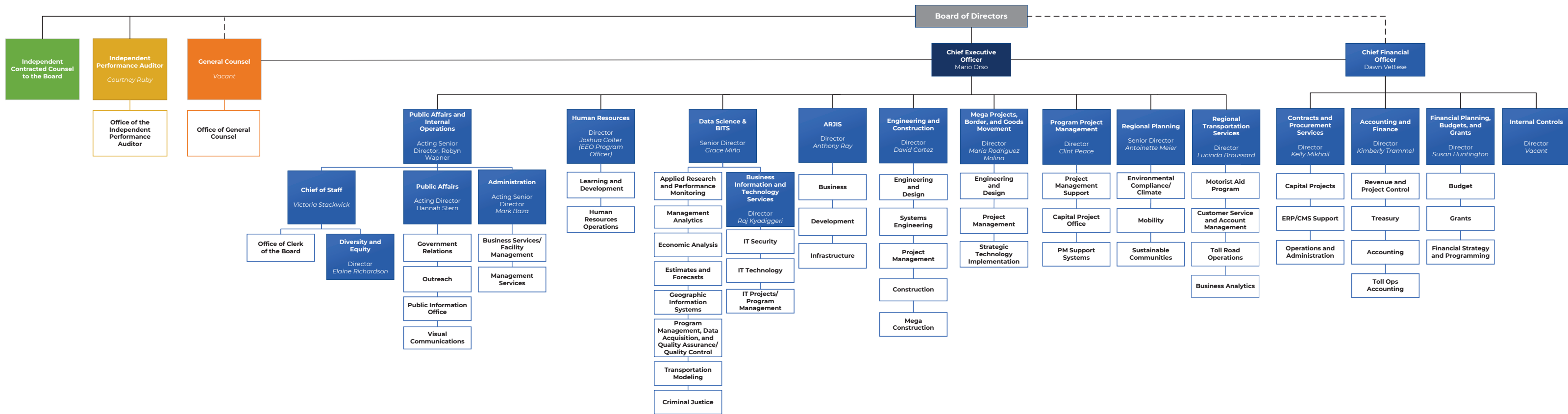


## CHAPTER 8

# Human Resources

---

Included in this chapter are the Personnel Cost Summary, the Position Classification/Salary Range table, and the Special Compensation table. The Personnel Cost Summary shows the budgeted agency salaries and benefits for FY 2026, the approved budgets for FY 2025 and FY 2024. The Position Classification/Salary Range table identifies the agency's classification structure and associated salary ranges. The Special Compensation table describes additional types of compensation that some employees may be eligible to receive.



Last Updated: February 14, 2025

FY 2026 Human Resources  
SAN DIEGO ASSOCIATION OF GOVERNMENTS  
**DRAFT: Personnel Cost Summary**

| Summary                                                 | FY 2024<br>Approved<br>Budget | % of<br>Salaries | FY 2025<br>Approved<br>Budget | % of<br>Salaries | FY 2026<br>Proposed<br>Budget | % of<br>Salaries | Year-to-Year<br>Change<br>FY 2026 over<br>FY 2025<br>Amount of<br>Change | % of<br>Change |
|---------------------------------------------------------|-------------------------------|------------------|-------------------------------|------------------|-------------------------------|------------------|--------------------------------------------------------------------------|----------------|
| <b>Staff Positions and Salaries</b>                     |                               |                  |                               |                  |                               |                  |                                                                          |                |
| Regular and Limited Term Staff Positions                | 422                           | -                | 437                           | -                | 440                           | -                | 3                                                                        | 0.7%           |
| Temporary, Intern, Part-Time, Seasonal (TIPS) Positions | 24.9                          | -                | 28.8                          | -                | 36.9                          | -                | 8                                                                        | 28.0%          |
| Salaries - Regular and Limited Term Staff Positions     | 46,961,110                    | -                | 51,896,412                    | -                | 53,051,918                    | -                | 6,090,809                                                                | 2.2%           |
| Salaries - TIPS Positions                               | 1,380,011                     | -                | 1,268,173                     | -                | 1,430,212                     | -                | 162,039                                                                  | 12.8%          |
| <b>Total Employee Salaries</b>                          | <b>\$48,341,121</b>           | <b>10.16%</b>    | <b>\$53,164,585</b>           | <b>9.98%</b>     | <b>\$54,482,130</b>           | <b>2.48%</b>     | <b>\$6,252,847</b>                                                       | <b>2.5%</b>    |
| <b>Employee Benefits:</b>                               |                               |                  |                               |                  |                               |                  |                                                                          |                |
| Retirement (PERS+PARS)                                  | \$13,160,184                  | 27.2%            | \$15,731,938                  | 29.6%            | \$15,796,880                  | 29.0%            | 64,942                                                                   | 0.4%           |
| Section 115 Pension Savings Fund                        | 1,000,000                     | 2.1%             | 1,000,000                     | 1.9%             | 1,000,000                     | 1.8%             | -                                                                        | 0.0%           |
| Combined Health Insurance Plan                          | 7,180,272                     | 14.9%            | 7,635,395                     | 14.4%            | 7,783,686                     | 14.3%            | 148,291                                                                  | 1.9%           |
| Dental/Vision Insurance Plan                            | 605,303                       | 1.3%             | 513,496                       | 1.0%             | 510,988                       | 0.9%             | (2,508)                                                                  | -0.5%          |
| Short-/Long-Term Disability                             | 470,680                       | 1.0%             | 539,520                       | 1.0%             | 523,715                       | 1.0%             | (15,805)                                                                 | -2.9%          |
| Workers Compensation                                    | 296,987                       | 0.6%             | 283,793                       | 0.5%             | 333,722                       | 0.6%             | 49,929                                                                   | 17.6%          |
| Social Security/Medicare and Other Taxes                | 700,515                       | 1.4%             | 770,451                       | 1.4%             | 789,991                       | 1.5%             | 19,539                                                                   | 2.5%           |
| Life/Accident Insurance                                 | 42,349                        | 0.1%             | 46,078                        | 0.1%             | 44,756                        | 0.1%             | (1,322)                                                                  | -2.9%          |
| Employee Assistance Program                             | 11,970                        | 0.0%             | 12,912                        | 0.0%             | 13,473                        | 0.0%             | 561                                                                      | 4.3%           |
| Section 125 Flexible Spending Account Administration    | 13,680                        | 0.0%             | 16,632                        | 0.0%             | 17,272                        | 0.0%             | 640                                                                      | 3.8%           |
| Transportation Demand Management Program                | 28,000                        | 0.1%             | 28,000                        | 0.1%             | 25,000                        | 0.0%             | (3,000)                                                                  | -10.7%         |
| Post-Employment Health Care                             | 681,386                       | 1.4%             | 370,986                       | 0.7%             | 391,647                       | 0.7%             | 20,661                                                                   | 5.6%           |
| Management Benefit                                      | 577,609                       | 1.2%             | 634,732                       | 1.2%             | 635,125                       | 1.2%             | 393                                                                      | 0.1%           |
| Vehicle Allowance                                       | 12,000                        | 0.0%             | 27,600                        | 0.1%             | 0                             | 0.0%             | (27,600)                                                                 | -100.0%        |
| Computer Purchase/Loan Program                          | 5,000                         | 0.0%             | 5,000                         | 0.0%             | 5,000                         | 0.0%             | -                                                                        | 0.0%           |
| <b>Total Employee Benefits</b>                          | <b>\$24,785,936</b>           | <b>51.3%</b>     | <b>\$27,616,534</b>           | <b>51.9%</b>     | <b>\$27,871,254</b>           | <b>51.2%</b>     | <b>\$285,321</b>                                                         | <b>0.9%</b>    |
| <b>Total Personnel Cost (Salaries and Benefits)</b>     | <b>\$73,127,056</b>           | <b>-</b>         | <b>\$80,781,119</b>           | <b>-</b>         | <b>\$82,353,385</b>           | <b>-</b>         | <b>\$6,538,168</b>                                                       | <b>1.9%</b>    |

**DRAFT: Position Classification/Salary Range Table**

| Class No. | Position Classifications                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Monthly Salary Ranges |          |         | Annual Salary Ranges |          |          |
|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|----------|---------|----------------------|----------|----------|
|           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Minimum               | Midpoint | Maximum | Minimum              | Midpoint | Maximum  |
| 101       | CLASS SALARY RANGE<br>Assistant Intern                                                                                                                                                                                                                                                                                                                                                                                                                                       | \$2,950               | \$3,614  | \$4,278 | \$35,402             | \$43,368 | \$51,334 |
| 103       | CLASS SALARY RANGE<br>Toll Plaza Attendant                                                                                                                                                                                                                                                                                                                                                                                                                                   | \$3,255               | \$3,987  | \$4,722 | \$39,062             | \$47,840 | \$56,659 |
| 104       | CLASS SALARY RANGE<br>Landscape Maintenance Technician<br>Office Services Specialist I<br>Receptionist I                                                                                                                                                                                                                                                                                                                                                                     | \$3,418               | \$4,186  | \$4,957 | \$41,018             | \$50,232 | \$59,488 |
| 105       | CLASS SALARY RANGE<br>Accounting Specialist I                                                                                                                                                                                                                                                                                                                                                                                                                                | \$3,590               | \$4,396  | \$5,205 | \$43,077             | \$52,749 | \$62,462 |
| 106       | CLASS SALARY RANGE<br>Customer Service Representative<br>Office Services Specialist II<br>Receptionist II                                                                                                                                                                                                                                                                                                                                                                    | \$3,768               | \$4,616  | \$5,465 | \$45,219             | \$55,390 | \$65,582 |
| 107       | CLASS SALARY RANGE<br>Accounting Specialist II<br>Document Processing Specialist I                                                                                                                                                                                                                                                                                                                                                                                           | \$3,959               | \$4,848  | \$5,741 | \$47,507             | \$58,178 | \$68,890 |
| 108       | CLASS SALARY RANGE<br>Landscape Maintenance Lead<br>Office Services Specialist III<br>Receptionist III<br>Toll Operations Specialist I                                                                                                                                                                                                                                                                                                                                       | \$4,157               | \$5,091  | \$6,029 | \$49,878             | \$61,090 | \$72,342 |
| 109       | CLASS SALARY RANGE<br>Accounting Specialist III<br>Administrative Office Specialist<br>Document Processing Specialist II<br>Toll Operations Specialist II                                                                                                                                                                                                                                                                                                                    | \$4,365               | \$5,346  | \$6,330 | \$52,374             | \$64,147 | \$75,962 |
| 110       | CLASS SALARY RANGE<br>Customer Service Lead<br>Information Systems Specialist I                                                                                                                                                                                                                                                                                                                                                                                              | \$4,585               | \$5,614  | \$6,649 | \$55,016             | \$67,371 | \$79,789 |
| 111       | CLASS SALARY RANGE<br>Document Processing Specialist III                                                                                                                                                                                                                                                                                                                                                                                                                     | \$4,625               | \$5,895  | \$7,169 | \$55,494             | \$70,741 | \$86,029 |
| 112       | CLASS SALARY RANGE<br>Information Systems Specialist II<br>Toll Operations Supervisor                                                                                                                                                                                                                                                                                                                                                                                        | \$4,857               | \$6,191  | \$7,530 | \$58,282             | \$74,298 | \$90,355 |
| 113       | CLASS SALARY RANGE<br>Account Executive I<br>Accountant I<br>Administrative Analyst I<br>Business Analyst I<br>Contracts and Procurement Analyst I<br>Executive Assistant I<br>Facilities/Maintenance Coordinator<br>Financial Analyst I<br>Graphic Designer I<br>Grants Program Analyst I<br>Government Relations Analyst I<br>Human Resources Analyst I<br>Maintenance Field Technician<br>Independent Auditor I<br>Marketing Analyst I<br>Public Communications Officer I | \$5,099               | \$6,502  | \$7,906 | \$61,194             | \$78,021 | \$94,869 |

## DRAFT: Position Classification/Salary Range Table

| Class No. | Position Classifications                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Monthly Salary Ranges |          |         | Annual Salary Ranges |          |           |
|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|----------|---------|----------------------|----------|-----------|
|           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Minimum               | Midpoint | Maximum | Minimum              | Midpoint | Maximum   |
| 114       | CLASS SALARY RANGE<br>Information Systems Specialist III<br>Regional Planner I<br>Research Analyst I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | \$5,356               | \$6,828  | \$8,303 | \$64,272             | \$81,931 | \$99,632  |
| 115       | CLASS SALARY RANGE<br>Account Executive II<br>Accountant II<br>Administrative Analyst II<br>Business Analyst II<br>Contracts and Procurement Analyst II<br>Customer Service Supervisor<br>Engineer I<br>Executive Assistant II<br>Financial Analyst II<br>GIS Analyst I<br>Government Relations Analyst II<br>Grants Program Analyst II<br>Graphic Designer II<br>Human Resources Analyst II<br>Human Resources Coordinator<br>Information Systems Analyst I<br>Landscape Maintenance Supervisor<br>Independent Auditor II<br>Marketing Analyst II<br>Programmer Analyst I<br>Project Coordinator<br>Public Communications Officer II<br>Senior Maintenance Field Technician<br>Systems Engineer I<br>Technology Program Analyst I                                                                                                         | \$5,623               | \$7,169  | \$8,717 | \$67,475             | \$86,029 | \$104,603 |
| 116       | CLASS SALARY RANGE<br>Regional Planner II<br>Research Analyst II                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | \$5,905               | \$7,528  | \$9,154 | \$70,866             | \$90,334 | \$109,845 |
| 117       | CLASS SALARY RANGE<br>Associate Account Executive<br>Associate Accountant<br>Associate Administrative Analyst<br>Associate Business Analyst<br>Associate Contracts and Procurement Analyst<br>Associate Financial Analyst<br>Associate Government Relations Analyst<br>Associate Grants Program Analyst<br>Associate Graphic Designer<br>Associate Human Resources Analyst<br>Associate Independent Auditor<br>Associate Marketing Analyst<br>Associate Public Communications Officer<br>Business Services Supervisor<br>Deputy Clerk of the Board<br>Data Scientist I<br>Economic Research Analyst I<br>Engineer II<br>GIS Analyst II<br>Information Systems Analyst II<br>Programmer Analyst II<br>Researcher and Modeler I<br>Senior Executive Assistant<br>Software Engineer I<br>Systems Engineer II<br>Technology Program Analyst II | \$6,202               | \$7,906  | \$9,613 | \$74,422             | \$94,869 | \$115,357 |

## DRAFT: Position Classification/Salary Range Table

| Class No. | Position Classifications                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Monthly Salary Ranges |          |          | Annual Salary Ranges |           |           |
|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|----------|----------|----------------------|-----------|-----------|
|           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Minimum               | Midpoint | Maximum  | Minimum              | Midpoint  | Maximum   |
| 118       | CLASS SALARY RANGE<br>Associate Regional Planner<br>Associate Research Analyst                                                                                                                                                                                                                                                                                                                                                                                              | \$6,512               | \$8,303  | \$10,095 | \$78,146             | \$99,632  | \$121,139 |
| 119       | CLASS SALARY RANGE<br>Associate GIS Analyst<br>Associate Technology Program Analyst<br>Data Scientist II<br>Economic Research Analyst II<br>Maintenance and Facilities Supervisor<br>Researcher and Modeler II<br>Software Engineer II                                                                                                                                                                                                                                      | \$6,840               | \$8,719  | \$10,603 | \$82,077             | \$104,624 | \$127,234 |
| 120       | CLASS SALARY RANGE<br>Associate Engineer<br>Associate Information Systems Analyst<br>Associate Programmer Analyst<br>Associate Systems Engineer<br>Customer Service Manager                                                                                                                                                                                                                                                                                                 | \$7,181               | \$9,155  | \$11,131 | \$86,174             | \$109,866 | \$133,578 |
| 121       | CLASS SALARY RANGE<br>Legal Counsel I<br>Senior Accountant<br>Senior Administrative Analyst<br>Senior Budget Program Analyst<br>Senior Business Analyst<br>Senior Contracts and Procurement Analyst<br>Senior Financial Programming and Project Control Analyst<br>Senior Government Relations Analyst<br>Senior Grants Program Analyst<br>Senior Human Resources Analyst<br>Senior Independent Auditor<br>Senior Marketing Analyst<br>Senior Public Communications Officer | \$7,542               | \$9,615  | \$11,691 | \$90,501             | \$115,378 | \$140,296 |
| 122       | CLASS SALARY RANGE<br>Associate Data Scientist<br>Associate Economic Research Analyst<br>Associate Researcher and Modeler<br>Associate Software Engineer                                                                                                                                                                                                                                                                                                                    | \$7,920               | \$10,097 | \$12,275 | \$95,035             | \$121,160 | \$147,306 |
| 123       | CLASS SALARY RANGE<br>Borders Program Manager <sup>1</sup><br>Capital Development Project Manager<br>Legal Counsel II<br>Senior GIS Analyst<br>Senior Information Systems Analyst<br>Senior Programmer Analyst<br>Senior Regional Planner<br>Senior Research Analyst<br>Senior Technology Program Analyst                                                                                                                                                                   | \$8,317               | \$10,603 | \$12,891 | \$99,798             | \$127,234 | \$154,690 |
| 124       | CLASS SALARY RANGE<br>Business Services Manager<br>Clerk of the Board<br>Executive Office Manager<br>Manager of Learning and Development<br>Principal Business Analyst<br>Principal Human Resources Analyst<br>Principal Regional Planner<br>Principal Research Analyst<br>Senior Engineer<br>Senior Systems Engineer                                                                                                                                                       | \$8,733               | \$11,133 | \$13,536 | \$104,790            | \$133,598 | \$162,427 |

## DRAFT: Position Classification/Salary Range Table

| Class No. | Position Classifications                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Monthly Salary Ranges |          |          | Annual Salary Ranges |           |           |
|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|----------|----------|----------------------|-----------|-----------|
|           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Minimum               | Midpoint | Maximum  | Minimum              | Midpoint  | Maximum   |
| 125       | CLASS SALARY RANGE<br>Associate Legal Counsel                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | \$9,171               | \$11,691 | \$14,217 | \$110,053            | \$140,296 | \$170,602 |
| 126       | CLASS SALARY RANGE<br>Project Development Program Manager<br>Senior Data Scientist<br>Senior Economic Research Analyst<br>Senior Researcher and Modeler<br>Senior Software Engineer                                                                                                                                                                                                                                                                                                                                                                                        | \$9,630               | \$12,277 | \$14,927 | \$115,565            | \$147,326 | \$179,130 |
| 127       | CLASS SALARY RANGE<br>Budget Manager<br>Communications Manager<br>Finance Manager<br>Grants Program Manager<br>Manager of Business Administration and Operations<br>Manager of Contracts and Procurement Services<br>Manager of Financial Programming and Project Control<br>Manager of Government Relations<br>Manager of Human Resources<br>Manager of Regional Information Services<br>Manager of Revenue and Project Control<br>Principal Independent Auditor<br>Principal Technology Program Manager<br>Regional Planning Program Manager<br>TransNet Program Manager | \$10,112              | \$12,893 | \$15,675 | \$121,347            | \$154,710 | \$188,094 |
| 128       | CLASS SALARY RANGE<br>Principal Data Scientist<br>Principal Economic Research Analyst<br>Principal Researcher and Modeler<br>Principal Software Engineer                                                                                                                                                                                                                                                                                                                                                                                                                   | \$10,618              | \$13,537 | \$16,460 | \$127,421            | \$162,448 | \$197,517 |
| 129       | CLASS SALARY RANGE<br>Information Systems Manager<br>Manager of Data Science<br>Manager of Regional Models<br>Principal Engineer<br>Senior Legal Counsel                                                                                                                                                                                                                                                                                                                                                                                                                   | \$11,151              | \$14,215 | \$17,285 | \$133,806            | \$170,581 | \$207,418 |
| 130       | CLASS SALARY RANGE<br>Deputy Director <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | \$11,709              | \$14,927 | \$18,150 | \$140,504            | \$179,130 | \$217,797 |
| 131       | CLASS SALARY RANGE<br>Deputy Independent Performance Auditor<br>Director I <sup>3</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | \$12,295              | \$15,675 | \$19,058 | \$147,534            | \$188,094 | \$228,696 |
| 133       | CLASS SALARY RANGE<br>Deputy General Counsel                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | \$13,556              | \$17,283 | \$21,013 | \$162,677            | \$207,397 | \$252,158 |
| 135       | CLASS SALARY RANGE<br>Chief of Staff<br>Director II <sup>4</sup><br>Independent Performance Auditor                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | \$14,947              | \$19,056 | \$23,168 | \$179,358            | \$228,675 | \$278,013 |
| 137       | CLASS SALARY RANGE<br>Senior Director <sup>5</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | \$16,481              | \$21,011 | \$25,546 | \$197,766            | \$252,138 | \$306,550 |

## DRAFT: Position Classification/Salary Range Table

| Class No. | Position Classifications                                                                                                                            | Monthly Salary Ranges |          |          | Annual Salary Ranges |           |           |
|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|----------|----------|----------------------|-----------|-----------|
|           |                                                                                                                                                     | Minimum               | Midpoint | Maximum  | Minimum              | Midpoint  | Maximum   |
| 139       | CLASS SALARY RANGE<br>Chief Financial Officer<br>Deputy CEO, Business Operations<br>Deputy CEO, Planning, Programs, and Projects<br>General Counsel | \$18,172              | \$23,168 | \$28,168 | \$218,067            | \$278,013 | \$338,021 |
| 143       | CLASS SALARY RANGE<br>Chief Deputy CEO                                                                                                              | \$22,090              | \$28,163 | \$34,240 | \$265,075            | \$337,958 | \$410,883 |
| 147       | CLASS SALARY RANGE<br>Chief Executive Officer                                                                                                       | \$26,853              | \$34,237 | \$41,623 | \$322,234            | \$410,842 | \$499,470 |

<sup>1</sup> This is a grandfathered classification

<sup>2</sup> Deputy Director I positions include: Deputy Director of Regional Planning; and Deputy Director of Engineering and Construction

<sup>3</sup> Director I positions include: Director of ARJIS; Director of Diversity and Equity; and Director of Strategic Technology Implementation

<sup>4</sup> Director II positions include: Director of Accounting and Finance; Director of Business Information & Technology Services; Director of Contracts and Procurement Services; Director of Engineering and Construction; Director of Financial Planning, Budgets, and Grants; Director of Human Resources; Director of Internal Controls; Director of Public Affairs; and Director of Regional Transportation Services

<sup>5</sup> Senior Director positions include: Senior Director, Data Science; Senior Director, Organization Effectiveness; Senior Director, Regional Planning



FY 2026 Human Resources  
SAN DIEGO ASSOCIATION OF GOVERNMENTS  
**DRAFT: Special Compensation Table**

### **Acting Pay**

An employee may be provided with acting pay, on an interim basis, when temporarily assigned to a higher-level position and performing the responsibilities of the higher-level position without the obligation of the duties of their current role; this is referred to as an Acting Assignment. The acting pay provided to an employee shall be at a rate appropriate to the classification of the acting assignment, and commensurate with the employee's qualifications and experience. The minimum increase is 5% of the employee's regular rate of pay and up to 25% may be provided.

Consistent with California Code of Regulations (CCR), Title 2, Section 571(b), SANDAG shall report Acting Pay (Temporary Upgrade Pay) to CalPERS as special compensation when duly earned by an eligible employee.

### **Holiday Pay**

Due to the 24/7 operational nature of the SR 125 toll road, employees who hold the position Toll Operations Specialist are required to work their usual assigned schedule regardless of agency holidays. If a holiday falls on a day a Toll Operations Specialist is normally required to work, the employee will be paid regular holiday pay in addition to straight time at their current hourly rate for the hours worked on the holiday. The following holidays shall be observed:

- New Year's Day
- Martin Luther King Day
- President's Day
- Cesar Chavez Day
- Memorial Day
- Juneteenth National Independence Day
- Independence Day
- Labor Day
- Veterans Day
- Thanksgiving Day and the day after
- Christmas Day

Consistent with California Code of Regulations (CCR), Title 2, Section 571(b) and 571.1, SANDAG shall report Holiday Pay to CalPERS as special compensation when duly earned by an employee.

### **Lump Sum Merit Pay**

Employees who meet or exceed their goals and objectives, as evidenced by the overall rating on their annual Performance Evaluation that covers the review period, may be eligible to receive a performance reward. The primary form of a performance reward is a merit increase (an adjustment in base salary). Alternatively, an employee may be provided with a lump sum merit payment as a form of performance reward. Lump sum merit payments may be used to supplement merit increases, or instead of merit increases, when an employee is at or close to the top of their salary range. When an employee receives lump sum merit pay, their base salary will be brought to the top of the salary range; any additional compensation above the top of the salary range will be provided as lump sum merit pay and is a one-time payment.

SANDAG shall not report Lump Sum Merit Pay to CalPERS as compensation earned.

### **Shift Differential Pay**

Employees who hold the job title of Toll Operations Specialist or Toll Plaza Attendant, who are routinely and consistently scheduled to work other than a standard daytime shift, will be entitled to shift differential pay in the amount of \$0.50 per hour for hours worked between 6 p.m. and 6 a.m.

Consistent with California Code of Regulations (CCR), Title 2, Section 571(b) and 571.1, SANDAG shall report Shift Differential Pay to CalPERS as special compensation when duly earned by an employee.

*This document was approved by the SANDAG Board of Directors on May XX, 2025.  
Effective date: July 1, 2025*



**APPENDIX A**

# Pending Discretionary Grants and Projects

---

## Pending Discretionary Grants and Projects

| Project Title                                                                          | Grant Program                              | Project Manager | Department Director | Proposed Budget <sup>1</sup> | Proposed Grant Amount | Local Match      |
|----------------------------------------------------------------------------------------|--------------------------------------------|-----------------|---------------------|------------------------------|-----------------------|------------------|
| San Diego Regional Last-Mile Freight Delivery Plan                                     | Sustainable Transportation Planning Grants | Garret          | Meier               | \$508,302                    | \$450,000             | \$58,302         |
| Rural Corridors Study: Improving Transportation Infrastructure on or near Tribal Lands | Sustainable Transportation Planning Grants | Zamudio         | Meier               | 312,500                      | \$250,000             | 62,500           |
| San Diego Regional Freight Resilience Plan                                             | Sustainable Transportation Planning Grants | McCauley        | Meier               | 625,000                      | 500,000               | 125,000          |
| <b>Total</b>                                                                           |                                            |                 |                     | <b>\$1,445,802</b>           | <b>\$1,200,000</b>    | <b>\$245,802</b> |

<sup>1</sup> Total project cost

**Work Element: San Diego Regional Last-Mile Freight Delivery Plan**

**Project Manager: Tim Garrett**

### Project Expenses

| Expense                        | Multi-Year Budget |
|--------------------------------|-------------------|
| Salaries, Benefits, Indirect   | \$206,302         |
| Other Direct Costs             | \$2,000           |
| Contracted Services            | \$300,000         |
| Pass-Through to Other Agencies | \$0               |
| <b>Total</b>                   | <b>\$508,302</b>  |

### Project Funding

| Funding                                    | Multi-Year Budget |
|--------------------------------------------|-------------------|
| Sustainable Transportation Planning Grants | \$450,000         |
| Local Match                                | \$58,302          |
| <b>Total</b>                               | <b>\$508,302</b>  |

### Objective

The objective of this work element is to develop a proposal for a Regional Last-Mile Freight Delivery Program supported by analysis of potential funding sources and a path to implementation. The project will develop strategies to optimize the delivery of goods to homes and businesses to advance regional transportation goals of improving safety, enhancing equity, and reducing vehicle miles traveled (VMT) and emissions. SANDAG and partner agencies will engage with local jurisdiction staff, community members, and freight industry representatives to create program development and operations strategies and identify pilot project concepts that could be implemented through the future program. Emphasis in FY 2026 will be to procure a consultant, conduct public outreach, and review best practices.

### Previous Accomplishments

SANDAG refined previous applications for a last-mile freight delivery plan and may be selected for funding in FY 2025.

### Justification

The project will advance recommendations and actions identified in the SANDAG 2021 Regional Plan, California Transportation Plan 2050, California Freight Mobility Plan 2023, California Sustainable Freight Action Plan, Climate Action Plan for Transportation Infrastructure, San Diego and Imperial Counties Sustainable Freight Implementation Strategy, and SANDAG Concept of Operations for Curb Access Management.

## Product, Tasks, and Schedule

| Task No. | Total     | Task Description                                                                                                                                                                                                                                                                                                               | Task Product                                                                                                           | Completion Date |
|----------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|-----------------|
| 1.       | \$22,591  | Project Administration: Administration activities including invoicing, quarterly reporting, and coordination of all other relevant project information with partners and grantors. Consultant procurement and management. (Staff)                                                                                              | Meeting notes, quarterly progress reports, consultant procurement documents, disadvantaged business enterprise reports | 6/30/2028       |
| 2.       | \$96,013  | Public Outreach: Planning for and engaging with stakeholder groups regarding last-mile freight delivery issues, barriers and feasibility of implementing strategies to address issues, how to structure a proposed program, and methods to ensure the program advances regional transportation goals. (Staff/Consultant)       | Public outreach plan, public outreach materials, public outreach summary                                               | 3/31/2028       |
| 3.       | \$56,478  | Best Practices Review: Research best practices from peer cities and regions in the United States and internationally that improve the efficiency of last-mile freight deliveries and resolve conflicts between delivery drivers and vulnerable road users. (Staff/Consultant)                                                  | Best practices review                                                                                                  | 7/31/2026       |
| 4.       | \$197,673 | Program Development and Operations Strategies: Evaluate potential program components and identify requirements for creating a program with sufficient community support, sustainable funding, and justifiable workplan. Develop policy recommendations regarding the use of funds and performance measures. (Staff/Consultant) | Program Development Strategy Report, Program Operations Strategy Report                                                | 8/31/2027       |
| 5.       | \$90,365  | Pilot Project Concept Development: Identify potential uses of program funds that address needs raised during Public Outreach. Create implementation workplans and fact sheets. (Staff/Consultant)                                                                                                                              | Pilot project implementation workplans and fact sheets                                                                 | 12/31/2027      |
| 6.       | \$45,182  | Final Documentation and Presentations: Prepare previous deliverables into final report and presentation materials to assist with communication and summarize proposed next steps. (Staff/Consultant)                                                                                                                           | Final plan and presentation materials                                                                                  | 3/31/2028       |

## Future Activities

If this SANDAG proposal is selected for funding, future activities in FY 2027 and FY 2028 include the Program Development and Operations Strategies, Pilot Project Concept Development, and Final Documentation and Presentations. Findings and recommendations from the plan will be presented to SANDAG Policy Advisory Committees.

**Project Expenses**

| Expense                        | Multi-Year Budget |
|--------------------------------|-------------------|
| Salaries, Benefits, Indirect   | \$62,500          |
| Other Direct Costs             | \$0               |
| Contracted Services            | \$250,000         |
| Pass-Through to Other Agencies | \$0               |
| <b>Total</b>                   | <b>\$312,500</b>  |

**Project Funding**

| Funding                                    | Multi-Year Budget |
|--------------------------------------------|-------------------|
| Sustainable Transportation Planning Grants | \$250,000         |
| Local Match                                | \$62,500          |
| <b>Total</b>                               | <b>\$312,500</b>  |

**Objective**

The objective of this work element is to conduct a corridor study of the eastern portions of SR 76, SR 79, I-8, and SR 94 focusing on regional projects and priorities for reservations along these routes: Pala, Pauma, Rincon, and La Jolla along SR 76, Santa Ysabel reservation along SR 79; and La Posta, Manzanita, and Campo along SR 94 and I-8. The study will build on the established government to government framework with the Southern California Tribal Chairmen’s Association (SCTCA). The study will include developing an existing conditions report, a transportation solutions analysis and a feasibility assessment for regionally significant Intraregional Tribal Transportation Strategy (ITTS) projects.

**Previous Accomplishments**

This is a new work element.

**Justification**

SANDAG has worked closely with tribal governments in the San Diego region since the early 2000s, during which time tribal governments have consistently expressed the need for improvements to the rural highway system. In recent years, SANDAG has worked with the SCTCA and tribal nations to identify projects aimed at improving safety, accessibility, and economic vitality by focusing on regional significance along rural corridors, primarily through the ITTS, which identifies key multimodal projects that will improve tribal mobility while meeting regional, state, and federal goals. The lack of investment in these rural corridors has led to severe consequences, with the SANDAG Vision Zero data showing that 54% of the region’s fatal and serious injury crashes occur on just 6.1% of the regional transportation network, much of which includes the corridors being studied. According to data from the Vision Zero Safety Dashboard, 155 fatal or severe injury crashes were reported between 2012 and 2022 on the segment of SR 76 that passes through the Pala Reservation, just north of the Rincon Reservation, and along the easternmost border of the La Jolla Reservation. Additionally, the SANDAG Vision Zero Safety Dashboard recorded 25 fatal or serious injury crashes on SR 94 and 24 on I-8 during the same period. These safety concerns, coupled with the current conditions of the eastern state route system, negatively impact safety, accessibility, and economic development.

## Product, Tasks, and Schedule

| Task No. | Total     | Task Description                              | Task Product                                                                                                                                                                                                                                        | Completion Date |
|----------|-----------|-----------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 1.       | \$12,500  | Project Administration                        | Kick-off meeting with Caltrans, and SCTCA, quarterly invoices and progress reports, disadvantaged business enterprise reporting (federal grants only)                                                                                               | 6/30/2028       |
| 2.       | \$7,000   | Consultant Procurement                        | Copy of current SANDAG procurement procedures, request for proposals/qualifications materials including consultant scope of work, agreement between SANDAG and the selected consultant, meeting agenda and minutes from consultant project kick-off | 3/31/2026       |
| 3.       | \$20,000  | Stakeholder Outreach                          | Defined Study Area Issues and Opportunities Statement, summary report of individual stakeholder meetings, public outreach/collateral materials, as applicable, summary report for every stakeholder and internal meeting                            | 6/30/2028       |
| 4.       | \$25,000  | Existing Conditions Report                    | Identification of additional existing conditions resources, draft existing conditions report, final existing conditions report                                                                                                                      | 12/31/2026      |
| 5.       | \$105,000 | Transportation Solution Strategy and Analysis | Strategies, Projects, and Methodology Technical Memo, Study Alternatives Development, up to three alternatives encompassing near-, medium-, and long-term strategies                                                                                | 7/31/2027       |
| 6.       | \$103,000 | Transportation Solution Strategy and Analysis | Up to three alternatives encompassing near-, medium-, and long-term strategies, Implementation Plan and Technical Memo, meeting summaries, as applicable                                                                                            | 3/31/2028       |
| 7.       | \$40,000  | Draft/Final Plan and Presentations            | Draft report, final report, final deliverables (presentations, maps, other collateral as needed, etc.), final native files, draft and final presentation decks, meeting summaries, as applicable                                                    | 6/30/2028       |

### Future Activities

If the SANDAG proposal is selected for funding, future activities in FY 2027 and FY 2028 include developing an Existing Conditions Report, Transportation Solution Strategy and Analysis, and preparing previous deliverables into a final plan that will be presented to the appropriate SANDAG committees to align tribal priorities with agency efforts.

**Work Element: San Diego Regional Freight Resilience Plan**

**Project Manager: Katelyn McCauley**

### Project Expenses

| Expense                        | Multi-Year Budget |
|--------------------------------|-------------------|
| Salaries, Benefits, Indirect   | \$248,125         |
| Other Direct Costs             | \$6,875           |
| Contracted Services            | \$370,000         |
| Pass-Through to Other Agencies | \$0               |
| <b>Total</b>                   | <b>\$625,000</b>  |

### Project Funding

| Funding                                    | Multi-Year Budget |
|--------------------------------------------|-------------------|
| Sustainable Transportation Planning Grants | \$500,000         |
| Local Match                                | \$125,000         |
| <b>Total</b>                               | <b>\$625,000</b>  |

### Objective

The objective of this work element is to develop a regional Freight Resilience Plan and implementation toolkit that will guide the San Diego region and its interregional partners in building multimodal freight network resiliency to prepare and respond to crises that can disrupt the supply chain. The Plan's objective is to dynamically map regional critical assets, increase capabilities, identify priority projects, which will mitigate and prepare our region in the event of a catastrophic disaster, and standardize our response and recovery efforts. SANDAG will engage and work alongside various public and private stakeholders to achieve a plan that defines and addresses critical needs and to better harmonize San Diego's regional freight capabilities. Emphasis in FY 2026 will be to procure a consultant, conduct public outreach, and review best practices.

### Previous Accomplishments

SANDAG received favorable support from various entities during the preliminary round of outreach pertaining to the grant proposal.

### Justification

The Plan is meant as a response to the call of action from the U.S Department of Transportation Freight Resilience Planning in the Face of Climate-Related Disruption and will satisfy the recommendations and actions outlined in California Freight Mobility Plan 2020, draft Caltrans Freight Resilience Framework, California Transportation Plan 2050, Climate Action Plan for Transportation Infrastructure, and will advise SANDAG's 2025 Regional Plan implementation efforts.



## Product, Tasks, and Schedule

| Task No. | Total     | Task Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Task Product                                                                                                                                                                                                                                                                                                                                | Completion Date |
|----------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 1.       | \$25,000  | Project Administration: Administration activities including invoicing, quarterly reporting, and coordination of all other relevant project information with partners and grantors. Consultant procurement and management. (Staff)                                                                                                                                                                                                                                                                                                                                                    | Kick-off meeting with Caltrans - Meeting notes, quarterly invoices, and progress reports                                                                                                                                                                                                                                                    | 6/30/2028       |
| 2.       | \$9,500   | Procurement: Procurement efforts include drafting a Scope of Work, navigating request for proposals (RFP) Process, and securing consulting support for subject matter expertise (Staff)                                                                                                                                                                                                                                                                                                                                                                                              | Vetted Scope of Work RFP/qualifications agreement between SANDAG and selected consultant Meeting agenda and minutes from consultant project kick-off                                                                                                                                                                                        | 3/31/2026       |
| 3.       | \$91,000  | Research and Map Regional Freight Supply Chain Network and Adjacent Critical Infrastructure to Establish Existing Conditions: Assessment will include region's key threats and hazards and will provide detailed maps highlighting imperative freight gateways, transportation corridors, etc. (Staff/Consultant)                                                                                                                                                                                                                                                                    | Draft research and mapping summary via a section in the technical memorandum or report Accessible data set/ Shape Files (GIS, KML, KMZ, etc.) providing layers that map the regional freight map.                                                                                                                                           | 12/31/2026      |
| 4.       | \$130,000 | Regional Resilience Task Force and Freight Asset Analysis: The project team will lead in the development and convening of a Regional Resilience Task Force and develop an appropriate meeting cadence to facilitate information sharing and provide technical expertise throughout the project, and beyond. The project team will conduct a Threat and Hazard Identification and Risk Assessment (THIRA) exercise that will encompass information on the regional supply chain network, specific risks that may impede freight movement and economic opportunity. (Staff/Consultant) | Completed THIRA exercise. Draft freight asset analysis summary via a section in technical memorandum or report final deliverable.                                                                                                                                                                                                           | 12/31/2026      |
| 5.       | \$85,500  | Targeted Outreach Strategy: This analysis will assist with understanding the needs, opinions, concerns, and aspirations of a larger regional, interregional, and binational stakeholder group regarding building resilience within the San Diego region's freight transportation network. (Staff/Consultant)                                                                                                                                                                                                                                                                         | Targeted outreach plan, targeted outreach materials, targeted outreach section in technical report or memo                                                                                                                                                                                                                                  | 1/31/2027       |
| 6.       | \$180,000 | Freight Resilience Implementation Strategy/Toolkit: This strategy will define opportunities, address potential challenges, and identify priority areas for public agencies and private companies in the region to implement mitigation, planning, preparedness, response, and recovery activities and enhance supply chain resilience through infrastructure investments. (Staff/Consultant)                                                                                                                                                                                         | Project Implementation Strategy/ Toolkit and Fact Sheets. Cost estimates, schedules, and key priority projects, policies, and programs, as well as roles and responsibilities identified in the implementation plan. Summary of findings identifying areas of opportunities via a section of the technical memorandum or report deliverable | 5/31/2028       |
| 7.       | \$91,000  | Draft and Final Plan: The project team and consultant will work together to develop the final technical memorandum or report, and will develop next steps and action items for follow up post project completion. (Staff/Consultant)                                                                                                                                                                                                                                                                                                                                                 | Draft and complete the project prioritization criteria matrix; include it as an appendix. Summary of recommendations, action items, and refinement activities provided by RRTF updated within the technical memorandum or report deliverable. Finalized Staff/Consultant deliverable prepared for adoption activities                       | 6/30/2028       |

| Task No. | Total    | Task Description                                                                                                                                                                                                                                                                                  | Task Product                                                                                                                                                                                                                                                                                                                                                                   | Completion Date |
|----------|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 8.       | \$13,000 | Presentations to working groups, Policy Advisory Committees (PACs) and Board review/approval: The San Diego Freight Resilience Plan including findings from Tasks 3-7, will be presented to stakeholder groups for additional feedback and ultimately jurisdictional adoption. (Staff/Consultant) | Draft and final San Diego Freight Resilience Plan crediting the Federal Highway Administration, Federal Transit Administration, and/or Caltrans. Materials for the final workshop SANDAG working groups, PACs, and Board meeting agendas and presentation materials. Update document and finalize based on recommendations from SANDAG working groups and PACs (As applicable) | 6/30/2028       |

**Future Activities**

If this SANDAG proposal is selected for funding, future activities include a map of the San Diego regional freight supply chain network and Adjacent Critical Infrastructure Assessment for an existing conditions report, and use in public safety response, the development of a Regional Resilience Task Force and Freight Asset Analysis, Targeted Outreach Strategy, Freight Resilience Implementation Strategy/Toolkit, and a Final Plan. Findings and recommendations from the plan will be presented to SANDAG working groups and PACs for additional insights and adoption.



**APPENDIX B**

# Planning Factors

---

## Planning Factors

As part of the annual budget development planning process, SANDAG, as the Metropolitan Planning Organization for the San Diego region, has an obligation to fully consider and incorporate the federal and state planning factors into the development of planning efforts in the Overall Work Program.

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) have identified key provisions in the [Bipartisan Infrastructure Law/Infrastructure Investments and Jobs Act \(BIL/IJA\)](#), the most recently enacted federal transportation laws. SANDAG staff have incorporated these additional provisions and emphasis areas into upcoming transportation planning efforts where federal funding is involved. For the development and implementation of regional transportation planning activities and the five-year Regional Transportation Improvement Program, due consideration has been given to adhere to the federal planning factors identified in the legislation.

Title 23 of the United States Code describes federal planning factors issued by Congress to emphasize planning factors from a national perspective. The following table illustrates how SANDAG's work program for FY 2026 addresses these ten planning factors.

## Overall Work Program for BIL/IIJA Planning Factors

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and for freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism

| Work Element No. | Project Name                                                     | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|------------------|------------------------------------------------------------------|---|---|---|---|---|---|---|---|---|----|
| 1500300          | Funds Management and Oversight                                   | ✓ |   |   |   |   |   |   |   |   |    |
| 1500400          | OWP and Budget Programs Management                               | ✓ |   |   |   |   |   |   |   |   |    |
| 2300000          | Data Science, Analytics, and Modeling                            |   | ✓ | ✓ | ✓ |   | ✓ | ✓ | ✓ | ✓ | ✓  |
| 3100400          | Regional Plan Implementation                                     | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓  |
| 3100404          | Tribal Consultation Program                                      | ✓ | ✓ |   | ✓ | ✓ | ✓ |   |   |   | ✓  |
| 3100600          | Air Quality Planning and Transportation Conformity               |   |   |   |   | ✓ |   |   |   |   |    |
| 3102800          | Federal Performance Management and Congestion Management Process |   | ✓ |   |   | ✓ | ✓ | ✓ | ✓ |   |    |
| 3103000          | Regional Plan Development                                        | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓  |
| 3103100          | Regional Housing Needs Assessment                                | ✓ |   |   | ✓ | ✓ | ✓ | ✓ |   |   |    |
| 3300200          | AT Planning and Programs                                         | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |   |   | ✓  |
| 3322301          | Blue Line Express Feasibility Study                              | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |   |   | ✓  |
| 3322302          | South County Rapid Transit                                       | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |   |   | ✓  |
| 3322500          | Purple Line Conceptual Studies                                   | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |   |   | ✓  |
| 3322501          | Purple Line Alternative Analysis                                 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |   |   | ✓  |
| 3402200          | DT La Mesa Trolley Prioritization - FY 23/24                     | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |   |   | ✓  |
| 7300100          | Public Engagement and Education Activities                       | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓  |
| 7300300          | Software Development Services                                    | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓  |
| 7300500          | Transportation-Related Public Meeting Activities                 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓  |
| 7300600          | Title VI Compliance                                              |   | ✓ | ✓ | ✓ |   |   | ✓ |   |   |    |

## Planning Emphasis Areas

The FTA and FHWA jointly issued updated planning emphasis areas (PEAs) on December 30, 2021, for metropolitan transportation agencies to incorporate into their work. The following table illustrates how SANDAG’s work program for FY 2026 addresses these eight planning emphasis areas. Following this table, are detailed descriptions of the PEAs provided by FTA and FHWA.

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
2. Equity and Justice<sup>40</sup> in Transportation Planning
3. Complete Streets
4. Public Involvement
5. Strategic Highway Network)/U.S. Department of Defense Coordination
6. Federal Land Management Agency Coordination
7. Planning and Environment Linkages
8. Data in Transportation Planning

| Work Element No. | Project Name                                                     | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------------|------------------------------------------------------------------|---|---|---|---|---|---|---|---|
| 1500300          | Funds Management and Oversight                                   |   | ✓ |   | ✓ |   |   | ✓ |   |
| 1500400          | OWP and Budget Programs Management                               | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| 2300000          | Data Science, Analytics, and Modeling                            | ✓ | ✓ | ✓ |   | ✓ | ✓ | ✓ | ✓ |
| 3100400          | Regional Plan Implementation                                     | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| 3100404          | Tribal Consultation Program                                      |   | ✓ | ✓ | ✓ |   | ✓ |   |   |
| 3100600          | Air Quality Planning and Transportation Conformity               | ✓ |   |   | ✓ |   |   | ✓ | ✓ |
| 3102800          | Federal Performance Management and Congestion Management Process |   |   | ✓ | ✓ | ✓ |   |   | ✓ |
| 3103000          | Regional Plan Development                                        | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| 3103100          | Regional Housing Needs Assessment                                | ✓ | ✓ |   | ✓ |   |   |   | ✓ |
| 3300200          | AT Planning and Programs                                         |   | ✓ | ✓ | ✓ |   |   |   | ✓ |
| 3322301          | Blue Line Express Feasibility Study                              | ✓ | ✓ |   | ✓ | ✓ |   | ✓ | ✓ |
| 3322302          | South County Rapid Transit                                       | ✓ | ✓ | ✓ | ✓ |   |   | ✓ | ✓ |
| 3322500          | Purple Line Conceptual Studies                                   | ✓ | ✓ |   | ✓ |   |   | ✓ | ✓ |
| 3322501          | Purple Line Alternative Analysis                                 | ✓ | ✓ |   | ✓ |   |   | ✓ | ✓ |
| 3402200          | DT La Mesa Trolley Prioritization - FY 23/24                     | ✓ | ✓ |   | ✓ |   |   | ✓ | ✓ |
| 7300100          | Public Engagement and Education Activities                       |   | ✓ |   | ✓ |   |   |   | ✓ |
| 7300300          | Software Development Services                                    |   | ✓ |   | ✓ |   |   |   | ✓ |
| 7300500          | Transportation-Related Public Meeting Activities                 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| 7300600          | Title VI Compliance                                              |   | ✓ |   | ✓ |   | ✓ |   | ✓ |



## APPENDIX C

# Certifications/Assurances

---

## **Certificates and Assurances**

This appendix will be updated for the final budget once FY 2026 certifications and assurances are made available by state and federal partners





**APPENDIX D**

# Glossary

---

## Glossary

| Accronym         | Definition                                                    |
|------------------|---------------------------------------------------------------|
| <b>A</b>         |                                                               |
| A2Z              | Accelerate to Zer                                             |
| ABM              | Activity-Based Model                                          |
| ADA              | Americans with Disabilities Act                               |
| ADM              | Alternative Delivery Methods                                  |
| AFA              | Access for All                                                |
| APCD             | Air Pollution Control District                                |
| ARJIS            | Automated Regional Justice Information System                 |
| ARP              | Apprenticeship Readiness Program                              |
| ATC              | Airport Transit Connection                                    |
| ATGP             | Active Transportation Grant Program                           |
| ATP              | Active Transportation Program                                 |
| <b>B</b>         |                                                               |
| BIL              | Bipartisan Infrastructure Law                                 |
| BOS              | Back-Office System                                            |
| <b>C</b>         |                                                               |
| CALeVIP          | California Electric Vehicle Infrastructure Project            |
| CARB             | California Air Resources Board                                |
| CBA              | Community Benefits Agreement                                  |
| CBO              | Community-Based Organization                                  |
| CBP              | Customs & Border Protection                                   |
| CIBRS            | California Incident-Based Reporting System                    |
| CIP              | Capital Improvement Program                                   |
| CJ               | Criminal Justice                                              |
| CMAQ             | Congestion Mitigation and Air Quality Improvement             |
| CMCP             | Comprehensive Multimodal Corridor Plan                        |
| CMS              | Content Management System                                     |
| ConOps           | Concept of Operations                                         |
| Coordinated Plan | Coordinated Public Transit-Human Services Transportation Plan |
| CPI              | Consumer Price Index                                          |
| CPUC             | California Public Utilities Commission                        |
| CSE              | Center for Sustainable Energy                                 |
| CTC              | California Transportation Commission                          |
| CTC              | California Transportation Commission                          |
| CTSA             | Consolidated Transportation Services Agency                   |
| CVEF             | Commercial Vehicle Enforcement Facility                       |
| CWG              | Conformity Working Group                                      |
| CALeVIP          | California Electric Vehicle Infrastructure Project            |
| <b>D</b>         |                                                               |
| DAR              | Direct Access Ramp                                            |
| DEA              | Drug Enforcement Agency                                       |
| DHS              | Department of Homeland Security                               |

| Accronym  | Definition                                          |
|-----------|-----------------------------------------------------|
| <b>E</b>  |                                                     |
| EIR       | Environmental Impact Report                         |
| EIS       | Environment Impact Statement                        |
| EPA       | Environmental Protection Agency                     |
| ERP       | Enterprise Resource Planning                        |
| ERP       | Enterprise Resource Planning                        |
| EV        | Electric Vehicle                                    |
| <b>F</b>  |                                                     |
| FAST Act  | Fixing America's Surface Transportation Act         |
| FHWA      | Federal Highway Administration                      |
| FSP       | Freeway Service Patrol                              |
| FTA       | Federal Transit Administration                      |
| FY        | Fiscal Year                                         |
| <b>G</b>  |                                                     |
| GHG       | Greenhouse Gas                                      |
| GIS       | Geographic Information Systems                      |
| <b>H</b>  |                                                     |
| HAP       | Housing Acceleration Program                        |
| HCD       | Housing and Community Development                   |
| HIT       | High Impact Transformative                          |
| HOV       | High-Occupancy Vehicle                              |
| <b>I</b>  |                                                     |
| I-15      | Interstate 15                                       |
| I-5       | Interstate 5                                        |
| I-8       | Interstate 8                                        |
| I-805     | Interstate 805                                      |
| ICE       | <b>Immigration and Customs Enforcement</b>          |
| ICMS      | Integrated Corridor Management System               |
| IG T&R    | Investment Grade Traffic and Revenue                |
| IJJA      | Infrastructure Investments and Jobs Act             |
| ITOC      | Independent Taxpayer Oversight Committee            |
| ITS       | Intelligent Transportation Systems                  |
| ITTS      | Intraregional Tribal Transportation Strategy        |
| <b>J</b>  |                                                     |
| JTOC      | Joint Transportation Operations Center              |
| <b>L</b>  |                                                     |
| LAP       | Language Assistance Plan                            |
| LOSSAN    | Los Angeles-San Diego-San Luis Obispo Rail Corridor |
| <b>M</b>  |                                                     |
| MAP-21    | Moving Ahead for Progress in the 21st Century Act   |
| Mid-Coast | Mid-Coast Trolley Project                           |
| MOU       | Memorandum of Understanding                         |
| MP        | Mile Post                                           |
| MTS       | Metropolitan Transit Sytem                          |

| Accronym | Definition |
|----------|------------|
|----------|------------|

**N**

|         |                                          |
|---------|------------------------------------------|
| NCIS    | Naval Criminal Investigative Service     |
| NCTD    | North County Transit District            |
| Next OS | Next Operating System                    |
| NIBRS   | National Incident-Based Reporting System |
| NTD     | National Transit Database                |

**O**

|     |                          |
|-----|--------------------------|
| OCS | Overhead Catenary System |
| ODP | Open Data Portal         |
| OME | Otay Mesa East           |
| OWP | Overall Work Program     |

**P**

|      |                                                       |
|------|-------------------------------------------------------|
| PAC  | Policy Advisory Committee                             |
| PCIC | Powering Climate and Infrastructure Careers Challenge |
| PEA  | Planning Emphasis Areas                               |
| PEAR | Preliminary Environmental Analysis Report             |
| PID  | Project Initiation Document                           |
| PIP  | Public Involvement Program                            |
| PM   | Performance Management                                |
| POE  | Port of Entry                                         |
| PRP  | Peer Review Process                                   |

**Q**

|    |                   |
|----|-------------------|
| QA | Quality Assurance |
| QC | Quality Control   |

**R**

|          |                                               |
|----------|-----------------------------------------------|
| RBSP     | Regional Beach Sand Project                   |
| REAP 2.0 | Regional Early Action Planning Grants of 2021 |
| RHNA     | Regional Housing Needs Assessments            |
| ROW      | Right-of-Way                                  |
| RTIP     | Regional Transportation Improvement Program   |
| RTP      | Regional Transportation Plan                  |
| RTPA     | Regional Transportation Planning Agency       |

**S**

|              |                                                                |
|--------------|----------------------------------------------------------------|
| SANDAG       | San Diego Association of Governments                           |
| SB 1         | Senate Bill 1 (Beall, 2017)                                    |
| SCS          | Sustainable Communities Strategy                               |
| SCTCA        | Southern California Tribal Chairmen’s Association              |
| SDCIP        | San Diego County Incentive Project                             |
| Section 5310 | Enhanced Mobility of Seniors and Individuals with Disabilities |
| SGIP         | Smart Growth Incentive Program                                 |
| SR           | State Route                                                    |
| SR 11        | State Route 11                                                 |
| SR 125       | State Route 125                                                |
| SR 15        | State Route 15                                                 |
| SR 52        | State Route 52                                                 |
| SR 54        | State Route 54                                                 |
| SR 56        | State Route 56                                                 |
| SR 76        | State Route 76                                                 |
| SR 78        | State Route 78                                                 |
| SR 79        | State Route 79                                                 |
| SR 905       | State Route 905                                                |

| Accronym | Definition                                                |
|----------|-----------------------------------------------------------|
| SR 94    | State Route 94                                            |
| SSTAC    | Social Services Transportation Advisory Council           |
| STA      | State Transit Assistance                                  |
| STIP     | State Transportation Improvement Program                  |
| <b>T</b> |                                                           |
| TAC      | Technical Advisory Committee                              |
| TASC     | Transforming & Advancing South County Transit Communities |
| TBD      | To be Determined                                          |
| TCIF     | California Trade Corridor Improvement Fund                |
| TDA      | Transportation Development Act                            |
| TDM      | Transportation Demand Management                          |
| THIRA    | Threat and Hazard Identification and Risk Assessment      |
| TIFIA    | Transportation Infrastructure Finance and Innovation Act  |
| TMP      | Traffic Mitigation Program                                |
| TNED     | Transportation Network Editor                             |
| TPM      | Transportation Performance Management                     |
| TSMO     | Transportation Systems Management and Operations          |
| TSP      | Transit Signal Priority                                   |
| TSP      | Traffic Signal Priority                                   |
| <b>U</b> |                                                           |
| UASI     | Urban Area Security Initiative                            |
| <b>V</b> |                                                           |
| VMT      | Vehicle Miles Traveled                                    |
| <b>W</b> |                                                           |
| WORC     | Workforce Opportunities for Rising Careers                |
| <b>Y</b> |                                                           |
| YOP      | Youth Opportunity Program                                 |

# SANDAG

**SANDAG.org**



SANDAGregion



SANDAG



SANDAGregion



SANDAGregion



SANDAG