

Annual List of Federally Obligated

FFY 2023

(October 1, 2022 to September 30, 2023)

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Associate Financial Analyst
December 2023

SANDAG



SANDAG Board of Directors

The 18 cities and county governments are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus; plans, engineers, and builds public transit; makes strategic plans; obtains and allocates resources; and provides information on a broad range of topics pertinent to the region's quality of life.

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Purpose

On November 15, 2021, the President signed the Infrastructure Investment and Jobs Act (IIJA) to provide funding for Federal-aid highways, highway safety programs, transit programs, and for other purposes. The law funds the continuation of programs previously authorized under the Fixing America's Surface Transportation (FAST) Act. A requirement within the law, 23 United States Code 134 (j) requires MPOs to develop listings of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which federal funds were obligated in the preceding program year within 90 calendar days following the end of the program year. These listings shall be published or otherwise made available in accordance with MPO's public participation plan for the FTIP. Specifically:

An Annual Listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which federal funds have been obligated in the preceding program year shall be published or otherwise made available by the cooperative effort of the state, transit operator, and metropolitan planning organization for public review. This listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program.

Title 23 Code of Federal Regulations, Part 450.334 further clarifies the requirement as

(a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49U.S.C. Chapter 53 were obligated in the preceding program year.

(b) The listing shall be prepared in accordance with § 450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under § 450.326(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.

(c) The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP.

This report fulfills the above requirement by listing all federally funded transportation projects in the San Diego region that were obligated during federal fiscal year (FFY) 2023 which covers the period from October 1, 2022, to September 30, 2023. Obligation refers to the federal government's commitment to pay or reimburse the lead agency for the federal share of a project's cost. Obligation of federal funds means that a project has received federal commitment for reimbursement and does not necessarily mean that the project was initiated or completed in that year or indicate the total cost of that project.

Background

The 18 cities within San Diego County as well as the county government make up SANDAG, the San Diego Association of Governments. This public agency serves as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transportation and active transportation projects, and provides information on a broad range of topics pertinent to the region's quality of life. SANDAG is governed by a Board of Directors composed of mayors, councilmembers, and county supervisors from each of the region's 19 local governments. Supplementing these voting members are advisory representatives from Imperial County, the U.S. Department of Defense, Caltrans, San Diego Unified Port District, Metropolitan Transit System (MTS), North County Transit District (NCTD), San Diego County Water Authority, San Diego County Regional Airport Authority, Southern California Tribal Chairmen's Association, and Mexico. Policy Advisory Committees assist the Board of Directors in carrying out the agency's work program.

SANDAG Board and Policy Committee meetings provide the public forums and decision points for significant regional issues such as growth, transportation, environmental management, housing, open space, air quality, energy, fiscal management, economic development, and public safety. The SANDAG Board of Directors establishes policies, adopts plans, allocates transportation funds, and develops programs to address regional issues. Citizens as well as representatives from community, civic, environmental, education, business, other special interest groups, and other agencies are involved in the planning and approval process by participating in committees, as well as by attending workshops and public hearings.

Regional Transportation Plan

SANDAG develops the long-range Regional Transportation Plan (RTP). The current plan, San Diego Forward: The 2021 Regional Plan (2021 Regional Plan), adopted by the Board of Directors on December 10, 2021, is the blueprint for a regional transportation system that further enhances quality of life, promotes sustainability, and offers more mobility options for people and goods. The 2021 Regional Plan was approved by the U.S. Department of Transportation on January 28, 2022. Updated every four years to reflect new planning priorities and changing projections of growth and travel demand, the long-range plan must be based on a realistic forecast of future revenues. Projects must be included in the RTP before being included in the Regional Transportation Improvement Program (RTIP).

Regional Transportation Improvement Program

The RTIP is a multi-billion-dollar, five-year program of major highway, arterial, transit, and bikeway projects, including the Program of Projects for the countywide half-cent transportation sales tax program called TransNet. The RTIP is the short-term document (covers five years) that implements the RTP.

Currently, the RTIP is updated every two years. Federal and state regulations identify the development process and required content for the programming document. In general, the RTIP must include all major projects receiving certain categories of federal or state transportation funding, which need federal and/or state approval. The RTIP must also include

capacity increasing projects and those projects which are identified as regionally significant. For a project to receive federal obligation, the project's funds must be included in the region's or the state's Transportation Improvement Program (TIP).

On December 10, 2021, the SANDAG Board of Directors approved the Revenue Constrained 2021 Regional Plan and its air quality conformity analysis. The 2023 RTIP, covering FY 2023 through FY 2027, was adopted by the SANDAG Board on September 23, 2022, and the conformity determination, and conformity re-determination of the 2021 Regional Plan were jointly approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on December 16, 2022, making the 2023 RTIP the valid TIP for the remainder of FFY 2023.

Public Involvement

It is the policy of SANDAG to encourage public participation in the development of agency planning and programming activities. Public involvement consists of participation on various SANDAG working groups, opportunities to comment at Board and committee meetings, public notices of document availability and public hearings, and through the SANDAG public communications program. As part of the 2021 Regional Plan, SANDAG implemented an extensive public outreach program. Additional outreach was done to comply with Title VI and environmental justice principles. The Community Based Organization Working Group, which is comprised of representatives from 12 community-based organizations or community collaboratives, serves disadvantaged/underserved communities. The CBO Working Group members provided ongoing public outreach and input for the 2021 Regional Plan. SANDAG and the Southern California Tribal Chairmen's Association have developed a Tribal Consultation Plan and the tribes provided input in the development of both plans.

The Board adopted an updated Public Participation Plan (PPP) in December 2012 in accordance with MAP-21 and it was last updated in February of 2018. The revised PPP reflects the SANDAG commitment to public participation and involvement to include all residents and stakeholders in the regional planning and decision-making process.

Obligation Report

This report is divided between FHWA and FTA funding programs. Within each grouping, the obligations¹ are listed by the different funding programs and ordered by the corresponding MPO identification number, where available. The MPO identification number is a unique project identifier used in the RTIP for projects. The listing shows the amount of federal funds that were programmed in the valid TIP for FFY 2023.

The obligation information for FHWA-funded programs was provided by the California Department of Transportation while the obligation information for FTA-funded programs was derived from the FTA financial system referred to as TrAMS. SANDAG does not participate in the obligation process.

¹ Note that this list includes only federal obligations; no state or local funds are reported.

**Table 1: FFY 2023 Annual List of Federally Obligated Projects
Federal Highway Administration Programs (\$0s)**

| MPO ID | Agency | Project/Description | Federal Funds Programmed in FFY 23 | Federal Funds Programmed in FFY 23-26 | Amount of Obligation in FFY 23 | Federal Funds Remaining in FFY 23 ** | Date |
|--|---------------|---|------------------------------------|---------------------------------------|--------------------------------|--------------------------------------|-----------|
| Carbon Reduction Program (CRP) | | | | | | | |
| SAN153 | SANDAG | Inland Rail Trail | \$3,882,000 | \$3,882,000 | \$3,882,000 | \$0 | 8/23/2023 |
| SAN195 | SANDAG | Bayshore Bikeway: Barrio Logan | \$3,543,000 | \$3,543,000 | \$3,543,000 | \$0 | 8/11/2023 |
| SAN206 | SANDAG | Imperial Avenue Bikeway | \$2,326,765 | \$2,326,765 | \$2,593,000 | \$266,235 | 6/1/2023 |
| Total CRP | | | | | \$10,018,000 | | |
| Congestion Mitigation Air Quality (CMAQ) | | | | | | | |
| CAL09 | Caltrans | Interstate 5 - HOV/Managed Lanes | \$10,959,736 | \$10,959,736 | \$2,693,046 | -\$8,266,690 | 9/14/2023 |
| CAL547 | Caltrans | I-805/SR 94/SR 15 Transit Connection | \$8,800,000 | \$8,800,000 | \$8,800,000 | \$0 | 8/11/2023 |
| SAN11A | SANDAG | Various locations in San Diego County Regional Rideshare Program- Component of Overall TDM (TC) | \$12,753,200 | \$44,753,200 | \$20,753,200 | \$8,000,000 | 6/28/2023 |
| SAN261 | SANDAG | Palomar Street Rail Grade Separation | \$0 | \$0 | \$605,000 | \$605,000 | 7/28/2023 |
| Total CMAQ | | | | | \$32,851,246 | | |
| Congressionally Directed Spending - Community Project Funding (CPF) (Highway Infra) | | | | | | | |
| NC40 | SANDAG | Bayshore Bikeway - Segment 5 | \$300,000 | \$300,000 | \$300,000 | \$0 | 6/6/2023 |
| NC44 | National City | 24th Street First and Last Mile Connections to Trolley Station | \$630,318 | \$630,318 | \$429,781 | -\$200,537 | 6/2/2023 |
| NC45 | National City | 24th Street Trolley Pedestrian Bridge Feasibility Study | \$294,700 | \$294,700 | \$294,700 | \$0 | 6/2/2023 |
| SD263 | San Diego | La Media Improvement-Siempre Viva to Truck Route | \$400,000 | \$400,000 | \$400,000 | \$0 | 6/12/2023 |
| SAN195 | SANDAG | Bayshore Bikeway: Barrio Logan | \$5,650,000 | \$5,650,000 | \$5,650,000 | \$0 | 8/11/2023 |
| Total CPF | | | | | \$7,074,481 | | |
| Coordinated Border Infrastructure (CBI) | | | | | | | |
| CAL615 | Caltrans | Harbor Drive 2.0 & I-15 Operational Improvements (Vesta St) | \$5,000,000 | \$5,000,000 | \$5,000,000 | \$0 | 6/26/2023 |
| Total CBI | | | | | \$5,000,000 | | |
| Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) | | | | | | | |
| SAN206 | SANDAG | Imperial Avenue Bikeway | \$4,100,158 | \$4,100,158 | \$4,100,158 | \$0 | 6/1/2023 |
| Total CRRSAA | | | | | \$4,100,158 | | |
| Highway Bridge Program (HBP)/Seismic Retrofit (CAL 44)² | | | | | | | |
| CHV69 | Chula Vista | Heritage Road over Otay River (Br. # 57C0670) - Bridge Replacement | \$3,045,432 | \$32,980,966 | \$3,045,432 | \$0 | 5/17/2023 |
| CAL44 | San Diego | Grouped Projects for Bridge Rehabilitation and Reconstruction - Highway Bridge Program | \$4,937,701 | \$26,092,064 | \$8,553,434 | \$3,615,733 | 7/28/2023 |
| SD70 | San Diego | West Mission Bay Drive Bridge Replacement and Widen (Br. # 57C0023) | \$30,000,000 | \$40,322,230 | \$30,000,000 | \$0 | 3/27/2023 |
| SM32 | San Marcos | Via Vera Cruz, Brdg No. 57C0780 Replace 2-Lane Bridge with 4-Lane | \$3,983,142 | \$3,983,142 | \$3,983,142 | \$0 | 5/23/2023 |
| Total HBP | | | | | \$43,366,523 | | |
| High Priority (HPP)/Demonstration (DEMO)/Section 117 Programs and Earmark Repurposing | | | | | | | |
| CAL09 | Caltrans | Interstate 5 - HOV/Managed Lanes | \$491,964 | \$491,964 | \$491,964 | \$0 | 3/22/2023 |
| CAL78D | Caltrans | I-805 South Soundwalls | \$1,080,000 | \$1,080,000 | \$1,079,886 | -\$114 | 5/23/2023 |
| Total HPP/DEMO | | | | | \$1,571,850 | | |

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|---|--------------------------------|--|------------------------------------|---------------------------------------|--------------------------------|--------------------------------------|------------|
| Highway Maintenance Program (CAL194) ² | | | | | | | |
| | Caltrans | HM 124 - In San Diego County - Various Locations - RHMA Overlay | \$0 | \$0 | \$41,953 | \$41,953 | 11/21/2022 |
| | | Total Highway Maintenance | | | \$41,953 | | |
| Highway Safety Improvement Program (HSIP) (CAL105)² | | | | | | | |
| | Encinitas | Three block corridor of Santa Fe Dr. from Gardena Rd. to Bonita Dr. install sidewalks/pathway and install ped. Hybrid beacon (HAWK) | \$0 | \$0 | \$593,640 | \$593,640 | 11/17/2022 |
| | La Mesa | El Cajon Boulevard from Jessie Avenue to Williams Avenue. Install a HAWK signal and curb extensions. | \$0 | \$0 | \$57,135 | \$57,135 | 3/20/2023 |
| | Oceanside | Within Oceanside along Coast Hwy 101, El Camino Real, College Blvd, Oceanside Blvd, Mission Ave, Douglas Dr, Vandegrift Blvd, Mesa Dr, North Santa Fe, Cannon Rd, Rancho Del Oro & Lake Blvd. Install pedestrian countdown signal heads, ADA compliant pedestrian pushbuttons & upgrade traffic signal controllers | \$0 | \$0 | \$2,005,300 | \$2,005,300 | 4/6/2023 |
| | San Diego | Various locations - Extend guardrails, install end terminals or crash cushions, widen sidewalks | \$0 | \$0 | \$512,793 | \$512,793 | 2/2/2023 |
| | <i>Various De-obligations*</i> | | | | \$ (1,173,703) | | |
| | | Total HSIP | | | \$1,995,165 | | |
| Highway Infrastructure Program | | | | | | | |
| SD70 | City of San Diego | W Mission Bay Drive/San Diego River Bridge Replacement (57C-0023) | \$19,715,549 | \$19,715,549 | \$19,715,549 | \$0 | 6/26/2023 |
| | | Total HIP | | | \$19,715,549 | | |
| Regional Surface Transportation Program (RSTP) | | | | | | | |
| CAL09 | Caltrans | On State Route: 5. In San Diego County in the city of Carlsbad on I-5 from Palomar Airport Road to SR-78, construct one HOV lane in each direction. (TC) | \$0 | \$0 | \$4,577,036 | \$4,577,036 | 3/22/2023 |
| CAL78D | Caltrans | On State Route: 805. Interstate 805 from 0.2 mile north of the Palomar Street overcrossing in the city of Chula Vista to 0.4 mile south of Route 805/54 separation in the city of National City, construct sound wall, Unit 2, Phase 1. (TC) | \$12,000,000 | \$12,000,000 | \$12,000,000 | \$0 | 5/23/2023 |
| CAL538 | Caltrans | In San Diego County, in and near the city of Poway, on SR-67 from Maplevue Street to Highland Valley Road/Dye Road, conduct environmental study and preliminary engineering for a four-lane facility along SR-67. (TC) | \$1,082,000 | \$5,125,000 | \$1,082,000 | \$0 | 5/3/2023 |
| CAL550 | SANDAG | In San Diego County, along SR-52 from I-5 to SR-67 and along SR-67 from I-8 to Maplevue Street, implement a comprehensive integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in the Coast, Canyons, and Trails corridor. (TC) | \$0 | \$0 | \$164,000 | \$164,000 | 6/26/2023 |

**Table 1: FFY 2023 Annual List of Federally Obligated Projects
Federal Highway Administration Programs (\$0s)**

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|--------------------------------|----------|--|------------------------------------|---------------------------------------|--------------------------------|--------------------------------------|-----------|
| CAL551 | SANDAG | In the San Diego region, along SR-94 corridor from I-5 to SR-125, develop a comprehensive integrated management plan for increasing transportation options, decreasing congestion, and improving travel times along the SR-94 corridor. A CMCP includes all travel modes in a defined corridor - highways and freeways, parallel and connection roadways, public transit (bus, bus rapid transit, light rail, intercity rail), and bikeways. | \$1,880,000 | \$1,880,000 | \$1,880,000 | \$0 | 8/11/2023 |
| SAN153 | Caltrans | One mile of Class 1 bikeway, in railroad row, extending the Inland Rail Trail corridor, including improvements at roadway crossings, fencing – City of Vista segment. Class I bikeway. | \$6,940,000 | \$6,940,000 | \$6,940,000 | \$0 | 8/23/2023 |
| SAN206 | SANDAG | Along Imperial Avenue from 21st Street to 47th Street in the City of San Diego, the Imperial Avenue bikeway is a regional priority bikeway connecting more than 100,000 residents in the southeastern communities of San Diego with downtown and other major destinations. The 3.1-mile facility includes buffered and protected bikeways, pedestrian improvements, and traffic calming improvements. (TC). | \$1,863,000 | \$1,863,000 | \$1,863,000 | \$0 | 5/26/2023 |
| SAN256 | Caltrans | In the San Diego region, develop a comprehensive integrated management plan for increasing transportation options, decreasing congestion, and improving travel times along the SR-125 corridor from SR-905/SR-11 to SR-52. The plan includes all travel modes in a defined corridor, such as highways and freeways, parallel and connection roadways, public transit (bus, bus rapid transit, light rail, intercity rail), and bikeways. Integrated management plan for increasing transportation options and decreasing congestion at SR-125. | \$2,727,000 | \$2,727,000 | \$2,892,000 | \$165,000 | 4/6/2023 |
| SAN269 | SANDAG | In San Diego County, this project is a comprehensive integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in the Central Mobility Station/I-5/Coronado & Downtown Connections corridor. The project will develop a comprehensive multimodal corridor plan (CMCP). Toll credits to be used in lieu of local match. (TC) | \$0 | \$0 | \$1,662,000 | \$1,662,000 | 8/15/2023 |
| SAN299 | SANDAG | SR76: Horse Ranch Creek Road to Pala Mission Road. Preliminary design and environmental document for roadway straightening. (TC) | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$0 | 8/24/2023 |
| SAN300 | SANDAG | I-8/West Willows Road preliminary design and environmental document for interchange improvements. (TC) | \$0 | \$3,000,000 | \$3,000,000 | \$3,000,000 | 7/28/2023 |
| V07 | SANDAG | On State Route: 5. In San Diego County, in San Diego, from 0.6 mile north from Del Mar Heights Road overcrossing to Villa De La Valle overcrossing, restore wetlands at San Dieguito Lagoon. | \$0 | \$0 | \$6,683,313 | \$6,683,313 | 9/19/2023 |
| V11 | SANDAG | East Otay Mesa Port of Entry from the border with Mexico to the future extension of State Route 11, Segment 3, construct port of entry. (TC) | \$2,500,000 | \$2,500,000 | \$16,068,188 | \$13,568,188 | 8/14/2023 |
| <i>Various De-Obligations*</i> | | | | | | (\$653,427) | |
| Total RSTP | | | | | | \$60,158,109 | |

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Federal Highway Administration Programs (\$0s)**

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|---|----------|---|------------------------------------|---------------------------------------|--------------------------------|--------------------------------------|-----------|
| State Highway Operation and Protection Program (SHOPP)² | | | | | | | |
| SHOPP–Bridge Preservation (CAL46D) | | | | | | | |
| | Caltrans | On State Route: 8. In San Diego County, in La Mesa and El Cajon, from 0.1 mile west of Grossmont Boulevard overcrossing to West Main Street overcrossing and at Marshall Avenue overhead, rehabilitate two bridge decks (El Cajon Overhead No. 57-0362 and Marshall Avenue Overhead No. 57-0369). | N/A | N/A | \$17,611,536 | N/A | 8/9/2023 |
| | | Subtotal Bridge Preservation | | | \$17,611,536 | | |
| SHOPP–Collision Reduction (CAL46B) | | | | | | | |
| | Caltrans | On State Route: 8. In San Diego County, in El Cajon, at various locations from 0.5 mile east of Grossmont Boulevard overcrossing to 0.4 mile east of Los Coches Road undercrossing, place minor concrete, HMA-A, modify landscape, and electrical systems | N/A | N/A | \$201,454 | N/A | 7/7/2023 |
| | Caltrans | On State Route: 52. In San Diego County, at various locations, construct maintenance vehicle pullouts (MVPs), pave slopes under bridge structures, narrow areas, and beyond gores. Project locations at SR-52 PM 0.4/5.5 and I-805 PM 23.5/24.4 | N/A | N/A | \$221,325 | N/A | 7/7/2023 |
| | Caltrans | On State Route: 5. In San Diego County, in San Diego, on Route 5 from National Avenue overcrossing to Commercial Street overhead, and on Route 805 at Route 94/805 separation, install rumble strips, upgrade guardrail, and place high friction surface treatment (HFST). | N/A | N/A | \$60,000 | N/A | 5/17/2023 |
| | | Subtotal Collision Reduction | | | \$482,779 | | |
| SHOPP - Mandates (CAL46I) | | | | | | | |
| | Caltrans | On State Route: 8. San Diego County in San Diego at various locations from Mission Center Road overcrossing to College Avenue overcrossing, replace damaged sidewalk, replace traffic signals, and install accessible pedestrian signals. | N/A | N/A | \$5,067,000 | N/A | 5/29/2023 |
| | | Subtotal Mandates | | | \$5,067,000 | | |
| SHOPP–Mobility (CAL46A) | | | | | | | |
| | Caltrans | On State Route: 5. In San Diego County in the cities of San Diego, Chula Vista, and National City, at various locations from 0.1 mile south of Coronado Avenue to 0.6 mile north of E Street, install northbound ramp meters, widen ramps, construct walls and landscaping at 8 locations. (TC) | N/A | N/A | \$1,542 | N/A | 7/19/2023 |
| | | Subtotal Mobility | | | \$1,542 | | |

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|--|-------------------------------|---|------------------------------------|---------------------------------------|--------------------------------|--------------------------------------|------------|
| SHOPP–Roadside Preservation (CAL46C) | | | | | | | |
| | Caltrans | On State Route: 805. In San Diego County in Chula Vista, from 0.3 mile south of Main Street undercrossing to Palomar Street overcrossing, convert potable irrigation systems to recycled water. | N/A | N/A | \$68,677 | N/A | 9/14/2023 |
| | Caltrans | On State Route: 805. In San Diego County, in Chula Vista, from 0.3 mile south of Main Street undercrossing to Palomar Street overcrossing, convert potable irrigation systems to recycled water. | N/A | N/A | \$207,863 | N/A | 8/7/2023 |
| Subtotal Roadside Preservation | | | | | \$276,540 | | |
| SHOPP–Roadway Preservation (CAL46E) | | | | | | | |
| | Caltrans | On State Route: 78. In San Diego County, at various locations from 0.3 mile east of Route 78/5 separation to 0.5 mile west of Route 15/78 separation, rehabilitate and replace culverts and rehabilitate pavement. | N/A | N/A | \$15,827,900 | N/A | 5/9/2023 |
| | Caltrans | On State Route: 125. In San Diego County, on Route 94 from E94/N125 separation in Lemon Grove to 0.1 mile east of Spring Street undercrossing in La Mesa, and on Route 125 from 0.6 mile south of Spring Street undercrossing near La Mesa to Mission Gorge Road in Santee, rehabilitate pavement by grinding and replacing concrete slabs and cold plane and overlay shoulders with rubberized hot mix asphalt (RHMA-G). | N/A | N/A | \$31,740,800 | N/A | 12/28/2022 |
| | Caltrans | On State Route: 905. Near San Diego, at the Otay Mesa Commercial Vehicle Enforcement Facility (CVEF), add a new inspection lane and truck weighing system. | N/A | N/A | \$7,202,000 | N/A | 5/9/2023 |
| Subtotal Roadway Preservation | | | | | \$54,770,700 | | |
| SHOPP Deobligations | | | | | | | |
| | Various SHOPP De-obligations* | | | | \$ (1,471,760) | | |
| Subtotal SHOPP Deobligations | | | | | (\$1,471,760) | | |
| Total SHOPP | | | | | \$76,738,337 | | |
| State Emergency/Safety Program ³ | | | | | | | |
| | San Diego | Pala/Temecula Various Locations | | | \$ 658,900 | | 6/20/2023 |
| Total Emergency Program | | | | | \$658,900 | | |

**Table 1: FFY 2023 Annual List of Federally Obligated Projects
Federal Highway Administration Programs (\$0s)**

| MPO ID | Agency | Project/Description | Federal Funds Programmed in FFY 23 | Federal Funds Programmed in FFY 23-26 | Amount of Obligation in FFY 23 | Federal Funds Remaining in FFY 23 ** | Date |
|--|--------|--------------------------------------|------------------------------------|---------------------------------------|--------------------------------|--------------------------------------|----------|
| Transportation Alternatives Program (TAP) (V14)² | | | | | | | |
| SAN206 | SANDAG | Downtown to Imperial Avenue Bikeway | \$4,450,000 | \$4,450,000 | \$4,450,000 | \$0 | 6/1/2023 |
| VISTA59 | Vista | Townsite Complete Street Project | \$0 | \$0 | \$235,770 | \$235,770 | 5/9/2023 |
| | | <i>Various De-obligations (TAP)*</i> | | | \$ (240,357.17) | | |
| | | Total TAP | | | \$4,445,413 | | |
| Total Obligations for FHWA Administered Programs | | | | | \$267,735,683 | | |

Notes:

¹ RSTP funds are considered flexible and can transfer from FHWA to FTA

² These projects are programmed under Grouped Project Listing or lump sum in the RTIP (except as otherwise noted)

³ Emergency projects are by nature safety-related and due to urgency of the projects, they are not required to be programmed

* De-obligations occur due to cost savings, project close-out or inability to deliver. De-obligated funds for state-managed projects are returned to the program to be used on other projects within that program. Regional funds remain in the region and can be used for other regional projects.

** A negative in this column indicates that the funds were programmed in a different Federal Fiscal Year and obligated using Expedited Project Selection Procedures (EPSP), a federally-approved method for obligating funds from a future fiscal year. A positive amount indicates that not all of the funds programmed in the year were obligated.

**Table 1: FFY 2023 Annual List of Federally Obligated Projects
Federal Transit Administration Programs (\$0s)**

| MPO ID | Agency | Project/Description | Grant No. | Federal Funds Programmed in FFY 23 | Federal Funds Programmed in FFY 23-26 | Amount of Obligation in FFY 23 |
|--|--------|--|----------------|------------------------------------|---------------------------------------|--------------------------------|
| Congressionally Directed Spending - Community Project Funding (CPF) (Transit Infra) | | | | | | |
| MTS30 | MTS | Bus & Rail Support Facilities and Equipment | CA-2023-126-00 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| MTS31 | MTS | Bus & Rail Electrification and Power | CA-2022-189-01 | \$1,880,000 | \$1,880,000 | \$1,880,000 |
| NCTD06 | NCTD | Bus/Rail Support Equipment & Facilities | CA-2023-072-00 | \$1,717,836 | \$1,717,836 | \$1,717,000 |
| SAN259 | SANDAG | LOSSAN Corridor Improvements | CA-2023-037-00 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| SAN261 | SANDAG | Palomar Street Rail Grade Separation | CA-2023-169-00 | \$2,000,000 | \$2,000,000 | \$400,000 |
| Total CPF - Transit Infra | | | | | | \$5,997,000 |
| Section 5307 Urbanized Area Formula Program | | | | | | |
| MTS28 | MTS | Bus & Rail Rolling Stock purchases and Rehabilitations | CA-2022-122-01 | \$22,072,531 | \$115,902,488 | \$23,636,625 |
| | | Bus & Rail Rolling Stock purchases and Rehabilitations | CA-2023-136-00 | \$22,072,531 | \$115,902,488 | \$22,072,531 |
| MTS23A | MTS | Transit Service Operations - ADA | CA-2023-136-00 | \$6,008,059 | \$31,322,499 | \$6,008,059 |
| MTS32A | MTS | Preventive Maintenance | CA-2023-136-00 | \$32,000,000 | \$166,000,000 | \$32,000,000 |
| NCTD02 | NCTD | Preventive Maintenance | CA-2023-011-00 | \$22,490,678 | \$119,993,239 | \$22,904,495 |
| NCTD06 | NCTD | Support Equipment and Facilities - Bus & Rail | CA-2023-011-00 | \$3,735,694 | \$3,735,694 | \$2,811,640 |
| SAN30 | SANDAG | San Dieguito Lagoon Double Track and Platform | CA-2023-020-00 | \$5,500,000 | \$18,500,000 | \$4,096,000 |
| SAN129 | SANDAG | Downtown Multiuse and Bus Stopover Facility | CA-2023-004-00 | \$0 | \$7,448,150 | \$12,836,850 |
| SAN286 | SANDAG | Purple Line Conceptual Studies | CA-2023-019-00 | \$0 | \$0 | \$3,500,000 |
| Total 5307 | | | | | | \$129,866,200 |
| RSTP Transfer to FTA 5307 | | | | | | |
| SAN262 | MTS | Low-Floor Light Rail Transit Vehicles | CA-2020-266-02 | \$12,000,000 | \$12,000,000 | \$12,000,000 |
| SAN285 | SANDAG | Blue Line and San Ysidro Mobility Hub | CA-2023-039-00 | \$1,716,690 | \$1,716,690 | \$1,000,000 |
| Total RSTP Transfer to FTA 5307 | | | | | | \$13,000,000 |
| Section 5309 New Starts | | | | | | |
| SAN23 | SANDAG | Mid-Coast Light Rail Transit (LRT) Corridor Project | CA-2016-021-09 | \$100,000,000 | \$241,396,303 | \$241,371,559 |
| Total 5309 | | | | | | \$241,371,559 |
| Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities | | | | | | |
| SAN213 | SANDAG | Operating Assistance | CA-2023-173-00 | \$105,000 | \$2,206,814 | \$1,612,773 |
| SAN214 | SANDAG | Capital Purchase | CA-2023-173-00 | \$0 | \$3,244,718 | \$3,937,118 |
| Total 5310 | | | | | | \$5,549,891 |

**Table 1: FFY 2023 Annual List of Federally Obligated Projects
Federal Transit Administration Programs (\$0s)**

| MPO ID | Agency | Project/Description | Grant No. | Federal Funds Programmed in FFY 23 | Federal Funds Programmed in FFY 23-26 | Amount of Obligation in FFY 23 |
|--|--------|--|----------------|------------------------------------|---------------------------------------|--------------------------------|
| Section 5337 State of Good Repair | | | | | | |
| MTS28 | MTS | Bus & Rail Rolling Stock purchases and Rehabilitations | CA-2020-227-02 | \$10,491,766 | \$26,491,766 | \$7,000,000 |
| MTS32A | MTS | Preventive Maintenance - Rail | CA-2023-140-00 | \$29,588,000 | \$121,641,600 | \$28,000,000 |
| MTS35 | MTS | Fixed Guideway Transitways/Lines | CA-2023-140-00 | \$3,276,000 | \$3,699,371 | \$8,355,766 |
| NCTD02 | NCTD | Preventive Maintenance - Bus & Rail | CA-2023-015-00 | \$1,398,082 | \$53,654,145 | \$7,258,652 |
| NCTD06 | NCTD | Rail Support Equipment & Facility | CA-2023-015-00 | \$4,797,840 | \$4,835,148 | \$1,634,086 |
| NCTD18 | NCTD | Rail-Right-of-Way State of Good Repair & Improvements | CA-2023-015-00 | \$6,310,899 | \$9,110,899 | \$454,840 |
| NCTD20 | NCTD | Rail Vehicles & Related Equipment | CA-2023-015-00 | \$6,081,600 | \$8,577,600 | \$7,996,950 |
| Total 5337 | | | | | | \$60,700,294 |
| Section 5339 Bus and Bus Facilities | | | | | | |
| MTS28 | MTS | Bus & Rail Rolling Stock purchases and Rehabilitations | CA-2023-125-00 | \$4,278,086 | \$17,382,453 | \$4,278,086 |
| NCTD05 | NCTD | Bus Replacement | CA-2023-108-00 | \$5,269,600 | \$26,678,400 | \$4,800,000 |
| Various De-Obligations* | | | | | | (\$1,198,628) |
| Total 5339 | | | | | | \$7,879,458 |
| Transit Oriented Development (TOD) | | | | | | |
| NCTD114 | NCTD | TOD Planning Project | CA-2023-134-00 | \$240,000 | \$240,000 | \$240,000 |
| SAN285 | SANDAG | Blue Line and San Ysidro Mobility Hub | CA-2023-056-00 | \$405,000 | \$405,000 | \$405,000 |
| Total TOD | | | | | | \$645,000 |
| Total Obligations for FTA Administered Programs | | | | | | \$465,009,402 |
| Grand Total FFY 2023 Federal Obligations | | | | | | \$732,745,085 |

* De-obligations occur due to cost savings, project close-out, or inability to deliver
Source: FHWA obligation data from Caltrans Office of Local Assistance; FTA obligation data from TrAMS.