SANDAG



2025 RTIP

Regional Transportation Improvement Program

FY 2025-2029

2025 Regional Transportation Improvement Program

September 27, 2024

SANDAG, as the Metropolitan Planning Organization and the Regional Transportation Planning Agency, is required by state and federal laws to develop and adopt a Regional Transportation Improvement Program (RTIP). The RTIP is a multi-billion-dollar, multi-year program of proposed projects for major transportation projects in the San Diego Region. Transportation projects funded with federal, state and San Diego transportation sales tax program (TransNet) must be included in an approved RTIP. The programming of locally funded projects may also be programmed at the discretion of the agency.

The RTIP covers five fiscal years and incrementally implements San Diego Forward: The Regional Plan (Regional Plan), the long-range transportation plan for the San Diego region. The current Regional Plan was approved by the Board at its meeting on December 10, 2021.

The Program Budget is available in its entirety at sandag.org/funding/budget.

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Regional Transportation Commission

***Resolution No.* RTC-2025-03**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PASSED AND ADOPTED this 27th of September 2024.

Ayes Chairwoman Nora Vargas (County of San Diego), Second Vice Chair Lesa Heebner (City of Solana Beach), Councilmember Melanie Burkholder (Carlsbad), Councilmember Carolina Chavez (Chula Vista), Councilmember John Duncan (Coronado), Deputy Mayor Terry Gaasterland (Del Mar), Mayor Bill Wells (El Cajon), Mayor Tony Kranz (Encinitas), Mayor Dane White (Escondido), Councilmember Mitch McKay (Imperial Beach), Councilmember Jack Shu (La Mesa), Mayor Racquel Vasquez (Lemon Grove), Councilmember Luz Molina (National City), Mayor Steve Vaus (Poway), Councilmember Raul Campillo (City of San Diego), Mayor Rebecca Jones (San Marcos), Councilmember Ronn Hall (Santee), and Councilmember Dan O'Donnell (Vista).

Noes None.

Absent Oceanside.

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

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Chapter 1

Executive Summary



Chapter 1
Executive Summary

Overview

The 2025 Regional/Federal Transportation Improvement Program is a multibillion-dollar, five-year program of major transportation projects funded by federal, state, local, and private funding, including the TransNet local sales tax, covering FY 2025 to FY 2029.
The 2025 Regional Transportation Improvement Program (RTIP) development process, which includes the air quality emissions analysis for all regionally significant projects, requires approval by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The 2025 RTIP is a prioritized program designed to implement the region's overall strategy for providing mobility and improving the safety, condition, and efficiency of the transportation system while reducing transportation-related air pollution. This is in support of efforts to meet federal performance-management targets, while also attaining federal and state air quality standards for the region. In addition, the 2025 RTIP incrementally implements San Diego Forward: The 2021 Regional Plan (2021 Regional Plan), the long-range transportation plan for the San Diego region approved by the Board of Directors on December 10, 2021.

Document Organization

This document includes five chapters: Chapter 1 provides an overview of the document; Chapter 2 describes the RTIP development process, including federal, state, and TransNet transportation programming requirements; Chapter 3 contains the detailed listings of projects; Chapter 4 provides the financial capacity analysis; and Chapter 5 describes the air quality conformity analysis.

Also included are several appendices. Appendix A provides the listing of projects included in the various grouped-project listings. Appendix B provides the status of all non-carryover projects from the 2023 RTIP. Appendix C outlines the Expedited Project Selection Process, which allows SANDAG to move funding between the first quadrennial element to access prior-year funding or advance the implementation of certain projects different than their programmed dates. Appendix D provides the list of Regional Arterial System projects within San Diego County based upon the approved 2021 Regional Plan. Appendix E lists the projects exempt from regional air quality conformity analysis. Appendix F includes the detailed regional air quality emissions analysis report for non-exempt or Capacity Increasing (CI) projects. Appendix G is the social equity analysis that was performed on the 2025 RTIP. Appendix H focuses on how the projects included address federal performance management requirements. Appendix I describes the SANDAG Funding and Project Selection Process. Appendix J describes the congestion-management process for the federally funded CI projects on the Congestion Management Process Network. Appendix K describes the public participation process. Appendix L includes all public comments and responses. Appendix M is a checklist provided by Caltrans for items necessary to be included in the RTIP. Appendix N includes a glossary of terms and acronyms.

The 2025 RTIP also can be found at sandag.org/RTIP. This webpage is designed to provide background information as well as the latest updates to the program and relevant documentation.

Program Summary

A summary of the major transportation projects is provided in Table 1-1. A map illustrating major transportation projects included in the 2025 RTIP is shown in Figure 1-1. The individual project listings included in Chapter 3 have been developed in coordination with Caltrans, San Diego Metropolitan Transit System, North County Transit District, local jurisdictions, other agencies, and various San Diego Association of Governments (SANDAG) stakeholders and working groups.

Financial Capacity Assessment

Chapter 4 provides a financial capacity analysis of the major program areas. Based upon this analysis, the projects contained within the 2025 RTIP are reasonable when considering available funding sources.

For nonattainment and maintenance areas, the 2025 RTIP must be a revenue-constrained document, with programmed projects based upon committed funding for the first two fiscal years of the RTIP and/or reasonably available for the third fiscal year and beyond. Funding assumptions are generally based upon: (1) authorized or appropriated levels of federal and state funding from current legislation; (2) conservative projections of future federal and state funding based upon a continuation of current funding levels; (3) the most current revenue forecasts for the TransNet Program; and (4) the planning and programming documents of the local transportation providers.

The projects programmed in the 2025 Regional Transportation Improvement Program (RTIP), covering FY 2024/25 to FY 2028/29 are expressed in future dollars. That is, they have been escalated based upon anticipated inflation and other factors to the expected year of obligation or expenditure. For the State Transportation Improvement Program (STIP) and State Highway Operations and Protection Program (SHOPP), the revenues and program are based on the 2024 Fund Estimate adopted by the California Transportation Commission in August 2023.

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. For the STIP and SHOPP, the revenues and program are based on the 2024 STIP Fund Estimate (STIP FE) adopted by the California Transportation Commission (CTC) in August 2023. The 2024 STIP FE includes a total estimate of $2.9 billion in program capacity over the five-year FE period. STIP capacity over the 2024 five-year FE period has increased by 37 percent compared to the 2022 five-year FE period, mostly due to higher diesel sales tax revenues in the Public Transportation Account that are available for the STIP.

For the major transportation projects funded with the County transportation sales tax (TransNet), SANDAG forecasts inflation based on recent economic trends in conjunction with three, independent, nationally recognized forecasts related to economic growth. The U.S. Bureau of Labor Statistics reported that prices in the San Diego area, as measured by the Consumer Price Index for All Urban Consumers (CPI-U), advanced 0.4 percent for the two months ending in January 2024. The January increase was influenced by higher prices for shelter. Over the last 12 months, the CPI-U advanced 3.8 percent. Food prices increased 3.7 percent. Energy prices fell 11.6 percent, largely the result of a decrease in the price of natural gas service. The index for all items excluding food and energy increased 5.0 percent over the year.

SANDAG continuously monitors developments in funding programs and funding needs of transportation projects, as reflected by the RTIP project listing. For the TransNet Program of Projects, quarterly updates for each corridor are provided to both the Independent Taxpayer Oversight Committee (ITOC) and the Board of Directors. Any significant budget changes are reviewed by the SANDAG Transportation Committee and/or Board; if needed, SANDAG will take appropriate actions, such as an RTIP revision, to maintain the financial constraint of the RTIP. For the RTIP financial constraint tables, please refer to Chapter 4, Tables 4-1a to 4-1c.

The projects in the 2025 RTIP have been organized into categories that correlate with our Vision Strategy to communicate how we will invest the funds available to the region for the next five years. The Program Summary table below has been structured to illustrate the investment by Multimodal Corridor. All modes for the corridor are included in the corridor total. This table reflects all the funds on the projects, including prior funds. An additional column has been added to account for only the funds programmed for the five-year period of the RTIP.

Table 1-1: 2025 RTIP Program Summary (in $000s)

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

As our region continues to move toward complete corridors that integrate all modes of travel, there is still an interest in how the program is distributed across modes. These charts reflect how the money in the 2025 RTIP is being allocated to different modes for both the total amount programmed and the dollars programmed in the five-year period of the RTIP. The funds in the Complete Corridors above have been broken down to Transit, Highway, and Multimodal. Multimodal facilities are generally highways with High-Occupancy Vehicle (HOV) lanes that support Bus Rapid Transit. The chart also illustrates the percentage of funds spent on Active Transportation, Local Streets and Roads, and Operations and Maintenance.

Figure 1-1: 2025 RTIP Program by Mode – All Years Including Prior

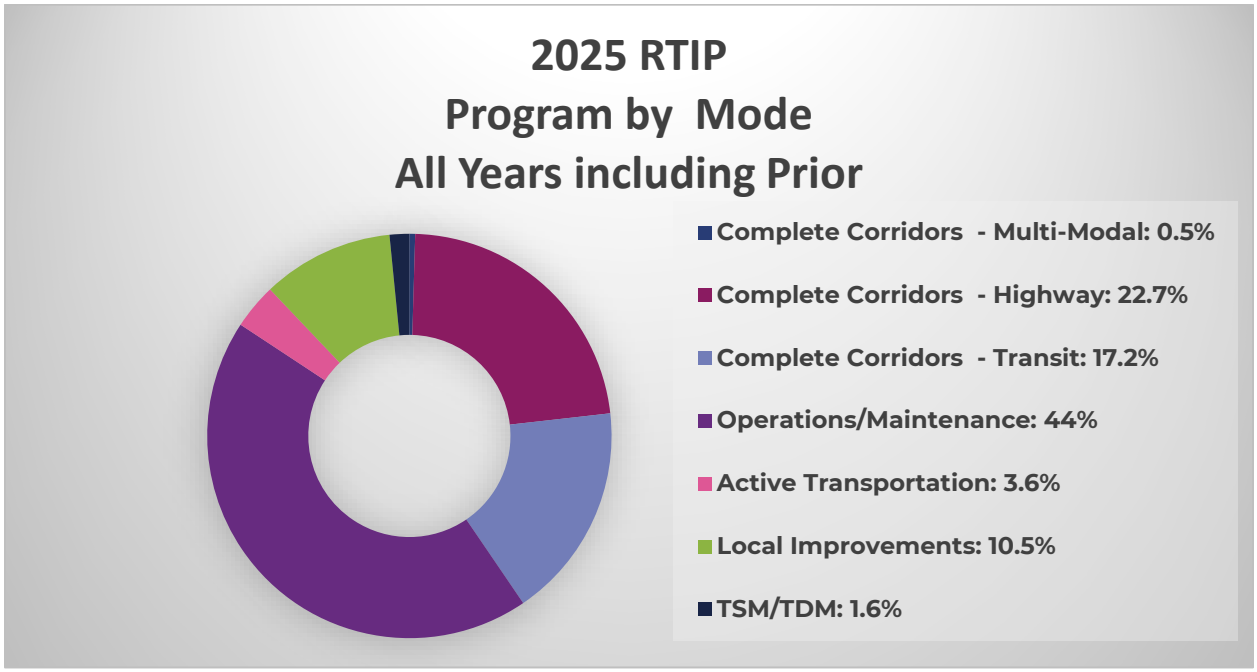


Figure 1-2: 2025 RTIP Program by Mode – Current RTIP Years (2025–2029)

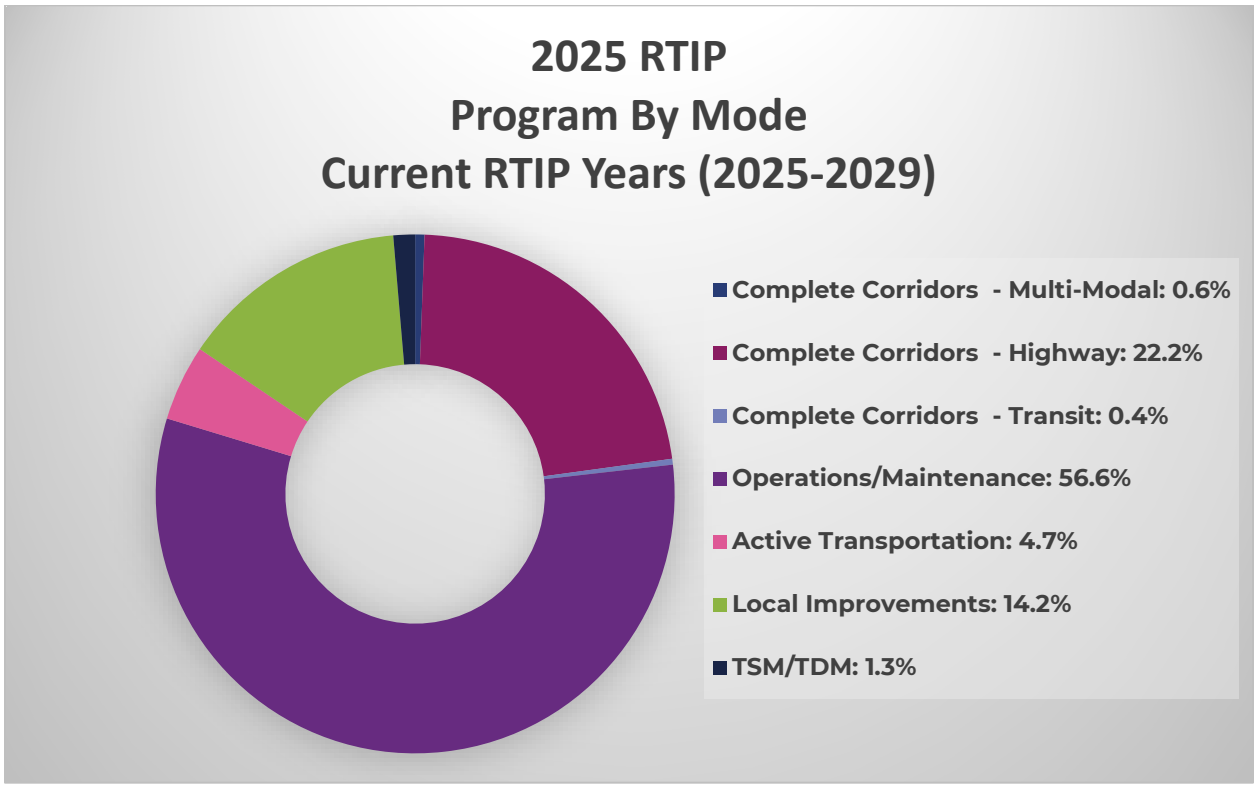
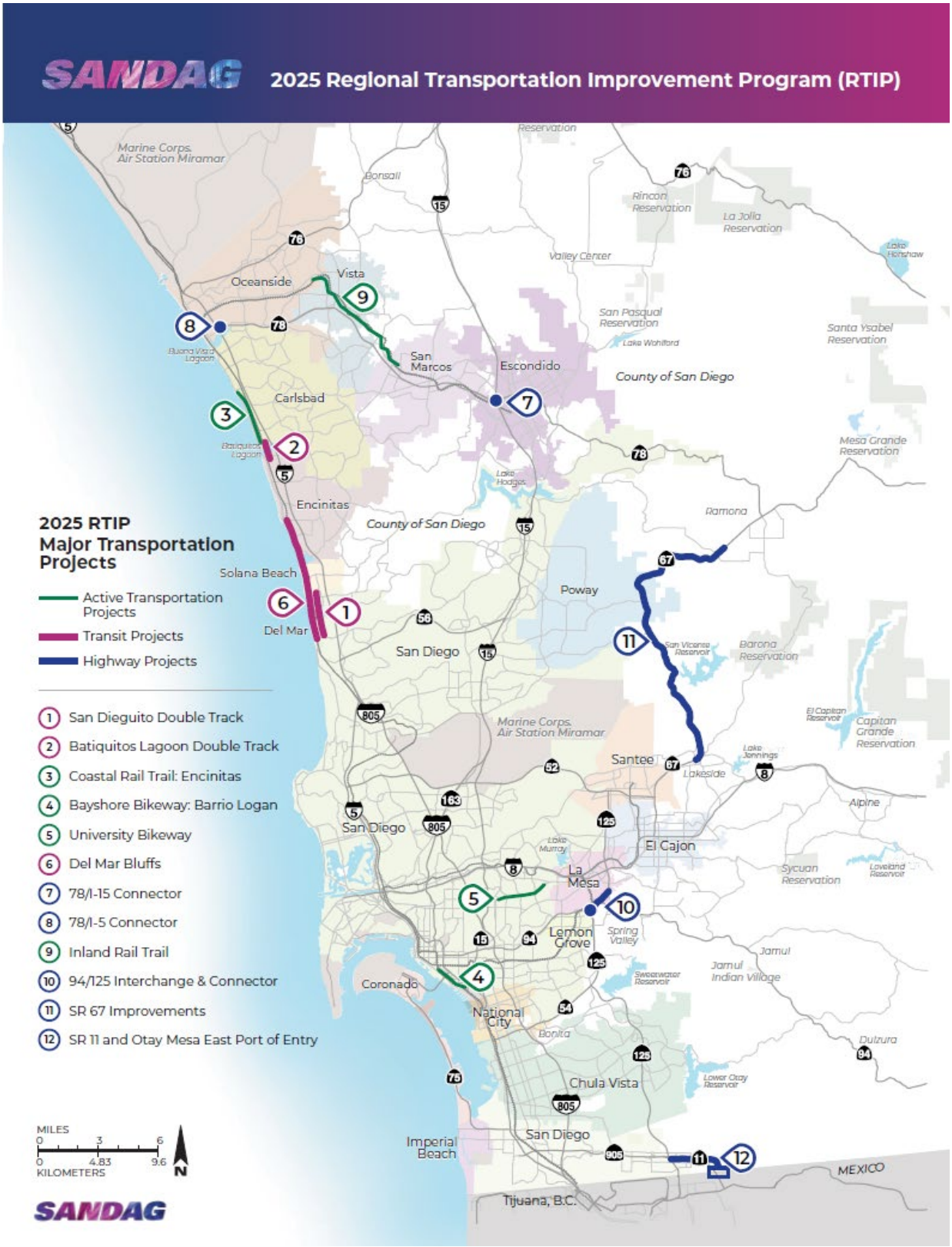


Figure 1-3: Map for 2025 RTIP Major Transportation Projects



Consistency with the Regional Plan

On January 28, 2022, the FHWA and FTA issued a finding that the SANDAG Revenue Constrained 2021 Regional Plan is in conformance with federal air quality and planning regulations. The 2025 RTIP is consistent with the Revenue Constrained Amended 2021 Regional Plan and, as a financially constrained document, it contains only those major transportation projects listed in the Revenue Constrained Amended 2021 Regional Plan.

Air Quality Conformity Determination

Federal metropolitan planning and air quality regulations prescribe the process for determining air quality conformity. These regulations require that the RTIP:

1. Include a quantitative emission analysis of projects programmed in the RTIP, including all regionally significant projects
2. Be within the region's emissions budgets included in the applicable State Implementation Plan (SIP)
3. Provide for the timely implementation of Transportation Control Measures (TCMs)

Quantitative air quality emissions analyses were conducted for the years 2026, 2029, 2032, 2040, and 2050 revenue-constrained transportation scenarios, as shown in Chapter 5. The results of these analyses were distributed to the San Diego Region Conformity Working Group (CWG) for review and comment on June 3, 2024.

The 2025 RTIP meets the conditions for determining conformity with the applicable SIPs for air quality. A detailed description of the regional emissions analysis and modeling procedures is included in Appendix F, while Chapter 5 of this report summarizes the air quality conformity analysis for the 2025 RTIP.

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

Table 1-2: 2025 RTIP – San Diego Region (in $000s) Transportation Tactics

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

Performance Management

Moving Ahead for Progress in the 21st Century Act (MAP-21) (2012) includes provisions for the establishment of a performance- and outcome-based program, which includes national performance goals for the Federal-Aid Highway Program in several areas. This act established new requirements for Metropolitan Planning Organizations (MPOs) to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by certain dates. All subsequent federal transportation acts carry forward Performance Based Planning and Programming. The federal performance measures under the FHWA are categorized into three performance-management (PM) groups:

- PM 1: Safety
- PM 2: Transportation Asset Management
- PM 3: System Reliability, Freight, Congestion, and Air Quality

In addition to the three FHWA PM groups, the FTA has established performance measures and reporting requirements for transit asset management and transit safety. Performance metrics for transit asset management focus on the maintenance of our regional transit system in a state of good repair. Transit agencies have developed Public Transportation Agency Safety Plans that include safety targets for specified performance measures. The 2025 RTIP prioritizes investments in safety, transportation infrastructure, system reliability, freight, Congestion Mitigation and Air Quality, transit assets, and transit safety. These are expected to contribute toward the achievement of the targets in each performance management area. Further details on the investment and types of projects contributing to improving performance management areas are included in Appendix H of the 2025 RTIP.

Public Participation

It is the policy of SANDAG to engage public participation in the development of agency planning and programming activities. SANDAG has various working groups made up of stakeholders and other members of the public. The public is provided opportunities to participate via Board and committee meetings, SANDAG public notices of document availability and public hearings, and through the SANDAG public communications program. Presentations were provided to the Interagency Technical Working Group on Tribal Transportation Issues (Tribal TWG) and Community-Based Organizations (CBOs) requesting comments; additional details are described below. The projects included in the 2025 RTIP were discussed as part of the 2021 Regional Plan public outreach efforts and a public workshop held at SANDAG. Pursuant to 23 U.S.C. 134(i), the Board released the draft 2025 RTIP for public review and comment at its meeting on July 26, 2024, ending August 31, 2024, and scheduled a public hearing for the September 20, 2024, Transportation Committee meeting. These efforts also serve to satisfy the public participation process pertaining to the development of the Program of Projects for the FTA Section 5307 Urbanized Area Formula Program and FTA Section 5339 Bus and Bus Facilities Formula Program, including the provision for public notice and the time established for public review and comment.

Examples of public outreach efforts and ongoing participation include:

Independent Taxpayer Oversight Committee (ITOC): In conformance with the regional transportation sales tax TransNet Ordinance, the ITOC, a citizen advisory committee that oversees projects funded through the TransNet Program, was established. As the document through which SANDAG identifies TransNet-funded projects, the RTIP is reviewed by the ITOC, and its comments on the TransNet Program of Projects are conveyed to the Transportation Committee and ultimately to the Board.

Social Equity: For the development of the RTIP, SANDAG relied on the social equity analysis conducted through the development of the 2021 Regional Plan. Included in the process in developing the 2021 Regional Plan, SANDAG used performance measures to aid in making decisions intended to ensure compliance with Title VI requirements and environmental justice principles. This process included citizen representatives and CBO groups. The social equity analysis can be found in Appendix H of the 2021 Regional Plan.

Public Workshops/Outreach: SANDAG provided information about the RTIP and solicited feedback on the projects included in the draft 2025 document to CBOs through the Regional Plan Social Equity Working Group. In July 2024, information was provided to the Tribal TWG for solicitation and feedback on tribal funding, and to review the project information provided. In addition, as part of the development of the 2021 Regional Plan, multiple public workshops were provided in which SANDAG provided information regarding the RTIP. A series of subregional open houses and workshops, community-based outreach events, and an online comment tool provided a foundation to start developing the plan. More information on the outreach efforts for the Regional Plan can be found at sdforward.com.

Various workshops were held to give the community an opportunity to view maps, talk with planners, and provide comments on the draft 2021 Regional Plan.

Expansion of Electronic Notifications: In addition to the current list of external industry professionals, SANDAG continually strives to expand the notifications to other citizen--involved working groups. For the 2025 RTIP, SANDAG included tribal organizations and a regionwide network of CBOs representing low-income, senior, and disabled populations. The notice of the availability of the draft 2025 RTIP was also sent to Community Planning Groups. In addition, a notice for the public hearing was posted on the SANDAG website in English and Spanish. SANDAG continues to utilize social media outlets such as Facebook and Twitter to ensure maximum outreach.

To make the RTIP more accessible to the public, a public website was developed through ProjectTrak, an online application used by member agencies to enter projects and propose changes to the RTIP. This public website, available at projecttrak.sandag.org, allows users to view and search the most up-to-date versions of federally approved projects included in the SANDAG RTIP as well as amendments that are under development.

Appendix K in the 2025 RTIP describes the SANDAG public participation process and includes a copy of the latest Public Participation Policy (Board Policy No. 25), which contains the section specifically addressing the RTIP development and amendment process.

Public Participation Plan: The Public Participation Plan (PPP) reflects the commitment of SANDAG of public participation and involvement to include all residents and stakeholders in the regional planning and decision--making process. The PPP was developed in accordance with guidelines established by the FHWA for metropolitan transportation planning (23 CFR 450.316). It fully complies with Title VI related nondiscrimination requirements and reflects the principles of social equity and environmental justice. Included in the PPP are procedures, strategies, and outcomes associated with the ten requirements listed in 23 CFR 450.316 and is available at sandag.org/ppp.

Status of Projects from the 2023 RTIP

When no funding is programmed in the current cycle (e.g., FY 2025 to FY 2029), the project is considered complete for purposes of the RTIP, even though construction may still be ongoing. These projects are either complete, open to traffic, or are currently in construction. There are instances where some projects may be included in the RTIP with no current cycle funding for informational purposes or for environmental purposes. There are several regionally significant projects that will not be carried over into the 2025 RTIP and are shown as complete for RTIP purposes. The projects over $10 million are listed below:

- **(CAL38C) SR125/905 Southbound to Westbound Connector – $29,861,000:** This project designed and constructed a southbound SR 125 connector to westbound SR 905.
- **(CAL325A) State Routes 905/125/11 Southbound Connectors – $73,662,000:** This project involved the separation and construction of southbound connectors from State Route 125 to SR 905 and SR 11.
- **(SAN04) I-15 FasTrak® – $27,356,000:** This project added an Intelligent Technology Statewide Border Wait Time System and implemented a fiber optic cable network to facilitate an advanced traveler information and border wait time system connecting the entire San Diego and Imperial border network.
- **(SAN27) San Ysidro Intermodal Freight Facility/South Line Rail – $87,194,000:** This project expanded the freight yard, added storage racks, constructed a truck-loading staging area, and upgraded the freight railway, including the crossovers and signals.
- **(SAN46) Super Loop – $35,187,000:** This project added new Rapid bus service, traffic signal priority measures, signalized intersections, street modifications, rapid bus vehicles, and enhanced transit stops.
- **(SAN163) Los Penasquitos Lagoon Bridge Replacement – $46,005,000:** This project replaced three aging timber trestle railway bridges to maintain compliance with Federal Railroad Administration (FRA) standards and support intercity, commuter and freight rail services in the second busiest rail corridor in the nation.
- **(SAN308) Purple Line Alternatives Analysis – $20,000,000:** This project used data analytics to inform an Alternatives Analysis that identified a preferred alignment and mode of service that provides a direct and fast connection between densely populated communities along I-805 to major employment centers north of I-8.

There are projects included in the 2025 RTIP that may have already opened to traffic and continue to have funds programmed in the current RTIP cycle. Unlike the projects listed above, these projects were carried over into the 2025 RTIP because funds are programmed (for such purposes as landscaping). All other projects that did not carry over into the 2025 RTIP—because of project completion, delay, or deletion—are included in Appendix B.

Chapter 2

RTIP Development Process



Chapter 2
Regional Transportation Improvement Program Development Process

This chapter discusses the federal, state, and TransNet programming requirements and the process used by SANDAG to develop this update. It also describes the process for amendments during this cycle.

Federal Transportation Requirements

SANDAG is designated by the U.S. Department of Transportation (U.S. DOT) as the Metropolitan Planning Organization (MPO) for the San Diego region.

As the MPO, SANDAG must have a continuing, comprehensive, and coordinated transportation planning process to receive federal capital or operating funds. The planning process includes the development of: (1) a long-range—minimum of 20 years—transportation plan describing the policies, strategies, and transportation facility needs; and (2) a Federal Transportation Improvement Program (FTIP) covering at least a four-year period. As both the MPO and the state designated Regional Transportation Planning Agency (RTPA), the SANDAG Regional Transportation Improvement Program (RTIP) is equivalent to the FTIP.

Consistent with these requirements, on December 10, 2021, the Board of Directors adopted the Revenue Constrained 2021 Regional Plan (2021 Regional Plan). On January 28, 2022, the U.S. DOT approved and issued an air quality conformity finding for the Revenue Constrained 2021 Regional Plan. On October 13, 2023, the Board approved the Amendment to the 2021 Regional Plan and found the Amended 2021 Regional Plan in conformity with the requirements of the Clean Air Act and applicable SIP. On June 28, 2024, the SANDAG Board of Directors adopted the 2023 Regional Transportation Improvement Program (2023 RTIP) Amendment No. 13 and the Amended 2021 Regional Plan conformity redetermination. This conformity determination applied the reasonable further progress emission budgets from the 2020 San Diego SIP. Both the 2021 Regional Plan and the RTIP documents fulfill federal requirements.

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 that need federal and/or state approval. The RTIP also must include Capacity Increasing (CI) projects and those projects that are identified as regionally significant. A regionally significant project (defined in 23 CFR 450.104) is a transportation project that is on a facility that serves regional transportation needs and would normally be included in the modeling of the metropolitan area's transportation network. The 2025 RTIP also includes the Program of Projects (POP) funded by TransNet, the local transportation sales tax program administered by SANDAG.

The 2025 RTIP indicates the region's priorities for the implementation of transportation projects. It is required to include realistic estimates of project costs and anticipated program revenue. It also must be a financially constrained program. This means that funding must be available and committed to implementing the projects listed in this document. As a result, all projects in the first two fiscal years must have dedicated funding, and projects in the out-years either must have a firm funding commitment or a reasonable strategy or expectation that funds will be available. In addition, all projects within the 2025 RTIP must be consistent with the 2021 Regional Plan. Finally, per federal requirements, the 2025 RTIP must be developed such that, once implemented, it makes progress towards achieving the performance-based targets set in seven areas as established in the Moving Ahead for Progress in the 21st Century Act and continued in subsequent transportation bills.

Air Quality Conformity

On April 15, 2004, the U.S. Environmental Protection Agency (U.S. EPA) designated the San Diego air basin as nonattainment for the 1997 Eight-Hour Ozone Standard, effective June 15, 2004. Several areas that are tribal lands in eastern San Diego County were excluded from the nonattainment designation.

The air basin initially was classified as a basic nonattainment area under Subpart 1 of the Clean Air Act, and the attainment date for the 1997 Eight-Hour Ozone Standard was set as June 15, 2009. In cooperation with SANDAG, the San Diego County Air Pollution Control District (APCD) developed an Eight-Hour Ozone Attainment Plan for the 1997 Eight-Hour Ozone Standard, which was submitted to the U.S. EPA on June 15, 2007. The budgets in the Eight-Hour Ozone Attainment Plan for San Diego County were found adequate for transportation conformity purposes by the U.S. EPA, effective June 9, 2008.

However, on April 27, 2012, in response to a court decision, the U.S. EPA ruled that the San Diego basic nonattainment area be reclassified as a Subpart 2 moderate nonattainment area, with an attainment date of June 15, 2010. This reclassification became effective on June 13, 2012. Air quality data for 2009, 2010, and 2011 demonstrated that the San Diego air basin attained the 1997 Eight-Hour Ozone Standard; APCD prepared a Maintenance Plan with a request for redesignation to attainment/maintenance. On December 6, 2012, the California Air Resources Board (CARB) approved the Redesignation Request and Maintenance Plan for the 1997 National Ozone Standard for San Diego County for submittal to the U.S. EPA as a State Implementation Plan (SIP) revision. Effective July 5, 2013, the U.S. EPA approved California's request to redesignate the San Diego County ozone nonattainment area to attainment for the 1997 Eight-Hour Ozone National Ambient Air Quality Standard (NAAQS) and its plan for continuing to attain the 1997 ozone standard for ten years beyond redesignation.

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

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

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

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

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

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

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

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

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

Performance Targets

The 2025 RTIP must be designed such that once implemented, it makes progress toward achieving the performance targets established under 23 CFR 450.306. It shall include a description of the anticipated effect of the RTIP toward achieving the performance targets identified in the Regional Transportation Plan, linking investment priorities to those performance targets. Details of the various performance measurements, how targets are set, and how the RTIP projects address those targets are detailed in Appendix H of this document.

Congestion Management Process

FHWA 23 CFR 450.322 requires that each Transportation Management Area (TMA) address congestion management through a process involving an analysis of multimodal metropolitan-wide strategies. SANDAG, as the designated TMA for the San Diego region, monitors the Congestion Management Process (CMP) for those federally eligible projects. The passage of Assembly Bill 2419 (Bowler, 1996) allows TMAs to “opt out” of the state CMP. In October 2009, the San Diego region elected to be exempt from the state CMP, and since this decision, SANDAG has been abiding by the federal requirement to ensure the region’s continued compliance with the federal CMP.

The 2021 Regional Plan discusses several elements for use in the analysis of multimodal strategies, including: (1) performance monitoring and measurement of the regional transportation system; (2) multimodal alternatives and non-Single Occupancy Vehicle (SOV) analysis; (3) land use impact analysis; (4) the provision of congestion-management tools; and (5) integration with the RTIP process. For the 2025 RTIP, SANDAG monitors projects that add general-purpose lanes on the CMP network by requiring sponsors of these projects seeking federal funds to submit documentation that demonstrates the project was evaluated for multimodal alternatives, including non-SOV capacity improvements. The most recent federal congestion management process can be found in Appendix N to the 2021 Regional Plan and in Appendix J of this document.

Federal Funding Programs

Federal funds programmed are based on the federal authorizing legislation, the Infrastructure Investment and Jobs Act (IIJA), which was signed into law on November 15, 2021. The Infrastructure Investment and Jobs Act includes anticipated appropriations through FFY 2025/26. These federal funding programs include the following:

- Congestion Mitigation and Air Quality Program (CMAQ)
- FTA Sections 5307 (Urbanized Formula Grant), 5310 (Capital Program), 5311 (Rural Transit) Programs, 5337 (State of Good Repair), and 5339 (Bus and Bus Facilities)
- Highway Safety Improvement Program (HSIP)/High-Risk Rural Roads Program
- Surface Transportation Block Grant Program, which is administered through the state and includes Regional Surface Transportation Program (RSTP) and Highway Bridge Program (HBP) funds
- Carbon Reduction Program (CRP)
- Highway Infrastructure Program (HIP)

Federal funding for the CMAQ and RSTP is apportioned by the state to the San Diego region by formula. As the MPO, SANDAG is responsible for administering the program and project selection based on priority established in the 2021 Regional Plan (see Expedited Project Selection Process in Appendix C).

CMAQ funds can be used for most categories of transportation projects that improve air quality, such as purchase of alternative-fuel transit vehicles, Transportation Demand Management (TDM) activities, transit operations, and high-occupancy vehicle facilities as provided in federal law. CMAQ funds cannot be used for projects that increase the transportation system's capacity for SOVs. RSTP funds can be used for state highway, local street and road, transit, bicycle, traffic signal, and TDM projects. Highway Infrastructure Program funds were apportioned by the U.S. DOT Appropriations Act of 2018 and can be used similarly to RSTP funds.

Federal Submittal Requirements

Following approval by the Board, the final 2025 RTIP will be submitted to Caltrans for inclusion in the Federal State Transportation Improvement Program (FSTIP), which incorporates the Transportation Improvement Programs (TIPs) from other MPOs around the state. The 2025 RTIP will also be submitted to the FHWA, FTA, and the U.S. EPA for federal

approval of the air quality conformity determination. The FHWA and FTA approve the RTIP project programming as an element of the FSTIP.

The U.S. EPA acts as a commenting agency to the FHWA and FTA in the RTIP air quality conformity process. The 2025 RTIP may be amended by SANDAG as needed. However, any revisions that add or modify capacity-increasing, non-exempt projects require an air quality conformity redetermination. A listing of projects that are typically exempt from the air quality conformity determination is provided in Appendix E.

State Transportation Requirements

In addition to serving as the federal MPO, SANDAG is designated by the State of California as an RTPA. RTPAs are responsible for implementing state laws regarding transportation planning and funding and ensuring that coordinated planning efforts meet both state and federal requirements. The 2025 RTIP is a document that meets both federal and state regulations and includes major projects receiving state transportation funds.

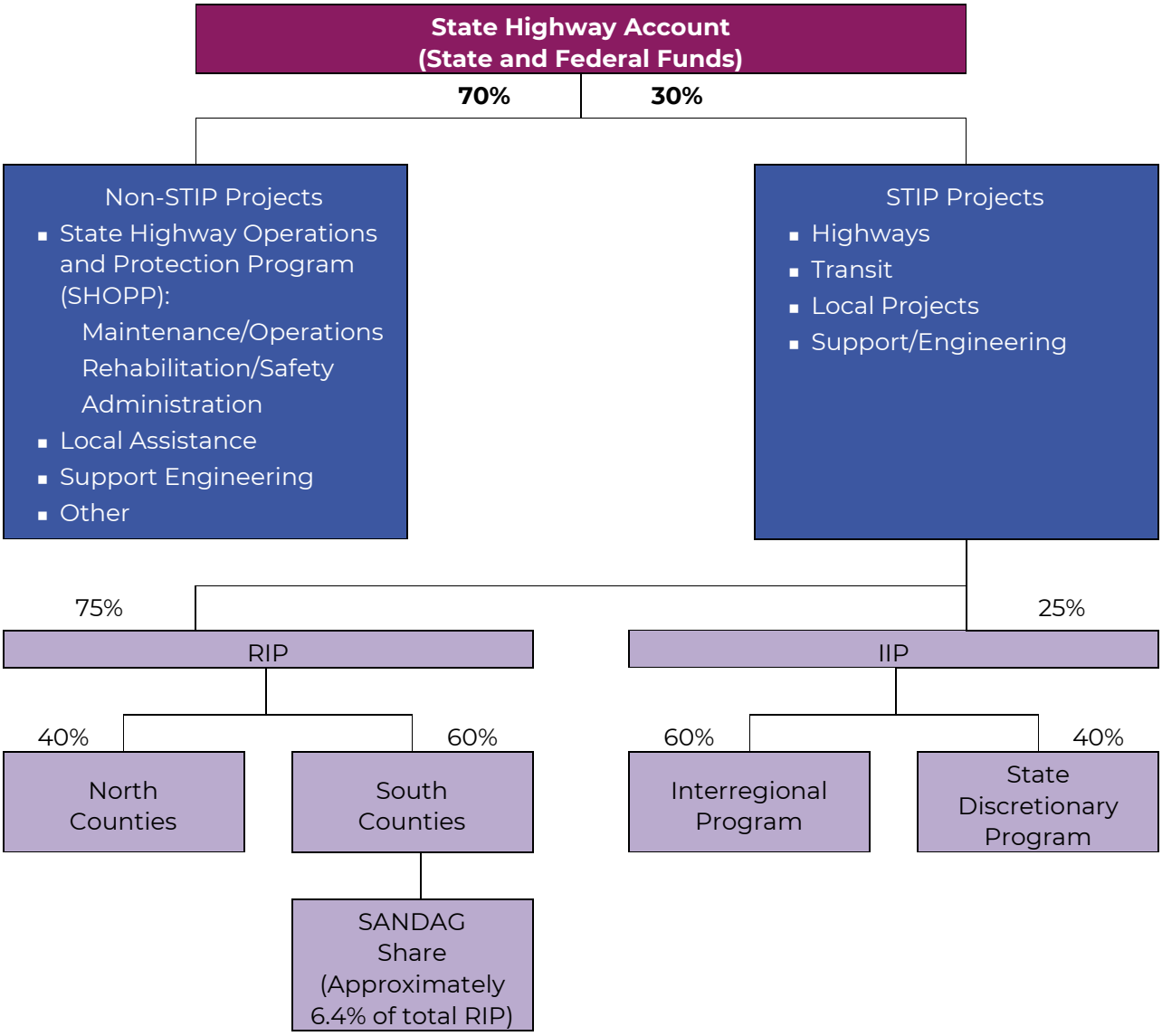
State Transportation Improvement Program

The 2024 State Transportation Improvement Program (STIP) adopted by the California Transportation Commission (CTC) in March 2024 is the state's spending plan. The Infrastructure Investment and Jobs Act (IIJA) provides funding for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The Active Transportation Program (ATP) was created by Senate Bill 99 (Committee on Budget and Fiscal Review, 2013) and Assembly Bill 101 (Committee on Budget and Fiscal Review, 2013) to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and State Safe Routes to School into a single program. ATP funds are administered by the CTC, with a separate program administered by the designated MPO, and projects are selected through a competitive process.

Pursuant to Senate Bill 45 (Kopp, 1997) (SB 45), the STIP is comprised of the Regional Improvement Program (RIP) and the Interregional Improvement Program (IIP). Under SB 45, SANDAG, as the RTPA, submits the RIP projects while Caltrans submits its IIP projects, in cooperation with SANDAG, to the CTC by December 15 of each odd-numbered year.

The CTC develops the STIP Fund Estimate (FE), which includes the RIP "County Share" and IIP fund allocations. The program is updated every two years and currently covers the five-year period 2024/25 to 2028/29. STIP-funded projects, like all other state and federally funded projects, must be listed in the RTIP for the sponsor agencies to access funding. The STIP consists of funds from the Transportation Investment Fund as well as from the Public Transportation Account and State Highway Account. Figure 2-1 illustrates the funding distribution.

Figure 2-1: State Transportation Fund Allocation Process



Seventy-five percent (75%) of the STIP funds flow to the regions by formula, whereby the regional planning agencies are charged with developing an expenditure plan for the funds. Eligible project types include improvements to state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, TDM, soundwall projects, intermodal facilities, and safety. The regional share is further divided between northern (40%) and southern (60%) areas of the state.

The remaining 25% of the funds flow through the IIP, which is a statewide competitive program administered by Caltrans. Sixty percent (60%) of the IIP shares are directed to projects that improve interregional transportation, and 40% is programmed at the discretion of the CTC subject to the north/south ratio identified above. Eligible project types include intercity passenger rail, mass transit guideways, grade separations, and state highways.

As the RTPA for the San Diego region, SANDAG is responsible for nominating projects to receive the region's share of regional STIP (STIP–RIP) funding (as discussed above). These projects in total must be constrained to the "County Share" or "target" funding amount specified in the STIP FE published by the CTC. Caltrans is responsible for nominating projects to be funded under the interregional STIP (STIP–IIP) statewide program. The CTC must approve the local projects proposed in the RIP and IIP by including them in the adopted STIP or a STIP amendment for these projects to receive funding.

For the STIP and State Highway Operations and Protection Program (SHOPP), the revenues and program are based on the 2024 STIP Fund Estimate (STIP FE) adopted by the California Transportation Commission (CTC) in August 2023. The 2024 STIP FE includes a total estimate of $2.9 billion in program capacity over the five-year FE period. STIP capacity over the 2024 five-year FE period has increased by 37 percent compared to the 2022 five-year FE period, mostly due to higher diesel sales tax revenues in the Public Transportation Account that are available for the STIP.

For SANDAG, the priority for STIP-funded projects continues to be based upon the criteria approved by the Transportation Committee at its October 21, 2005, meeting. These criteria include:

- Complete projects currently programmed in the STIP
- Place particular emphasis on programming and completing TransNet Early Action projects
- Program projects at the earliest possible time they can be constructed or implemented
- Maintain existing STIP funding levels as a minimum on existing programmed projects
- Reflect the efforts by the region and Caltrans to complete some of these projects outside the STIP through other funding sources
- Additional programs created by SB 1 provide competitive funds. SANDAG has successfully competed in two cycles and will continue to submit projects for future grant application cycles for state funds under the ATP, Transit and Intercity Rail Capital Program, Trade Corridor Enhancement Program, and Solutions for Congested Corridors Program.

The state-administered portion of the ATP is one of the components that would help the region meet its greenhouse gas emissions targets, with the expectation that this program will help fund a number of regionally significant bike projects. The final funding allocation for the statewide-funded ATP projects included in the 2025 RTIP rests with the CTC. The Board approves the regionwide ATP.

A major element of active transportation is the implementation of the Regional Bikeway Program. On September 27, 2013, the Board approved the Regional Bike Plan Early Action Program (Bike EAP), which prioritized regional bike projects to be funded with, among other programs, the TransNet Bicycle, Pedestrian, and Neighborhood Safety (BPNS) Program and the Transportation Development Act (TDA) Bike Program.

In addition, Caltrans develops the 2024 SHOPP, which is divided into six project groupings—bridge preservation, collision reduction, mandates, mobility, roadway preservation, and roadside preservation. Projects funded with STIP and SHOPP are programmed in the 2025 RTIP based upon the final CTC adoption.

State Submittal Requirements

The RTIP, which includes the entire San Diego region's STIP-funded projects and all other federal and locally funded projects, must be submitted to Caltrans by September 30, 2024. Once submitted, the state will post for a 15-day public notice review before federal submittal.

TransNet Requirements

TransNet is the local half-cent transportation sales tax funding program that was approved by San Diego voters in November 2004. As part of the TransNet Ordinance, all local agencies are required to submit a five-year TransNet POP for inclusion in the RTIP. Serving as the San Diego County Regional Transportation Commission (RTC), SANDAG is required to approve a multi-year TransNet POP, consistent with the RTIP update schedule, which identifies all major transportation projects proposed to use the sales tax funds over the multi-year period. To receive TransNet revenue, transportation projects must be included in the approved RTIP/TransNet POP.

The TransNet Program includes several subprograms. After deducting for administrative expenses (2%), 2% for BPNS Program projects, and $250,000 (plus consumer price index) for the Independent Taxpayer Oversight Committee (ITOC), the remainder of the revenues is divided between Major Corridors, Local System Improvements, and Transit System Improvements. Under the TransNet Ordinance, the highway and transit major corridor projects were specified in the approved ballot measure. The schedule and funding of the major TransNet highway and transit projects are developed cooperatively by SANDAG, Caltrans, and the region's transit operators.

The Board-adopted Bike EAP prioritized regional bike projects to be funded with, among other programs, the TransNet BPNS and the TDA Bike Program. Additionally, the Board approved setting aside $1 million per year to support local, non-motorized projects. Projects funded under the call for projects process with local agencies as the lead agency are generally listed as a grouped-project listing in the RTIP as Various Agencies. EAP projects are listed under SANDAG as the lead agency, which can be included in a group-project listing or individually listed. If a bike project is funded with federal or state funds in addition to the local TransNet or TDA bike funds, those projects can be listed individually by the sponsoring agency.

The San Diego region's 18 cities and the County developed the TransNet Program of local street and road projects. The local TransNet five-year POP is identified as part of the project listing located in Chapter 3. Per Section 6 of the TransNet Ordinance, the projects within each jurisdiction must be approved by each city council or the County Board of Supervisors, after holding a public hearing, in the form of a signed resolution. The TransNet Ordinance requires that this program of projects is updated every two years.

RTIP Development Process for TransNet

Designated as the region's MPO and RTPA as well as the RTC, SANDAG has the overall responsibility for developing the required RTIP document. In a memo dated February 14, 2024, SANDAG requested that project sponsors review and update the projects for submittal for inclusion into the 2025 RTIP. The individual project listings included in Chapter 3 have been submitted by the project sponsors and reviewed for compliance by SANDAG.

The 2025 RTIP has been prepared with input and cooperation from Caltrans, the cities and County of San Diego, the Metropolitan Transit System, the North County Transit District, and the SANDAG Transportation Committee, as well as other technical and advisory working groups.

Public Participation

SANDAG has provided ample opportunity for community involvement and interagency consultation in the development of the 2025 RTIP, and the SANDAG public participation process provides additional opportunity for public review and comment on the draft document prior to its adoption. Opportunities for community involvement and interagency consultation on the transportation projects included in the 2025 RTIP were provided through public meetings of the various SANDAG committees and working groups that are responsible for the development and oversight of the projects. These committees include the Transportation Committee, the Cities/County Transportation Advisory Committee, the Regional Plan Social Equity Working Group, Interagency Technical Working Group on Tribal Transportation Issues, ITOC, and San Diego Region Conformity Working Group.

At its July 26, 2024, meeting, the Board approved the distribution of the draft 2025 RTIP for a 30-day public comment period and scheduled a public hearing on the proposed final 2025 RTIP for the Transportation Committee meeting on September 20, 2024. Public comments received and their corresponding SANDAG responses have been included in Appendix L of this document. The Board adopted the final 2025 RTIP at its September 27, 2024, meeting. The 2025 RTIP is available at sandag.org/RTIP.

RTIP Amendment Process

On occasion, circumstances may dictate changes to the current RTIP following its adoption. Federal regulations allow changes, or amendments, if the procedures are consistent with requirements for TIP development and with procedures for revisions to the FSTIP. SANDAG will consider such amendments when the circumstances prompting the amendments are compelling and when the changes will not adversely affect air quality conformity or financial constraint of the TIP. The proposed changes to projects also must be consistent with the rules of the funding program.

There are two types of processes to update the RTIP: (1) Administrative Modifications; and (2) Amendments (described in detail below). SANDAG generally processes amendments on a quarterly basis and administrative modifications on an as-needed basis. Both the 2025 RTIP and any amendment requests during the 2025 RTIP cycle that involve the TransNet Program must include the sponsor's governing board/council approval in the form of a signed resolution. The 2025 RTIP quarterly amendment schedule can be found at sandag.org/RTIP.

Caltrans currently approves amendments prior to federal approval, and is unable to approve an amendment, with exceptions to specific projects. There are circumstances, however, in which the amended projects may need revisions after SANDAG approval, should Caltrans object to the approval of a specific project. In such instances, SANDAG can revise the original submittal and resubmit the amendment.

Administrative Modifications

SANDAG received the delegation from Caltrans to approve administrative modifications for the FSTIP on July 30, 2019. The Board delegated its authority to the Chief Executive Officer. Administrative Modifications do not require federal approval. Federal agencies are notified of the updates for informational purposes. The streamlined approach helps expedite the approval process. Project requests that fall within the following criteria can be administratively amended:

- Revise a project description that does not change the scope of the project or conflict with the project environmental document, and wherein the project does not affect air quality or the timely implementation of Transportation Control Measures (TCMs) or impacts financial constraint
- Increase the funding amount up to 50% of the project cost, or $20 million, whichever is less
- Change in funding source
- Change a project lead agency
- Split or combine individually listed projects as long as cost, schedule, and scope remain unchanged
- Change required information for grouped project (lump sum) listings
- Add or delete projects from grouped project (lump sum) listings with no limit on the changes to funding in grouped listings

Amendments

Project requests that do not meet the Administrative Modification criteria require amendments. The conditions for amendments include, but are not limited to, the following:

- Add a new federal- or state-funded project or delete an existing federal- or state-funded project
- Shift funds from beyond the first four years (FY 2028/2029) to the quadrennial element (FY 2024/2025 through FY 2027/2028) or add funds to a new phase not already programmed
- The request would affect air quality conformity or the timely implementation of TCMs
- The request would require additional air quality emissions analysis and/or a new finding of air quality conformity by adding or deleting a CI project
- The request would impact the financial constraint of the RTIP
- The request would result in major changes in scope, design, and/or concept

Amendments require an action by the Transportation Committee (Board if the amendment requires redetermination of air quality), Caltrans, FHWA, FTA, and the U.S. EPA. Due to the lengthy process involved in determining air quality conformity, amendment requests for regionally significant CI projects requiring new emissions analysis will be scheduled on an as-needed basis (not on any regular schedule).

Grouped-Project Listings

Grouped projects or lump sum line items are projects grouped under a specified work type (projects must be exempt from air quality conformity). The purpose is to provide flexibility where the individual implementation priorities are unclear. In cooperation with the MPOs around the state—Caltrans, FHWA, and the FTA—and based upon 40 CFR 93.126 Exempt Tables 2 and 3, an agreed-upon list of grouped-project listings was developed for use in the RTIP. Examples of some of the groupings include, but are not limited to, the following:

- Bike and Pedestrian Facilities/ATP
- Highway Bridge Program
- HSIP
- Highway Maintenance
- Minor Safety and Hazard Projects (SHOPP)
- Pavement Resurfacing and/or Rehabilitation (SHOPP)
- Rehabilitation/Reconstruction of Track Structures and Trackbed (Coastal Rail Corridor)
- TransNet Smart Growth and Senior Mini-Grant Programs

For each grouped-project listing in the RTIP, SANDAG maintains a detailed list of projects that comprise the grouped listing, which can be found in Appendix A or on the RTIP webpage here.

Participation by Federal Agencies

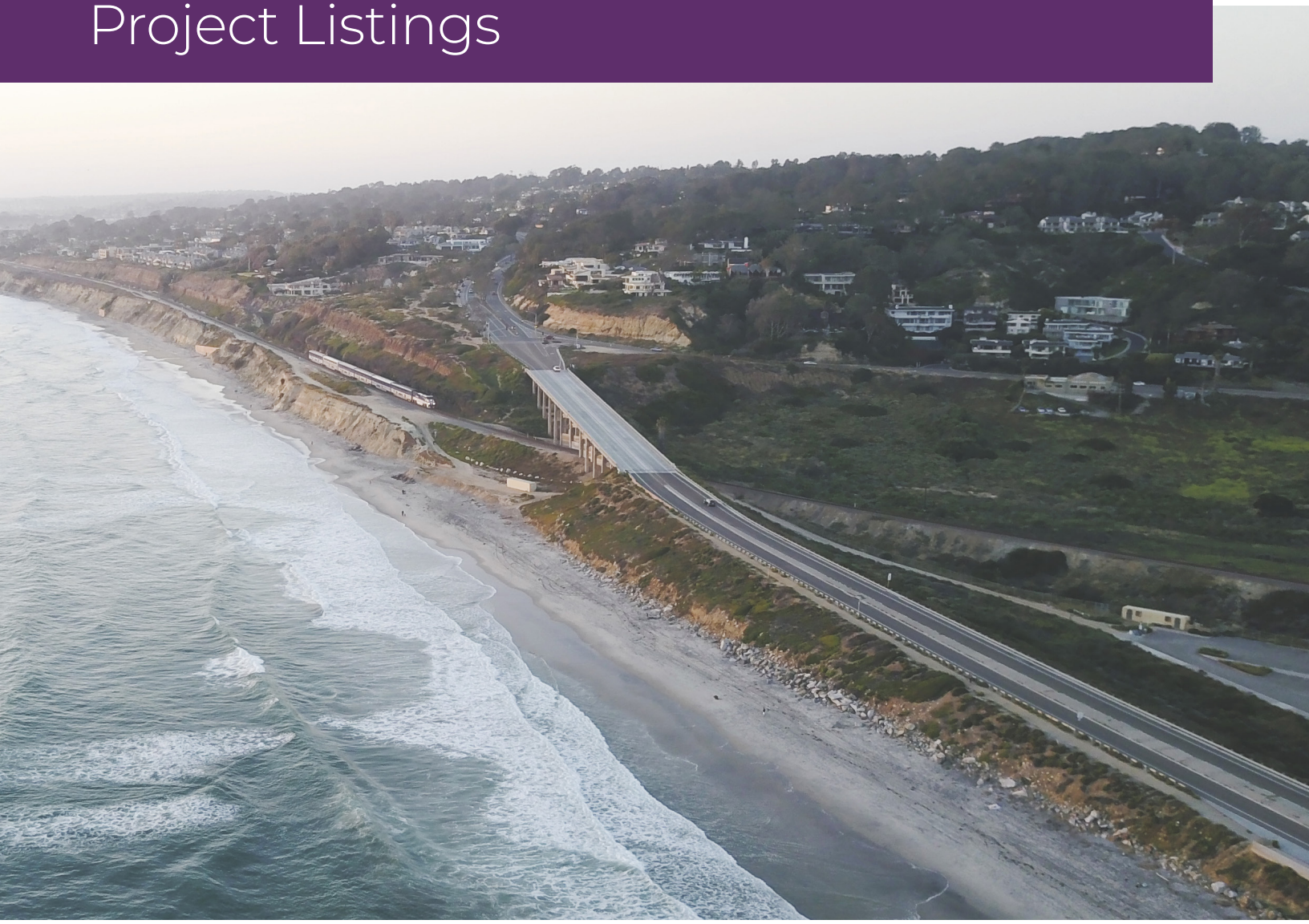
This report was funded in part through grants from the FHWA, FTA, and U.S. DOT. The views and opinions of SANDAG expressed herein do not necessarily state or reflect those of the U.S. DOT.

Federal Land Management

SANDAG prepared the 2021 Regional Plan and 2025 RTIP in consultation with the appropriate state and local representatives from environmental and economic communities, airport, transit, and freight; federal land management agencies; state and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation; and federally recognized Native American Tribal Governments. SANDAG is committed to ensuring that the 2021 Regional Plan and 2025 RTIP are carried out serving the needs of our diverse communities while helping reduce greenhouse gas emissions. SANDAG has analyzed potential land use impacts to accommodate the San Diego region's population growth, future employment, and housing needs to sustain our economic prosperity and protect our sensitive habitats and resources.

Chapter 3

Project Listings



Chapter 3
Project Listings

This chapter contains the individual project listings for those major transportation projects and programs proposed to use federal, state, TransNet, and other local funding. The listings are grouped by jurisdiction in alphabetical order. The listings include descriptive material (i.e., type of work, termini length, etc.); the anticipated federal, state, and local revenue sources; and the fiscal year of proposed work. An explanation of the project listing can be found in Figure 3-1.

Federally funded discretionary projects are based upon listings from federal appropriations. Programming levels for formula programs such as Federal Transit Administration (FTA) programs are based upon the urbanized areas estimate as provided in the Federal Register. Caltrans provided the estimated revenues for the Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality Program (CMAQ) programs. Also included are state-funded projects, the TransNet local sales tax program (including short- and long-term borrowings), other local funding, and private sources.

Caltrans Highway Projects

Caltrans is the project sponsor for most of the highway projects. California Senate Bill 45 (Kopp, 1997) requires that projects in the State Transportation Improvement Program (STIP) be programmed in six categories: (1) project approval and environmental document; (2) design; (3) construction engineering; (4) Right-of-Way (ROW) capital; (5) ROW support; and (6) construction capital to allow the California Transportation Commission to monitor the projects by these phases. However, for purposes of the SANDAG Regional Transportation Improvement Program (RTIP), projects are shown by fiscal year and in three phases: (1) Preliminary Engineering; (2) ROW; and (3) Construction. This provides enough detailed information for regional programming purposes and meets federal requirements.

Several highway programs are identified in the Caltrans listing as grouped projects. These state-administered programs, such as the Highway Bridge Program, State Highway Operations and Protection Program (SHOPP), and Highway Safety Improvement Program (among others) are identified by Caltrans headquarters office and administered by the local Caltrans district offices. All grouped projects listed are exempt for purposes of air quality. The list of individual projects that make up the grouped projects is available on the 2025 RTIP website at sandag.org/RTIP and can be found in Appendix A.

Local Agency Projects

The 18 cities and the County of San Diego are the project sponsors for the local agency projects included in this chapter. The local agency listings, organized alphabetically by jurisdiction and Metropolitan Planning Organization (MPO) identification number, generally consist of regional arterial, local street and road, bicycle, and traffic signal improvement projects. The local agency projects include those funded by federal, state, TransNet, and other local funding programs.

Transit Projects

Pursuant to California Senate Bill 1703 (Peace, 2002), all major regionally significant transit projects are implemented by SANDAG, with minor capital projects and operations continuing under the Metropolitan Transit System and North County Transit District. For all these projects, costs and revenues are listed by fiscal year for each project phase or for the total project.

Other Regional and Miscellaneous Projects

SANDAG is also the project sponsor for other regional projects. The listing includes the Regional Transportation Demand Management Program, the Freeway Service Patrol Program, the Electric Vehicle Charging Program, and Intelligent Transportation System projects. Planning studies using federal funds and included in the Overall Work Program (OWP) are programmed in the RTIP.

Other project listings are included for project sponsors who are not members of SANDAG that have transportation projects within the San Diego region. These include projects from the San Diego Port Authority, the San Diego County Regional Airport Authority, Tribal Governments who are advisory members of the SANDAG Board, and other requesting agencies. Some projects are programmed because the fund source being used requires inclusion in the RTIP but are not included in our air quality conformity analysis. These projects are listed separately in Table 3-1a.

Federal Funding Requirements

The federal revenue sources shown in this chapter are identified either by specific federal fund category (e.g., RSTP, CMAQ) or by the STIP and SHOPP funding programs. The specific federal fund categories and federal eligibility for the specific projects funded under the STIP and SHOPP are determined by Caltrans as part of a statewide fund-management activity.

The STIP and SHOPP projects listed in this chapter must include any required non-federal matching funds. In general, Caltrans provides the non-federal matching funds for STIP state highway projects, and local agencies provide the non-federal matching funds for local street and road projects. Also, agencies may use 100% federal funding when applicable and use toll credits as a soft match to fulfill the federal match requirements.

In order to receive federal funding, projects listed in this chapter must provide a minimum non-federal local match, depending on the type of federal funds. The federal participation rates range from 50% (FTA, etc.) to 91.57% (Interstate Highway Maintenance).

Full 100% federal funding is applicable for projects such as traffic control signalization, pavement marking, carpooling, and vanpooling, installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, and priority control system projects.

Status of Prior RTIP Projects

Appendix B includes a list of projects from the previous RTIP that were not carried over into the 2025 RTIP. The status for each project is indicated in bold text. “Completed” indicates the project has opened to traffic or has begun construction and/or no money is programmed beyond FY 2023/2024. “Delayed” indicates that the project is ongoing but no new funding has been identified for the RTIP period or the agency has determined other priority projects to fund and may be brought back. “Deleted” indicates that the agency has decided to no longer pursue the project. With this appendix, every project from the previous RTIP is accounted for and provides a complete picture of each program’s status.

Consistency with San Diego Forward: The 2021 Regional Transportation Plan

In order to illustrate the level of consistency between San Diego Forward: The 2021 Regional Transportation Plan (2021 Regional Plan) and the RTIP and to provide additional information for each project, the individual project listing in the subsequent pages provides the following: the 2021 Regional Plan unique identification number or page number for those regionally significant projects, the Regional Arterial System as identified in the 2021 Regional Plan, the estimated total project cost, the Caltrans identification numbers, the federal earmark numbers, and TransNet-related identifiers. The RTIP Project Users Guide (Figure 3-1) points to the various sources of information provided for each project.

Advanced Construction

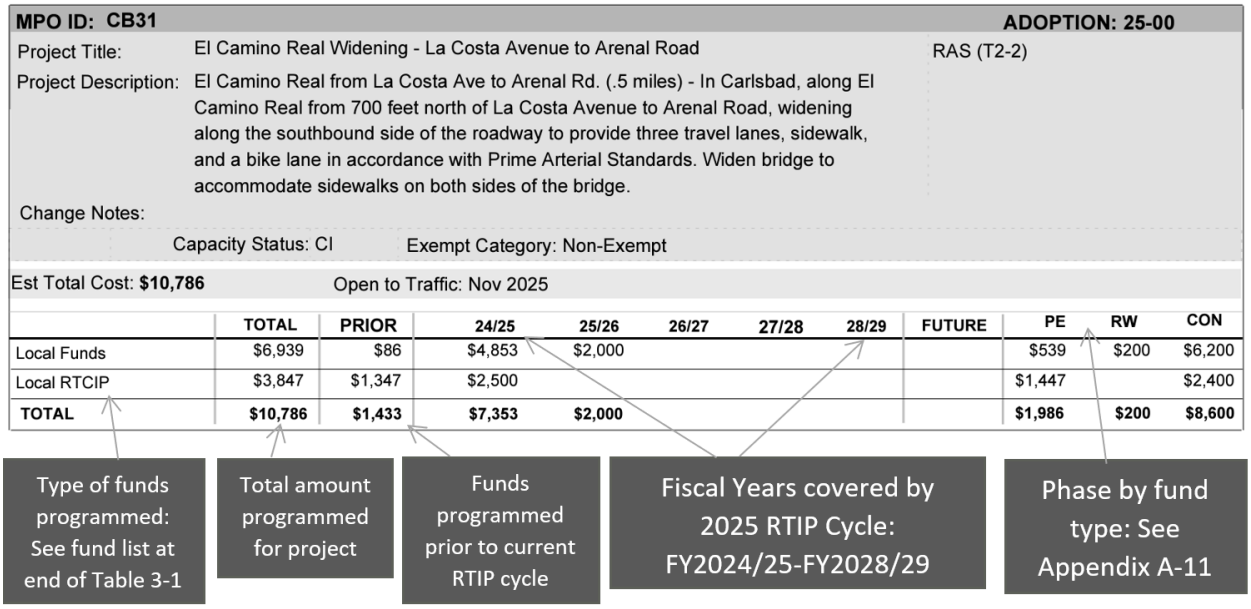
For some of the major projects, as well as projects funded with federal funds, agencies programmed future funds using Advanced Construction (AC). Using the AC fund source allows agencies to front local or state funds in order to fully fund a phase or to advance the project with the anticipation of a future reimbursement once the federal funds become available. In order to provide an accurate project cost, the AC funds are shown as a negative number in the future reimbursement years, netting to zero, while the federal funds are shown as “Conversion,” indicating the payback to the AC.

Toll Credits

Toll credits would act as a soft match to federal funds indicated in the RTIP as part of the project description. Although the use of toll credits does not add new funding, it does offer agencies the flexibility to use certain projects with 100% federal funds, while other projects can be funded with 100% local funds.

In March 2014, updated guidance on the use of toll credits for FTA- and FHWA-funded projects was released by Caltrans. This update allows local agencies to use other federal funding to replace the required local match for both On-System Local Highway Bridge Program projects and Highway Safety Improvement Program projects. With this option, toll credits can be applied to each federal funding component in the project to increase the federal reimbursement rate to 100%.

Figure 3-1: RTIP Project Users Guide



Glossary of Terms for Figure 3-1

MPO ID RTIP project number

RTIP No. for the 2025 adoption shows as Adoption: 25-00; for all amendments following, this will state the last amendment the project was approved (Ex. RTIP #: 25-01)

Title/Description name of the project/project information, including location, limits, and scope

EA NO/PPNO unique number assigned by Caltrans as the lead agency or for project oversight

RTP PG NO in order to show consistency between the plan and the program, provides the 2021 Regional Plan page number for reference – only applies to regionally significant projects

SANDAG ID SANDAG capital project or OWP number; provides reference to the SANDAG capital budget

FUTURE This column includes funding which is programmed in future fiscal years to reflect the total project cost

Earmark No. federal legislative number

RAS Regional Arterial System

CR/Main. for local TransNet-funded projects, identifies either congestion relief or maintenance

RT state route in which this project is located

Capacity Status indicates whether a project will increase system capacity (CI) or not (NCI); important for regional air quality determination

Exempt Category based upon 40 CFR part 93.126 Exempt Tables 2 and 3

Est Total Cost sometimes the total program is less than the estimated total project cost because additional funds are not required to be programmed, are programmed elsewhere, or the project is not yet fully funded; estimated total cost should always be consistent with the 2021 Regional Plan

Open to Traffic all non-exempt projects will have an estimated date when the project will be available for public use; if project is exempt, the project will not have this information

Footnote indicated with an asterisk; any additional information pertaining to the project

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

MPO ID: CAL09 **ADOPTION: 25-00**

Project Title: Interstate 5 - HOV/Managed Lanes

Project Description: Interstate 5 - construct High Occupancy Vehicle (HOV)/Managed Lanes on I-5; construct Phase 1: Construct HOV from Lomas Santa Fe to Birmingham and replace San Elijo Bridge; Construct Phase 2: construct HOV lanes and soundwall on private property from Birmingham to Palomar Airport Rd; Construct Phase 3: Construct HOV lanes and soundwalls on private property from Palomar Airport Rd to SR-78

EA NO: 235800, 2T217, 2T218, 2T35U, 2T257, 2T258, 2T359, 2T170, 2T171, 2T172, 2T210, 2T211, 2T212, 2T358
PPNO: 0615CDE, 0615
RTP REF: A-51 (2019)
SANDAG ID: 1200511, 1200501, 1200504, 1200510, 1200509

Change Notes:

RT:5 Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$1,007,101** Open to Traffic: Phase 1: Mar 2022 Phase 2: Mar 2022 Phase 3: Dec 2022

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$167,411	$160,012	$6,899			$254	$246		$121,313	$33,766	$12,332
TransNet - MC AC	$3,615			$2,627	$988						$3,615
CBI	$416	$416							$416		
CMAQ	$173,751	$173,750							$27,721	$3,645	$142,385
Earmark Repurposing	$5,718	$5,718							$1,220		$4,498
IM	$3,886	$3,886							$3,886		
Other Fed - HIP	$25,654	$25,654									$25,654
RSTP	$102,520	$102,519							$48,169	$10,118	$44,233
STP	$751	$751							$751		
SB1 - SCCP	$195,000	$195,000									$195,000
STIP-RIP AC	$229,084	$229,084							$9,561		$219,523
STIP-RIP State Cash	$6,328	$628	$5,700						$628	$15	$5,685
Local Funds	$1,406	$1,406									$1,406
TOTAL	**$915,540**	**$898,824**	**$12,599**	**$2,627**	**$988**	**$254**	**$246**		**$213,665**	**$47,544**	**$654,331**

*$5.324M programmed in CAL 46A, $299k provided outside of the RTIP, $12.035M programmed in CAL 443, $22.616M programmed in CAL 468, $6.744M programmed in CAL 491, $44.482M programmed in CAL 569, and $63k G-12.

MPO ID: CAL09C **ADOPTION: 25-00**

Project Title: I-805 Direct Access Ramp and HOV at Carroll Canyon

Project Description: I-805 from Carroll Canyon Road to I- 5 Milepost begins at 49.9 ends at 51.7 (1.8 miles) - construct Direct Access Ramps (DARs) and HOV lanes to Carroll Canyon Road on I-805 and extend Carroll Canyon Road as a four-lane arterial from Scranton Road to Sorrento Valley Road.

EA NO: 2T040, 2T041
PPNO: 0716
RTP REF: A-16,27,B-30,31,34
SANDAG ID: 1280505

Change Notes:

RT:805 Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$95,775** Open to Traffic: Apr 2014

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$32,465	$32,292	$173						$16,806	$2,763	$12,896
Other Fed - ARRA-RSTP	$51,817	$51,817									$51,817
TOTAL	**$84,282**	**$84,109**	**$173**						**$16,806**	**$2,763**	**$64,713**

*Additional local contribution of $11.491M programmed in SD32 and $2K of misc. revenue not included in the RTIP

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

MPO ID: CAL09D — **ADOPTION: 25-00**

Project Title: Interstate 5 and 805 - Convert HOV lanes to Express lanes.

Project Description: Interstate 5, Interstate 805 - Construct infrastructure to convert HOV lanes to Express lanes on I-805 from SR-52 to the I-5/I805 merge and on I-5/I805 merge to SR-78.

EA NO: 2T367x
RTP REF: CC046
SANDAG ID: 1200514, 1200515, 1280517

Change Notes:

RT:5 Capacity Status: NCI Exempt Category: Safety - Non signalization traffic control and operating

Est Total Cost: **$193,603**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$6,403	$1,516	$384	$1,700	$1,178	$700	$925		$3,473		$2,930
CMAQ	$17,590			$17,590							$17,590
RSTP	$47,060		$12,721	$16,113	$18,226						$47,060
STIP-RIP AC	$122,550	$18,350			$104,200				$17,100	$1,250	$104,200
TOTAL	**$193,603**	**$19,866**	**$13,105**	**$35,403**	**$123,604**	**$700**	**$925**		**$20,573**	**$1,250**	**$171,780**

MPO ID: CAL09E — **ADOPTION: 25-00**

Project Title: I-5 HOV Lanes: Oceanside

Project Description: I-5 from SR 78 to SR 76 Milepost begins at 51.2 ends at 53.8 (2.56 miles) - Design of one High-Occupancy Vehicle (HOV) lane in each direction.

EA NO: 2T377x
PPNO: 1547
SANDAG ID: 1200516

Change Notes:

RT:5 Capacity Status: NCI Exempt Category: Other - Non construction related activities

Est Total Cost: **$11,266**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$100		$40	$40	$20				$100		
Other Fed - HIP	$1,166		$1,166						$1,166		
STIP-RIP NHS	$10,000		$10,000						$10,000		
TOTAL	**$11,266**		**$11,206**	**$40**	**$20**				**$11,266**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

MPO ID: CAL18B		**ADOPTION: 25-00**
Project Title:	I-15 Managed Lanes- South Segment and Mira Mesa Transit Center	EA NO: 081501
Project Description:	In San Diego on I-15 from just south of SR 52 to SR 56 and on SR 163 from SR 52 to I-15. - construct managed lanes, south segment including Direct Access Ramps and BRT Station: construct auxiliary lane along northbound I-15 from Pomerado Rd. overcrossing to Carroll Canyon Rd. overcrossing, construct transit center at Miramar College near Hillery Dr.	PPNO: 0672G SANDAG ID: 1201501, 1201506, 1201518, 1201520
Change Notes:		
RT:15	Capacity Status: CI	Exempt Category: Non-Exempt
Est Total Cost: **$395,529**	Open to Traffic: Jun 2011	

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$80,393	$80,134	$259						$36,205	$13,674	$30,514
CMAQ	$11,744	$11,744							$11,744		
Prop 1B - CMIA	$288,972	$288,972									$288,972
STIP-RIP NHS	$8,853	$8,853							$8,853		
STIP-RIP State Cash	$1,147	$1,147							$1,147		
Local Funds	$4,420	$4,420								$692	$3,728
TOTAL	**$395,529**	**$395,270**	**$259**						**$57,949**	**$14,366**	**$323,214**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

MPO ID: CAL26 **ADOPTION: 25-00**

Project Title: State Route 52 Freeway (E&F)

Project Description: In San Diego, Santee and Lakeside, from SR 125 to Cuyamaca Street to SR 67 - construct 4 lane freeway

EA NO: 010611
PPNO: 0260
RTP REF: T-5
SANDAG ID: 1205203
EARMARK NO: CA424/604, HPP 1134/2735

TOLL COMMENT: $172,050 TC in FY27 for CON

Change Notes:

RT:52 Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$460,509** Open to Traffic: Mar 2011

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - H	$44,945	$44,945							$671	$44,274	
TransNet - MC	$65,029	$64,773	$256						$14,007	$31,954	$19,068
DEMO	$2,234	$2,234								$2,234	
HPP	$10,409	$10,409									$10,409
RSTP	$54,738	$53,238			$1,500				$110	$24,426	$30,202
TCSP	$1,228	$1,228								$1,228	
STIP-IIP NHS	$3,010	$3,010							$2,125	$885	
STIP-IIP State Cash	$5,355	$5,355							$4,732	$623	
STIP-RIP NHS	$26,558	$26,558							$5,848	$20,710	
STIP-RIP Prior NHS	$16,375	$16,375								$16,375	
STIP-RIP Prior State Cash	$802	$802								$802	
STIP-RIP State Cash	$177,501	$177,501							$10,825	$19,274	$147,402
TCRP	$43,700	$43,700								$43,700	
Local Funds	$233	$233								$233	
TOTAL	**$452,117**	**$450,361**	**$256**		**$1,500**				**$38,318**	**$206,718**	**$207,081**

*State contributed $8.392M in additional funds outside of the RTIP

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

MPO ID: CAL29B — **ADOPTION: 25-00**

Project Title: SR 76 East

Project Description: SR 76 from Mission Rd. to I-15 Milepost begins at 5 ends at 9.77 (4.77 miles) - In and near Oceanside from Mission Rd to I-15, widen from 2 to 4 lanes

EA NO: 25715
RTP REF: A-51 (2019)
SANDAG ID: 1207606

Change Notes:

RT:76 Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$222,197** Open to Traffic: Phase 1: Aug 2013 Phase 2: May 2017

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - H	$12,139	$12,139							$12,139		
TransNet - MC	$46,655	$46,242	$414						$11,353	$16,934	$18,368
TransNet - MC AC	$20,192	$25,150			$(4,958)						$20,192
TransNet - REMP	$8,133	$8,133									$8,133
RSTP	$93,686	$93,686							$7,436		$86,250
TPFP	$300	$300									$300
Prop 1B - CMIA	$27,085	$27,085									$27,085
Local Funds	$14,007	$9,049			$4,958				$4,318	$4,958	$4,731
TOTAL	**$222,197**	**$221,784**	**$414**						**$35,246**	**$21,892**	**$165,059**

MPO ID: CAL38 — **ADOPTION: 25-00**

Project Title: SR-905 New Freeway

Project Description: SR 905 from I-805 to Otay Mesa Port of Entry Milepost begins at 6.4 ends at 15 (8.6 miles) - construct 6-lane freeway (Phase 1)Toll Credits will be used to match federal funds for the PE and CON phase. Toll Credits will be used to match federal funds for the PE phase, Toll Credits will be used to match federal funds for the CON phase

EA NO: 28880, 093160, 43106
PPNO: 0374K
RTP REF: A-10 (2007)
SANDAG ID: 1390501
EARMARK NO: CA281, CA297, CA612, HPP 2813

Change Notes:

RT:905 Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$424,834** Open to Traffic: Phase 1: Aug 2012 Phase 2: Jan 2028

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - Border	$1,530	$1,339	$191						$5	$195	$1,330
CBI	$110,311	$110,311							$360	$105,342	$4,609
DEMO - Sec 115	$3,000	$3,000								$3,000	
DEMO - TEA 21	$40,485	$40,485								$40,485	
HPP	$5,837	$5,837							$499		$5,338
Other Fed - ARRA-STP	$73,931	$73,931									$73,931
STP	$1,000	$1,000								$1,000	
STP - Sec 117	$1,067	$1,067									$1,067
STIP-IIP Interstate	$100,666	$100,666							$12,944	$28,087	$59,635
STIP-IIP Prior NHS	$6,406	$6,406							$1,976	$4	$4,426
STIP-IIP Prior State Cash	$12,966	$12,966							$7,000	$5,966	
STIP-IIP State Cash	$23,296	$23,296							$1,933	$9,176	$12,187
STIP-RIP Interstate	$20,974	$20,974								$11,912	$9,062
TCRP	$23,365	$23,365								$23,365	
TOTAL	**$424,834**	**$424,643**	**$191**						**$24,717**	**$228,532**	**$171,585**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

MPO ID: CAL44 **ADOPTION: 25-00**

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

Project Description: Countywide - projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - widen narrow pavements or reconstructing bridges (no additional travel lanes)Toll Credits will be used to match federal funds for the CON phase

Change Notes: Listed for Information Only

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

Est Total Cost: **$218,472**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
HBP	$212,639	$61,672	$10,199	$19,600	$121,168						$212,639
Prop 1B - LBSRA	$2,214		$1,319		$895						$2,214
Local Funds	$3,619	$3,619									$3,619
TOTAL	**$218,472**	**$65,291**	**$11,518**	**$19,600**	**$122,063**						**$218,472**

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

MPO ID: CAL46A **ADOPTION: 25-00**

Project Title: Grouped Projects for Safety Improvements - SHOPP Mobility Program SANDAG ID: 1280516

Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers

Change Notes:

RT:Var Capacity Status: NCI Exempt Category: Safety - Shoulder Improvements

Est Total Cost: **$111,016**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
SHOPP (AC)-Mobility	$26,037	$2,396		$23,641							$26,037
SHOPP-SB1-RMRA	$76,701		$4,472	$5,533	$54,072	$12,624					$76,701
SHOPP-StateCash-Mobility	$8,278	$1,746	$6,532								$8,278
TOTAL	**$111,016**	**$4,142**	**$11,004**	**$29,174**	**$54,072**	**$12,624**					**$111,016**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

MPO ID: CAL46B **ADOPTION: 25-00**

Project Title: Grouped Projects for Safety Improvements - SHOPP Collision Reduction (CR) Program

Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Hazard elimination program

Est Total Cost: **$10,947**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
SHOPP NHS-Coll Red	$10,947	$705	$368	$4,363	$5,511						$10,947
TOTAL	**$10,947**	**$705**	**$368**	**$4,363**	**$5,511**						**$10,947**

MPO ID: CAL46D **ADOPTION: 25-00**

Project Title: Grouped Projects for Bridge Rehabilitation and Reconstruction-SHOPP Program

Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 category - widening narrow pavements or reconstructing bridges (no additional lanes)

Change Notes:

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

Est Total Cost: **$92,089**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
SHOPP-SB1-RMRA	$92,089	$14,423	$3,921	$12,611	$5,846	$55,288					$92,089
TOTAL	**$92,089**	**$14,423**	**$3,921**	**$12,611**	**$5,846**	**$55,288**					**$92,089**

MPO ID: CAL46E **ADOPTION: 25-00**

Project Title: Grouped Projects for Pavement Resurfacing and/or Rehabilitation - SHOPP Roadway Preservation Program

Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories – pavement resurfacing and/or rehabilitation, emergency relief (23 USC 125), widening narrow pavements or reconstructing bridges (no additional travel lanes)

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$452,906**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
SHOPP(AC)-RdwyPresNHS	$185,831	$39,758	$75,997	$70,076							$185,831
SHOPP-SB1-RMRA	$58,504	$24,398	$34,106								$58,504
SHOPP NHS-RdwyPres	$208,571		$15,430	$2,594	$42,012	$148,535					$208,571
TOTAL	**$452,906**	**$64,156**	**$125,533**	**$72,670**	**$42,012**	**$148,535**					**$452,906**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

MPO ID: CAL46I **ADOPTION: 25-00**

Project Title: Grouped Projects for Safety Improvements - SHOPP Mandates Program

Project Description: Projects are consistent with 40 CFR Parts 93.126 and 93.127 Exempt Tables 2 and 3 categories -railroad/highway crossing, safer non-federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, emergency truck pullovers, hazard elimination program

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program

Est Total Cost: **$47,627**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
SHOPP (AC)-Mandates	$22,738	$3,359	$9,828	$9,551							$22,738
SHOPP NHS - Mandates	$16,442	$1,502	$1,233	$13,707							$16,442
SHOPP NHS - Mobility	$8,447		$738	$1,981	$5,728						$8,447
TOTAL	**$47,627**	**$4,861**	**$11,799**	**$25,239**	**$5,728**						**$47,627**

MPO ID: CAL67 **ADOPTION: 25-00**

Project Title: State Route 94 Transit Priority Lanes (I-5 to I-805)

Project Description: In San Diego on SR 94 between I-805 and I-5 - Environmental and Feasibility studies for transit priority lanes and transit priority lanes direct connectors to I-805. Post Miles 1.4/4.4

EA NO: 28710x, 2T369x
PPNO: T0770
RTP REF: A-5 (2019)
SANDAG ID: 1280508, 1280518

Change Notes:

RT:94 Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$22,100**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$12,100	$12,086	$14						$12,100		
TCRP	$10,000	$10,000							$10,000		
TOTAL	**$22,100**	**$22,086**	**$14**						**$22,100**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

MPO ID: CAL68 **ADOPTION: 25-00**

Project Title: SR 94/125 Interchange and Arterial Operational Improvements

Project Description: Interchange on SR 94 at SR 94 and SR125 Milepost begins at 1 ends at 2 - In San Diego County in and near La Mesa on Route 94 from Spring Street Undercrossing to Kenwood Drive Undercrossing and on Route 125 from Spring Street Undercrossing to 0.1 mile north of Murray Drive Undercrossing. Design and Right-Of-Way of southbound 125 to eastbound SR 94 direct connector.

EA NO: 14665
PPNO: 0356
RTP REF: CC108; T-3 (2021)
SANDAG ID: 1212501

Change Notes:

RT:94 Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$135,240** Open to Traffic: Jan 2028

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$3,914	$3,528	$66	$90	$102	$83	$16	$29	$2,373	$1,541	
RSTP	$6,000	$4,000				$2,000			$1,673	$4,327	
SB1 - LPP Formula	$4,000	$4,000								$4,000	
STIP-RIP Augmentation	$114,948	$13,948		$101,000					$29,948		$85,000
State Cash	$26	$26								$26	
TCRP	$6,352	$6,352							$5,000	$1,352	
TOTAL	**$135,240**	**$31,854**	**$66**	**$101,090**	**$102**	**$2,083**	**$16**	**$29**	**$38,994**	**$11,246**	**$85,000**

MPO ID: CAL75 **ADOPTION: 25-00**

Project Title: I-5 Genesee Interchange and Widening

Project Description: Interchange on I-5 at Genesee Avenue and Sorrento Valley Road - reconstruct I-5 Genesee Bridge and interchange including ramps, retaining walls; add type 1 bicycle facility between Voigt Drive and Sorrento Valley Road

EA NO: 06500, 0223U
PPNO: 0129P
RTP REF: A-28,B-39
SANDAG ID: 1200506
EARMARK NO: 3086

Change Notes:

RT:5 Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$121,278** Open to Traffic: Jun 2018

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$20,101	$20,100	$1						$1,255	$7,270	$11,576
HPP	$1,600	$1,600									$1,600
RSTP	$52,417	$52,417									$52,417
Prop 1B - SLPP	$8,000	$8,000									$8,000
SHOPP (AC)-Mobility	$12,987	$12,987							$2,467	$500	$10,020
Local Funds	$10,198	$10,198							$10	$1,688	$8,500
TOTAL	**$105,303**	**$105,302**	**$1**						**$3,732**	**$9,458**	**$92,113**

*$14.4M of City of San Diego contribution programmed under SD103; additional state funds of $1.575M outside the RTIP

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

MPO ID: CAL78B **ADOPTION: 25-00**

Project Title: I-805 HOV/Managed Lanes - North

Project Description: On I-805 from the I-805/SR 52 to Sorrento Valley on SR 52 at the I-805/SR 52 separation - preliminary engineering for construction of managed lanes; design and construct Phase 1 - one High Occupancy Vehicle (HOV) lane in the median in each direction including the south facing Direct Access Ramps at Carroll Canyon Rd. Phase 1 Post Miles 23.7-27.6

EA NO: 08163, 2T200, 2T330
PPNO: 0732
RTP REF: A-51 (2019)
SANDAG ID: 1280503, 1280511

Change Notes:

RT:805 Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$123,097** Open to Traffic: Sep 2016

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$17,537	$17,381	$156						$11,828	$511	$5,198
CMAQ	$61,808	$61,808							$998		$60,810
RSTP	$1,775	$1,775							$1,775		
Prop 1B - CMIA	$40,621	$40,621									$40,621
Prop 1B - SLPP	$1,356	$1,356									$1,356
TOTAL	**$123,097**	**$122,941**	**$156**						**$14,601**	**$511**	**$107,985**

MPO ID: CAL78C **ADOPTION: 25-00**

Project Title: I-805 HOV/Managed Lanes - South

Project Description: I-805 Freeway - environmental document for I-805 widening in San Diego, Chula Vista, and National City from Palomar Street to State Route 94; design and construct 2 High Occupancy Vehicle (HOV) lanes in the median of I-805 including a Direct Access Ramp (DAR) and a transit station at Palomar Street; design and construct one auxiliary lane on northbound I-805 from Grove Street to 16th Street in National City; design and construct one auxiliary lane on southbound I-805 from 20th Street to Plaza Boulevard in National City; design one HOV lane in each direction from Hilltop Drive to Landis Street and a direct HOV connector from I-805 to I-15

EA NO: 08161
PPNO: 0730A-B
RTP REF: A-5 (2019)
SANDAG ID: 1280501, 1280514, 1280510

Change Notes:

RT:805 Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$227,026** Open to Traffic: Phase 1: Feb 2016 Phase 2: Jan 2017

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$159,016	$158,997	$18						$117,847	$4,721	$36,448
IM	$975	$975							$975		
RSTP	$9,661	$9,661							$9,661		
Prop 1B - CMIA	$56,763	$56,763									$56,763
SHOPP (AC)-Misc	$82	$82								$82	
Local Funds	$529	$529							$180		$349
TOTAL	**$227,026**	**$227,007**	**$18**						**$128,663**	**$4,803**	**$93,560**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

MPO ID: CAL78D — **ADOPTION: 25-00**

Project Title: I-805 South Soundwalls - Unit 1

Project Description: Palomar to SR 54 - construct soundwalls (phase 1 and 2) and design Sweetwater River Bridge improvements.. Toll Credits will be used to match federal funds for the PE phase, ROW phase, and the CON phase

EA NO: 2T260, 43018, 2T343
RTP REF: A-5 (2019)
SANDAG ID: 1280515
EARMARK NO: CA643; CA604

Change Notes:

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

Est Total Cost: **$113,810**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$14,388	$9,076	$3,062	$571	$1,549	$71	$59		$6,111	$549	$7,728
HPP Conversion	$1,080	$1,080									$1,080
RSTP	$71,993	$71,993							$14,961	$2,402	$54,630
TOTAL	**$87,461**	**$82,149**	**$3,062**	**$571**	**$1,549**	**$71**	**$59**		**$21,072**	**$2,951**	**$63,438**

*SHOPP funding for Sweetwater Bridge Construction is programmed on CAL484 - $23.4M

MPO ID: CAL105 — **ADOPTION: 25-00**

Project Title: Grouped Projects for Highway Safety Improvement - HSIP Program

Project Description: Projects are consistent with 40 CFR Parts 93.126 and 93.127 Exempt Tables 2 and 3 categories - railroad/highway crossing, safer non-federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, emergency truck pullovers

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program

Est Total Cost: **$12,592**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
HSIP	$11,643	$1,680	$2,180	$7,783							$11,643
Local Funds	$949		$177	$772							$949
TOTAL	**$12,592**	**$1,680**	**$2,357**	**$8,555**							**$12,592**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

MPO ID: CAL114 — **ADOPTION: 25-00**

Project Title: I-5/SR 56 Interchange

Project Description: At I-5/SR 56 interchange - in San Diego, final environmental document for freeway to freeway interchange, associated operational improvements, and the relocation of the fiber optic cable line; connector phases are outside of TIP cycle but included in the long range plan. Phase I: Final design and construction of HOV operational lanes in the east and westbound directions on SR-56 from El Camino Real to Carmel Valley Road.

Change Notes:

EA NO: 17790
RTP REF: CC104 (2021)
SANDAG ID: 1200503, 1200513

RT:5 Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$40,457** Open to Traffic: Jan 2025

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$2,091	$1,780	$158	$153					$2,091		
CBI	$1,942	$1,942							$1,942		
DEMO - Sec 115	$1,000	$1,000							$1,000		
DEMO - TEA 21	$375	$375							$375		
HPP	$4,529	$4,529							$4,529		
IM	$1,927	$1,927							$1,927		
STP	$2,952	$2,952							$2,952		
STP - Sec 112	$396	$396							$396		
Local Funds	$23,409	$23,409							$909		$22,500
TOTAL	**$38,621**	**$38,310**	**$158**	**$153**					**$16,121**		**$22,500**

MPO ID: CAL277 — **ADOPTION: 25-00**

Project Title: I-15/SR 78 ML Connectors

Project Description: SR-78 from Post Mile 15.49 to R16.6 and on I-15 from Post Mile R30.63 to R31.56 - preliminary engineering for northbound I-15 to westbound SR-78 and eastbound SR-78 to southbound I-15 HOV connectors and operational improvements.

Change Notes:

EA NO: 2T240
RTP REF: CC073 (2021)
SANDAG ID: 1207802

RT:15 Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$432,847** Open to Traffic: Oct 2027

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$4,207	$2,582	$174	$1,451					$4,207		
Other Fed - HIP	$4,000		$4,000						$4,000		
STIP-RIP NHS	$31,730	$12,000		$19,730					$31,730		
TOTAL	**$39,937**	**$14,582**	**$4,174**	**$21,181**					**$39,937**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

MPO ID: CAL277A — **ADOPTION: 25-00**

Project Title: I-5 HOV/SR 78 Connector

SANDAG ID: 1207803

Project Description: In Oceanside and Carlsbad, Intersection of SR 78 and I-5 - environmental studies and preliminary engineering for High-Occupancy Vehicle (HOV)/managed lanes direct connectors at SR 78 to I-5

Change Notes:

RT:78 Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$554,100**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$16,118	$3,197	$4,668	$3,846	$1,976	$1,198	$657	$576	$16,118		
STIP State Cash-Augmn RIP	$50,000						$50,000		$50,000		
TOTAL	**$66,118**	**$3,197**	**$4,668**	**$3,846**	**$1,976**	**$1,198**	**$50,657**	**$576**	**$66,118**		

MPO ID: CAL278 — **ADOPTION: 25-00**

Project Title: SR78 HOV/Managed Lanes

EA NO: 2T241

SANDAG ID: 1207801, 1207804

Project Description: SR 78 from I-5 to I-15 Milepost begins at 0 ends at 16.54 (16.54 miles) - environmental studies and preliminary engineering for high-occupancy vehicle/managed lanes

TOLL COMMENT: $1,264,109 TC in FY26 for PE

Change Notes:

RT:78 Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$40,683**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$31,683	$2,979	$1,600	$10,036	$12,987	$3,245	$836		$31,683		
RSTP	$4,000	$4,000							$4,000		
SB1 - LPP Formula	$5,000		$5,000						$5,000		
TOTAL	**$40,683**	**$6,979**	**$6,600**	**$10,036**	**$12,987**	**$3,245**	**$836**		**$40,683**		

MPO ID: CAL398A — **ADOPTION: 25-00**

Project Title: La Jolla Village Drive to Genesee Avenue Auxiliary Lane

EA NO: 2T215

PPNO: 1136

RTP REF: A-5,16,31,38,B-30

SANDAG ID: 1200512

Project Description: I-5 from La Jolla Village Drive to Genesee Avenue Milepost begins at 28.6 ends at 29.3 (.7 miles) - in the city of San Diego construct a one-half mile southbound auxiliary lane

Change Notes:

RT:5 Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$6,882** Open to Traffic: Jul 2021

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$132	$131	$1								$132
SHOPP (AC)-Mobility	$6,750	$6,750							$1,000		$5,750
TOTAL	**$6,882**	**$6,881**	**$1**						**$1,000**		**$5,882**

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

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

MPO ID: CAL536 — **ADOPTION: 25-00**

Project Title: SR-52 Operational Improvements

Project Description: SR 52 from I-805 to SR 125 Milepost begins at 7.4 ends at 14.9 (7.5 miles) - operational improvements including a truck climbing lane WB from Mast Boulevard to Santo Road and EB auxiliary lane from I-15 to Santo Road

EA NO: 43012
PPNO: 1351
RTP REF: T-3 (2021)
SANDAG ID: 1205204

Change Notes:

RT:52 Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$45,000** Open to Traffic: Mar 2028

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$6,000	$70	$1,658	$3,749	$523				$6,000		
Federal Disc. - CPF - Highway Infra	$2,500			$2,500					$2,500		
SB1 - LPP Formula	$3,000			$3,000					$3,000		
Local Funds	$5,672	$175	$5,497						$5,672		
TOTAL	**$17,172**	**$245**	**$7,155**	**$9,249**	**$523**				**$17,172**		

MPO ID: CAL538 — **ADOPTION: 25-00**

Project Title: SR 67 Improvements

Project Description: SR 67 from Mapleview Street to Highland Valley/Dye Road Milepost begins at 5.48 ends at 21.35 (15.87 miles) - SR67 from Mapleview Street to Highland Valley/Dye Road - Environmental clearance and design for alternatives to enhance temporary evacuation capacity along SR 67, including transit options from Ramona to Poway.

EA NO: 28700
PPNO: 1419
RTP REF: CC050 (2021)
SANDAG ID: 1206701

Change Notes:

RT:67 Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$1,340,000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$6,832	$832	$6,000						$6,832		
RSTP	$11,125	$11,125							$11,125		
SB1 - LPP Formula	$7,043	$4,043	$3,000						$7,043		
STIP-RIP NHS	$30,000					$30,000			$30,000		
TOTAL	**$55,000**	**$16,000**	**$9,000**			**$30,000**			**$55,000**		

MPO ID: CAL547 — **ADOPTION: 25-00**

Project Title: I-805/SR 94/SR 15 Transit Connection

Project Description: I-805 from SR 94 to SR 15 Milepost begins at 12.6 ends at 15.9 (3.3 miles) - design and right of way for two High-Occupancy Vehicle lanes and transit connectors between I-805 and SR 15 for northbound to northbound and southbound to southbound HOV and Rapid BRT connection

EA NO: 2T366
PPNO: 1500
RTP REF: CC083, CC084 (2021)
SANDAG ID: 1280520

Change Notes:

RT:805 Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$16,000** Open to Traffic: Apr 2030

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
CMAQ	$8,800	$8,800							$8,050	$750	
SB1 - LPP Formula	$7,200		$7,200						$6,450	$750	
TOTAL	**$16,000**	**$8,800**	**$7,200**						**$14,500**	**$1,500**	

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

MPO ID: CAL571 — **ADOPTION: 25-00**

Project Title: I-805 Transit Priority Lanes (SR 94 to SR 52)

EA NO: 2T371

Project Description: On I-805 from SR-94 to SR-52. - Add two transit priority lanes between SR-94 and SR-52 and restripe viaduct. Post Mile-Begin 13.3, End 24.0.

SANDAG ID: 1280519

Change Notes:

RT:805 Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$30,000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$24,000	$527	$5,374	$9,315	$5,572	$3,212			$24,000		
RSTP	$6,000		$6,000						$6,000		
TOTAL	**$30,000**	**$527**	**$11,374**	**$9,315**	**$5,572**	**$3,212**			**$30,000**		

MPO ID: CAL572 — **ADOPTION: 25-00**

Project Title: I-15 Transit Priority Lanes.

EA NO: 27930x

Project Description: Clairemont Mesa Blvd (6.4 miles) - Construct two transit lanes and a south facing Direct Access Ramp (DAR) at Clairemont Mesa Blvd. Environmental and Design phases.

PPNO: 4229

SANDAG ID: 1201519

TOLL COMMENT: $1,021,748 TC in FY26 for PE

Change Notes:

RT:15 Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$239,100**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
RSTP	$3,354			$3,354					$3,354		
SB1 - LPP Formula	$1,546			$1,546					$1,546		
STIP-RIP State Cash	$23,100			$8,000			$15,100		$23,100		
TOTAL	**$28,000**			**$12,900**			**$15,100**		**$28,000**		

MPO ID: CAL605 — **ADOPTION: 25-00**

Project Title: In San Diego County in Boulevard at the Boulevard Maintenance Station.

EA NO: 43096

PPNO: 1398

Project Description: Point location on I-8 at Old Highway 80 (1.3 miles) - Near Boulevard, at the Boulevard Maintenance Station at 40945 Old Highway 80. Replace maintenance station building, construct wash rack, upgrade electrical service, and install solar panels and a Zero Emission Vehicles (ZEV) charging station.

Change Notes:

RT:8 Capacity Status: NCI Exempt Category: Other - Transportation enhancement activities

Est Total Cost: **$17,757**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
State Cash AC	$17,757	$3,178		$14,579					$3,143	$40	$14,574
TOTAL	**$17,757**	**$3,178**		**$14,579**					**$3,143**	**$40**	**$14,574**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

MPO ID: CAL633		**ADOPTION: 25-00**
Project Title:	805 South HOT Lane Conversion	EA NO: 2T375
Project Description:	I-805 from 4.4 to 15.8 Milepost begins at 4.4 ends at 15.8 (11.4 miles) - 805 South HOT Lane Conversion (Convert existing HOV lanes and construct HOT lanes on I-805 from 0.3 mile south of the E. Palomar St. overcrossing to Landis Street overcrossing. Install technology that would support HOT lanes.)	PPNO: 1545
Change Notes:		
RT:805	Capacity Status: NCI	Exempt Category: Mass Transit - Construction or renovation of power, signal, and communications systems

Est Total Cost: **$120,000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
STIP-RIP State Cash	$10,000		$10,000						$9,300	$700	
TOTAL	**$10,000**		**$10,000**						**$9,300**	**$700**	

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Carlsbad, City of

MPO ID: CB12 — **ADOPTION: 25-00**

Project Title: College Boulevard Reach A

RAS (T2-2)

Project Description: College Boulevard from Badger Lane to Cannon Road (.8 miles) - in Carlsbad, from Badger Lane to Cannon Road, construct a new segment of College Blvd. to provide 4-lane roadway with raised median, bike lanes and sidewalks/trails in accordance with Major Arterial standards

TransNet - LSI: CR

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$1,247** Open to Traffic: Nov 2035

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI Carry Over	$717	$717							$717		
Local Funds	$530	$430					$100		$530		
TOTAL	**$1,247**	**$1,147**					**$100**		**$1,247**		

MPO ID: CB20 — **ADOPTION: 25-00**

Project Title: Pavement Management - Overlay

RAS (M-38)

Project Description: various roadways throughout the city - In Carlsbad, on various streets throughout the City, pavement overlay 1 inch or greater and miscellaneous roadway section spot repairs.

TransNet - LSI: CR

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$12,400**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$3,650		$600	$650	$700	$800	$900				$3,650
TransNet - LSI Carry Over	$1,000		$1,000								$1,000
Local Funds	$7,750		$1,400	$1,400	$1,650	$1,650	$1,650				$7,750
TOTAL	**$12,400**		**$3,000**	**$2,050**	**$2,350**	**$2,450**	**$2,550**				**$12,400**

MPO ID: CB21 — **ADOPTION: 25-00**

Project Title: Pavement Management -Seal

TransNet - LSI: Maint

Project Description: Various roadways throughout the city - In Carlsbad, along various roadways construct/apply street sealing and construct minor roadway pavement section repairs.

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$30,300**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$18,300		$3,000	$3,300	$3,500	$4,000	$4,500				$18,300
TransNet - LSI Carry Over	$2,000		$2,000								$2,000
Local Funds	$10,000		$2,000	$2,000	$2,000	$2,000	$2,000		$250		$9,750
TOTAL	**$30,300**		**$7,000**	**$5,300**	**$5,500**	**$6,000**	**$6,500**		**$250**		**$30,050**

Carlsbad, City of

MPO ID: CB22 **ADOPTION: 25-00**

Project Title: Avenida Encinas Coastal Rail Trail and Pedestrian Improvements - Roadway segment between Palomar Airport Road and Carlsbad Boulevard

Project Description: Avenida Encinas from Palomar Airport Rd. to Carlsbad Blvd (1.7 miles) - in Carlsbad, the project will construct a portion of the Coastal Rail Trail and connect to the existing Coastal Rail Trail along Avenida Encinas. Proposed improvements include expansion of the existing bicycle facilities to buffered bike lanes throughout the corridor. New sidewalks and pedestrian ramps where there are missing gaps. Enhanced intersection treatments for pedestrian and bicyclists. Pedestrian access improvements to the Poinsettia COASTER station. First phase of the project, which is along Avenida Encinas from Poinsettia COASTER station to Carlsbad Blvd, will not include road widening, It includes striping modification to enhance bicycle facilities, pedestrian ramps, new sidewalks where there are missing gaps, enhanced intersection treatments for improved bicycle and pedestrian safety, and traffic calming with a road diet at select locations along the corridor. Second phase of the project, which is along Avenida Encinas from Palomar Airport Rd and the Poinsettia COASTER station, may include widening to accommodate multi-modal transportation and traffic calming. The project will not add additional vehicle travel lane.

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$9,954** Open to Traffic: Feb 2024

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
ATP - S	$1,776	$857	$919								$1,776
Local Funds	$8,178	$893	$7,285						$1,262	$100	$6,816
TOTAL	**$9,954**	**$1,750**	**$8,204**						**$1,262**	**$100**	**$8,592**

MPO ID: CB31 **ADOPTION: 25-00**

Project Title: El Camino Real Widening - La Costa Avenue to Arenal Road RAS (T2-2)

Project Description: El Camino Real from La Costa Ave to Arenal Rd. (.5 miles) - In Carlsbad, along El Camino Real from 700 feet north of La Costa Avenue to Arenal Road, widening along the southbound side of the roadway to provide three travel lanes, sidewalk, and a bike lane in accordance with Prime Arterial Standards. Widen bridge to accommodate sidewalks on both sides of the bridge.

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$10,786** Open to Traffic: Nov 2025

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$6,939	$86	$4,853	$2,000					$539	$200	$6,200
Local RTCIP	$3,847	$1,347	$2,500						$1,447		$2,400
TOTAL	**$10,786**	**$1,433**	**$7,353**	**$2,000**					**$1,986**	**$200**	**$8,600**

Carlsbad, City of

MPO ID: CB36 — **ADOPTION: 25-00**

Project Title: Carlsbad Boulevard Realignment - Manzano Drive to Island Way

RAS (M-38)

TransNet - LSI: CR

Project Description: Carlsbad Boulevard from Manzano Drive to Island Way (1.2 miles) - Prepare preliminary engineering and environmental studies regarding roadway realignment alternatives. The alternatives include new intersection at Palomar Airport Rd, infrastructure needs, land uses, public park and coastal access opportunities, related long term coastal planning issues, and subsequent preliminary engineering and environmental review for a project to realign and reconfigure Carlsbad Blvd

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Engineering studies

Est Total Cost: **$5,060**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$1,967	$1,967							$1,967		
TransNet - LSI Carry Over	$3,093	$1,093	$1,000	$1,000					$3,093		
TOTAL	**$5,060**	**$3,060**	**$1,000**	**$1,000**					**$5,060**		

*$1.497M programmed on CB20

MPO ID: CB43 — **ADOPTION: 25-00**

Project Title: ADA Improvements

TransNet - LSI: CR

Project Description: Roadways in the northwest quadrant of the City of Carlsbad adjacent to public facilities inlcuding: Carlsbad Blvd, State Street, Roosevelt Street, Carlsbad Village Drive, Oak Ave., Chestnut Ave, Harding Street - in Carlsbad, construct Priority Level 1 and Priority Level 2 ADA Improvements per the City of Carlsbad Transition Plan for Public Rights-of-way

Change Notes:

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

Est Total Cost: **$5,439**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI Carry Over	$5,439	$2,531	$1,000	$400	$715	$175	$618		$1,378		$4,061
TOTAL	**$5,439**	**$2,531**	**$1,000**	**$400**	**$715**	**$175**	**$618**		**$1,378**		**$4,061**

MPO ID: CB44 — **ADOPTION: 25-00**

Project Title: Traffic Signal - RAMS

RAS (M-38)

TransNet - LSI: CR

Project Description: Management System for Arterial roadways throughout the City of Carlsbad and the County - City of Carlsbad annual operations and maintenance cost share for the Regional Arterial Management System, (RAMS);.....

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Traffic signal synchronization projects

Est Total Cost: **$141**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$140	$129	$12						$140		
TOTAL	**$140**	**$129**	**$12**						**$140**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Carlsbad, City of

MPO ID: CB46 — **ADOPTION: 25-00**

Project Title: Terramar Area Complete Street Improvements

Project Description: Cannon Road from Carlsbad Boulevard to Avenida Encinas (.5 miles) - in Carlsbad, construct a roundabout at intersection of Carlsbad Blvd and Cannon Road, in addition to complete street improvements including the reconfiguration of the curbline and the addition of medians, pedestrian crossings and parkway improvements

Change Notes:

RAS (M-38)

TransNet - LSI: CR

Capacity Status: NCI

Exempt Category: Other - Transportation enhancement activities

Est Total Cost: **$19,300**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI Carry Over	$2,000	$1	$1,999						$301	$50	$1,649
Local Funds	$17,300	$2,070	$8,030	$7,200					$2,070		$15,230
TOTAL	**$19,300**	**$2,071**	**$10,029**	**$7,200**					**$2,371**	**$50**	**$16,879**

MPO ID: CB47 — **ADOPTION: 25-00**

Project Title: Carlsbad Village Drive and Grand Avenue Improvements

Project Description: Carlsbad Village Drive and Grand Avenue from Washington Street to State Street (.1 miles) - in Carlsbad, provide mid-block pedestrian crossing improvements and sidewalk/parkway improvements at the approaches to the railroad track crossings

Change Notes:

RAS (M-38)

TransNet - LSI: CR

Capacity Status: NCI

Exempt Category: Air Quality - Bicycle and pedestrian facilities

Est Total Cost: **$1,320**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$400						$400		$400		
Local Funds	$920						$920				$920
TOTAL	**$1,320**						**$1,320**		**$400**		**$920**

MPO ID: CB48 — **ADOPTION: 25-00**

Project Title: Chestnut Avenue Complete Street Improvements Valley Street to I-5

Project Description: Chestnut Avenue from Valley Street to I-5 (.8 miles) - in Carlsbad, complete street improvements including sidewalk improvements and traffic calming features such as bulb outs and medians

Change Notes:

TransNet - LSI: CR

Capacity Status: NCI

Exempt Category: Air Quality - Bicycle and pedestrian facilities

Est Total Cost: **$250**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$250						$250		$250		
TOTAL	**$250**						**$250**		**$250**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Carlsbad, City of

MPO ID: CB49 — **ADOPTION: 25-00**

Project Title: Kelly Drive and Park Drive Complete Street Improvements

TransNet - LSI: CR

Project Description: Kelly Drive and Park Drive from El Camino Real to Neblina Drive (1 miles) - in Carlsbad, complete street improvements including new curblines, sidewalk and multi use trail improvements and traffic calming features such as bulb outs and medians

Change Notes:

Capacity Status: NCI

Exempt Category: Air Quality - Bicycle and pedestrian facilities

Est Total Cost: **$6,803**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI Carry Over	$4,675	$815	$2,360	$1,500					$1,375		$3,300
Local Funds	$2,128	$2	$1,126	$1,000					$128		$2,000
TOTAL	**$6,803**	**$817**	**$3,486**	**$2,500**					**$1,503**		**$5,300**

MPO ID: CB50 — **ADOPTION: 25-00**

Project Title: Valley Street Road Diet and Traffic Calming

TransNet - LSI: CR

Project Description: Valley Street from Chestnut Avenue to Magnolia (.2 miles) - in Carlsbad, on Valley Street north of Chestnut, reconfigure to a complete street with crosswalks, mid-block bulbouts, bike lanes, and parking in select areas.

Change Notes:

Capacity Status: NCI

Exempt Category: Air Quality - Bicycle and pedestrian facilities

Est Total Cost: **$300**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI Carry Over	$300						$300		$300		
TOTAL	**$300**						**$300**		**$300**		

MPO ID: CB51 — **ADOPTION: 25-00**

Project Title: Coordinated Traffic Signal Program

RAS (M-38)

TransNet - LSI: CR

Project Description: Aviara Parkway - Poinsettia to Palomar Airport Road, Cannon Road - I-5 to Faraday and Rancho Santa Fe - Calle Barcelona to San Elijo. - in Carlsbad, construct fiber optic communications upgrades and install traffic measuring systems and adaptive signal control systems to implement adpative traffic signal control along these roadways.

Change Notes:

Capacity Status: NCI

Exempt Category: Other - Traffic signal synchronization projects

Est Total Cost: **$837**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$837		$837								$837
TOTAL	**$837**		**$837**								**$837**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Carlsbad, City of

MPO ID: CB52 — **ADOPTION: 25-00**

Project Title: Carlsbad Village and Barrio Traffic Circles — *TransNet* - LSI: CR

Project Description: various locations in the Village and Barrio from Oak St south to Magnolia - in Carlsbad, at eight intersection locations in the Village and Barrio, construct traffic circles at key intersections to calm traffic.

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Non signalization traffic control and operating

Est Total Cost: **$8,085**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI Carry Over	$2,850	$837	$2,013						$837		$2,013
Fed Disc.-CPF-HwyInfra	$4,000		$4,000								$4,000
Local Funds	$1,235	$160	$1,075						$160		$1,075
TOTAL	**$8,085**	**$997**	**$7,088**						**$997**		**$7,088**

MPO ID: CB54 — **ADOPTION: 25-00**

Project Title: State Street Improvements at Northwest Corner with Grand Avenue — *TransNet* - LSI: CR

Project Description: Intersection at State Street and Grand Avenue - in Carlsbad, widen the roadway to accommodate additional on street parking, close driveway access and reconstruction of the parkway to conform with the new curbline

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Transportation enhancement activities

Est Total Cost: **$325**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$325						$325		$325		
TOTAL	**$325**						**$325**		**$325**		

MPO ID: CB56 — **ADOPTION: 25-00**

Project Title: Chestnut Avenue Complete Street Improvements - I-5 to the Railroad — *TransNet* - LSI: CR

Project Description: Chestnut Avenue from I-5 to Railroad (.4 miles) - in Carlsbad, prepare a project study report to identify the scope of work for the construction of complete street improvements including traffic calming and pedestrian improvements

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Engineering studies

Est Total Cost: **$250**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$250						$250		$250		
TOTAL	**$250**						**$250**		**$250**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Carlsbad, City of

MPO ID: CB58 — **ADOPTION: 25-00**

Project Title: Street Light Bulb Replacement Program

RAS (M - 38)

Project Description: All streets with public street lights throughout the City. - in Carlsbad, replace light bulbs with LED bulbs

TransNet - LSI: Maint

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Lighting improvements

Est Total Cost: **$3,645**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$445	$445							$245		$200
TransNet - LSI Carry Over	$2,880	$850	$2,030								$2,880
Local Funds	$320	$320									$320
TOTAL	**$3,645**	**$1,615**	**$2,030**						**$245**		**$3,400**

MPO ID: CB60 — **ADOPTION: 25-00**

Project Title: Melrose Drive and Palomar Airport Road Improvements

Project Description: Intersection at Palomar Airport Road and Melrose Drive - Improve southbound Melrose Drive for all modes of travel

Change Notes:

Capacity Status: NCI — Exempt Category: All Projects - Intersection channelization projects

Est Total Cost: **$455**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$455	$305		$50	$100				$355		$100
TOTAL	**$455**	**$305**		**$50**	**$100**				**$355**		**$100**

MPO ID: CB62 — **ADOPTION: 25-00**

Project Title: Barrio Lighting

TransNet - LSI: CR

Project Description: Roosevelt, Madison, Harding, and Magnolia - Construct streetlights and pedestrian lighting in the Barrio neighborhood.

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Lighting improvements

Est Total Cost: **$5,500**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$3	$3							$3		
TransNet - LSI Carry Over	$3,587		$2,557	$1,030					$330		$3,257
Fed Disc.-CPF-HwyInfra	$1,000	$1	$999						$1		$999
Local Funds	$910	$399	$511						$399		$511
TOTAL	**$5,500**	**$403**	**$4,067**	**$1,030**					**$733**		**$4,767**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Carlsbad, City of

MPO ID: CB63		**ADOPTION: 25-00**
Project Title:	Valley Street and Magnolia Avenue Complete Streets	*TransNet* - LSI: CR
Project Description:	Valley Street from Magnolia Ave to Chestnut Ave (.2 miles), Magnolia Ave from Valley Street to 500 feet east of Valley St (.1 miles) - Construction of sidewalks, bike paths, green street features, and underground overhead utilities. Water main to be replaced with street project.	
Change Notes:		
Capacity Status: NCI	Exempt Category: Air Quality - Bicycle and pedestrian facilities	

Est Total Cost: **$8,457**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI Carry Over	$4,200	$2	$4,198						$200		$4,000
Local Funds	$4,257	$550	$3,707						$650		$3,607
TOTAL	**$8,457**	**$552**	**$7,905**						**$850**		**$7,607**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Chula Vista, City of

MPO ID: CHV06 **ADOPTION: 25-00**

Project Title: Pavement Rehabilitation Program — *TransNet* - LSI: Maint

Project Description: In Chula Vista - citywide - Pavement maintenance treatment repairs as well as managing and maintaining the City's Pavement Management System (PMS).

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$31,020**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$15,900	$15,900							$3,250		$12,650
TransNet - L (Cash)	$6,304	$6,304							$1,300		$5,004
TransNet - LSI	$5,264	$1,024	$640	$900	$900	$900	$900		$1,295		$3,969
TransNet - LSI Carry Over	$1,054	$920	$134						$740		$314
Local Funds	$2,498	$2,498							$160		$2,338
TOTAL	**$31,020**	**$26,646**	**$774**	**$900**	**$900**	**$900**	**$900**		**$6,745**		**$24,275**

MPO ID: CHV22 **ADOPTION: 25-00**

Project Title: Advance Planning Studies — *TransNet* - LSI: Maint

Project Description: In Chula Vista - citywide - Manages asset inventories, master plans, special studies to identify current and future infrastructure needs and manages available funding sources.

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Engineering studies

Est Total Cost: **$3,416**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$375	$375							$375		
TransNet - L (Cash)	$114	$114							$114		
TransNet - LSI	$1,801	$891	$110	$200	$200	$200	$200		$1,801		
TransNet - LSI (Cash)	$16	$16							$16		
TransNet - LSI Carry Over	$525	$363	$162						$525		
Local Funds	$585	$585							$585		
TOTAL	**$3,416**	**$2,344**	**$272**	**$200**	**$200**	**$200**	**$200**		**$3,416**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Chula Vista, City of

MPO ID: CHV33		**ADOPTION: 25-00**
Project Title:	School Zone Traffic Calming Program	*TransNet* - LSI: Maint
Project Description:	In Chula Vista - citywide - Field investigation and installation/construction of traffic calming devices in public school zones, such as traffic control devices (flashing beacons), signs, striping and minor street improvements	
Change Notes:		
	Capacity Status: NCI	Exempt Category: Safety - Non signalization traffic control and operating

Est Total Cost: **$3,206**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$280	$280							$280		
TransNet - L (Cash)	$232	$232							$232		
TransNet - LSI	$1,170	$570	$200	$100	$100	$100	$100		$1,170		
TransNet - LSI Carry Over	$1,354	$1,314	$40						$1,354		
Local Funds	$170	$170							$170		
TOTAL	**$3,206**	**$2,566**	**$240**	**$100**	**$100**	**$100**	**$100**		**$3,206**		

MPO ID: CHV34		**ADOPTION: 25-00**
Project Title:	Neighborhood Traffic and Pedestrian Safety Program	*TransNet* - LSI: Maint
Project Description:	In Chula Vista - citywide - To provide community outreach and education regarding traffic/safety hazards; preparation of plans and construction of traffic calming, pedestrian safety measures and ADA improvements.	
Change Notes:		
	Capacity Status: NCI	Exempt Category: Safety - Non signalization traffic control and operating

Est Total Cost: **$8,713**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$280	$280							$280		
TransNet - LSI	$3,780	$2,055	$725	$250	$250	$250	$250		$3,246		$534
TransNet - LSI Carry Over	$4,583	$3,129	$1,455						$2,971		$1,612
Local Funds	$70	$70							$70		
TOTAL	**$8,713**	**$5,534**	**$2,180**	**$250**	**$250**	**$250**	**$250**		**$6,567**		**$2,146**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Chula Vista, City of

MPO ID: CHV35 **ADOPTION: 25-00**

Project Title: Traffic Signing, Studies and Signal Upgrade

TransNet - LSI: Maint

Project Description: Citywide program - upgrading and maintenance of roadway signing, striping, traffic signal and street light systems in the City. Work includes, but is not limited to interconnect cables and conduit, vehicle and bike detection systems, emergency vehicle pre-emption systems, traffic signal controllers, and new street light fixtures.

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Hazard elimination program

Est Total Cost: **$7,939**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$135	$135							$135		
TransNet - L (Cash)	$24	$24									$24
TransNet - LSI	$3,907	$1,157	$550	$550	$550	$550	$550		$181		$3,726
TransNet - LSI (Cash)	$27	$27									$27
TransNet - LSI Carry Over	$3,089	$3,088							$953		$2,136
Local Funds	$757	$757							$571		$186
TOTAL	**$7,939**	**$5,188**	**$550**	**$550**	**$550**	**$550**	**$550**		**$1,840**		**$6,099**

MPO ID: CHV39 **ADOPTION: 25-00**

Project Title: Traffic Signal System Optimization

TransNet - LSI: CR

Project Description: Citywide Program - provision of consultant services and/or equipment such as traffic signal timing coordination projects and adaptive traffic control systems, to optimize the performance of existing traffic signal systems in order to improve traffic circulation, reduce intersection delays, and reduce congestion throughout the City. *TransNet*. *TransNet* - LSI RAMS of $15.5 is programmed though FY 2027

Change Notes:

Capacity Status: NCI Exempt Category: Other - Traffic signal synchronization projects

Est Total Cost: **$6,463**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$150	$150							$150		
TransNet - L (Cash)	$19	$19							$19		
TransNet - LSI	$4,176	$1,860	$636	$420	$420	$420	$420		$4,176		
TransNet - LSI Carry Over	$1,738	$1,485	$254						$1,738		
Local Funds	$380	$380							$380		
TOTAL	**$6,463**	**$3,894**	**$890**	**$420**	**$420**	**$420**	**$420**		**$6,463**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Chula Vista, City of

MPO ID: CHV44		**ADOPTION: 25-00**
Project Title:	I-805, SR54 and Otay Mesa Transportation System Improvements	*TransNet* - LSI: CR
Project Description:	In Chula Vista - Preliminary analysis of the I-805/ SR54 interchange to include other on/off ramps on SR54 to I-5, the Bonita Road and Main Street on/off ramps to I-805 and the impact of traffic in Otay Mesa on La Media Road and other major streets in Chula Vista in order to reduce congestion	
Change Notes:		
	Capacity Status: NCI — Exempt Category: Other - Engineering studies	

Est Total Cost: **$582**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$100	$100							$100		
TransNet - LSI	$20	$20							$20		
TransNet - LSI Carry Over	$462	$436	$26						$462		
TOTAL	**$582**	**$556**	**$26**						**$582**		

MPO ID: CHV45		**ADOPTION: 25-00**
Project Title:	Traffic Monitoring Program	*TransNet* - LSI: Maint
Project Description:	In Chula Vista - citywide - traffic monitoring to evaluate conformance with the city's traffic threshold standards and provide data for advanced planning studies, capital improvements projects, speed surveys and other related studies.	
Change Notes:		
	Capacity Status: NCI — Exempt Category: Other - Engineering studies	

Est Total Cost: **$3,044**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L (Cash)	$67	$67							$67		
TransNet - LSI	$1,029	$829	$40	$40	$40	$40	$40		$1,029		
TransNet - LSI Carry Over	$1,885	$1,303	$582						$1,885		
Local Funds	$13	$13							$13		
Local RTCIP	$50	$50							$50		
TOTAL	**$3,044**	**$2,262**	**$622**	**$40**	**$40**	**$40**	**$40**		**$3,044**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Chula Vista, City of

MPO ID: CHV48 — **ADOPTION: 25-00**

Project Title: Pavement Major Rehabilitation — *TransNet* - LSI: CR

Project Description: In Chula Vista - citywide - annual pavement rehabilitation and reconstruction projects requiring thick overlays (greater than 1") and/or major street reconstruction.

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$104,418**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L (Cash)	$72	$72									$72
TransNet - LSI	$52,390	$20,957	$5,716	$6,142	$6,261	$6,532	$6,782		$5,640		$46,750
TransNet - LSI (Cash)	$218	$219							$18		$200
TransNet - LSI Carry Over	$51,388	$31,812	$19,577						$5,569		$45,819
Local Funds	$350	$350									$350
TOTAL	**$104,418**	**$53,410**	**$25,293**	**$6,142**	**$6,261**	**$6,532**	**$6,782**		**$11,227**		**$93,191**

MPO ID: CHV50 — **ADOPTION: 25-00**

Project Title: Storm Drain and Bridge Culvert Repair — *TransNet* - LSI: Maint

Project Description: In Chula Vista - citywide - storm drain repairs due to pipe failure at several locations that need to be repaired before the following storm season. Repair of culverts under City bridges to maintain bridge safety.

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Hazard elimination program

Est Total Cost: **$11,600**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L (Cash)	$1,811	$1,811							$1,307		$504
TransNet - LSI	$1,247	$1,247							$143		$1,104
TransNet - LSI Carry Over	$8,542	$5,868	$2,675						$428		$8,114
TOTAL	**$11,600**	**$8,926**	**$2,675**						**$1,878**		**$9,722**

MPO ID: CHV58 — **ADOPTION: 25-00**

Project Title: New Sidewalk Improvements — *TransNet* - LSI: CR

Project Description: In Chula Vista - citywide - design and construction of sidewalk and other pedestrian improvements in areas without existing sidewalk.

Change Notes:

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

Est Total Cost: **$4,126**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L (Cash)	$97	$97									$97
TransNet - LSI	$1,669	$419	$50	$300	$300	$300	$300		$620		$1,049
TransNet - LSI Carry Over	$2,360	$1,931	$429						$680		$1,680
TOTAL	**$4,126**	**$2,447**	**$479**	**$300**	**$300**	**$300**	**$300**		**$1,300**		**$2,826**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Chula Vista, City of

MPO ID: CHV60 **ADOPTION: 25-00**

Project Title: Traffic Signal Upgrades

TransNet - LSI: CR

Project Description: In Chula Vista - citywide - Modifications at these intersections will allow motorists to safely maneuver left turns into the intersection with a protected phase, and improve signal visibility by installing signal standards with mast arms. This will enhance traffic safety, reduce broadside accidents, potentially decrease delays and improve air quality.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Transportation enhancement activities

Est Total Cost: **$4,218**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L (Cash)	$2	$2									$2
TransNet - LSI	$1,234	$434		$200	$200	$200	$200		$354		$880
TransNet - LSI Carry Over	$2,140	$2,005	$135						$544		$1,596
Earmark Repurposing	$454	$454							$100		$354
Local Funds	$388	$388							$175		$213
TOTAL	**$4,218**	**$3,283**	**$135**	**$200**	**$200**	**$200**	**$200**		**$1,173**		**$3,045**

*Demo ID CA356 repurposed to FHWA transfer number CA 17-RP-006

MPO ID: CHV69 **ADOPTION: 25-00**

Project Title: Heritage Road Bridge

RTP REF: A-60; C-50 (2021)
RAS (T2-1)

Project Description: Bridge 57C0670 - widen and lengthen bridge over Otay River from four lane to six lane bridge that accommodates shoulders, sidewalk and median; project is on Heritage Road from the intersection of Main Street to Entertainment Circle. Also includes Main Street widening to accommodate a third eastbound travel lane from the intersection of Nirvana Avenue to Heritage Road.

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$72,368** Open to Traffic: Jun 2025

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
HBP	$47,451	$22,151	$20,000	$5,300					$6,829	$354	$40,268
Local Funds	$24,917	$24,916							$885	$46	$23,986
Local Funds AC	$0										
TOTAL	**$72,368**	**$47,067**	**$20,000**	**$5,300**					**$7,714**	**$400**	**$64,254**

Chula Vista, City of

MPO ID: CHV70 **ADOPTION: 25-00**

Project Title: Bikeway Design and Construction — *TransNet* - LSI: CR

Project Description: In Chula Vista - Broadway from C Street to Main Street (3.9 miles) - Design and construction of various Bikeway facilities citywide. Supplements grant funding of bikeway construction projects.

Change Notes:

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

Est Total Cost: **$10,234**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$3,157	$3,157							$215		$2,942
TransNet - LSI Carry Over	$6,016	$4,677	$1,339						$194		$5,822
ATP - S	$851	$851							$104		$747
Local Funds	$105	$105									$105
Local RTCIP	$105	$105									$105
TOTAL	**$10,234**	**$8,895**	**$1,339**						**$513**		**$9,721**

MPO ID: CHV75 **ADOPTION: 25-00**

Project Title: ADA Curb Ramps — *TransNet* - LSI: Maint

Project Description: In Chula Vista - Citywide - Installation of American with Disabilities Act-compliant ramps at missing locations in accordance with the City's priority list

Change Notes:

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

Est Total Cost: **$4,568**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L (Cash)	$84	$84							$50		$34
TransNet - LSI	$3,022	$1,572	$450	$250	$250	$250	$250		$780		$2,242
TransNet - LSI Carry Over	$1,462	$1,030	$432						$242		$1,220
TOTAL	**$4,568**	**$2,686**	**$882**	**$250**	**$250**	**$250**	**$250**		**$1,072**		**$3,496**

MPO ID: CHV77 **ADOPTION: 25-00**

Project Title: Main Street Fiber Optics — RAS (T2-1)

Project Description: Main Street from Bay Blvd. to Salt Creek (7 miles) - Project will provide the necessary work to tie in Chula Vista facilities to the future fiber optics network on Main Street in conjunction with the SANDAG South Bay BRT Fiber Optic project; will include new fiber optic cable, pull boxes, conduit, etc. — *TransNet* - LSI: CR

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Traffic signal synchronization projects

Est Total Cost: **$373**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$2	$2							$2		
TransNet - LSI Carry Over	$371	$313	$58						$171		$200
TOTAL	**$373**	**$315**	**$58**						**$173**		**$200**

Chula Vista, City of

MPO ID: CHV79 **ADOPTION: 25-00**

Project Title: Raised Median Improvements — *TransNet* - LSI: CR

Project Description: Telegraph Canyon Road from Paseo Del Rey to Medical Center Drive (.1 miles) - Design and construction of new/modification of existing raised medians to improve traffic safety.

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Adding medians

Est Total Cost: **$4,175**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$1,372	$1,248	$125						$200		$1,172
TransNet - LSI Carry Over	$2,803	$1,617	$1,186						$199		$2,604
TOTAL	**$4,175**	**$2,865**	**$1,311**						**$399**		**$3,776**

MPO ID: CHV80 **ADOPTION: 25-00**

Project Title: Third Avenue Streetscape Project Phase III — *TransNet* - LSI: CR

Project Description: Third Avenue from F Street to E Street (.22 miles) - Continuation of pedestrian and bicycle enhancement facilities (north of Phase II project)

Change Notes:

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

Est Total Cost: **$5,000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$2,060	$2,060							$50		$2,010
TransNet - LSI Carry Over	$2,716	$2,380	$336						$303		$2,413
TOTAL	**$4,776**	**$4,440**	**$336**						**$353**		**$4,423**

MPO ID: CHV83 **ADOPTION: 25-00**

Project Title: Local Street Utility Undergrounding Districts — *TransNet* - LSI: Maint

Project Description: In Chula Vista on F Street from Bay Boulevard to F St (.9 miles) - Associated work required to convert overhead utility lines to underground; includes traffic lighting and signal relocation/installation, pedestrian infrastructure.

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Lighting improvements

Est Total Cost: **$371**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$181	$181							$131		$50
TransNet - LSI Carry Over	$190	$109	$81						$129		$61
TOTAL	**$371**	**$290**	**$81**						**$260**		**$111**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Chula Vista, City of

MPO ID: CHV84 **ADOPTION: 25-00**

Project Title: Retiming of Traffic Signals and Installation of Fiber Optic/Ethernet

TransNet - LSI: CR

Project Description: In Chula Vista on Main Street, Fourth Avenue and H Street corridors - Installation of fiber optic cables and Ethernet network on Main Street from I-5 to east of I-805. Retiming of traffic signals on various corridors in the City between I-5 and I-805 to meet current signal timing standards per CA Manual on Uniform Traffic Control Devices (MUTCD).

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program

Est Total Cost: **$2,552**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$923	$923							$923		
TransNet - LSI Carry Over	$1,629	$1,482	$147						$1,629		
TOTAL	**$2,552**	**$2,405**	**$147**						**$2,552**		

*Local match for Highway Safety Improvement Program H8-11-002 (CAL445)

MPO ID: CHV87 **ADOPTION: 25-00**

Project Title: E Street Extension from Bay Boulevard to H Street

Project Description: E Street from Bay Boulevard to H Street (1 miles) - Extension of E Street and F Street west of Bay Boulevard to H Street, and the realignment of Gun Powder Point Drive for the Chula Vista Bayfront redevelopment. Project also includes the construction of a roundabout (at the new intersection of E Street and Gunpowder Point Drive), Class I and II Bike Paths, and sidewalks. E Street between Bay Boulevard to the roundabout will be 4 travel lanes (2 per direction); all other segments will be 2 travel lanes (1 per direction). Phase 1: E Street from Bay Boulevard to Gunpowder Point Drive Roundabout. (Now Open to Traffic) Phase 2: E Street from Gunpowder Point Drive Roundabout to H Street. The project is identified and included in the Chula Vista Bayfront Master Plan and the Bayfront Transportation Development Impact Fee Nexus Study as "BAY-13".

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$15,600** Open to Traffic: Phase 1: Jul 2021 Phase 2: Dec 2026

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$15,600	$5,100	$10,500						$2,600		$13,000
TOTAL	**$15,600**	**$5,100**	**$10,500**						**$2,600**		**$13,000**

Chula Vista, City of

MPO ID: CHV88 **ADOPTION: 25-00**

Project Title: F Street Promenade

TransNet - LSI: CR

Project Description: F Street from Bay Boulevard to Broadway (.5 miles) - To complete design and construction of F Street Promenade Phase 1 which includes complete streets facilities such as bicycle paths, traffic signal modifications, street lighting, pedestrian lighting, sidewalk/crossing improvements and roadway resurfacing. Project was awarded ATP Cycle 6 (Regional) grant funding.

Change Notes:

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

Est Total Cost: **$15,836**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$125	$125							$125		
ATP - R	$9,762	$78		$1,295	$8,389				$1,373		$8,389
Local Funds	$5,949				$5,949						$5,949
TOTAL	**$15,836**	**$203**		**$1,295**	**$14,338**				**$1,498**		**$14,338**

MPO ID: CHV89 **ADOPTION: 25-00**

Project Title: Olympic Parkway Safety Enhancements

RAS (T2-1)

TransNet - LSI: CR

Project Description: Olympic Parkway from Brandywine Avenue to Eastlake Parkway (4.32 miles) - Striping modifications and improvements to signage and traffic signals that were identified in the Olympic Parkway Road Safety Assessment at Town Center Drive and Eastlake Parkway. Includes the installation of radar speed feedback signs between Brandywine Avenue and La Media Road.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Traffic signal synchronization projects

Est Total Cost: **$1,389**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$700	$700							$100		$600
TransNet - LSI Carry Over	$689		$689						$89		$600
TOTAL	**$1,389**	**$700**	**$689**						**$189**		**$1,200**

MPO ID: CHV90 **ADOPTION: 25-00**

Project Title: North Second Avenue Shoulder Improvements

TransNet - LSI: Maint

Project Description: Second Avenue from Shirley Street to Bayview Way (.13 miles) - Project upgrades existing guardrail on the easterly frontage of North Second Avenue. Includes roadway safety improvements at this location.

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Guardrails, median barriers, crash cushions

Est Total Cost: **$549**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$355	$355							$55		$300
TransNet - LSI Carry Over	$194		$194								$194
TOTAL	**$549**	**$355**	**$194**						**$55**		**$494**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Chula Vista, City of

MPO ID: CHV91 — **ADOPTION: 25-00**

Project Title: H Street Construction from Marina Parkway to E Street and widening of Bay Boulevard to Street A

Project Description: H Street from E Street to Bay Boulevard (.3 miles) - This project includes construction of a two to three lane road from E Street to Marina Parkway and a five lane Major Road from Street A to Bay Boulevard to integrate with the new segment of H Street that is currently under construction for redevelopment of the area as part of the Chula Vista Bayfront Master Plan. Street Improvements will include streetscape enhancements such as street trees, lighting, furnishings, etc. The project is identified and included in the Chula Vista Bayfront Master Plan and the Bayfront Transportation Development Impact Fee Nexus Study as "BAY-17".

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$6,000** Open to Traffic: Dec 2026

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$6,000	$1,000	$5,000						$1,000		$5,000
TOTAL	**$6,000**	**$1,000**	**$5,000**						**$1,000**		**$5,000**

MPO ID: CHV93 — **ADOPTION: 25-00**

Project Title: SR125 at Main Street and Otay Valley Road Interchanges RAS (T2-1)

Project Description: Interchange on SR 125 at Main Street and Otay Valley Road - Construction of freeway interchanges/overpasses on SR125 at Main Street and Otay Valley Road.

Change Notes:

RT:125 Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$3,100** Open to Traffic: Dec 2027

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$3,100	$500		$2,600					$500		$2,600
TOTAL	**$3,100**	**$500**		**$2,600**					**$500**		**$2,600**

MPO ID: CHV97 — **ADOPTION: 25-00**

Project Title: Main Street from Heritage Road to Wolf Canyon Bridge

Project Description: Main Street from Heritage Road to Wolf Canyon Bridge (.82 miles) - Construction of a 6-lane Prime Arterial from Heritage Road to Wolf Canyon Bridge including bike lanes and sidewalk facilities. (TDIF Facility 60A)

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$16,925** Open to Traffic: Jun 2029

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$16,925			$16,925							$16,925
TOTAL	**$16,925**			**$16,925**							**$16,925**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Chula Vista, City of

MPO ID: CHV98 **ADOPTION: 25-00**

Project Title: Otay Valley Road from La Media Parkway Couplet to SR-125

Project Description: Otay Valley Road from La Media Parkway Couplet to SR-125 Freeway (.93 miles) - Construction of a 4-Lane Major Arterial Roadway including pedestrian and bicycle facilities. (TDIF Facility 56C)

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$15,391** Open to Traffic: Dec 2033

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$15,391						$15,391				$15,391
TOTAL	**$15,391**						**$15,391**				**$15,391**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Coronado, City of

MPO ID: COR04		**ADOPTION: 25-00**
Project Title:	Street and Road Preventive Maintenance; Minor Drainage Repair	*TransNet* - LSI: Maint
Project Description:	Citywide - In Coronado, preventive maintenance program to repair or maintain City infrastructure within the traveled way (streets, alleys, sidewalks, bike paths) on a seven-year rotating basis. Projects may consist of asphalt digouts, sidewalk grinding/replacement, repair/replacement of concrete improvements, sign replacement, crack seal, slurry seal, scrub seal and pavement markings.	
Change Notes:		
Capacity Status: NCI	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation	

Est Total Cost: **$9,242**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$1,581	$1,581							$138		$1,443
TransNet - LSI	$1,306	$306	$200	$200	$200	$200	$200		$36		$1,270
TransNet - LSI (Cash)	$58	$58									$58
TransNet - LSI Carry Over	$859	$259	$300	$300					$20		$839
Local Funds	$5,438	$3,938	$300	$300	$300	$300	$300		$242		$5,196
TOTAL	**$9,242**	**$6,142**	**$800**	**$800**	**$500**	**$500**	**$500**		**$436**		**$8,806**

MPO ID: COR07		**ADOPTION: 25-00**
Project Title:	Street and Road Major Rehabilitation; Major Drainage; Traffic Operations	*TransNet* - LSI: CR
Project Description:	Citywide - In Coronado, citywide rehabilitation or replacement of City infrastructure within the traveled way (streets, alleys, sidewalks, bike paths). Projects may include rehabilitation of severely damaged areas and construction of a new structural pavement surface greater than 1-inch in depth, replacement of concrete alleys, construction of new or replacement of non-conforming sidewalks. Locations are prioritized based on the most recent Pavement Management Program and evaluation/recommendation by staff.	
Change Notes:		
Capacity Status: NCI	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation	

Est Total Cost: **$19,186**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$1,665	$1,665							$165		$1,500
TransNet - LSI	$6,771	$4,005	$529	$538	$546	$567	$585		$1,838		$4,933
TransNet - LSI Carry Over	$5,881	$3,288	$2,593						$666		$5,215
Local Funds	$4,869	$4,868							$63		$4,806
TOTAL	**$19,186**	**$13,826**	**$3,122**	**$538**	**$546**	**$567**	**$585**		**$2,732**		**$16,454**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Coronado, City of

MPO ID: COR27		**ADOPTION: 25-00**
Project Title:	Roadway Drainage Improvements	*TransNet* - LSI: CR
Project Description:	Citywide - In Coronado, citywide improvements to address inadequate street drainage by performing engineering analysis and constructing new or improving existing storm drain or surface improvements, reducing significant roadway flooding.	
Change Notes:		
Capacity Status: NCI	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation	

Est Total Cost: **$582**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$32	$32							$32		
TransNet - LSI Carry Over	$550		$550						$250		$300
TOTAL	**$582**	**$32**	**$550**						**$282**		**$300**

Del Mar, City of

MPO ID: DM01											**ADOPTION: 25-00**
Project Title:	Annual Street Maintenance										*TransNet* - LSI: Maint
Project Description:	In Del Mar - citywide - resurface and/or rehabilitate roadways										
Change Notes:											
	Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: **$2,112**											
	TOTAL	**PRIOR**	**24/25**	**25/26**	**26/27**	**27/28**	**28/29**	**FUTURE**	**PE**	**RW**	**CON**
TransNet - L	$831	$831									$831
TransNet - LSI	$683	$479	$40	$40	$41	$42	$43				$683
TransNet - LSI Carry Over	$8	$8									$8
Local Funds	$590	$590									$590
TOTAL	**$2,112**	**$1,908**	**$40**	**$40**	**$41**	**$42**	**$43**				**$2,112**

MPO ID: DM02											**ADOPTION: 25-00**
Project Title:	Local Match to Bridge Retrofit Projects										*TransNet* - LSI: CR
Project Description:	Camino del Mar Bridge over San Dieguito River, Jimmy Durante Blvd Bridge, Via de la Valle Bridge, Camino del Mar Overpass. - Local match to federal Highway Bridge Program providing for seismic retrofit (part of CAL44); project will undertake full replacement of bridge upper deck, full depth pavement repair, and seismic upgrades										
Change Notes:											
	Capacity Status: NCI		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
Est Total Cost: **$354**											
	TOTAL	**PRIOR**	**24/25**	**25/26**	**26/27**	**27/28**	**28/29**	**FUTURE**	**PE**	**RW**	**CON**
TransNet - LSI	$279	$279									$279
Local Funds	$75	$45			$10	$10	$10				$75
TOTAL	**$354**	**$324**			**$10**	**$10**	**$10**				**$354**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Del Mar, City of

MPO ID: DM06		**ADOPTION: 25-00**
Project Title:	Sidewalk, Street, and Drainage Improvements	SANDAG ID: 1223061
Project Description:	Multiple locations along Camino del Mar, Jimmy Durante Boulevard, and Via de la Valle - pedestrian, bicycle, roadway, and drainage improvements along Camino del Mar, Jimmy Durante Boulevard, and Via de la Valle	*TransNet* - LSI: CR
Change Notes:		

Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$5,304**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - BPNS	$812	$812							$100		$712
TransNet - Bond	$2,803	$2,803							$228		$2,575
TransNet - CP	$700	$700							$25		$675
TransNet - LSI	$643	$197	$92	$92	$85	$87	$89				$643
TransNet - LSI Carry Over	$250	$250									$250
Local Funds	$96	$96									$96
TOTAL	**$5,304**	**$4,858**	**$92**	**$92**	**$85**	**$87**	**$89**		**$353**		**$4,951**

*SANDAG Board approved *TransNet*/ATP swap on November 21, 2014 for $812

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

El Cajon, City of

MPO ID: EL03		**ADOPTION: 25-00**
Project Title:	Overlay/Reconstruction Projects	RAS (M-39)
Project Description:	Various locations per the attached list - street reconstruction and overlays greater than 1" thick, including thoroughfares, collectors & residential streets	*TransNet* - LSI: CR
Change Notes:		
Capacity Status: NCI	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation	

Est Total Cost: **$68,562**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$6,747	$6,747									$6,747
TransNet - L (Cash)	$2,541	$2,541									$2,541
TransNet - LSI	$20,159	$14,343	$1,178	$1,221	$1,329	$1,021	$1,067				$20,159
TransNet - LSI (Cash)	$416	$416									$416
TransNet - LSI Carry Over	$23,562	$14,871	$5,691	$3,000							$23,562
Local Funds	$14,857	$7,357	$1,500	$1,500	$1,500	$1,500	$1,500				$14,857
Local RTCIP	$280	$280									$280
TOTAL	**$68,562**	**$46,555**	**$8,369**	**$5,721**	**$2,829**	**$2,521**	**$2,567**				**$68,562**

MPO ID: EL06		**ADOPTION: 25-00**
Project Title:	Traffic Signals Projects	RAS (T2-2)
Project Description:	Various locations in the City - upgrade or modification of existing traffic signals and the Traffic Management Center, including rewire, new fiber-optic signal interconnect cable, wireless video monitoring cameras, and other necessary equipment to improve traffic flow and safety.....	*TransNet* - LSI: CR
Change Notes:		
Capacity Status: NCI	Exempt Category: Other - Traffic signal synchronization projects	

Est Total Cost: **$6,659**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$580	$580									$580
TransNet - L (Cash)	$380	$380									$380
TransNet - LSI	$4,878	$2,326	$551	$500	$500	$500	$500		$49		$4,829
TransNet - LSI (Cash)	$8	$8									$8
TransNet - LSI Carry Over	$813	$579	$234								$813
TOTAL	**$6,659**	**$3,873**	**$785**	**$500**	**$500**	**$500**	**$500**		**$49**		**$6,610**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

El Cajon, City of

MPO ID: EL11 **ADOPTION: 25-00**

Project Title: Sidewalk, Curb and Gutter, and Pedestrian Ramp Repairs — *TransNet* - LSI: Maint

Project Description: Various locations as shown on the Maintenance Zone Map - repair damaged sidewalk, curb and gutter, pedestrian ramps, driveways, etc.

Change Notes:

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

Est Total Cost: **$11,015**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$450	$450							$150		$300
TransNet - L (Cash)	$250	$250									$250
TransNet - LSI	$5,733	$3,183	$550	$500	$500	$500	$500				$5,733
TransNet - LSI (Cash)	$8	$8									$8
TransNet - LSI Carry Over	$3,084	$1,165	$285	$1,634							$3,084
Local Funds	$1,490	$1,025	$465								$1,490
TOTAL	**$11,015**	**$6,081**	**$1,300**	**$2,134**	**$500**	**$500**	**$500**		**$150**		**$10,865**

MPO ID: EL18 **ADOPTION: 25-00**

Project Title: Street Light Installation Projects — *TransNet* - LSI: CR

Project Description: Various locations in the City - provide for new street lights which includes removing existing wooden pole mounted lights for the City's underground utility district projects and the retro-fit of existing high pressure sodium street lights with energy efficient LED street lights

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Lighting improvements

Est Total Cost: **$4,423**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L (Cash)	$37	$37									$37
TransNet - LSI	$2,938	$800	$400	$400	$338	$500	$500				$2,938
TransNet - LSI Carry Over	$1,448	$1,048	$400								$1,448
TOTAL	**$4,423**	**$1,885**	**$800**	**$400**	**$338**	**$500**	**$500**				**$4,423**

MPO ID: EL21 **ADOPTION: 25-00**

Project Title: Street Resurfacing with Slurry Seals — *TransNet* - LSI: Maint

Project Description: Various locations in the City - as grouped by the maintenance zone map for street resurfacing with rubber polymer modified slurry (RPMS) seals less than 1" thick

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$15,634**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$5,575	$3,075	$500	$500	$500	$500	$500				$5,575
TransNet - LSI (Cash)	$5	$5									$5
TransNet - LSI Carry Over	$5,654	$4,814	$840								$5,654
Local Funds	$4,400	$2,400	$400	$400	$400	$400	$400				$4,400
TOTAL	**$15,634**	**$10,294**	**$1,740**	**$900**	**$900**	**$900**	**$900**				**$15,634**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

El Cajon, City of

MPO ID: EL29		**ADOPTION: 25-00**
Project Title:	Traffic Safety/Calming	*TransNet* - LSI: CR
Project Description:	Various locations in the City - install traffic safety and calming improvements such as street striping, stop signs, speed cushions, and radar speed feedback signs	
Change Notes:		
Capacity Status: NCI	Exempt Category: Safety - Safer non-Federal-aid system roads	

Est Total Cost: **$3,499**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$3,168	$1,168	$300	$400	$400	$400	$500				$3,168
TransNet - LSI (Cash)	$11	$11									$11
TransNet - LSI Carry Over	$320	$220	$100								$320
TOTAL	**$3,499**	**$1,399**	**$400**	**$400**	**$400**	**$400**	**$500**				**$3,499**

MPO ID: EL32		**ADOPTION: 25-00**
Project Title:	Pavement Management System	*TransNet* - LSI: Maint
Project Description:	Various streets in the City - the Pavement Management System provides a comprehensive inventory of the City's roadway assets. The system is used to track conditions, inspections, create resurfacing budgets and rankings, and house city-wide condition assessments. The system enables City Staff to better manage roadway system assets and make better, more informed decisions on capital and maintenance resurfacing projects.	
Change Notes:		
Capacity Status: NCI	Exempt Category: Other - Engineering studies	

Est Total Cost: **$850**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$655	$205	$100	$100	$100	$75	$75		$655		
TransNet - LSI Carry Over	$195	$195							$195		
TOTAL	**$850**	**$400**	**$100**	**$100**	**$100**	**$75**	**$75**		**$850**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Encinitas, City of

MPO ID: ENC14A — **ADOPTION: 25-00**

Project Title: Street Overlay Program — *TransNet* - LSI: CR

Project Description: Various locations throughout the City - This project will include the rehabilitation or preventative maintenance of various streets throughout the City. Activities will include asphalt grinding, 6" dig outs, 1-1/2" polymer modified asphalt overlay, and preventative maintenance treatments.

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$61,066**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$600	$600									$600
TransNet - L (Cash)	$240	$240									$240
TransNet - LSI	$27,589	$15,339	$2,370	$2,398	$2,428	$2,496	$2,560				$27,589
TransNet - LSI (Cash)	$253	$253									$253
TransNet - LSI Carry Over	$4,564	$3,265	$1,300								$4,564
Local Funds	$27,820	$17,864	$2,072	$2,031	$1,990	$1,951	$1,912				$27,820
TOTAL	**$61,066**	**$37,561**	**$5,742**	**$4,429**	**$4,418**	**$4,447**	**$4,472**				**$61,066**

MPO ID: ENC17 — **ADOPTION: 25-00**

Project Title: Safe Routes to School Sidewalk Program — *TransNet* - LSI: CR

Project Description: Various locations throughout the City - The Safe Routes to School project is a master project designed to provide sidewalks and mobility improvements in the vicinity of city schools, fostering a safe walking environment throughout the City.

Change Notes:

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

Est Total Cost: **$7,992**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$900	$900									$900
TransNet - L (Cash)	$466	$466									$466
TransNet - LSI	$961	$961									$961
TransNet - LSI Carry Over	$1,141	$1,141									$1,141
ATP - S	$41	$41							$41		
Local Funds	$4,483	$3,483	$200	$200	$200	$200	$200				$4,483
TOTAL	**$7,992**	**$6,992**	**$200**	**$200**	**$200**	**$200**	**$200**		**$41**		**$7,951**

Encinitas, City of

MPO ID: ENC20 **ADOPTION: 25-00**

Project Title: Leucadia Streetscape

RAS (T2-2)
TransNet - LSI: CR

Project Description: N. Coast Hwy. 101 from A Street to La Costa Avenue (2.4 miles) - Design/construct comprehensive streetscape and drainage improvements: new curb, gutter, and landscaping; pedestrian facilities on both sides of the street; dedicated buffered bicycle lanes; lane reconfiguration (including a reduction in the number of vehicular travel lanes in each direction); and new roundabouts to facilitate traffic calming and more efficiently move vehicular traffic.

Change Notes:

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

Est Total Cost: **$46,663**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$500	$500							$500		
TransNet - L (Cash)	$100	$100							$100		
TransNet - LSI	$1,455	$1,455							$540		$915
TransNet - LSI Carry Over	$5,844	$5,844							$2,765		$3,079
Local Funds	$21,490	$21,490									$21,490
Local RTCIP	$749	$656	$93								$749
TOTAL	**$30,138**	**$30,045**	**$93**						**$3,905**		**$26,233**

MPO ID: ENC28 **ADOPTION: 25-00**

Project Title: Traffic Signal Modifications

TransNet - LSI: CR

Project Description: Encinitas Boulevard and El Camino Real; Leucadia Boulevard and El Camino Real; Chesterfield and Highway 101; El Camino Real and Via Molena; Encinitas Boulevard and Delphinium; La Costa and Highway 101; and other circulation element roads within the City - In Encinitas and the San Diego region; City's annual operations and maintenance cost share for the Regional Arterial Management System (RAMS) to enhance inter-jurisdictional coordination of traffic signals along major streets/arterial corridors throughout the San Diego region.. *TransNet* - LSI RAMS of $7 is programmed in through FY27

Change Notes:

Capacity Status: NCI Exempt Category: Other - Traffic signal synchronization projects

Est Total Cost: **$985**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$100	$100									$100
TransNet - L (Cash)	$382	$382									$382
TransNet - LSI	$332	$295	$7	$7	$7	$7	$7		$129		$203
TransNet - LSI Carry Over	$171	$171									$171
TOTAL	**$985**	**$948**	**$7**	**$7**	**$7**	**$7**	**$7**		**$129**		**$856**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Encinitas, City of

MPO ID: ENC54 **ADOPTION: 25-00**

Project Title: Storm Drain Improvements and Repair

Project Description: Not Location Specific - The City's storm drain system is aging and as such, some deterioration and failures are expected. Some work involved in this project includes cleaning existing CMP culverts, complete point repairs along the culverts, and lining culverts. The work also includes emergency channel repair consisting of demolition of collapsed gabion retaining wall and construction of new gabion retaining wall.

Change Notes:

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

Est Total Cost: **$5,211**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$5,211	$3,961	$250	$250	$250	$250	$250				$5,211
TOTAL	**$5,211**	**$3,961**	**$250**	**$250**	**$250**	**$250**	**$250**				**$5,211**

MPO ID: ENC55 **ADOPTION: 25-00**

Project Title: N Coast Highway 101 Drainage Improvements

Project Description: N Coast Highway 101 from Basil Street to La Costa Avenue (1.5 miles) - The North Coast Highway 101 (N101) Drainage Improvements Project is located within the N101 road right-of-way . Major drainage improvements are planned on N101 from Jupiter Street to La Costa Avenue. This project will reduce the frequency and intensity of flooding that is common on the N101. Runoff from a 200-acre drainage area ponds on N101 impacting the bike lane, pedestrian walkways, parking areas, bus stops, homes, businesses and the traveled way.

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Hazard elimination program

Est Total Cost: **$21,763**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Fed Disc.-CPF-Hwy Infra	$4,000	$4,000									$4,000
Local Funds	$919	$356	$563						$356		$563
TOTAL	**$4,919**	**$4,356**	**$563**						**$356**		**$4,563**

MPO ID: ENC56 **ADOPTION: 25-00**

Project Title: ADA Improvements

Project Description: Not Location Specific - This project involves replacing existing curb ramps that are not in compliance with current ADA Standards

Change Notes:

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

Est Total Cost: **$661**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$661	$411	$50	$50	$50	$50	$50				$661
TOTAL	**$661**	**$411**	**$50**	**$50**	**$50**	**$50**	**$50**				**$661**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Escondido, City of

MPO ID: ESC04 — **ADOPTION: 25-00**

Project Title: Citracado Parkway II

RAS (T2-2)

Project Description: Citracado Parkway from West Valley to Andreason (.5 miles) - widen from 2 to 4 lanes with raised medians, construct bridge over Escondido Creek

TransNet - LSI: CR

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$48,981** Open to Traffic: Aug 2024

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$581	$581								$581	
TransNet - LSI	$1,667	$1,667									$1,667
TransNet - LSI (Cash)	$988	$988									$988
TransNet - LSI Carry Over	$5,886	$3,565	$2,321								$5,886
HUD	$908	$908							$908		
SB1 - LPP Comp	$12,500	$12,500									$12,500
Local Funds	$24,468	$23,217	$1,250						$5,608	$1,000	$17,860
Local RTCIP	$1,983	$1,983									$1,983
TOTAL	**$48,981**	**$45,409**	**$3,571**						**$6,516**	**$1,581**	**$40,884**

MPO ID: ESC37 — **ADOPTION: 25-00**

Project Title: Pavement Maintenance

TransNet - LSI: Maint

Project Description: Various streets - This is an annual project that includes maintenance (crackseal, chipseal, slurry, sidewalk repairs) of various street elements citywide. This annual project provides for the maintenance and repair of City streets. Work is focused on one of eight maintenance zones each year. In addition, the project repairs lifted sidewalks and stripes bike lanes on resurfaced streets in accordance with the Bicycle Master Plan.

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$16,129**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$4,057		$687	$681	$806	$920	$963				$4,057
TransNet - LSI (Cash)	$1		$1								$1
TransNet - LSI Carry Over	$1,909		$1,909								$1,909
Local Funds	$10,162			$2,536	$2,506	$2,525	$2,595				$10,162
TOTAL	**$16,129**		**$2,597**	**$3,217**	**$3,312**	**$3,445**	**$3,558**				**$16,129**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Escondido, City of

MPO ID: ESC38 **ADOPTION: 25-00**

Project Title: Pavement Rehabilitation/Reconstruction

TransNet - LSI: CR

Project Description: various roads - Annual pavement project to rehabilitate existing pavement greater than 1" in depth within one of the city's 8 maintenance zones. Each year, the project rotates to a new zone, and identifies roads in need of rehabilitation or reconstruction.

Change Notes:

Capacity Status: NCI

Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$25,144**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$9,209		$1,345	$1,589	$1,882	$2,147	$2,246				$9,209
TransNet - LSI (Cash)	$3		$3								$3
TransNet - LSI Carry Over	$1,082		$1,082								$1,082
Local Funds	$14,850		$4,687	$2,536	$2,506	$2,525	$2,595				$14,850
TOTAL	**$25,144**		**$7,117**	**$4,125**	**$4,388**	**$4,672**	**$4,841**				**$25,144**

MPO ID: ESC39 **ADOPTION: 25-00**

Project Title: Traffic Signals

TransNet - LSI: CR

Project Description: Various Locations - This project is for traffic signal and intersection improvements Citywide as prioritized in the City's Local Roadway Safety Plan. Grant match funding is provided for a Highway Safety Improvement Program Grant secured for Project #1 in the LRSP that improves 12 of the priority locations. Funding is also programed within the five-year planning horizon for construction of Projects #2 & #3 in the LRSP and study for further evaluation of Project #5 identified in the LRSP. This project also includes construction of improvements to the traffic signal located at Washington and Rose.

Change Notes:

Capacity Status: NCI

Exempt Category: All Projects - Intersection signalization projects at individual intersections

Est Total Cost: **$4,055**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$3,450		$1,000	$200	$750	$750	$750				$3,450
TransNet - LSI Carry Over	$605		$605								$605
TOTAL	**$4,055**		**$1,605**	**$200**	**$750**	**$750**	**$750**				**$4,055**

Escondido, City of

MPO ID: ESC51 — **ADOPTION: 25-00**

Project Title: Comprehensive Active Transportation Strategy

Project Description: A Comprehensive Active Transportation Strategy (CATS) evaluates current infrastructure and demand to develop a well-connected active transportation network. This study also includes an update to the Mobility Element of the General Plan. The CATS will evaluate trail, bike lane and sidewalk connectivity to ensure that limited resources are used to improve the highest priority facilities. Funds budgeted in FY25 through FY28 are included as matching funds for grant applications for the highest priority projects identified in the CATS.

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Engineering studies

Est Total Cost: **$2,000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$1,500	$250	$250	$250	$250	$250	$250		$500		$1,000
TransNet - LSI Carry Over	$500		$500								$500
TOTAL	**$2,000**	**$250**	**$750**	**$250**	**$250**	**$250**	**$250**		**$500**		**$1,500**

MPO ID: ESC52 — **ADOPTION: 25-00**

Project Title: Bear Valley Parkway at Sunset — RAS (T2-3)

Project Description: Bear Valley Parkway from Encino Drive to Sunset (.5 miles) - Widening of Bear Valley Parkway from the southerly limit of the Wohlford Residential project to Sunset/Ranchito.

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Engineering studies

Est Total Cost: **$2,250**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$575		$575						$575		
TOTAL	**$575**		**$575**						**$575**		

MPO ID: ESC55 — **ADOPTION: 25-00**

Project Title: Midway and E. Valley Drainage Improvements — *TransNet* - LSI: CR

Project Description: E Valley Parkway; Midway Drive - Construct a new storm drain system and upsize the existing system to remove structures and roadways from the floodplain. The FEMA floodplain areas along E. Valley Parkway, between Ash and Citrus, and along Midway Drive, between Bear Valley Parkway and Lincoln Ave have been studied to determine necessary improvements. The preliminary drainage study estimates a total cost of $34.7M. The City is seeking a grant to cover 75% or more of the costs of the project. The funds programmed are intended to serve as grant matching funds.

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Transportation enhancement activities

Est Total Cost: **$34,700**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI Carry Over	$2,200		$2,200						$2,200		
Local Funds	$2,168		$2,168						$2,168		
TOTAL	**$4,368**		**$4,368**						**$4,368**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Escondido, City of

MPO ID: ESC56 **ADOPTION: 25-00**

Project Title: Escondido Creek Trail Project

Project Description: Improvements to approximately 4.5 miles of the Escondido Creek Trail (between Harmony Grove Road and Midway Drive). Work to include resurfacing, striping, landscaping, fencing, and lighting.

Change Notes:

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

Est Total Cost: **$15,000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$500		$500								$500
TransNet - LSI Carry Over	$2,948		$2,948								$2,948
TOTAL	**$3,448**		**$3,448**								**$3,448**

*Additional funding provide by California Coastal Conservancy Grant of $8.5 M and $1M ARPA funds

MPO ID: ESC57 **ADOPTION: 25-00**

Project Title: South Escondido Access Improvement Project

Project Description: Intersection at Centre City Parkway and Brotherton Road - Centre City Parkway at Brotherton Road - Install a new traffic signal and ADA-compliant improvements; frontage streets S. Centre City Parkway and S. Escondido Boulevard to be included in the design. Project to include landscape and hardscape improvements. Centre City Parkway at S. Escondido Boulevard - Restrict left turns from S. Escondido Boulevard and install new ADA-compliant improvements.

Change Notes:

Capacity Status: NCI Exempt Category: All Projects - Intersection signalization projects at individual intersections

Est Total Cost: **$2,575**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Fed Disc.-CPF-Hwy Infra	$1,400		$1,400								$1,400
Local Funds	$1,175		$1,175						$300		$875
TOTAL	**$2,575**		**$2,575**						**$300**		**$2,275**

MPO ID: ESC58 **ADOPTION: 25-00**

Project Title: Escondido Creek Drainage Capacity Upgrades *TransNet* - LSI: CR

Project Description: various roads - This project upgrades the drainage system to improve over six miles of deficient capacity storm drains to alleviate localized flooding and improve safety as identified in the City's Master Drainage Facility Plan.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Transportation enhancement activities

Est Total Cost: **$4,480**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$4,000		$250	$875	$875	$1,000	$1,000				$4,000
TransNet - LSI Carry Over	$480		$480						$480		
TOTAL	**$4,480**		**$730**	**$875**	**$875**	**$1,000**	**$1,000**		**$480**		**$4,000**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Imperial Beach, City of

MPO ID: IB02 **ADOPTION: 25-00**

Project Title: Street Maintenance Operations — *TransNet* - LSI: Maint

Project Description: Various locations - preventative maintenance - slurry seals and localized pavement repairs

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$6,659**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$1,655	$1,655									$1,655
TransNet - LSI	$4,386	$2,992	$252	$278	$281	$289	$296				$4,386
TransNet - LSI Carry Over	$618	$618									$618
TOTAL	**$6,659**	**$5,265**	**$252**	**$278**	**$281**	**$289**	**$296**				**$6,659**

MPO ID: IB12 **ADOPTION: 25-00**

Project Title: Major Street Improvements — *TransNet* - LSI: CR

Project Description: Various Locations - work includes but not limited to overlay greater than 1", new sidewalks, curbs and gutters, ramps, and storm drain

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$9,228**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L (Cash)	$200	$200									$200
TransNet - LSI	$6,938	$4,272		$648	$655	$673	$690		$1,993		$4,945
TransNet - LSI Carry Over	$2,090	$2,091							$830		$1,260
TOTAL	**$9,228**	**$6,563**		**$648**	**$655**	**$673**	**$690**		**$2,823**		**$6,405**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

La Mesa, City of

MPO ID: LAM31 — **ADOPTION: 25-00**

Project Title: Street Zone Maintenance — *TransNet* - LSI: Maint

Project Description: Citywide - minor repairs and/or maintenance of streets including crack seal, slurry seal, scrub seal and concrete repairs to extend pavement useful life

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$900**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$750		$150	$150	$150	$150	$150				$750
TransNet - LSI Carry Over	$150		$150								$150
TOTAL	**$900**		**$300**	**$150**	**$150**	**$150**	**$150**				**$900**

MPO ID: LAM32 — **ADOPTION: 25-00**

Project Title: Pavement Management System — *TransNet* - LSI: Maint

Project Description: Citywide - Preparation of pavement management system; this information is used to determine the condition of City streets and help prioritize street projects.

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Engineering studies

Est Total Cost: **$60**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI Carry Over	$60		$60						$60		
TOTAL	**$60**		**$60**						**$60**		

MPO ID: LAM33 — **ADOPTION: 25-00**

Project Title: Curb and Gutter, Sidewalk, Ped Ramps — *TransNet* - LSI: Maint

Project Description: Citywide - remove and replace identified and prioritized tripping hazards; installation of and replacement of pedestrian ramps, in order to comply with the Americans with Disabilities Act; replace or install new sidewalks, curbs and gutters

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Hazard elimination program

Est Total Cost: **$2,228**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$1,828		$275	$427	$375	$375	$377				$1,828
TransNet - LSI Carry Over	$400		$400								$400
TOTAL	**$2,228**		**$675**	**$427**	**$375**	**$375**	**$377**				**$2,228**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

La Mesa, City of

MPO ID: LAM34 — **ADOPTION: 25-00**

Project Title: Street Lights — *TransNet* - LSI: CR

Project Description: In La Mesa, various locations citywide - installation of new street lights and street light upgrades to bring completed underground districts and other streets up to current city lighting standards

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Lighting improvements

Est Total Cost: **$570**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$400		$80	$80	$80	$80	$80				$400
TransNet - LSI Carry Over	$170		$170								$170
TOTAL	**$570**		**$250**	**$80**	**$80**	**$80**	**$80**				**$570**

MPO ID: LAM37 — **ADOPTION: 25-00**

Project Title: Traffic Signal Upgrades — *TransNet* - LSI: CR

Project Description: In La Mesa, various locations citywide - Traffic signal upgrades including protected left turns, overhead signals in lieu of island signals and pedestrian ramps for improved pedestrian access.....

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Intersection signalization projects

Est Total Cost: **$1,626**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$1,451		$251	$300	$300	$300	$300				$1,451
TransNet - LSI Carry Over	$175		$175								$175
TOTAL	**$1,626**		**$426**	**$300**	**$300**	**$300**	**$300**				**$1,626**

MPO ID: LAM39 — **ADOPTION: 25-00**

Project Title: Traffic Calming Improvements & Active Transportation Improvements — *TransNet* - LSI: CR

Project Description: Citywide - Implement traffic calming measures including signage and striping, speed humps and other tools in locations throughout the City in accordance with the City's Neighborhood Traffic Management Program

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Non signalization traffic control and operating

Est Total Cost: **$405**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$300			$75	$75	$75	$75		$120		$180
TransNet - LSI Carry Over	$105		$105						$42		$63
TOTAL	**$405**		**$105**	**$75**	**$75**	**$75**	**$75**		**$162**		**$243**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

La Mesa, City of

MPO ID: LAM40 — **ADOPTION: 25-00**

Project Title: Street Reconstruction (CR) — *TransNet* - LSI: CR

Project Description: In La Mesa, various locations citywide - street reconstruction including construction of a new structural pavement surface greater than 1" in depth, to provide a smooth travel surface

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$4,369**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$3,644		$700	$700	$700	$744	$800				$3,644
TransNet - LSI Carry Over	$725		$725								$725
TOTAL	**$4,369**		**$1,425**	**$700**	**$700**	**$744**	**$800**				**$4,369**

MPO ID: LAM44 — **ADOPTION: 25-00**

Project Title: Roadway Drainage Improvements — *TransNet* - LSI: CR

Project Description: Various locations citywide - Improvements to address inadequate street drainage by constructing new or improving existing storm drain or surface improvements, reducing roadway flooding

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$9,121**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$2,780		$500	$500	$580	$600	$600				$2,780
TransNet - LSI Carry Over	$963		$963								$963
TOTAL	**$3,743**		**$1,463**	**$500**	**$580**	**$600**	**$600**				**$3,743**

MPO ID: LAM46 — **ADOPTION: 25-00**

Project Title: Regional Arterial Management System (RAMS) — *TransNet* - LSI: CR

Project Description: Citywide - Regional traffic signal connection. *TransNet* - LSI RAMS of $7 is programmed through FY 2023

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Traffic signal synchronization projects

Est Total Cost: **$37**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$37		$7	$7	$7	$7	$7		$37		
TOTAL	**$37**		**$7**	**$7**	**$7**	**$7**	**$7**		**$37**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

La Mesa, City of

MPO ID: LAM52 — **ADOPTION: 25-00**

Project Title: La Mesa Bike and Sidewalk Connections

Project Description: Jackson Drive, Grossmont Center Drive, Severin Drive, Bancroft Drive, Murray Drive, Water Street, Center Drive, Alvarado Road, Lake Murray Blvd., Baltimore Drive, Parks Avenue, Riviera Drive, Panorama Drive & Mariposa St. - Planning and community outreach for eight future ATP projects. Construction of Class 2 bike lanes, Class 3 bike routes, sidewalks and pedestrian crossings to complete gaps in the bicycle and pedestrian networks within the City of La Mesa.

Change Notes:

PPNO: 11-1462
RAS (T2-3)
TransNet - LSI: CR

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

Est Total Cost: **$4,488**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI Carry Over	$526		$526							$70	$456
ATP - S	$3,962		$3,962						$180	$375	$3,407
TOTAL	**$4,488**		**$4,488**						**$180**	**$445**	**$3,863**

MPO ID: LAM53 — **ADOPTION: 25-00**

Project Title: Grossmont Center Drive Bridge Widening and Rehabilitation

Project Description: Bridge 57C-0467 - Rehabilitation and widening of bridge/and approach to provide 63ft roadway including 5ft bike lanes and 4/5ft sidewalk on both sides, no added capacity.

Change Notes:

RAS (T2-3)

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

Est Total Cost: **$4,796**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
HBP	$3,500			$3,500							$3,500
Local Funds	$1,296	$796		$500					$531	$265	$500
TOTAL	**$4,796**	**$796**		**$4,000**					**$531**	**$265**	**$4,000**

MPO ID: LAM56 — **ADOPTION: 25-00**

Project Title: Spring Street Transit Station Multimodal Access Improvements

Project Description: High Street from Spring Street to Valley View Circle (.3 miles) - Planning, design and construction of improvements to enhance access to a regional transit facility for multiple modes of transportation.

Change Notes:

RAS (T2-3)

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

Est Total Cost: **$35,900**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
SB1 - ATP	$176		$176						$176		
Local Funds	$24		$24						$24		
TOTAL	**$200**		**$200**						**$200**		

La Mesa, City of

MPO ID: LAM57 **ADOPTION: 25-00**

Project Title: Hoffman Avenue Mobility Access Improvements — *TransNet* - LSI: CR

Project Description: Hoffman Avenue from Massachusetts Ave to 69th Street (.37 miles) - Design and construct sidewalks and bike lanes along Hoffman Avenue between Massachusetts Avenue and 69th Street.

Change Notes:

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

Est Total Cost: **$425**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$100		$100						$100		
STIP-GF RIP State Cash	$325		$325								$325
TOTAL	**$425**		**$425**						**$100**		**$325**

MPO ID: LAM58 **ADOPTION: 25-00**

Project Title: Tower Street Mobility Access Improvements — *TransNet* - LSI: CR

Project Description: Towers Street from 70th to 68th (.03 miles) - Design and construction sidewalks and bike lanes along Tower Street between 70th Street and 68th Street.

Change Notes:

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

Est Total Cost: **$325**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$150		$150						$150		
STIP-GF RIP State Cash	$175		$175								$175
TOTAL	**$325**		**$325**						**$150**		**$175**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Lemon Grove, City of

MPO ID: LG14 **ADOPTION: 25-00**

Project Title: Traffic Improvements (Preventive Maintenance) *TransNet* - LSI: Maint

Project Description: Citywide - traffic related projects scheduled throughout each fiscal year: traffic loop replacements, traffic signal upgrades, speed survey, street striping improvements, traffic calming studies, and the repair or replacement of street signs; these projects are part of the annual maintenance program established within the City to maintain the operational readiness of the street system

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Non signalization traffic control and operating

Est Total Cost: **$2,262**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$1,750	$1,125	$120	$125	$125	$125	$130				$1,750
TransNet - LSI Carry Over	$498	$498							$1		$497
Local Funds	$14	$14									$14
TOTAL	**$2,262**	**$1,637**	**$120**	**$125**	**$125**	**$125**	**$130**		**$1**		**$2,261**

MPO ID: LG15 **ADOPTION: 25-00**

Project Title: Drainage Improvements (Preventive Maintenance) *TransNet* - LSI: Maint

Project Description: Citywide - Project consists of improvements or repairs to multiple storm drain facilities such as spot repairs to existing pipes, berms or other diversion devices; attention will be given to the continuous maintenance of Chollas Creek and other drainage channels in accordance with the requirements of the National Pollutant Discharge Elimination System (NPDES) permit which involve debris removal, vegetation control, and/or habitat restoration; city staff/consultant to inventory storm drain system and input into GIS; condition assessment, repair options and upsizing.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Non construction related activities

Est Total Cost: **$1,325**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$741	$456	$50	$55	$60	$60	$60				$741
TransNet - LSI Carry Over	$334	$333							$27		$307
Local Funds	$250	$250									$250
TOTAL	**$1,325**	**$1,039**	**$50**	**$55**	**$60**	**$60**	**$60**		**$27**		**$1,298**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Lemon Grove, City of

MPO ID: LG16		**ADOPTION: 25-00**
Project Title:	Drainage Improvements (Congestion Relief)	*TransNet* - LSI: CR
Project Description:	Citywide - This project consists of evaluating, prioritizing, and implementing improvements to the city's storm drain system by identifying deteriorated or problematic portions of the storm drain system, perform risk assessments to prioritize need, and perform the necessary construction repairs or replacements to avoid roadway flooding	
Change Notes:		
Capacity Status: NCI	Exempt Category: Safety - Hazard elimination program	

Est Total Cost: **$3,587**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$1,610	$1,064	$100	$100	$100	$121	$125				$1,610
TransNet - LSI (Cash)	$142	$142									$142
TransNet - LSI Carry Over	$499	$299	$200								$499
Local Funds	$1,336	$1,336									$1,336
TOTAL	**$3,587**	**$2,841**	**$300**	**$100**	**$100**	**$121**	**$125**				**$3,587**

MPO ID: LG17		**ADOPTION: 25-00**
Project Title:	Street Improvements (Preventive Maintenance)	*TransNet* - LSI: Maint
Project Description:	Citywide - This project consists of maintaining city streets (pothole repairs, skin patches, digouts) and fund costs to survey all streets as part of the pavement management system.	
Change Notes:		
Capacity Status: NCI	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation	

Est Total Cost: **$1,527**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$957	$700	$50	$50	$50	$50	$57		$15		$942
TransNet - LSI Carry Over	$570	$240	$330								$570
TOTAL	**$1,527**	**$940**	**$380**	**$50**	**$50**	**$50**	**$57**		**$15**		**$1,512**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Lemon Grove, City of

MPO ID: LG20		**ADOPTION: 25-00**
Project Title:	Street Improvements (Congestion Relief - Non CI)	*TransNet* - LSI: CR
Project Description:	Citywide - this project involves roadway rehabilitation (grinding and overlay, new structural pavement, or new overlay 1-inch thick or greater) of several streets within the city. Streets were prioritized for work based on levels of deterioration identified in the Pavement Management System; Sidewalk Rehabilitation: this annual project adds sidewalks, widens sidewalks, removes and/or replaces various sidewalk locations and installs Americans with Disabilities Act (ADA) compliant curb ramps throughout the city; Street Improvements: this as needed project would widen or install curb/gutter, sidewalk, curb ramps	
Change Notes:		
Capacity Status: NCI	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation	

Est Total Cost: **$13,553**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$6,786	$3,266	$693	$695	$702	$710	$720				$6,786
TransNet - LSI (Cash)	$198	$198									$198
TransNet - LSI Carry Over	$4,622	$3,151	$1,470						$61		$4,561
Local Funds	$1,947	$1,947									$1,947
TOTAL	**$13,553**	**$8,562**	**$2,163**	**$695**	**$702**	**$710**	**$720**		**$61**		**$13,492**

National City, City of

MPO ID: NC03 **ADOPTION: 25-00**

Project Title: Street Resurfacing Project
EARMARK NO: CAT 16-065

Project Description: Various Streets in the City of National City as attached - provide roadway rehabilitation (grinding and new overlay 1 inch thick or greater) and repair of concrete sidewalks, curb and gutters at multiple locations throughout the City
TransNet - LSI: CR

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$30,437**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - CP	$4,500	$4,500									$4,500
TransNet - L	$5,313	$5,313									$5,313
TransNet - L (Cash)	$629	$629									$629
TransNet - LSI	$12,381	$7,907	$1,498	$1,459	$1,517						$12,381
TransNet - LSI (Cash)	$2,402	$2,402									$2,402
TransNet - LSI Carry Over	$333	$239	$94								$333
Earmark Repurposing	$612	$612									$612
Local Funds	$4,267	$4,267									$4,267
TOTAL	**$30,437**	**$25,869**	**$1,592**	**$1,459**	**$1,517**						**$30,437**

MPO ID: NC04 **ADOPTION: 25-00**

Project Title: Traffic Signal Install/Upgrade
RAS (T2-4)

Project Description: National City Boulevard (1st Street to 35th Street), Plaza Boulevard (Roosevelt Avenue to Paradise Valley Road), Euclid Avenue (Division Street to Sweetwater Road), 30th Street (National City Boulevard to Euclid Avenue), Harbor Drive (Civic Center Drive to 8th Street), Highland Avenue (Division Street to 30th Street), 8th Street (Harbor Drive to Paradise Valley Road), Division Street (Highland Avenue to Harbison Avenue), DD Avenue (8th Street to 30th Street), Palm Avenue (Division Street to 18th Street), 18th Street (National City Boulevard to Euclid Avenue), 24th Street (Tidelands Avenue to Highland Avenue), Sweetwater Road (Euclid Avenue to Plaza Bonita Center Way) - install and/or upgrade traffic signal/coordination at locations identified by the City's Traffic Monitoring Program in order to reduce congestion and intersection delays; coordinate regional traffic through the Regional Arterial Management System. *TransNet* - LSI RAMS of $8 is programmed through FY 2025
TransNet - LSI: CR

Change Notes:

Capacity Status: NCI Exempt Category: Other - Intersection signalization projects

Est Total Cost: **$800**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$800		$200	$300	$300						$800
TOTAL	**$800**		**$200**	**$300**	**$300**						**$800**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

National City, City of

MPO ID: NC15 — **ADOPTION: 25-00**

Project Title: Citywide Safe Routes to Schools — *TransNet* - LSI: CR

Project Description: Various locations throughout the City of National City - traffic calming and pedestrian safety/access enhancements for several schools on the eastside of the City

Change Notes:

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

Est Total Cost: **$4,375**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$3,875	$3,271	$204	$200	$200				$900		$2,975
TransNet - LSI Carry Over	$500	$500							$500		
TOTAL	**$4,375**	**$3,771**	**$204**	**$200**	**$200**				**$1,400**		**$2,975**

MPO ID: NC44 — **ADOPTION: 25-00**

Project Title: 24th Street First and Last Mile Connections to Trolley Station

Project Description: 22nd Street from Wilson to D Avenue. Hoover Avenue from 22nd Street to 33rd Street - Class I and IV bikeways on 22nd Street from Wilson Avenue to D AvenueClass IV bikeways on Hoover Avenue from 22nd Street to 33rd Street.

Change Notes:

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

Est Total Cost: **$3,333**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Fed Disc.-CPF-Hwy Infra	$3,333	$630	$2,702						$3,333		
TOTAL	**$3,333**	**$630**	**$2,702**						**$3,333**		

MPO ID: NC45 — **ADOPTION: 25-00**

Project Title: 24th Street Trolley Pedestrian Bridge Feasibility Study

Project Description: Point location at 24th Street - Feasibility Study for a pedestrian bridge over I-5 at the 24th Street Transit Center.

Change Notes:

TOLL COMMENT: $38,182 TC in FY25 for PE

Capacity Status: NCI — Exempt Category: Other - Engineering studies

Est Total Cost: **$295**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Fed Disc.-CPF-Hwy Infra	$295		$295						$295		
TOTAL	**$295**		**$295**						**$295**		

National City, City of

MPO ID: NC49 **ADOPTION: 25-00**

Project Title: Retroreflective Back-Plates

TransNet - LSI: Maint

Project Description: Signalized intersections on the following corridors: Amaya Dr, Baltimore Dr, Center Dr, El Cajon Blvd, Grossmont Center Dr, Jackson Dr, La Mesa Blvd, Lake Murray Blvd, Murray Dr, Spring St, and University Ave - The general scope of work generally consists of improving signal hardware with back-plates with retroreflective borders, installing an advanced stop bar before the crosswalk (Bicycle Box), and modifying signal phasing to implement a Leading Pedestrian Interval (LPI).

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Increasing Sight Distance

Est Total Cost: **$102**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$10		$10						$10		
HSIP	$92		$92						$92		
TOTAL	**$102**		**$102**						**$102**		

MPO ID: NC50 **ADOPTION: 25-00**

Project Title: Pedestrian Safety Enhancements

Project Description: Intersection at Plaza Blvd and Harbison Avenue, Intersection at E. 8th Street and Harbison Avenue, Intersection at E. Plaza Blvd and Highland Avenue, Intersection at E. 8th Street and Highland Avenue, Intersection at E. 21st Street and Highland Avenue, Intersection at E. 18th Street and Highland Avenue, Intersection at National City Blvd and E. 8th Street, Intersection at E. 30th Street and Highland Avenue - Install pedestrian countdown signal heads, advance stop bar before crosswalk (Bicycle Box), and modify signal phasing to implement a Leading Pedestrian Interval (LPI).

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program

Est Total Cost: **$60**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
HSIP	$60		$60						$60		
TOTAL	**$60**		**$60**						**$60**		

MPO ID: NC51 **ADOPTION: 25-00**

Project Title: Pedestrian Crossing Enhancements

Project Description: Intersection at 16th St and E Ave, Intersection at Paradise Valley Rd and 8th St - Install high visibility pedestrian striping, curb extensions, pedestrian refuge islands, ADA curb ramps, pedestrian push button poles, and pedestrian lighting. H10-11-013

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program

Est Total Cost: **$1**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
HSIP	$1		$1						$1		
TOTAL	**$1**		**$1**						**$1**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

North County Transit District

MPO ID: NCTD02 **ADOPTION: 25-00**

Project Title: Preventive Maintenance

Project Description: NCTD service area - This project funds preventive maintenance for the District bus fixed route, paratransit, rail, facilities, maintenance of way and signals.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Non construction related activities

Est Total Cost: **$226,248**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5307	$113,012		$27,547	$28,435	$27,306	$29,724			$113,012		
FTA 5337	$44,793		$2,580	$10,545	$12,753	$18,914			$44,793		
SB1 - SGR	$9,870		$1,974	$1,974	$1,974	$1,974	$1,974		$9,870		
SB1 - SRA Commuter	$17,998		$2,798	$3,800	$3,800	$3,800	$3,800		$17,998		
SB1 - TIRCP	$883		$883						$883		
SB125 - TIRCP	$25,095		$13,258	$11,837					$25,095		
TDA	$14,597				$3,971	$4,241	$6,386		$14,597		
TOTAL	**$226,248**		**$49,040**	**$56,591**	**$49,804**	**$58,653**	**$12,160**		**$226,248**		

MPO ID: NCTD03 **ADOPTION: 25-00**

Project Title: ADA Paratransit Services

Project Description: NCTD service area - This project supports the operations of the District ADA/paratransit services.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Non construction related activities

Est Total Cost: **$85,108**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - ADA	$7,485	$4,908	$498	$504	$511	$525	$539		$7,485		
TransNet - ADA Carryover	$50	$50							$50		
FTA 5307	$2,000	$2,000							$2,000		
Local Funds	$7,981	$7,981							$7,981		
TDA	$67,592	$38,393	$5,774	$5,791	$5,815	$5,881	$5,938		$67,592		
TOTAL	**$85,108**	**$53,332**	**$6,272**	**$6,295**	**$6,326**	**$6,406**	**$6,477**		**$85,108**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

North County Transit District

MPO ID: NCTD05 **ADOPTION: 25-00**

Project Title: Bus Revenue Vehicle Purchases & Related Equipment

Project Description: NCTD service area - This project funds the programmatic replacement of fixed route buses that have reached the end of their service life, and the programmatic rebuild of fixed route buses engines and transmissions. The twenty-two (22) non-revenue vehicle purchase includes: Five (5) standard cab trucks with service body, One (1) stake bed standard cab truck, One (1) shop truck with combination body and lift gate, One (1) crew cab four-wheel drive truck, Two (2) extended cab, service body, four-wheel drive trucks, Six (6) standard SUVs, Six (6) four-wheel drive, small SUVs. The eight (8) Hydrogen Fuel Cell Electric Bus purchase includes: Eight (8) New Flyer Xcelsior CHARGE H2 40 foot, 37 passenger, hydrogen fuel cell electric buses.

Change Notes:

Capacity Status: NCI

Exempt Category: Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet

Est Total Cost: **$153,883**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$1,509	$1,509									$1,509
TransNet - Transit (Cash)	$1,155	$1,155									$1,155
FTA 5307	$49,104	$49,104									$49,104
FTA 5309 (Bus)	$4,622	$4,622									$4,622
FTA 5309 (FG)	$479		$479								$479
FTA 5311	$2,036	$2,036									$2,036
FTA 5339	$14,316	$13,747		$569							$14,316
FTA 5339(c)	$27,093	$27,093									$27,093
FTA Funds - AR-5311	$578	$578									$578
Other State - LCTOP	$9,321	$9,321									$9,321
SB1 - SGR	$1,604	$1,604									$1,604
SB125 - TIRCP	$6,450		$6,450								$6,450
SB125 - ZETCP	$4,201		$100	$540	$978	$2,583					$4,201
STA	$3,146	$2,885		$120	$142						$3,146
TCRP	$7,700	$7,700									$7,700
Local Funds	$13,060	$13,060									$13,060
TDA	$7,509	$7,509									$7,509
TOTAL	**$153,883**	**$141,923**	**$7,029**	**$1,229**	**$1,120**	**$2,583**					**$153,883**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

North County Transit District

MPO ID: NCTD06 **ADOPTION: 25-00**

Project Title: Bus/Rail Support Equipment & Facilities

Project Description: NCTD service area - This project funds District state of good repair projects, including the repair, replacement and upgrade of fixed route and rail operations facilities and equipment, including information technology and fare revenue equipment

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Reconstruction or renovation of transit structures

Est Total Cost: **$111,235**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5307	$37,640	$37,168	$388	$84							$37,640
FTA 5309 (Bus)	$332	$332									$332
FTA 5337	$22,179	$17,851	$3,592	$736							$22,179
FTA 5339	$11,608	$7,502	$1,281	$1,281	$1,230	$314					$11,608
Fed Disc.-CPF-Trans Infra	$1,718	$1,718									$1,718
Transit Security (TSGP)	$1,538	$1,538									$1,538
SB1 - TIRCP	$130	$130									$130
SB125 - TIRCP	$5,505		$5,405	$100							$5,505
SB125 - ZETCP	$3,060		$3,060								$3,060
STA	$11,452	$7,543	$1,666	$1,333	$525	$307	$78				$11,452
Local Funds	$10,049	$10,049									$10,049
TDA	$6,024	$6,024									$6,024
TOTAL	**$111,235**	**$89,855**	**$15,392**	**$3,534**	**$1,755**	**$621**	**$78**				**$111,235**

MPO ID: NCTD16B **ADOPTION: 25-00**

Project Title: Oceanside to Escondido Rail-SPRINTER Debt Service

Project Description: SPRINTER, Oceanside to Escondido - This project funds debt service on $34 million of Certificates of Completion issued to fund SPRINTER rail construction.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Non construction related activities

Est Total Cost: **$9,250**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - TSI	$9,250		$1,850	$1,850	$1,850	$1,850	$1,850		$9,250		
TOTAL	**$9,250**		**$1,850**	**$1,850**	**$1,850**	**$1,850**	**$1,850**		**$9,250**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

North County Transit District

MPO ID: NCTD18 **ADOPTION: 25-00**

Project Title: Rail-Right-of-Way State of Good Repair & Improvements

Project Description: NCTD service area - This project funds various District state of good repair projects and programs for the rail right of way, grade crossing replacement, right-of-way (ROW) drainage improvement, and programmatic replacement of rail ties and rail grinding. This project also funds the bridge replacement projects for BR.257.2, BR 207.6, BR 207.8 and BR 209.9

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Track rehabilitation in existing right of way

Est Total Cost: **$68,805**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5337	$5,990		$4,786	$1,204							$5,990
SB1 - TIRCP	$1,758		$1,758								$1,758
SB125 - TIRCP	$59,497		$23,100	$36,397							$59,497
STA	$1,560		$63	$1,196	$301						$1,560
TOTAL	**$68,805**		**$29,707**	**$38,797**	**$301**						**$68,805**

MPO ID: NCTD20 **ADOPTION: 25-00**

Project Title: Rail Vehicles & Related Equipment

Project Description: NCTD service area - This project funds the District state of good repair projects and programs replacing, repairing and rehabilitating the District COASTER and SPRINTER rail fleets, which includes the purchase of replacement locomotives, and Diesel Multiple Unit (DMU) rehabilitation and component overhauls.

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Rehabilitation of transit vehicles

Est Total Cost: **$38,558**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5307	$1,809				$1,809						$1,809
FTA 5337	$28,236		$9,380	$8,182	$8,248	$2,427					$28,236
SB1 - SRA Commuter	$1,002		$1,002								$1,002
STA	$7,511			$2,345	$2,045	$2,514	$607				$7,511
TOTAL	**$38,558**		**$10,382**	**$10,527**	**$12,102**	**$4,941**	**$607**				**$38,558**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

North County Transit District

MPO ID: NCTD34 **ADOPTION: 25-00**

Project Title: Transit Service Operating Support

Project Description: NCTD service area - This project funds operating costs for existing fixed route and rail transit service, including rural services.

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance

Est Total Cost: **$455,025**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - BRT/Rail Ops	$42,963		$8,092	$8,335	$8,585	$8,843	$9,108		$42,963		
TransNet - TSI	$87,931		$16,941	$17,166	$17,406	$17,956	$18,462		$87,931		
FTA 5311	$2,566		$642	$642	$642	$642			$2,566		
Other State - LCTOP	$14,506		$2,901	$2,901	$2,901	$2,901	$2,901		$14,506		
SB125 - ZETCP	$8,191		$1,890	$2,927	$2,489	$885			$8,191		
STA	$57,801		$12,481	$9,215	$11,195	$11,387	$13,524		$57,801		
TDA	$241,067		$49,882	$50,199	$46,690	$47,682	$46,613		$241,067		
TOTAL	**$455,025**		**$92,829**	**$91,385**	**$89,908**	**$90,296**	**$90,608**		**$455,025**		

MPO ID: SAN260 **ADOPTION: 25-00**

Project Title: COASTER Train Sets

RTP REF: TL06 (2021)

Project Description: In the San Diego Region along the COASTER Corridor - Two additional train sets to provide more frequent commuter rail service, including 30-minute peak period service

SANDAG ID: 1239820

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$58,800** Open to Traffic: May 2024

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$25,000	$21,708	$3,292								$25,000
SB1 - LPP Formula	$21,200	$21,200									$21,200
TDA	$12,600	$12,600									$12,600
TOTAL	**$58,800**	**$55,508**	**$3,292**								**$58,800**

Oceanside, City of

MPO ID: O14 **ADOPTION: 25-00**

Project Title: Bridge Rehabilitation — *TransNet* - LSI: CR

Project Description: Bridge 57C0322, Bridge 57C0010 - seismic retrofit of highway bridges over the San Luis Rey River. City match to grant.

Change Notes:

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

Est Total Cost: **$5,976**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$1,948	$1,948							$1,948		
TransNet - LSI	$4,028	$2,247	$233	$90	$108	$1,350			$4,028		
TOTAL	**$5,976**	**$4,195**	**$233**	**$90**	**$108**	**$1,350**			**$5,976**		

**local match to HBP funds programmed on CAL44 -

MPO ID: O18 **ADOPTION: 25-00**

Project Title: Neighborhood Sidewalk/ADA/Traffic Improvements — *TransNet* - LSI: Maint

Project Description: The yearly list of neighborhoods with scheduled road maintenance is available upon request - Slurry sealing of streets, sidewalk repair, parkway and median landscape maintenance, minor storm drain culvert maintenance, and streetlight repairs. The work is scheduled each year by neighborhood

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$34,643**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$1,150	$1,150									$1,150
TransNet - L (Cash)	$600	$600									$600
TransNet - LSI	$25,738	$15,423	$3,061	$3,291	$650	$3,313					$25,738
TransNet - LSI Carry Over	$7,155	$6,070	$989	$59		$37					$7,155
TOTAL	**$34,643**	**$23,243**	**$4,050**	**$3,350**	**$650**	**$3,350**					**$34,643**

MPO ID: O22 **ADOPTION: 25-00**

Project Title: College Boulevard Improvements from Vista Way to Old Grove Road — RAS (T2-4)

Project Description: College Boulevard from Vista Way to Old Grove Road (2.5 miles) - Traffic calming without additional lanes between Waring Road/Barnard and Road Roselle Street (first phase). The second phase is widening from the existing four lanes to six lanes with bike lanes and raised median between Olive Avenue and Old Grove. — *TransNet* - LSI: CR

Change Notes:

Capacity Status: CI — Exempt Category: Non-Exempt

Est Total Cost: **$24,184** — Open to Traffic: Dec 2026

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI Carry Over	$200	$200							$200		
Local Funds	$9,015	$9,015							$915		$8,100
Local RTCIP	$14,969	$11,789	$2,060	$1,060	$60				$6,638		$8,331
TOTAL	**$24,184**	**$21,004**	**$2,060**	**$1,060**	**$60**				**$7,753**		**$16,431**

Oceanside, City of

MPO ID: O24 — **ADOPTION: 25-00**

Project Title: Street Overlay Program — *TransNet* - LSI: CR

Project Description: various locations as attached - Permanent asphalt overlay (2-inch thickness) of arterial streets.

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$38,878**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L (Cash)	$921	$921									$921
TransNet - LSI	$20,975	$12,975	$2,000	$2,000	$2,000	$2,000					$20,975
TransNet - LSI (Cash)	$20	$20									$20
TransNet - LSI Carry Over	$16,962	$16,962									$16,962
TOTAL	**$38,878**	**$30,878**	**$2,000**	**$2,000**	**$2,000**	**$2,000**					**$38,878**

MPO ID: O35 — **ADOPTION: 25-00**

Project Title: Regional Arterial Management System (RAMS) — *TransNet* - LSI: CR

Project Description: County-wide - Oceanside cost-share for the Regional Arterial Management System. *TransNet* - LSI RAMS of $11 is programmed through FY 2023

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Traffic signal synchronization projects

Est Total Cost: **$157**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$157	$123	$11	$11	$11				$157		
TOTAL	**$157**	**$123**	**$11**	**$11**	**$11**				**$157**		

MPO ID: O37 — **ADOPTION: 25-00**

Project Title: Bicycle Master Plan and Bicycle Safety Improvement — *TransNet* - LSI: CR

Project Description: Seagaze Drive between N Coast Highway and Horne Street. Also includes other locations to be determined - in the City of Oceanside, construction of curb "pop-outs", bike lanes, sharrows and crosswalks for improved bicycle and pedestrian safety. Loma Alta Bike Trail assessment.

Change Notes:

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

Est Total Cost: **$2,474**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$2,474	$1,406	$342	$356	$371						$2,474
TOTAL	**$2,474**	**$1,406**	**$342**	**$356**	**$371**						**$2,474**

Oceanside, City of

MPO ID: O38 — **ADOPTION: 25-00**

Project Title: Road Safety and Access Improvements

RAS (T2-4)

TransNet - LSI: CR

Project Description: Various locations - Citywide construction of new curb access ramps, new sidewalk for pedestrian access, traffic signal safety modifications, neighborhood speed control devices, school safety improvement and new pavement delineation. A specific location is the Mission Ave. median re-construction between Myers and the NCTD grade crossing to align with the reconstructed segment of Mission Ave. from Myers west to Pacific St.

Change Notes:

Capacity Status: NCI

Exempt Category: Safety - Safety Improvement Program

Est Total Cost: **$6,539**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$6,539	$4,589	$650	$650	$650						$6,539
TOTAL	**$6,539**	**$4,589**	**$650**	**$650**	**$650**						**$6,539**

MPO ID: O46 — **ADOPTION: 25-00**

Project Title: Coastal Rail Trail

TransNet - LSI: CR

Project Description: Coastal railroad right-of-way from Oceanside Boulevard to Morse Street (.43 miles) - Environmental study and design for a class 1 bikeway along the coastal railroad right-of-way from Oceanside Blvd to Morse St

Change Notes:

Capacity Status: NCI

Exempt Category: Other - Engineering studies

Est Total Cost: **$666**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$631	$606	$25						$631		
TransNet - LSI Carry Over	$35	$35							$35		
TOTAL	**$666**	**$641**	**$25**						**$666**		

MPO ID: O51 — **ADOPTION: 25-00**

Project Title: Cassidy Street Bridge Overcrossing Replacement

TransNet - LSI: CR

Project Description: Bridge 57C0601 - The concrete bridge structure that spans Cassidy Street between Myers Street and Pacific Street was constructed in 1927, the same year as the concrete portion of the Oceanside Pier. The bridge was closed to vehicle traffic in response to pieces of the bridge separating and falling onto Cassidy Street. The bridge currently serves as a pedestrian only foot bridge and bicycle route.

Change Notes:

Capacity Status: NCI

Exempt Category: Safety - Non capacity widening or bridge reconstruction

Est Total Cost: **$950**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$300	$300							$300		
TransNet - LSI Carry Over	$650		$500	$150					$650		
TOTAL	**$950**	**$300**	**$500**	**$150**					**$950**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Poway, City of

MPO ID: POW29 — **ADOPTION: 25-00**

Project Title: Citywide Traffic Signal Improvements — *TransNet* - LSI: CR

Project Description: Citywide - in Poway, Citywide traffic signal improvements for Regional Arterial Management System (RAMS). *TransNet* - LSI RAMS of $7 is programmed through FY 2025

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Traffic signal synchronization projects

Est Total Cost: **$117**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$117	$80	$7	$7	$7	$7	$7		$117		
TOTAL	**$117**	**$80**	**$7**	**$7**	**$7**	**$7**	**$7**		**$117**		

MPO ID: POW30 — **ADOPTION: 25-00**

Project Title: Street Maintenance Project — *TransNet* - LSI: Maint

Project Description: 24/25 -Zone 7, 25/26 - Zone 8, 26/27 Zone 1, 27/28 - Zone 2, 28/29 - Zone 3 - In the City of Poway; street maintenance project; place slurry seal treatment on City streets on an annually rotating zone: FY24/25 - Street Maintenance Zone 7, FY25/26 - Street Maintenance Zone 8, FY26/27 - Street Maintenance Zone 1, FY27/28 - Street Maintenance Zone 2, FY28/29 - Street Maintenance Zone 3

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$1,625**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$1,420		$110	$320	$325	$330	$335				$1,420
TransNet - LSI Carry Over	$205		$205								$205
TOTAL	**$1,625**		**$315**	**$320**	**$325**	**$330**	**$335**				**$1,625**

MPO ID: POW36 — **ADOPTION: 25-00**

Project Title: Neighborhood Sidewalk Project — *TransNet* - LSI: CR

Project Description: Future locations to be determined - In Poway - Construct new sidewalks

Change Notes:

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

Est Total Cost: **$1,865**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$1,550		$500	$300	$250	$250	$250				$1,550
TransNet - LSI Carry Over	$315	$315									$315
TOTAL	**$1,865**	**$315**	**$500**	**$300**	**$250**	**$250**	**$250**				**$1,865**

Poway, City of

MPO ID: POW38 **ADOPTION: 25-00**

Project Title: Annual Reconstruction and Overlay Project

RAS (M-41)

TransNet - LSI: CR

Project Description: Various Locations - Annual Arterial Patching and Residential Reconstruction - overlay and reconstruct streets greater than 1" thick AC for: FY24/25 Various Streets within Street Maintenance Zone 8 FY25/26 Various Streets within Street Maintenance Zone 1 FY26/27 Various Streets within Street Maintenance Zone 2 FY27/28 Various Streets within Street Maintenance Zone 3 FY28/29 Various Streets within Street Maintenance Zone 4

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$15,279**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$12,658	$5,218	$1,073	$1,498	$1,569	$1,625	$1,675		$60		$12,598
TransNet - LSI (Cash)	$76	$76									$76
TransNet - LSI Carry Over	$2,545	$925	$1,280	$340							$2,545
TOTAL	**$15,279**	**$6,219**	**$2,353**	**$1,838**	**$1,569**	**$1,625**	**$1,675**		**$60**		**$15,219**

MPO ID: POW48 **ADOPTION: 25-00**

Project Title: Espola Road Safety Improvements Phase 2

TransNet - LSI: CR

Project Description: Espola Road from Durhullen Drive to Del Ponientre Road (.3 miles) - In Poway - Construct a pedestrian pathway on the western side of Espola Road from Durhullen Road to Del Poniente Road.

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Shoulder Improvements

Est Total Cost: **$2,933**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$320	$260	$60								$320
Local Funds	$2,100	$2,100									$2,100
Local RTCIP	$513	$513									$513
TOTAL	**$2,933**	**$2,873**	**$60**								**$2,933**

MPO ID: POW52 **ADOPTION: 25-00**

Project Title: Midland Road Safety Signs

TransNet - LSI: CR

Project Description: Midland Road from Norwalk Street to Putney Road (.8 miles) - The project will replace existing and install new warning signs with fluorescent yellow-green signs, install new rapid flashing beacon signs and a speedback warning sign to reduce vehicular speed and improve pedestrian safety along Midland Road from Norwalk Street to Putney Road.

Change Notes:

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

Est Total Cost: **$50**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$50		$50								$50
TOTAL	**$50**		**$50**								**$50**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Poway, City of

MPO ID: POW53		**ADOPTION: 25-00**
Project Title:	Traffic Signal Intersection Upgrades	*TransNet* - LSI: CR
Project Description:	Various signalized intersections in the City of Poway - The project involves upgrading signal controller equipment and components at various signalized intersections in the City of Poway. The work involves replacement and/or upgrades to detector loops, pull boxes, conduits, controllers, cabinets, wiring, installation video detection cameras, and signal coordination.	
Change Notes:		
	Capacity Status: NCI	Exempt Category: Other - Intersection signalization projects

Est Total Cost: **$300**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$300		$300						$50		$250
TOTAL	**$300**		**$300**						**$50**		**$250**

MPO ID: POW54		**ADOPTION: 25-00**
Project Title:	Poway Road Safety Improvements	*TransNet* - LSI: CR
Project Description:	Poway Road from Oak Knoll road to Garden Road (2.8 miles) - The project will provide safety and operational improvements at various locations along Poway Road between Oak Knoll Road to Garden Road. The project will modify four existing concrete medians to restrict dangerous left turn movements from side streets into Poway Road, upgrade signal controller cabinets, install video detection systems at five traffic signal intersections, and upgrade intersection regulatory signs. The Transnet funds will be used as a local match fund to the Highway Safety Improvement Program grant.	
Change Notes:		
	Capacity Status: NCI	Exempt Category: Safety - Adding medians

Est Total Cost: **$75**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI Carry Over	$75		$75								$75
TOTAL	**$75**		**$75**								**$75**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Association of Governments

MPO ID: SAN03A — **ADOPTION: 25-00**

Project Title: Freeway Service Patrol — SANDAG ID: 33102

Project Description: Countywide - provides rapid removal of disabled vehicles; joint project between SANDAG, Caltrans and California Highway Patrol to alleviate traffic congestion associated with non-recurring incidents, including oversight of weekend services

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Non signalization traffic control and operating

Est Total Cost: **$6,201**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FSP	$4,700		$4,700								$4,700
Local Funds	$1,501		$1,501								$1,501
TOTAL	**$6,201**		**$6,201**								**$6,201**

MPO ID: SAN07A — **ADOPTION: 25-00**

Project Title: Plan, Program & Monitor — SANDAG ID: 150000, 31020, 33210,31015

Project Description: Regionwide - planning, programming and monitoring activities related to transportation funding

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Non construction related activities

Est Total Cost: **$3,558**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
STIP-RIP State Cash	$3,558		$1,193	$1,183	$1,182						$3,558
TOTAL	**$3,558**		**$1,193**	**$1,183**	**$1,182**						**$3,558**

MPO ID: SAN11A — **ADOPTION: 25-00**

Project Title: Regional Rideshare Program — SANDAG ID: 3310703, 3310704, 3310711, 3505000, 3501001

Project Description: Countywide - component of overall regional Transportation Demand Management

TOLL COMMENT: $1,032,300 TC in FY26 for CON, $1,032,300 TC in FY27 for CON

Change Notes:

Capacity Status: NCI — Exempt Category: Air Quality - Ride-sharing and van-pooling program

Est Total Cost: **$25,000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
CMAQ	$25,000		$7,000	$9,000	$9,000						$25,000
TOTAL	**$25,000**		**$7,000**	**$9,000**	**$9,000**						**$25,000**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Association of Governments

MPO ID: SAN13 **ADOPTION: 25-00**

Project Title: Joint Transit Operations Center

Project Description: Regionwide - operations facility/control center to coordinate and integrate several Intelligent Transportation System (ITS) deployments; part of ITS regional architecture

SANDAG ID: 1142600
EARMARK NO: E2008-BUSP-0111

Change Notes:

Capacity Status: NCI

Exempt Category: Mass Transit - Construction or renovation of power, signal, and communications systems

Est Total Cost: **$2,085**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - H	$0										
FTA 5309 (Bus)	$1,668	$1,668									$1,668
Loc Funds - Toll Funds	$417	$198	$114	$105					$4		$413
TOTAL	**$2,085**	**$1,866**	**$114**	**$105**					**$4**		**$2,081**

MPO ID: SAN23 **ADOPTION: 25-00**

Project Title: Mid-Coast LRT Corridor Project

Project Description: 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 Westfield UTC. - construct 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 theUC San Diego campus, Executive Drive, and Westfield UTC

PPNO: 7307
SANDAG ID: 1257001

Change Notes:

Capacity Status: CI

Exempt Category: Non-Exempt

Est Total Cost: **$2,171,201**

Open to Traffic: Nov 2021

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$1,070,594	$1,070,594							$11,777	$53,321	$1,005,496
TransNet - MC AC	$0	$41,396	$(41,396)								
TransNet - MC TIFIA Pybk	$(537,484)							$(537,484)			$(537,484)
FTA 5307	$129	$129							$129		
FTA 5309 (NS)	$1,043,380	$1,001,984	$41,396								$1,043,380
FTA Funds - AR-5309	$57,098	$57,098									$57,098
Other Fed -TIFIA	$537,484	$537,484									$537,484
TOTAL	**$2,171,201**	**$2,708,685**						**$(537,484)**	**$11,906**	**$53,321**	**$2,105,974**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Association of Governments

MPO ID: SAN29 **ADOPTION: 25-00**

Project Title: Sorrento to Miramar Double Track/Realign

Project Description: Phase 1: Control Point (CP) Pines (Mile Post (MP) 249.8) to CP Miramar (MP 251)Phase 2: CP Miramar (MP 251) to CP Cumbres (MP 252.9) - realign curve and construct second main track; fully funds PE and design for both Phase 1 and Phase 2; construction for Phase 1 only

Change Notes:

EA NO: R690SA
PPNO: 7301
RTP REF: T-3 (2021)
SANDAG ID: 1239801, 1239812

Capacity Status: NCI

Exempt Category: Mass Transit - Track rehabilitation in existing right of way

Est Total Cost: **$75,514**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$44,192	$42,912	$1,280						$7,326	$8,405	$28,461
Fed Rail Admin (FRA-PRIIA)	$3,102	$3,102							$3,102		
Prop 1B - TCIF	$10,800	$10,800									$10,800
SB1 - LPP Formula	$1,720	$1,720							$1,720		
SB1 - TCEP	$10,500	$10,500								$10,500	
STIP-IIP PTA	$3,900	$3,900							$3,900		
STIP-IIP State Cash	$1,300	$1,300							$1,300		
TOTAL	**$75,514**	**$74,234**	**$1,280**						**$17,348**	**$18,905**	**$39,261**

MPO ID: SAN36 **ADOPTION: 25-00**

Project Title: Bus/Rail Signal & Communications Equipment

Project Description: Countywide - bid display module, dispatch software, fixed guideway electrification/power distribution projects such as catenary replacement, Feeder Cable, SCADA, DC Breaker Replacement

Change Notes:

RTP REF: A-70 (2021)
SANDAG ID: 1129200, 1145100, 1144000

Capacity Status: NCI

Exempt Category: Mass Transit - Track rehabilitation in existing right of way

Est Total Cost: **$28,339**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$1,086	$1,086									$1,086
TransNet - TSI	$40	$40									$40
FTA 5307	$18,510	$18,510									$18,510
FTA 5309 (FG)	$1,112	$1,112									$1,112
Local Funds	$2,353	$2,353									$2,353
TDA	$5,238	$3,867	$1,369	$2							$5,238
TOTAL	**$28,339**	**$26,968**	**$1,369**	**$2**							**$28,339**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Association of Governments

MPO ID: SAN47 **ADOPTION: 25-00**

Project Title: South Bay BRT

SANDAG ID: 1280504

Project Description: From the Otay Mesa Border Crossing to Downtown San Diego along SR 125, Palomar Street, I-805, and SR 94 - Rapid transit 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 new Millenia development; construction of 7 new Rapid transit stations

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$126,865**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$105,305	$104,963	$342						$30,275		$75,030
TransNet - Transit	$148	$148							$148		
FTA 5307	$545	$545							$545		
FTA 5309 (Bus)	$1,827	$1,827							$1,827		
CAP-TRADE	$11,000	$11,000									$11,000
Other State - LCTOP	$376	$376									$376
Loc Funds - Toll Funds	$6,500	$6,500									$6,500
Local Funds	$1,164	$1,164							$180		$984
TOTAL	**$126,865**	**$126,523**	**$342**						**$32,975**		**$93,890**

MPO ID: SAN54 **ADOPTION: 25-00**

Project Title: ITS Operating

RTP REF: A-68 (2021)
SANDAG ID: 33105, 33307, 33110, 33312, 1147700
TransNet - LSI: CR

Project Description: Regionwide - implementation and deployment of Intelligent Transportation System (ITS) projects such as Intermodal Transportation Management System (IMTMS), 511 Advanced Traveler Information System; activities include data collection, dissemination, software upgrades

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Non signalization traffic control and operating

Est Total Cost: **$2,060**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$2,060		$2,020	$40					$2,060		
TOTAL	**$2,060**		**$2,020**	**$40**					**$2,060**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Association of Governments

MPO ID: SAN64 — **ADOPTION: 25-00**

Project Title: Eastbrook to Shell Double Track

PPNO: 2074

Project Description: On coastal rail corridor from Control Point (CP) Eastbrook near Harbor Drive to CP Shell near Surfrider Way - in Oceanside, design to add a new 0.6 mile section of double track, add new signals and replace the San Luis Rey River Bridge over San Luis Rey River

SANDAG ID: 1239809

Change Notes:

Capacity Status: NCI — Exempt Category: Mass Transit - Track rehabilitation in existing right of way

Est Total Cost: **$37,092**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$4,825	$4,436	$389						$4,360		$465
Fed Rail Admin (FRA-PRIIA)	$30,826	$30,826							$3,526		$27,300
SB1 - LPP Formula	$1,441	$1,441							$1,441		
TOTAL	**$37,092**	**$36,703**	**$389**						**$9,327**		**$27,765**

MPO ID: SAN66 — **ADOPTION: 25-00**

Project Title: Grouped Projects for Rehabilitation or Reconstruction of Track Structures, Track, and Trackbed in Existing Rights-of-Way: Blue Line Corridor

SANDAG ID: 1210021, 1210040

Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3 categories - rehabilitation or reconstruction of track structures, track and trackbed in existing rights-of-way (non-capacity increasing)

Change Notes:

Capacity Status: NCI — Exempt Category: Mass Transit - Reconstruction or renovation of transit structures

Est Total Cost: **$4,550**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$4,550	$307	$1,057	$2,651	$536						$4,550
TOTAL	**$4,550**	**$307**	**$1,057**	**$2,651**	**$536**						**$4,550**

MPO ID: SAN73 — **ADOPTION: 25-00**

Project Title: San Elijo Lagoon Double Track

SANDAG ID: 1239806, 3310708

Project Description: On coastal rail corridor in Cardiff and across San Elijo Lagoon from MP 239.2 near Montgomery Ave to MP 241.3 in Solana Beach - install 1.5 miles of new double track, replace Bridge 240.4, reconfigure Control Point (CP) Cardiff with double crossovers, install new signals and drainage structures

Change Notes:

Capacity Status: NCI — Exempt Category: Mass Transit - Track rehabilitation in existing right of way

Est Total Cost: **$79,349**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$25,593	$24,305	$1,289						$2,324	$1,018	$22,251
RSTP	$9,413	$9,413							$5,263	$422	$3,728
Prop 1B - TCIF	$4,343	$4,343									$4,343
STIP-RIP AC	$40,000	$40,000									$40,000
TOTAL	**$79,349**	**$78,061**	**$1,289**						**$7,587**	**$1,440**	**$70,322**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Association of Governments

MPO ID: SAN80 **ADOPTION: 25-00**

Project Title: *TransNet* Major Transit Corridor Operations

SANDAG ID: 1139601-608

Project Description: Countywide - I-15 BRT, SuperLoop, Mid-City, South Bay BRT, Otay Mesa BRT and Mira Mesa BRT operating and maintenance costs

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance

Est Total Cost: **$126,475**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - BRT/Rail Ops	$126,475		$39,416	$43,249	$43,810				$126,475		
TOTAL	**$126,475**		**$39,416**	**$43,249**	**$43,810**				**$126,475**		

MPO ID: SAN114 **ADOPTION: 25-00**

Project Title: Grouped Projects for Rehabilitation or Reconstruction of Track Structures, Track, and Trackbed in Exisiting Rights-of-Way: Coastal Rail Corridor

SANDAG ID: 1239805, 1239810, 1239813, 1239813, 1239822, 1239824, 1239814, 1239815, 1239816, 1239819, 1239821

Project Description: Projects are consistent with 40 CFR Parts 93.126 and 93.127 Exempt Tables 2 and 3 categories: rehabilitation or reconstruction of track structures, track, and trackbed in existing right-of-way (non-capacity increasing)- from Oceanside to San Diego along the Coastal Rail Corridor; design track improvements

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Track rehabilitation in existing right of way

Est Total Cost: **$533,637**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$59,014	$35,160	$2,196	$1,949	$11,996	$4,514	$2,584	$614			$59,014
CMAQ	$17,600	$17,600									$17,600
FTA 5307	$19,320	$13,056	$6,264								$19,320
FTA 5339	$2,600	$2,600									$2,600
Fed Rail Admin (FRA-PRIIA)	$7,085	$7,085									$7,085
Fed Disc.-CPF-Trans Infra	$53,893				$53,893						$53,893
RSTP	$10,136	$10,136									$10,136
CAP-TRADE	$4,617	$4,617									$4,617
Coastal Conservancy	$103,300	$103,300									$103,300
SB1 - LPP Formula	$4,831	$4,831									$4,831
SB1 - TCEP	$30,528	$30,528									$30,528
SB1 - TIRCP	$100,200	$200	$100,000								$100,200
SB125 - TIRCP	$36,397			$36,397							$36,397
STIP State Cash-Aug RIP	$82,800				$20,800	$62,000					$82,800
Local Funds	$1,316	$1,316									$1,316
TOTAL	**$533,637**	**$230,429**	**$108,460**	**$38,346**	**$86,689**	**$66,514**	**$2,584**	**$614**			**$533,637**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Association of Governments

MPO ID: SAN115 **ADOPTION: 25-00**

Project Title: San Onofre to Pulgas Double Track

PPNO: 2190

Project Description: From CP at San Onofre MP 212 to CP Pulgas at MP 218.1 - design a passing track on the LOSSAN Corridor; this project will provide 5.8 miles of second main track and will include signals, retaining walls and bridge replacements and a universal crossover near CP San Onofre - does not add additional transit service

SANDAG ID: 1144200, 1146600

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Track rehabilitation in existing right of way

Est Total Cost: **$73,683**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
RSTP	$299	$299							$299		
Prop 1B - Intercity Rail	$30,000	$30,000							$3,146		$26,854
SB1 - TCEP	$5,497	$5,497							$567		$4,930
STIP-IIP AC	$37,437	$8,574	$28,863						$5,377		$32,060
Local Funds	$450	$450									$450
TOTAL	**$73,683**	**$44,820**	**$28,863**						**$9,389**		**$64,294**

MPO ID: SAN119 **ADOPTION: 25-00**

Project Title: Sorrento Valley Double Track

RTP REF: T-3 (2021)

Project Description: From MP 247.8 to MP 248.9 north of Sorrento Valley Coaster Station - convert 1.1 miles of single-track to double-track, raise tracks to minimize flooding during storms, construct two new bridges, expand parking lot at Sorrento Valley Station, and install new signals - does not add additional transit service

SANDAG ID: 1239807

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Track rehabilitation in existing right of way

Est Total Cost: **$32,813**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$3,724	$3,668	$56						$803	$323	$2,598
CMAQ	$3,867	$3,867									$3,867
RSTP	$12,861	$12,861							$5,156		$7,705
Prop 1B - TCIF	$12,055	$12,055									$12,055
Local Funds	$306	$306									$306
TOTAL	**$32,813**	**$32,757**	**$56**						**$5,959**	**$323**	**$26,531**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Association of Governments

MPO ID: SAN129 **ADOPTION: 25-00**

Project Title: Downtown Multiuse and Bus Stopover Facility

RTP REF: A-52

Project Description: Downtown San Diego - block bounded by A Street , B Street, State Street and Union Street - environmental certification and land acquisition for bus stopover facility and potentially a multi-use facility that could include office, residential and retail development.

SANDAG ID: 1201514

Change Notes:

Capacity Status: NCI Exempt Category: All Projects - Bus terminal and transfer points

Est Total Cost: **$57,975**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$27,290	$21,762	$5,528						$3,979	$23,311	
RSTP	$29,285	$29,285								$29,285	
Local Funds	$1,400	$1,400								$1,400	
TOTAL	**$57,975**	**$52,447**	**$5,528**						**$3,979**	**$53,996**	

MPO ID: SAN132 **ADOPTION: 25-00**

Project Title: Elvira to Morena Double Track

SANDAG ID: 1146500, 1239811

Project Description: On coastal rail corridor from Control Point (CP) Elvira near SR 52 to CP Friar near Friars Road - convert 2.6 miles of single-track to double-track and install new signals. Replace 1 mile of double track. Construct new/replacement bridges at MP 260.4, 259.6, 259.1, 258.6, and 257.2. Construct new water/sewer facilites for the City of San Diego between Friars Road and SR 52 - does not add additional transit service

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Track rehabilitation in existing right of way

Est Total Cost: **$199,712**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$41,702	$38,297	$1,684	$676	$628	$418			$7,310	$987	$33,405
CMAQ	$24,878	$24,878							$2,776		$22,102
FTA 5307	$2,229		$2,229								$2,229
Fed Rail Admin (FRA-PRIIA)	$17,963	$17,963							$6,082		$11,881
RSTP	$29,688	$29,688							$4,688	$927	$24,073
SB1 - TIRCP	$61,383		$61,383								$61,383
STA	$168	$168							$168		
TCRP	$4,052	$4,052									$4,052
Local Funds	$17,260	$16,183		$568	$510						$17,260
TDA	$389	$389									$389
TOTAL	**$199,712**	**$131,618**	**$65,296**	**$1,244**	**$1,138**	**$418**			**$21,024**	**$1,914**	**$176,774**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Association of Governments

MPO ID: SAN147 **ADOPTION: 25-00**

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

SANDAG ID: 1129900, 1223055, 1223096, 1223056

Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)

Change Notes:

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

Est Total Cost: **$80,855**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - BPNS	$20,392	$16,129	$2,351	$1,509	$378	$25					$20,392
CRP	$5,425	$3,543		$1,882							$5,425
CRRSAA	$10,895	$10,895									$10,895
Fed Disc.-CPF-Hwy Infra	$5,650	$5,650									$5,650
RSTP	$11,683	$11,683									$11,683
ATP - R	$21,509	$21,509									$21,509
Coastal Conservancy	$350	$350									$350
SB1 - LPP Formula	$1,576		$1,576								$1,576
Local Funds	$711	$10	$701								$711
TDA - Bicycles	$2,664	$2,664									$2,664
TOTAL	**$80,855**	**$72,433**	**$4,628**	**$3,391**	**$378**	**$25**					**$80,855**

MPO ID: SAN148 **ADOPTION: 25-00**

Project Title: Grouped Projects for Bicycle and Pedestrian Facilities - Coastal Rail Trail

SANDAG ID: 1223016, 1223017, 3301100

Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized)

Change Notes:

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

Est Total Cost: **$46,457**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - BPNS	$31,220	$31,153	$36	$31							$31,220
CRP	$238		$238								$238
ATP - R	$1,025	$1,025									$1,025
STIP-RIP Augmentation	$9,000			$9,000							$9,000
STIP-RIP STP TE	$587	$587									$587
STIP-RIP State Cash	$47	$47									$47
Local Funds	$219	$219									$219
TDA - Bicycles	$4,121	$4,121									$4,121
TOTAL	**$46,457**	**$37,152**	**$274**	**$9,031**							**$46,457**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Association of Governments

MPO ID: SAN153 **ADOPTION: 25-00**

Project Title: The Inland Rail Trail

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

PPNO: 7421W
RTP REF: AT003 (2021)
SANDAG ID: 1223023, 1223094, 1223095
EARMARK NO: CA832

TOLL COMMENT: $309,690 TC in FY28 for CON

Change Notes:

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

Est Total Cost: **$97,405**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - BPNS	$25,464	$22,851	$793	$1,099	$721				$10,178	$1,880	$13,406
CRP	$4,394	$3,882				$512					$4,394
Earmark Repurposing	$92	$92									$92
RSTP	$9,640	$6,940				$2,700					$9,640
ATP - R	$17,660	$6,509	$330	$10,821					$1,236		$16,424
SB1 - LPP Formula	$7,126	$6,201	$925								$7,126
STIP-RIP AC	$16,322	$16,322									$16,322
STIP-RIP STP TE	$1,414	$1,414							$1,414		
STIP-RIP State Cash	$2,298	$2,298							$183		$2,115
Local Funds	$2,541	$2,541							$2,541		
TDA - Bicycles	$10,454	$10,454							$2,025		$8,429
TOTAL	**$97,405**	**$79,504**	**$2,048**	**$11,920**	**$721**	**$3,212**			**$17,577**	**$1,880**	**$77,948**

MPO ID: SAN164 **ADOPTION: 25-00**

Project Title: N. Green Beach Bridge

Project Description: Bridge 208.7 - replacement of this bridge span is necessary to maintain a state of good repair, provide safety to riding public and to allow freight trains to use the corridor at normal speeds

SANDAG ID: 1144900

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Reconstruction or renovation of transit structures

Est Total Cost: **$964**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$56	$47	$9						$56		
FTA 5307	$726	$726							$726		
TDA	$182	$182							$182		
TOTAL	**$964**	**$955**	**$9**						**$964**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Association of Governments

MPO ID: SAN196 **ADOPTION: 25-00**

Project Title: Grouped Projects for Bicycle and Pedestrian Facilities - San Diego River Trail — SANDAG ID: 1223053

Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized)

Change Notes:

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

Est Total Cost: **$1,360**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - BPNS	$1,028	$968	$60								$1,028
Coastal Conservancy	$332	$332									$332
TOTAL	**$1,360**	**$1,300**	**$60**								**$1,360**

MPO ID: SAN199 **ADOPTION: 25-00**

Project Title: Rose Canyon Bridge Replacements — SANDAG ID: 1145300

Project Description: Mileposts 254.7, 255.1, and 255.3. - replace four aging timber trestle railway bridges in order to maintain compliance with FRA bridge standards for state of good repair and support intercity, commuter and freight rail services in a segment of the nations second busiest rail corridor.

Change Notes:

Capacity Status: NCI — Exempt Category: Mass Transit - Reconstruction or renovation of transit structures

Est Total Cost: **$14,545**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$22	$1	$21						$22		
FTA 5307	$40	$40							$40		
Local Funds	$143	$136	$7						$143		
TDA	$15	$10	$5						$15		
TOTAL	**$220**	**$187**	**$33**						**$220**		

MPO ID: SAN200 **ADOPTION: 25-00**

Project Title: San Onofre Bridge Replacement — SANDAG ID: 1145400

Project Description: Point location at MP 207.6, 201.8 and 207.9 - replace three aging timber trestle railway bridges in order to maintain compliance with Federal Railroad Administration (FRA) standards and support intercity, commuter and freight rail services in the second busiest rail corridor in the nation

Change Notes:

Capacity Status: NCI — Exempt Category: Mass Transit - Reconstruction or renovation of transit structures

Est Total Cost: **$14,700**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$2		$2						$2		
FTA 5307	$48	$48							$48		
Local Funds	$48	$39	$9						$48		
TDA	$12	$12							$12		
TOTAL	**$110**	**$99**	**$11**						**$110**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Association of Governments

MPO ID: SAN213		**ADOPTION: 25-00**
Project Title:	Grouped Projects for Operating Assistance - FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities	SANDAG ID: 1272800, 1271000,1271800, 1272000, 3321400, 3321400, 3321400, 1270800, 3321400, 1271900
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories: operating assistance to transit operators - operating assistance to transit agencies	
Change Notes:		
Capacity Status: NCI	Exempt Category: Mass Transit - Transit operating assistance	

Est Total Cost: **$3,837**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - SS	$1,419	$415	$1,004								$1,419
CRRSAA	$75	$75									$75
FTA 5310	$2,204	$1,058	$1,146								$2,204
Local Funds	$139	$101	$38								$139
TOTAL	**$3,837**	**$1,649**	**$2,188**								**$3,837**

MPO ID: SAN214		**ADOPTION: 25-00**
Project Title:	Grouped Projects for Capital Purchase - FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities	SANDAG ID: 3321400
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories: purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet - purchase of vehicles and various capital equipment for the provision of transit service	
Change Notes:		
Capacity Status: NCI	Exempt Category: Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet	

Est Total Cost: **$3,721**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5310	$2,934	$756	$2,178								$2,934
Local Funds	$787	$318	$469								$787
TOTAL	**$3,721**	**$1,074**	**$2,647**								**$3,721**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Association of Governments

MPO ID: SAN224		**ADOPTION: 25-00**
Project Title:	I-805/SR 94 Bus on Shoulder Demonstration Project	SANDAG ID: 1280513
Project Description:	In Chula Vista, on East Palomar Street between Heritage Road and I-805, on I-805 between East Palomar Street and SR 94 and on SR 94 between I-805 and Downtown San Diego. - design and construct new freeway shoulder infrastructure on East Palomar, I-805 and SR 94; implement technology improvements within the corridor to support freeway bus operation; procurement of 16 new Compressed Natural Gas (CNG) buses. - no additional lanes	
Change Notes:		
Capacity Status: NCI	Exempt Category: Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet	

Est Total Cost: **$30,900**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$16,816	$14,672	$1,366	$777					$2,159		$14,657
FTA 5309 (Bus)	$14,084	$14,084							$1,455		$12,629
TOTAL	**$30,900**	**$28,756**	**$1,366**	**$777**					**$3,614**		**$27,286**

MPO ID: SAN227		**ADOPTION: 25-00**
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities - North Park/Mid-City Bikeways	SANDAG ID: 1223020, 1223079, 1223081, 1223082, 1223087
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)	
Change Notes:		
Capacity Status: NCI	Exempt Category: Air Quality - Bicycle and pedestrian facilities	

Est Total Cost: **$92,111**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - BPNS	$37,137	$34,710	$1,492	$587	$348						$37,137
CRP	$5,600		$5,600								$5,600
RSTP	$8,590	$3,182	$5,408								$8,590
ATP - R	$26,187	$20,474	$5,713								$26,187
SB1 - LPP Formula	$2,000		$2,000								$2,000
SB1 - TIRCP	$9,990	$9,990									$9,990
TDA - Bicycles	$2,607	$2,607									$2,607
TOTAL	**$92,111**	**$70,963**	**$20,213**	**$587**	**$348**						**$92,111**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Association of Governments

MPO ID: SAN228 **ADOPTION: 25-00**

Project Title: Grouped Projects for Bicycle and Pedestrian Facilities - Uptown Bikeways

SANDAG ID: 1223022, 1223083, 1223084, 1223085

Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)

Change Notes:

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

Est Total Cost: **$75,259**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - BPNS	$28,944	$28,314	$570	$60							$28,944
TransNet - MC	$15,157	$1,085	$4,283	$9,560	$229						$15,157
TransNet - SGIP	$609	$609									$609
ATP - R	$982	$982									$982
SB1 - LPP Formula	$7,000	$7,000									$7,000
STIP State Cash-Aug RIP	$7,000	$7,000									$7,000
Local Funds	$14,317	$1,856	$5,669	$5,657	$1,035	$100					$14,317
TDA - Bicycles	$1,250	$1,250									$1,250
TOTAL	**$75,259**	**$48,096**	**$10,522**	**$15,277**	**$1,264**	**$100**					**$75,259**

MPO ID: SAN258 **ADOPTION: 25-00**

Project Title: Central Mobility Hub - Initial Alternatives Analysis

SANDAG ID: 1149000

Project Description: In San Diego from Old Town Transit Center to the San Diego Airport and 12th and Imperial Trolley Center - Environmental Analysis and Preliminary Engineering for Central Mobility Station and Airport Connectivity

Change Notes:

Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$42,944**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$2,035	$2,035							$2,035		
TransNet - MC AC	$13,638	$13,638							$13,638		
CMAQ	$5,000	$5,000							$5,000		
FTA 5307	$785	$100	$685						$785		
RSTP	$18,565	$18,565							$18,565		
Local Funds	$2,921	$2,921							$2,921		
TOTAL	**$42,944**	**$42,259**	**$685**						**$42,944**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Association of Governments

MPO ID: SAN261 **ADOPTION: 25-00**

Project Title: Palomar Street Rail Grade Separation

SANDAG ID: 1210091

Project Description: In the City of Chula Vista at Palomar and Industrial Boulevard on the Blue Line Trolley - final design for Rail Grade Separation

RAS (M-39)

Change Notes:

TOLL COMMENT: $325,028 TC in FY25 for PE

Capacity Status: NCI Exempt Category: Safety - Railroad/hwy crossing warning devices

Est Total Cost: **$34,135**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$5,695	$71	$45	$3,472	$1,664	$444			$5,695		
TransNet - MC AC	$0	$2,825	$(2,825)								
CMAQ	$4,930	$2,105	$2,825						$4,930		
Fed Rail Admin (FRA-PRIIA)	$21,510			$21,510					$21,510		
Fed Disc.-CPF-Trans Infra	$2,000	$2,000							$2,000		
TOTAL	**$34,135**	**$7,001**	**$45**	**$24,982**	**$1,664**	**$444**			**$34,135**		

MPO ID: SAN264 **ADOPTION: 25-00**

Project Title: Regional Electric Vehicle Charging Incentive Program

SANDAG ID: 3502000

Project Description: Region wide in the San Diego Region - partner with state and regional agencies to provide incentives to businesses, shopping centers, housing complexes, or local agencies to install electric vehicle charging stations with the goal of expanding the network of charging stations in the San Diego region and reducing greenhouse gas emissions from passenger vehicles.

Change Notes:

Capacity Status: NCI Exempt Category: Air Quality - Ride-sharing and van-pooling program

Est Total Cost: **$8,800**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$8,300	$6,703	$1,597								$8,300
Local Funds	$500	$500									$500
TOTAL	**$8,800**	**$7,203**	**$1,597**								**$8,800**

MPO ID: SAN265 **ADOPTION: 25-00**

Project Title: Flexible Fleet Pilots

SANDAG ID: 3501000

Project Description: In key employment centers in the San Diego Region - plan, deploy, operate, and monitor flexible fleet pilot projects aimed to test new shared mobility services enabled by new technologies. Pilot areas will be identified that are an optimal testing environment for flexible fleet services, and different options such as microtransit and ridehailing will be considered. Toll Credits will be used to match federal funds for the CON phase

Change Notes:

Capacity Status: NCI Exempt Category: Air Quality - Ride-sharing and van-pooling program

Est Total Cost: **$9,736**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
RSTP	$9,736	$9,077	$659								$9,736
TOTAL	**$9,736**	**$9,077**	**$659**								**$9,736**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Association of Governments

MPO ID: SAN268 **ADOPTION: 25-00**

Project Title: Del Mar Bluffs V

SANDAG ID: 1147100

Project Description: Along the LOSSAN Corridor in the City of del Mar from MP 244.1 near Coast Boulevard to MP 245.7 at Carmel Valley Road - Complete enivronmental document and design to maintain stability of trackbed on 1.6 miles of coastal bluff. Stabilization measures including soldier piles to maintain stability of the trackbed, replacing/repairing deteriorating drainage structures, and repair of localized areas of erosion.

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Track rehabilitation in existing right of way

Est Total Cost: **$88,399**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5307	$3,320	$3,320							$3,320		
Fed Rail Admin (FRA-PRIIA)	$11,570	$11,570									$11,570
Fed Disc.-CPF-Trans Infra	$10,000	$10,000									$10,000
CAP-TRADE	$4,900	$4,900							$3,774		$1,126
SB1 - TCEP	$39,200	$36,200	$3,000								$39,200
SB125 - TIRCP	$7,500		$7,500								$7,500
Local Funds	$11,829	$2,829	$2,175	$6,825					$2,829		$9,000
TDA	$80	$80							$80		
TOTAL	**$88,399**	**$68,899**	**$12,675**	**$6,825**					**$10,003**		**$78,396**

MPO ID: SAN275 **ADOPTION: 25-00**

Project Title: Pacific Coast Highway/Central Mobility Bikeway

RTP REF: AT011 (2021)

SANDAG ID: 1223200

Project Description: In the City of San Diego along Pacific Coast Highway - Design and construct bikeway along Pacific Coast Highway adjacent to future Central Mobility Hub. Toll Credits will be used to match federal funds for the PE phase, Toll Credits will be used to match federal funds for the ROW phase

TOLL COMMENT: $81,896 TC in FY26 for PE

Change Notes:

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

Est Total Cost: **$7,314**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
RSTP	$2,546	$882		$1,664					$1,596		$950
ATP - R	$3,818	$3,818							$3,818		
SB1 - LPP Formula	$950			$950							$950
TOTAL	**$7,314**	**$4,700**		**$2,614**					**$5,414**		**$1,900**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Association of Governments

MPO ID: SAN289 **ADOPTION: 25-00**

Project Title: San Dieguito to Sorrento Valley Double-Track — SANDAG ID: 1239823

Project Description: Near tracks in Del Mar - 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.

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Hazard elimination program

Est Total Cost: **$302,718**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$2,718	$211	$650	$550	$947	$360			$211	$650	$1,857
CAP-TRADE	$300,000	$152,000	$148,000						$152,000		$148,000
TOTAL	**$302,718**	**$152,211**	**$148,650**	**$550**	**$947**	**$360**			**$152,211**	**$650**	**$149,857**

MPO ID: SAN290 **ADOPTION: 25-00**

Project Title: Beyer Track and Slope — SANDAG ID: 1147000

Project Description: Point location at Beyer Blvd - Design and construct slope and drainage improvements

Change Notes:

Capacity Status: NCI — Exempt Category: Mass Transit - Track rehabilitation in existing right of way

Est Total Cost: **$5,379**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5307	$500	$500							$500		
Local Funds	$4,379	$582	$2,882	$825	$90				$4,379		
TDA	$500	$500							$500		
TOTAL	**$5,379**	**$1,582**	**$2,882**	**$825**	**$90**				**$5,379**		

MPO ID: SAN303 **ADOPTION: 25-00**

Project Title: Active Transportation Planning and Programs — SANDAG ID: 3300200

Project Description: Support SANDAG efforts to improve mobility and access through coordinated active transportation planning and project development activities. Toll Credits will be used to match federal funds for the PE phase

Change Notes:

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

Est Total Cost: **$1,146**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
RSTP	$400	$400							$400		
TDA	$746	$667	$78						$746		
TOTAL	**$1,146**	**$1,067**	**$78**						**$1,146**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Association of Governments

MPO ID: SAN311 **ADOPTION: 25-00**

Project Title: Transportation Performance Monitoring and Reporting — SANDAG ID: 3311700

Project Description: Provides regular and ongoing monitoring reports on regional transportation performance to various agency stakeholders.

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Non construction related activities

Est Total Cost: **$752**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$752	$439	$313						$752		
TOTAL	**$752**	**$439**	**$313**						**$752**		

MPO ID: SAN312 **ADOPTION: 25-00**

Project Title: Del Mar Bluffs Access Improvements — SANDAG ID: 1147101

Project Description: Point location at Coast Blvd. and McGonigle Road - Environmental clearance, design, and construction 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.

TOLL COMMENT: $564,324 TC in FY27 for PE

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Hazard elimination program

Est Total Cost: **$9,000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
RSTP	$9,000	$4,080			$4,920				$9,000		
TOTAL	**$9,000**	**$4,080**			**$4,920**				**$9,000**		

MPO ID: SAN313 **ADOPTION: 25-00**

Project Title: I-805 South: HOV Conversion to Express Lanes (Palomar to SR 94), From East Palomar Street, on the south, to SR 94, on the north. — SANDAG ID: 1280521

Project Description: Design for the conversion of 11 miles of existing carpool lanes to express managed lanes.

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Engineering studies

Est Total Cost: **$10,900**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$1,000		$1,000						$1,000		
STIP-RIP Augmentation	$9,900			$9,900					$9,900		
TOTAL	**$10,900**		**$1,000**	**$9,900**					**$10,900**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Association of Governments

MPO ID: SAN315 **ADOPTION: 25-00**

Project Title: Airport Transit Connection SANDAG ID: 1149100

Project Description: Environmental clearance for an Airport Transit Connection between Old Town and Santa Fe Depot with a primary stop at San Diego International Airport..

TOLL COMMENT: $1,319,050 TC in FY25 for PE, $1,319,050 TC in FY26 for PE, $573,500 TC in FY27 for PE

Change Notes:

Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$32,000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
CMAQ	$32,000	$4,000	$11,500	$11,500	$5,000				$32,000		
TOTAL	**$32,000**	**$4,000**	**$11,500**	**$11,500**	**$5,000**				**$32,000**		

MPO ID: SAN316 **ADOPTION: 25-00**

Project Title: San Ysidro Track Relocation SANDAG ID: 1149200

Project Description: Project will include conceptual engineering and an environmental assessment to relocate the rail tracks at the San Ysidro Port of Entry to allow for the advancement of the San Ysidro Mobility Hub and its features..

TOLL COMMENT: $229,400 TC in FY25 for PE

Change Notes:

Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$3,677**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5307	$2,000		$2,000						$2,000		
Fed Disc.-CPF-Trans Infra	$648		$648						$648		
Local Funds	$1,029		$500	$529					$1,029		
TOTAL	**$3,677**		**$3,148**	**$529**					**$3,677**		

MPO ID: SAN317 **ADOPTION: 25-00**

Project Title: Next Gen Rapid R-625 Advanced Planning SANDAG ID: 3401601

Project Description: Project development and advanced planning on Rapid Route 625. This route will operate 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.

TOLL COMMENT: $286,750 TC in FY25 for PE, $516,150 TC in FY26 for PE, $344,100 TC in FY27 for PE

Change Notes:

Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$10,000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
CMAQ	$10,000		$2,500	$4,500	$3,000				$10,000		
TOTAL	**$10,000**		**$2,500**	**$4,500**	**$3,000**				**$10,000**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego County

MPO ID: CNTY14A **ADOPTION: 25-00**

Project Title: South Santa Fe Avenue South

Project Description: South Santa Fe from Robelini Drive to Smilax Road (1.19 miles) - This project will improve South Santa Fe to a four-lane divided road from west of Robelini Drive to Smilax Road, including improvements to Robelini Drive. The project will be in phases.

Change Notes:

RAS (T2-10)
TransNet - LSI: CR

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$98,000** Open to Traffic: Jun 2026

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$175	$175							$175		
TransNet - L (Cash)	$36	$36							$36		
TransNet - LSI	$894	$894							$894		
TransNet - LSI (Cash)	$100	$100							$100		
TransNet - LSI Carry Over	$13,378	$403	$7,040	$50	$5,885				$1,453		$11,925
RSTP	$61	$61							$61		
TOTAL	**$14,644**	**$1,669**	**$7,040**	**$50**	**$5,885**				**$2,719**		**$11,925**

MPO ID: CNTY21 **ADOPTION: 25-00**

Project Title: Bradley Avenue Widening and Overpass at SR 67

Project Description: Bridge 57-0552 - On Bradley Ave from Magnolia Ave to Mollison Ave, Phase 1 - Widen Bradley Avenue between Graves Ave and Mollison Ave from 2 lanes to 4 lanes including sidewalks and bicycle lanes; Phase 2 - replace 2-lane bridge over SR 67 with a 6-lane bridge including turn pockets'. Construction funding shown only for Phase 1. Phase 2 construction will be funded by *TransNet*.

Change Notes:

EARMARK NO: CA294, CA852
RAS (T2-9)
TransNet - LSI: CR

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$61,936** Open to Traffic: Phase 1: Dec 2025 Phase 2: Dec 2027

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$195	$195							$195		
TransNet - LSI	$6,384	$2,554			$3,830				$955	$1,599	$3,830
TransNet - LSI (Cash)	$379	$379							$114		$265
TransNet - LSI Carry Over	$50,577	$8,727	$21,910	$13,365	$6,575				$5,002	$3,425	$42,150
Earmark Repurposing	$206	$206								$206	
HPP	$400	$400								$400	
RSTP	$750	$750							$750		
STP - Sec 117	$492	$492								$492	
Local Funds	$2,553	$2,552							$379	$2,174	
TOTAL	**$61,936**	**$16,255**	**$21,910**	**$13,365**	**$10,405**				**$7,395**	**$8,296**	**$46,245**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego County

MPO ID: CNTY24 **ADOPTION: 25-00**

Project Title: Cole Grade Road

RAS (T2-9)

Project Description: Cole Grade Road from Fruitevale Road to Pauma Heights (2.83 miles) - Improve roadway to accommodate 12-ft traffic lane in both direction, 12-ft center 2-way left turn, 5-ft bike lane & 12-ft pathway.

TransNet - LSI: CR

Change Notes:

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

Est Total Cost: **$56,668**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$350	$350							$350		
TransNet - L (Cash)	$335	$335							$335		
TransNet - LSI	$27,084	$1,194			$20,690	$5,200			$1,194		$25,890
TransNet - LSI Carry Over	$28,899	$6,924	$8,215	$13,760					$4,730	$1,544	$22,625
TOTAL	**$56,668**	**$8,803**	**$8,215**	**$13,760**	**$20,690**	**$5,200**			**$6,609**	**$1,544**	**$48,515**

MPO ID: CNTY34 **ADOPTION: 25-00**

Project Title: Dye Road Extension

RAS (T2-9)

Project Description: Dye Road to San Vicente Road from 500 ft west of Ramona Street to Intersection of Warnock Dr and San Vicente Rd (1.15 miles) - In Ramona - study, design and construct a 2-lane community collector road with intermittent turn lanes, bike lanes, curb, gutter, and pathway/walkway. .

TransNet - LSI: CR

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$13,964** Open to Traffic: Jun 2031

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$300	$300							$300		
TransNet - L (Cash)	$250	$250							$250		
TransNet - LSI	$5,079	$879				$1,200	$3,000		$1,805	$1,074	$2,200
TransNet - LSI Carry Over	$100	$100							$100		
TOTAL	**$5,729**	**$1,529**				**$1,200**	**$3,000**		**$2,455**	**$1,074**	**$2,200**

*Additional construction funds are outside of the the 5-year RTIP cycle

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego County

MPO ID: CNTY35 — **ADOPTION: 25-00**

Project Title: Ramona Street Extension — *TransNet* - LSI: CR

Project Description: Ramona Street from Boundary Ave. to Warnock Dr. (.25 miles) - in the community of Ramona, construct new road extension; 2 lanes with intermittent turn lanes, bike lanes and walkway/pathway

Change Notes:

Capacity Status: CI — Exempt Category: Non-Exempt

Est Total Cost: **$6,257** — Open to Traffic: Jun 2031

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$287	$287							$233	$54	
TransNet - LSI	$1,395	$830				$15	$550		$1,295	$100	
TransNet - LSI (Cash)	$19	$19							$19		
TransNet - LSI Carry Over	$10	$10							$10		
TOTAL	**$1,711**	**$1,146**				**$15**	**$550**		**$1,557**	**$154**	

MPO ID: CNTY81 — **ADOPTION: 25-00**

Project Title: Regional Traffic Signal Management — *TransNet* - LSI: CR

Project Description: County-wide - County of San Diego cost-share for the Regional Arterial Management System. *TransNet* - LSI RAMS of $13 is programmed through FY 2023

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Traffic signal synchronization projects

Est Total Cost: **$200**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$200	$138	$13	$13	$13	$13	$13		$200		
TOTAL	**$200**	**$138**	**$13**	**$13**	**$13**	**$13**	**$13**		**$200**		

MPO ID: CNTY86 — **ADOPTION: 25-00**

Project Title: Roadway Maintenance and Overlay — *TransNet* - LSI: CR

Project Description: Countywide - Annual maintenance project that includes maintenance of various street elements (crack seal, chip seal, AC overlay greater than 1" thick, sidewalk repairs, etc.) for FY2022/23 through FY2026/27.

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$78,768**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$35,316	$16,566			$6,250	$6,250	$6,250		$17,799		$17,517
TransNet - LSI (Cash)	$82	$82							$82		
TransNet - LSI Carry Over	$29,520	$17,020	$6,250	$6,250					$15,105		$14,415
Local Funds	$13,850	$13,850							$760		$13,090
TOTAL	**$78,768**	**$47,518**	**$6,250**	**$6,250**	**$6,250**	**$6,250**	**$6,250**		**$33,746**		**$45,022**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego County

MPO ID: CNTY88 — **ADOPTION: 25-00**

Project Title: Ashwood Street Corridor Improvements (Mapleview to Willow)

RAS (T2-9)

Project Description: Ashwood Street/Wildcat Canyon Road from Mapleview Street to 1100 feet north of Willow Road (1.3 miles) - In the unincorporated community of Lakeside - traffic signal improvements at Mapleview and Ashwood; traffic signal installation at Willow and Ashwood/Wildcat Canyon; and the addition of turn lanes, addition of a passing lane in a non-urbanized area, bike lanes, and pedestrian facilities

TransNet - LSI: CR

Change Notes:

Capacity Status: NCI

Exempt Category: Safety - Non capacity widening or bridge reconstruction

Est Total Cost: **$35,140**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$24,225			$6,720	$17,505						$24,225
TransNet - LSI Carry Over	$3,665	$3,460	$205						$2,310	$750	$605
Local Funds	$7,250	$7,250							$2,250		$5,000
TOTAL	**$35,140**	**$10,710**	**$205**	**$6,720**	**$17,505**				**$4,560**	**$750**	**$29,830**

MPO ID: CNTY90 — **ADOPTION: 25-00**

Project Title: Camino Del Rey Drainage Improvements

TransNet - LSI: Maint

Project Description: Camino Del Rey from 500 feet west of Golf Club Drive to 2700 feet east of Golf Club Drive (.9 miles) - In unincorporated Bonsall: the project will upgrade the existing drainage system so that it will accommodate a 100-year flood.

Change Notes:

Capacity Status: NCI

Exempt Category: Safety - Hazard elimination program

Est Total Cost: **$11,252**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI (Cash)	$194	$194							$194		
TransNet - LSI Carry Over	$11,058	$1,558	$2,000	$7,500					$1,608	$350	$9,100
TOTAL	**$11,252**	**$1,752**	**$2,000**	**$7,500**					**$1,802**	**$350**	**$9,100**

MPO ID: CNTY99 — **ADOPTION: 25-00**

Project Title: Etcheverry Road

TransNet - LSI: CR

Project Description: Etcheverry Road from 650 feet west of Hunter Street to 500 feet south of Raymond Avenue (.3 miles) - In unincorporated Ramona: improve Etcheverry Road from a dirt road to a paved road to meet current County roadway standards.

Change Notes:

Capacity Status: NCI

Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$651**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$20	$20							$20		
TransNet - LSI Carry Over	$631	$300	$310	$21					$610		$21
TOTAL	**$651**	**$320**	**$310**	**$21**					**$630**		**$21**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego County

MPO ID: CNTY102 **ADOPTION: 25-00**

Project Title: Riverford Road Intersection at SR 67 — *TransNet* - LSI: CR

Project Description: Intersection on SR 67 at Riverford Road and Woodside Ave - Improve the intersection at Riverford Road and SR 67 with two roundabouts at Woodside Ave and N. Woodside Ave. The project will improve overall operations, circulation, and provide a more complete street that is accessible for all users at the SR 67 / Riverford Road Interchange. The proposed project will not increase the number of travel lanes at the project interchange intersections or the vehicle capacity of the roadway. This project will also provide sidewalk and bicycle lane continuity. Modifications to the SR 67 and Riverford Rd. interchange are necessary to improve local and regional traffic, facilitate transit services, and improve trail, bicycle and pedestrian connectivity.

Change Notes:

RT:67 Capacity Status: NCI Exempt Category: All Projects - Interchange reconfiguration projects

Est Total Cost: **$20,400**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$16,500				$4,000	$6,500	$6,000				$16,500
Local Funds	$3,900	$1,900	$1,500	$500					$3,400	$500	
TOTAL	**$20,400**	**$1,900**	**$1,500**	**$500**	**$4,000**	**$6,500**	**$6,000**		**$3,400**	**$500**	**$16,500**

MPO ID: CNTY103 **ADOPTION: 25-00**

Project Title: Rancho Santa Fe Roundabouts — *TransNet* - LSI: CR

Project Description: Paseo Delicias - Install roundabouts on Paseo Delicias to reduce traffic congestion, increase safety, facilitate multi-modal connectivity, and enhance the village feel along the historic district within the community of San Dieguito. The project will incorporate updates to stormwater drainage, crossings for pedestrians and equestrians that improve visibility, and graded pathways with connections to trails. Roundabouts will be installed on Paseo Delicias at El Camino Del Norte, El Montevideo, and Via De La Valle.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Interchange reconfiguration projects

Est Total Cost: **$15,000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$3,000					$3,000					$3,000
TOTAL	**$3,000**					**$3,000**					**$3,000**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego County Regional Airport Authority

MPO ID: SDAA01 **ADOPTION: 25-00**

Project Title: Airport Development Plan

Project Description: Access Road- North Harbor Drive, Terminal - North Harbor Drive, Administration Building - McCain Road, Structured Parking - North Harbor Drive (.5 miles) - San Diego International Airport is located approximately 2.5 miles from downtown San Diego. The northern boundary of the Airport is along Pacific Highway and it is bounded to the south by North Harbor Drive. The eastern boundary is Laurel Street and the west boundary is located along McCain Road. The Airport is projected to have up to 33 million passengers by 2030. The Airport Development Plan (ADP) project will optimize the existing Airport site to accommodate this growth while enhancing efficient and flexible transportation and mobility options. The ADP consists of the following elements: 1. Access Road - Access, curbside and circulation roadways, sidewalks, and associated infrastructure that provide connectivity with shared surface transportation including regularly scheduled bus service to the Amtrak Santa Fe Depot and the Old Town Transportation Center. 2. Terminal - Public infrastructure providing a transportation mall with facilities and services for the travelling public. Enhances the coordination between multiple public transportation modes as well as the transition to other modes of transportation (scheduled air service). 3. Administration Building - Operations center for all airport facilities. Administration of ground/surface transportation functions including transit bus monitoring and public notification systems. 4. Structured Parking - Parking structure in front of the proposed Terminal 1 capable of accommodating up to 5,000 vehicles. Parking for the traveling public connecting to either scheduled bus service, rail and light-rail services or air transportation services via the terminal.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$496,882**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$496,882	$426,109	$55,553	$13,312	$1,908				$496,882		
TOTAL	**$496,882**	**$426,109**	**$55,553**	**$13,312**	**$1,908**				**$496,882**		

MPO ID: SDAA02 **ADOPTION: 25-00**

Project Title: Airport Development Plan - Laurel Street at North Harbor Drive RAS (M-40)

Project Description: Intersection at North Harbor Drive and Laurel Street - This project is a traffic mitigation measure contained in the Airport Development Plan for San Diego International Airport. The project is identified as Mitigation Measure MM-TR-I-1a and consists of the following elements: Convert eastbound thru lane on North Harbor to left turn lane to Laurel, convert left turn lane on westbound Laurel to eastbound thru lane

Change Notes:

Capacity Status: NCI Exempt Category: All Projects - Intersection channelization projects

Est Total Cost: **$2,382**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$2,382	$1,588	$397	$397					$2,382		
TOTAL	**$2,382**	**$1,588**	**$397**	**$397**					**$2,382**		

San Diego County Regional Airport Authority

MPO ID: SDAA03 **ADOPTION: 25-00**

Project Title: Airport Development Plan - Pacific Highway and Laurel Street

RAS (M-40)

Project Description: Intersection at Pacific Highway and Laurel Street - This project is a traffic mitigation measure contained in the Airport Development Plan for San Diego International Airport. The project identified as Mitigation Measure MM-TR-I-1b will convert a thru lane on Southbound Pacific Highway and on Eastbound Laurel in to an additional turn lane. It also includes a Class IV bike lane on both sides of Pacific Highway

Change Notes:

Capacity Status: NCI Exempt Category: All Projects - Intersection channelization projects

Est Total Cost: **$5,276**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$5,276	$3,518	$879	$879					$5,276		
TOTAL	**$5,276**	**$3,518**	**$879**	**$879**					**$5,276**		

MPO ID: SDAA04 **ADOPTION: 25-00**

Project Title: Airport Development Plan - Laurel Street/Kettner Boulevard

RAS (M-39)

Project Description: Intersection at Laurel Street and Kettner Boulevard - This project is a traffic mitigation measure contained in the Airport Development Plan for San Diego International Airport. The project is identified as Mitigation Measure MM-TR-I-1c. It consists of adding an additional right turn lane on Kettner Boulevard at the intersection with Laurel Street. This project also includes the addition of a bicycle facility/lane approximately 235 feet in length east of Kettner Boulevard.

Change Notes:

Capacity Status: NCI Exempt Category: All Projects - Intersection channelization projects

Est Total Cost: **$85**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$85			$85					$85		
TOTAL	**$85**			**$85**					**$85**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Metropolitan Transit System

MPO ID: MTS23A **ADOPTION: 25-00**

Project Title: Transit Service Operations

Project Description: MTS service area - Within MTS Service Area - FY24 Projects Include: - Operating Costs: Americans with Disabilities Act (ADA) and Paratransit Bus Service for MTS's ADA Operations for the period between July 1, 2022 and June 30, 2023. - Maintenance and-or Improvements: ADA Bus Stop improvements, Bus Stop Shelters and System Sign Replacements - Facility and-or System Software Enhancements: Server Refresh, Board Room Audio-Video Refresh, Bus Yard Wireless Network Replacement, Data Storage Refresh, Trapeze IVR Replacement-Upgrade, CCTV Upgrade and Installation - Public Participation Project: Social Equity Listening Tour FY25 Project Include: - Operating Costs: Rural Route and Intercity Services, and Americans with Disabilities Act (ADA) and Paratransit Bus Service for MTS's ADA Operations for the period between July 1, 2023 and June 30, 2024. - Maintenance and-or Improvements: Miscellaneous capitals - Facility and-or System Software Enhancements: Server Refresh, Southbay BRT Stations Network and Network Equipment Replacement, Systemwide CCTV Upgrade and Installation, and Enterprise Resource Planning System Upgrade

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance

Est Total Cost: **$35,398**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5307	$26,412		$6,400	$6,533	$6,670	$6,809			$26,412		
FTA 5311	$2,371		$624	$624	$624	$500			$2,371		
TDA	$6,615		$6,615						$6,615		
TOTAL	**$35,398**		**$13,639**	**$7,157**	**$7,294**	**$7,309**			**$35,398**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Metropolitan Transit System

MPO ID: MTS28 **ADOPTION: 25-00**

Project Title: Bus & Rail Rolling Stock purchases and Rehabilitations

Project Description: MTS service area - Within MTS Service Area: FY24 Projects Include: - Fleet procurement and replacements: - 38 x 40 foot CNG buses - 5 x 60 foot CNG buses - 31 x Mini-buses - 13 x 40 foot Battery electric buses - 47 x SD100 light rail vehicle (LRV) fleet FY25 Projects Include: - Fleet procurement and replacements: - 21 x 40 foot CNG buses - 10 x 60 foot CNG buses - 23 x ADA buses - 7 x 40 foot Battery electric buses - 47 x SD100 light rail vehicle (LRV) fleet FY26 Projects Include: - Fleet procurement and replacements: - 37 x 40 foot CNG buses - 20 x 60 foot CNG buses - 23 x ADA buses - 13 x 40 foot Battery electric buses Fleet procurements may include materials and services for the rehabilitation or retrofit of mechanical components and electrical components of buses and or LRVs.

Change Notes:

Capacity Status: NCI

Exempt Category: Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet

Est Total Cost: **$365,427**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5307	$99,708		$24,596	$24,800	$25,029	$25,283					$99,708
FTA 5337	$13,908		$4,927	$8,981							$13,908
FTA 5339	$17,356		$4,272	$4,316	$4,361	$4,407					$17,356
Other State - LCTOP	$28,101		$8,101	$5,000	$5,000	$5,000	$5,000				$28,101
SB1 - SGR	$25,272		$5,272	$5,000	$5,000	$5,000	$5,000				$25,272
STA	$72,330		$16,930			$27,700	$27,700				$72,330
Local Funds	$14,902		$6,902	$4,000	$4,000						$14,902
TDA	$93,850		$728	$18,002	$18,469	$26,476	$30,176				$93,850
TOTAL	**$365,427**		**$71,728**	**$70,099**	**$61,859**	**$93,866**	**$67,876**				**$365,427**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Metropolitan Transit System

MPO ID: MTS29 **ADOPTION: 25-00**

Project Title: Bus and Fixed Guideways Station Stops and Terminals

Project Description: MTS service area - Within MTS Service Area - FY24 Projects Include: - Maintenance and-or Improvements at Bus and Trolley Stations and Stops, Station Shelter Replacements, New Bus Stop Shelters, ADA Bus Stop Improvements, and SDSU Station Smoke Control System Upgrade FY25 Projects Include: - Maintenance and-or Improvements at Bus and Trolley Stations and Stops: Platform at Stadium Station and pedestrian enhancements at Washington St Station; Trolley station elevators modernization;12th and Imperial Transit Center Construction; and Beyer Blvd Pathway Beautification

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Reconstruction or renovation of transit structures

Est Total Cost: **$110,932**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5307	$1,644	$1,644									$1,644
FTA 5309 (Bus)	$347	$347									$347
FTA 5309 (FG)	$528	$528									$528
FTA 5311	$39	$39									$39
FTA 5337	$1,200	$1,200									$1,200
Prop1B Tran Sec Grnt Prg	$1,008	$1,008									$1,008
SB1 - TIRCP	$31,745	$21,893	$9,852								$31,745
STA	$19,969	$19,969									$19,969
Local Funds	$15,659	$15,659									$15,659
TDA	$38,793	$34,960	$3,833								$38,793
TOTAL	**$110,932**	**$97,247**	**$13,685**								**$110,932**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Metropolitan Transit System

MPO ID: MTS30 **ADOPTION: 25-00**

Project Title: Bus & Rail Support Facilities and Equipment

Project Description: MTS facilities throughout the MTS service area - Within MTS Service Area - FY24 Projects Include: - Facility Procurement, Planning, and-or Design: Clean Transit Advancement Campus (CTAC), Pyramid Building design services, and Facility Roof Solar Assessments - Maintenance, Replacement, Procurement, or Design of MTS Capital Equipment: South Bay Division partial demo for ZEB, Roofing work, CNG Dryer Replacement, mobile column lift; IAD Generator replacements, service lane vault replacements; KMD service lane vault replacements; CPD Renovations to mobile column lifts; Rail replaces wheel truing machine, trolley wash cover, HVAC; Fare System Upgrades; Transit Service Truck; Electric Utility Vehicle; Electronic Records keeping; 12th and Imperial Transit Center Rehabilitation FY25 Projects Include: - Facility Procurement, Planning, and-or Design: Clean Transit Advancement Campus (CTAC) - Maintenance, Replacement, Procurement, or Design of MTS Capital Equipment: CPD modular building; IAD server room and KMD HVAC replacement; KMD bus wash replacement; IAD roof replacement; service fluid distribution system replacement; IAD CNG Dryer; SBD mobile column lift replacement; Paint Booth Modernization; wheel truing machine replacement; on-track equipment and station cleaning equipment replacement; trolley building HVAC; Fare System Upgrades, Mobile App Enhancements; IAD and KMD high pile storage upgrade; shop hoist control replacement; Old Town storage room replacement; Lemon Grove Depot rehabilitation; AC switchgear replacement; Trolley station network communication equipment; and rail yard management system

Change Notes:

Capacity Status: NCI

Exempt Category: Mass Transit - Purchase of office, shop and operating equipment for existing facilities

Est Total Cost: **$149,574**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
STA	$60,158		$4,758	$27,700	$27,700						$60,158
TDA	$89,416		$13,434	$20,094	$9,002	$24,329	$22,557				$89,416
TOTAL	**$149,574**		**$18,192**	**$47,794**	**$36,702**	**$24,329**	**$22,557**				**$149,574**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Metropolitan Transit System

MPO ID: MTS31 **ADOPTION: 25-00**

Project Title: Bus & Rail Electrification and Power

Project Description: Along Blue Line Right-Of-Way (ROW) - Within MTS Service Area - FY24 Projects Include: - Zero Emission Charging Infrastructure Design, Construction, and Equipment: IAD and KMD Overhead Charging Infrastructure; ECD Battery Storage and Overhead Charging Master Plan; and IAD Tire storage design - Rail Electrification, Replacements, and Design: Downtown Parallel Feeder Cables; Catenary and Substation Replacements; and Sicas S7 System Wide Replacement FY25 Projects Include: - Zero Emission Charging Infrastructure Design, Construction, and Equipment at: IAD, KMD, ECD, SBD; IAD non-revenue vehicle charging; and CPD Overhead Charging Master Plan - Rail Electrification, Replacements, and Design: Downtown Parallel Feeder Cables; Catenary and Substation Replacements; and A-yard catenary replacement

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Track rehabilitation in existing right of way

Est Total Cost: **$206,429**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5307	$1,600	$1,600									$1,600
FTA 5337	$46,075	$5,817	$10,505		$14,980	$14,772					$46,075
Fed Disc.-CPF-Trans Infra	$2,630	$2,630									$2,630
SB1 - SGR	$4,462	$4,462									$4,462
SB1 - TIRCP	$66,111	$8,064	$12,132	$45,915							$66,111
SB125 - ZETCP	$46,321		$17,265	$9,685	$9,685	$9,685					$46,321
STA	$6,236	$1,746	$4,490								$6,236
TDA	$32,994	$12,229	$9,023	$9,495		$1,020	$1,228				$32,994
TOTAL	**$206,429**	**$36,548**	**$53,415**	**$65,095**	**$24,665**	**$25,477**	**$1,228**				**$206,429**

MPO ID: MTS32A **ADOPTION: 25-00**

Project Title: Preventive Maintenance

Project Description: MTS service area - Within MTS Service Area - FY24 Projects Include: - Preventive Maintenance for the period between July 1, 2022 and June 30, 2023. - Maintenance of Equipment, Rolling Stock, Facilities for Bus and Rail Systems: - Grade Crossing Replacements FY25 Projects Include: - Preventive Maintenance for the period between July 1, 2023 and June 30, 2024.

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance

Est Total Cost: **$314,472**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - TSI	$42,472		$42,472						$42,472		
FTA 5307	$138,000		$33,000	$34,000	$35,000	$36,000			$138,000		
FTA 5337	$134,000		$32,000	$33,000	$34,000	$35,000			$134,000		
TOTAL	**$314,472**		**$107,472**	**$67,000**	**$69,000**	**$71,000**			**$314,472**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Metropolitan Transit System

MPO ID: MTS33A **ADOPTION: 25-00**

Project Title: Senior Disabled Program

Project Description: MTS service area - Within MTS Service Area - Subsidy for senior and disabled as required by *TransNet*

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance

Est Total Cost: **$13,185**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - ADA	$12,773	$11,764	$1,010						$12,773		
TransNet - ADA Carryover	$412	$412							$412		
TOTAL	**$13,185**	**$12,176**	**$1,010**						**$13,185**		

MPO ID: MTS34 **ADOPTION: 25-00**

Project Title: Bus & Rail Signal and Communications Equipment

Project Description: MTS service area - Within MTS Service Area - FY24 Projects Include: - Maintenance, Replacement, Procurement, or Design of Signals along MTS's Rail Lines FY25 Projects Include: - Maintenance, Replacement, or Procurement: signaling at Broadway Wye/India St; INT E26 Signal upgrade; WABTEC Integration; Sicas S7 Systemwide Replacement; and variable message system (VMS) modernization project; and Public Announcement (PA) System.

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Construction or renovation of power, signal, and communications systems

Est Total Cost: **$77,358**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5307	$3,116	$3,116									$3,116
FTA 5309 (Bus)	$800	$800									$800
FTA 5309 (FG)	$120	$120									$120
FTA 5339	$4,303	$4,303									$4,303
Fed Disc.-CPF-Trans Infra	$1,354	$1,354									$1,354
Prop1B Tran Sec Grnt Prg	$7,782	$7,782									$7,782
SB1 - TIRCP	$1,200		$1,200								$1,200
STA	$4,717	$2,826	$1,891								$4,717
Local Funds	$765	$765									$765
TDA	$53,201	$47,258	$5,942								$53,201
TOTAL	**$77,358**	**$68,324**	**$9,033**								**$77,358**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Metropolitan Transit System

MPO ID: MTS35 **ADOPTION: 25-00**

Project Title: Fixed Guideway Transitways/Lines

Project Description: MTS service area - Within MTS Service Area - FY24 Projects Include: - Rail Infrastructure Maintenance, Replacements, or Design: Blue Line Fence Improvements; Orange Line Improvement Project; Special Trackwork Replacement; Street Trackage Pavement Replacement; Rail Fastener Replacement, Fletcher; Beyer Track and Slope; S85 Retaining Wall; Rio Vista Platform Design Phase II; Green Line IMT Double Tracks; grade crossing replacement, station trackway replacement, and trackwork replacement. FY25 Projects Include: - Rail Infrastructure Maintenance, Replacements, or Design: Blue Line Fence Improvements; Orange Line Improvement Phase I and II; Special Trackwork Replacement; Street Trackage Pavement Replacement; El Cajon Transit Center Third Track; Beyer Track and Slope; S85 Retaining Wall; Rio Vista Platform Construction; Green Line IMT Double Tracks; and grade crossing replacement.

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Track rehabilitation in existing right of way

Est Total Cost: **$189,595**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5307	$622	$622									$622
FTA 5337	$17,676	$11,457		$6,219							$17,676
Prop 1B - PTMISEA	$464	$464									$464
Prop1B Tran Sec Grnt Prg	$800	$800									$800
SB1 - TIRCP	$50,289	$35,569	$12,320	$2,400							$50,289
SB125 - TIRCP	$26,000		$26,000								$26,000
STA	$17,858	$5,831	$12,027								$17,858
Local Funds	$8,736	$8,236	$500								$8,736
TDA	$67,150	$41,004	$5,915		$20,230						$67,150
TOTAL	**$189,595**	**$103,983**	**$56,762**	**$8,619**	**$20,230**						**$189,595**

MPO ID: SAN262 **ADOPTION: 25-00**

Project Title: Low-Floor Light Rail Transit Vehicles SANDAG ID: 1210090

Project Description: In the San Diego region for the Blue and Orange Lines - procurement of 47 LRVs to replace existing SD100 fleet to support minor service enhancements.

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet

Est Total Cost: **$72,260**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$30,260	$15,005	$15,255								$30,260
RSTP	$42,000	$42,000									$42,000
TOTAL	**$72,260**	**$57,005**	**$15,255**								**$72,260**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego, City of

MPO ID: SD09		**ADOPTION: 25-00**
Project Title:	Sidewalks - Citywide	RAS (M-39)
Project Description:	Wabaska, La Media Rd, Sea World Dr, 5th Ave, San Diego Mission Rd to Fairmount; Mission Village Sidewalk, Genesee/Sauk, Market St-47th to Euclid; RTCIP funded locations Genesee Ave, University Ave, Balboa Ave, 70th St-Alvarado to Saranac 73rd St-El Cajon Blvd to Saranac Brooklyn St-61 St to 63rd Chateau Dr-Derrick to Mt Abernathy Coast Blvd-Cuvier St to Coast S Franklin Ave-49th-S Willie James Jones Howard Ave-Village Pine to IrisSaturn Blvd-Palm to Boundary W. San Ysidro Blvd & Sunset Ln - Provides for the construction of new sidewalks citywide (CIP # AIK00001/ AIK00003), including the addition of RTCIP funding to this project for the installation of sidewalks on streets included in the RAS: Genesee Ave, University Ave, and Balboa Ave.	*TransNet* - LSI: CR
Change Notes:		
Capacity Status: NCI	Exempt Category: Safety - Safety Improvement Program	

Est Total Cost: **$32,437**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$2,150	$2,150									$2,150
TransNet - L (Cash)	$329	$329									$329
TransNet - LSI	$17,822	$13,031	$790	$1,000	$1,000	$1,000	$1,000				$17,822
TransNet - LSI (Cash)	$75	$75									$75
TransNet - LSI Carry Over	$8,903	$6,990	$1,913								$8,903
Local Funds	$1,053	$1,053									$1,053
Local RTCIP	$2,105	$2,105									$2,105
TOTAL	**$32,437**	**$25,733**	**$2,703**	**$1,000**	**$1,000**	**$1,000**	**$1,000**				**$32,437**

MPO ID: SD15		**ADOPTION: 25-00**
Project Title:	Installation of Street Lights	*TransNet* - LSI: CR
Project Description:	Install approximately 100 new street lights at multiple locations citywide including 55th Street, Trojan Avenue, Kurtz Street, Orange Avenue, Friars Road, Hawley Street - In San Diego, install new street lights, replace existing street lights (CIP # AIH00001), and install street light circuit upgrades (CIP # AIH00002).	
Change Notes:		
Capacity Status: NCI	Exempt Category: Safety - Lighting improvements	

Est Total Cost: **$1,333**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$1,027		$227	$200	$200	$200	$200				$1,027
TransNet - LSI Carry Over	$306		$306								$306
TOTAL	**$1,333**		**$533**	**$200**	**$200**	**$200**	**$200**				**$1,333**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego, City of

MPO ID: SD16A **ADOPTION: 25-00**

Project Title: Traffic Signals - Citywide

RAS (M-43 & 44)

TransNet - LSI: CR

Project Description: New traffic signal installation at multiple locations:31st & NationalBernardo Heights & Calle PueblitoGovernor Dr & LakewoodTraffic signal mods Citywide:Mission Village & RuffinCivita & Mission Center1st & Ash11th & BroadwayCass & TurquoiseLake Murray & Turnbridge47th & Imperial3rd Ave @ Washington St 4th Ave & Date St15th/Broadway15th/F 15th/Market 17th/G 31th St. & National Ave. 41st St @ National Ave Averil Rd @ San Ysidro Bernardo Heights & Calle P Beyer Bl @ Smythe Ave Pacific Hwy/Beech Traffic Signal Interconnects:Carmel Valley, Mission Valley, Otay Mesa, San Ysidro, Rancho Bernardo,Tierrasanta/Murphy Canyon - In San Diego, install new traffic signals with intersection street lighting systems, upgrade/modernize traffic signals, install protected/permissive traffic signal systems; traffic signal interconnect systems and upgrades citywide (CIP AIL00002, AIL00004, AIL00005) as well as non-capital work related to traffic signal modification/ modernization and the RAMS (Regional Arterial Management System) program that coordinates traffic signals between cities within the County (various internal orders).. *TransNet* - LSI RAMS of $68 is programmed through FY 2025

Change Notes:

Capacity Status: NCI

Exempt Category: All Projects - Intersection signalization projects at individual intersections

Est Total Cost: **$71,613**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$4,280	$4,280									$4,280
TransNet - L (Cash)	$45	$45									$45
TransNet - LSI	$34,352	$17,758	$7,724	$2,218	$2,218	$2,218	$2,218				$34,352
TransNet - LSI Carry Over	$25,370	$18,577	$6,793								$25,370
Local RTCIP	$7,565	$7,565									$7,565
TOTAL	**$71,612**	**$48,225**	**$14,517**	**$2,218**	**$2,218**	**$2,218**	**$2,218**				**$71,612**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego, City of

MPO ID: SD18 **ADOPTION: 25-00**

Project Title: Traffic Control Measures — *TransNet* - LSI: CR

Project Description: University Avenue-Fairmount to Euclid Complete Street and traffic control and calming measures in multiple locations citywide: 20 rectangular rapid flashing beacons; 10 V-Calm signs - In San Diego, this projects provides for installing traffic control measures on an as-needed basis. These improvements respond to a variety of traffic concerns such as speeding motorists and shortcutting traffic. Solutions used may include the construction of rectangular rapid flashing beacons and geometric design features such as road humps and traffic islands. (CIP # AIL00001).

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Transportation enhancement activities

Est Total Cost: **$12,893**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$1,600	$1,600									$1,600
TransNet - L (Cash)	$741	$741									$741
TransNet - LSI	$4,063	$1,917	$146	$500	$500	$500	$500				$4,063
TransNet - LSI Carry Over	$5,007	$4,525	$483						$466		$4,541
Local Funds	$621	$621									$621
Local RTCIP	$861	$861									$861
TOTAL	**$12,893**	**$10,265**	**$629**	**$500**	**$500**	**$500**	**$500**		**$466**		**$12,427**

MPO ID: SD23 **ADOPTION: 25-00**

Project Title: Flood Resilience Infrastructure - Roadway Drainage Improvements — *TransNet* - LSI: CR

Project Description: B11013 Jean Drive Storm Drain B12021 Huntington & Wilbee Storm Drain B12032 Mobley Ave Storm Drain B12078 Preece St Storm Drain B14108 Uptown Storm Drain Replacement (Affected Streets: Johnson St, Pennsylvania Ave, 1st Ave, Hunter St, Hawk St, Kite St, Rhode Island St, Cypress Ave, and Randolph St.) B14066 Otay Mesa Storm Drain Upgrade (Affected Streets: Arruza St, Del Sol Ln, Del Sur Blvd, Pequena St, 30th St, W San Ysidro Blvd, and Coronado Ave), S11002-Hayes Ave SD - Roadway drainage projects for the purpose of improving traffic impeding conditions and alleviating significant and frequent flooding (CIP ACA00001/S11002).

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Safety Improvement Program

Est Total Cost: **$33,637**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$3,302	$3,302									$3,302
TransNet - L (Cash)	$445	$445									$445
TransNet - LSI	$11,519	$11,519									$11,519
TransNet - LSI (Cash)	$102	$102									$102
TransNet - LSI Carry Over	$4,171	$3,949	$222								$4,171
Local Funds	$14,098	$14,096	$1	$1							$14,098
TOTAL	**$33,637**	**$33,413**	**$223**	**$1**							**$33,637**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego, City of

MPO ID: SD34 **ADOPTION: 25-00**

Project Title: El Camino Real

RAS (M - 46)

Project Description: Bridge 57C0042 - In San Diego on El Camino Real from San Dieguito Road to Via de la Valle - reconstruct & widen from 2 to 4 lanes and extend transition lane and additional grading to avoid biological impacts (CIP 52-479.0/S-00856)

TransNet - LSI: CR

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$65,973** Open to Traffic: Jul 2025

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$491	$491							$491		
TransNet - LSI Carry Over	$334	$334							$334		
HBP	$36,220	$3,420			$32,800				$1,420	$2,000	$32,800
HBRR	$1,700	$1,700							$1,700		
RSTP	$2,560	$2,560							$2,560		
Local Funds	$23,668	$19,418	$4,250						$1,955	$2,165	$19,548
Local Funds AC	$0										
Local RTCIP	$1,000	$1,000									$1,000
TOTAL	**$65,973**	**$28,923**	**$4,250**		**$32,800**				**$8,460**	**$4,165**	**$53,348**

MPO ID: SD38 **ADOPTION: 25-00**

Project Title: Georgia Street Bridge Improvements

TransNet - LSI: CR

Project Description: On Georgia Street over University Avenue - in San Diego, provides for the rehabilitation and seismic retrofitting of the bridge and retaining walls (CIP 52-555; S-00863)

Change Notes:

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

Est Total Cost: **$4,310**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$631	$631							$631		
TransNet - LSI	$572	$573							$238		$334
TransNet - LSI (Cash)	$232	$232									$232
TransNet - LSI Carry Over	$1,701	$1,701							$262	$40	$1,399
Local Funds	$1,174	$1,173	$1						$421		$753
TOTAL	**$4,310**	**$4,310**	**$1**						**$1,552**	**$40**	**$2,718**

*Local Matching funds for Highway Bridge Program funding as part of CAL44

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego, City of

MPO ID: SD49		**ADOPTION: 25-00**
Project Title:	Median Improvements Citywide	*TransNet* - LSI: CR
Project Description:	Morena Bl - Ashton St to Littlefield St; University Ave - Winona to 5thTraffic Circles at various locations; Crown Point Dr at La Cima Crown Point Dr at Moorland Ave; Crown Point Dr at Lamont St; Foothill Boulevard & Loring Street - This project provides for the installation and improvements of medians, traffic circles, and roundabouts citywide (CIP # AIG00001 & L24005).	
Change Notes:		
Capacity Status: NCI	Exempt Category: Safety - Adding medians	

Est Total Cost: **$27,090**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L (Cash)	$894	$894									$894
TransNet - LSI	$13,728	$8,632	$334	$1,762	$1,000	$1,000	$1,000				$13,728
TransNet - LSI Carry Over	$10,391	$6,230	$4,161								$10,391
Local Funds	$2,077	$2,077							$1,102		$975
TOTAL	**$27,090**	**$17,833**	**$4,495**	**$1,762**	**$1,000**	**$1,000**	**$1,000**		**$1,102**		**$25,988**

MPO ID: SD51		**ADOPTION: 25-00**
Project Title:	North Torrey Pines Road Bridge	RAS (M - 48)
Project Description:	North Torrey Pines Road from Carmel Valley Road to Torrey Pines Park Road (.2 miles) - in San Diego, replace North Torrey Pines Road bridge over Los Penasquitos Creek (CIP 53-050.0/ S-00935).	*TransNet* - LSI: CR
Change Notes:		
Capacity Status: NCI	Exempt Category: Safety - Non capacity widening or bridge reconstruction	

Est Total Cost: **$3,410**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$1,035	$1,035							$100		$935
TransNet - L (Cash)	$150	$150									$150
TransNet - LSI	$427	$427									$427
TransNet - LSI Carry Over	$1,505	$1,243	$262								$1,505
Local Funds	$293	$243	$50								$293
TOTAL	**$3,410**	**$3,098**	**$312**						**$100**		**$3,310**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego, City of

MPO ID: SD70 **ADOPTION: 25-00**

Project Title: West Mission Bay Drive Bridge over San Diego River

RAS (M - 41)

TransNet - LSI: CR

Project Description: West Mission Bay Drive bridge over San Diego River - In San Diego, this project provides for replacing the existing four-lane West Mission Bay Drive bridge with a six-lane bridge, sidewalk, bike lanes, and shoulder improvements. (CIP #52-643/S00871).

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$152,414** Open to Traffic: Jun 2023

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$650	$650							$650		
TransNet - LSI	$1,228	$1,228							$100		$1,128
TransNet - LSI Carry Over	$3,647	$2,987	$660						$140	$494	$3,013
HBP	$88,215	$88,215							$4,720	$1,815	$81,680
HBRR	$2,600	$2,600							$2,600		
Other Fed - HIP	$32,792	$32,792									$32,792
Local Funds	$10,444	$10,443	$1						$1,040	$62	$9,342
Local RTCIP	$12,838	$12,838									$12,838
TOTAL	**$152,414**	**$151,753**	**$661**						**$9,250**	**$2,371**	**$140,793**

MPO ID: SD96 **ADOPTION: 25-00**

Project Title: Street Resurfacing and Reconstruction Citywide

TransNet - LSI: CR

Project Description: Citywide - This provides for roadway resurfacing, repair, and reconstruction including the repair and reconstruction of concrete streets greater than 1 inch on city streets (CIP # AID00005 and S23006)

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$162,623**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$4,000	$4,000									$4,000
TransNet - L (Cash)	$149	$149									$149
TransNet - LSI	$121,712	$42,731	$16,118	$14,126	$15,309	$16,270	$17,157				$121,712
TransNet - LSI (Cash)	$1,340	$1,340									$1,340
TransNet - LSI Carry Over	$18,175	$9,118	$9,056								$18,175
Local Funds	$17,247	$17,247									$17,247
TOTAL	**$162,623**	**$74,585**	**$25,174**	**$14,126**	**$15,309**	**$16,270**	**$17,157**				**$162,623**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego, City of

MPO ID: SD99		**ADOPTION: 25-00**
Project Title:	Bridge Rehabilitation	RAS (M-43)
Project Description:	Citywide - Provides for the widening, replacement, or retrofitting of bridge rehabilitation projects in San Diego (AIE00001 and P23004). RTCIP funding allocated to this project for the Fairmount Avenue Bridge Rehabilitation projects (B17066 and B17067).	*TransNet* - LSI: CR
Change Notes:		

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

Est Total Cost: **$7,519**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$300	$300									$300
TransNet - LSI	$2,408	$1,608		$200	$200	$200	$200				$2,408
TransNet - LSI (Cash)	$86	$86									$86
TransNet - LSI Carry Over	$3,552	$2,736	$816								$3,552
Local RTCIP	$1,173	$1,173									$1,173
TOTAL	**$7,519**	**$5,903**	**$816**	**$200**	**$200**	**$200**	**$200**				**$7,519**

*Local fund match for Bridge Preventive Maintenance Program and Fairmount Ave Bridge Rehab - HBP CAL44

MPO ID: SD102A		**ADOPTION: 25-00**
Project Title:	Otay Truck Route Widening (Ph. 4)	EARMARK NO: CA596/2655, CA700/3776
Project Description:	Otay Truck Route - In San Diego, from Drucker Lane to La Media Rd, add one lane, for a total of three lanes: two for trucks and one lane for emergency vehicles (Border Patrol/fire department access). From Britannia Blvd to La Media Rd, add one lane for trucks and one lane for emergency vehicles. Also, along Britannia Blvd from Britannia Court to the Otay Truck Route, add one lane for trucks and one lane for emergency vehicles. This project will be constructed in two phases; an Eastern Phase between La Media Rd and Drucker Lane, and a Western Phase from Britannia Blvd to La Media Rd. Current construction programming is for the Eastern Phase only. (CIP S-11060).	*TransNet* - LSI: CR
Change Notes:		

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$22,338** Open to Traffic: Phase 1: Sep 2020 Phase 2: Dec 2025

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$100	$100							$100		
TransNet - LSI	$1,883	$1,883							$217	$266	$1,400
TransNet - LSI Carry Over	$9,307	$8,958	$349						$2,327	$573	$6,407
HPP	$3,780	$3,780							$1,800	$1,400	$580
SB1 - TCEP	$6,000	$6,000									$6,000
Local Funds	$1,268	$1,168	$100						$518		$750
TOTAL	**$22,338**	**$21,889**	**$449**						**$4,962**	**$2,239**	**$15,137**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego, City of

MPO ID: SD129		**ADOPTION: 25-00**
Project Title:	University Avenue Mobility	RAS (M-45)
Project Description:	University Avenue from Florida Street to Boundary Street (1 miles) - In San Diego, the major elements of the University Avenue Mobility Project are restriping to provide painted medians and construction of raised medians, left turn pockets and improved lane widths, installation of enhanced pedestrian crosswalks, repainting of existing crosswalks, removal of parallel on-street parking, and re-striping select side streets to provide angled and head-in parking. (augments Smart Growth Funding for this project in V10) (CIP S-00915)	*TransNet* - LSI: CR
Change Notes:		
Capacity Status: NCI	Exempt Category: Air Quality - Bicycle and pedestrian facilities	

Est Total Cost: **$7,599**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$175	$175							$175		
TransNet - L (Cash)	$200	$200							$200		
TransNet - LSI	$917	$917							$635		$282
TransNet - LSI (Cash)	$104	$104									$104
TransNet - LSI Carry Over	$1,077	$788	$289						$45		$1,032
Local Funds	$1,745	$1,744	$1								$1,745
Local RTCIP	$3,381	$3,381									$3,381
TOTAL	**$7,599**	**$7,309**	**$290**						**$1,055**		**$6,544**

MPO ID: SD166		**ADOPTION: 25-00**
Project Title:	Bicycle Facilities	EARMARK NO: 317/90
Project Description:	Citywide including:El Camino Real/State Route 56 Bike Path Connector (S00981); SR56 Bike Interchanges (S00955) Downtown Bicyle Loop; Bikeway Striping Improvements Citywide (AIA00001)including Cycle Tracks - Throughout the City of San Diego, installation of bike facilities including Class I, Class II, Class III, and Class IV bike facilities that are capital in nature (CIP AIA00001) as well as non-capital work related to Bicycle Facilities (various internal orders).	*TransNet* - LSI: CR
Change Notes:		
Capacity Status: NCI	Exempt Category: Air Quality - Bicycle and pedestrian facilities	

Est Total Cost: **$48,925**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$15	$15									$15
TransNet - L (Cash)	$136	$136									$136
TransNet - LSI	$37,902	$5,879	$1,823	$7,550	$7,550	$7,550	$7,550		$15		$37,887
TransNet - LSI Carry Over	$7,068	$4,163	$2,904						$241		$6,827
Fed Disc.-CPF-Hwy Infra	$3,144		$3,144								$3,144
HPP	$360	$360							$53		$307
Local Funds	$300	$300									$300
TOTAL	**$48,925**	**$10,853**	**$7,871**	**$7,550**	**$7,550**	**$7,550**	**$7,550**		**$309**		**$48,616**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego, City of

MPO ID: SD176 — **ADOPTION: 25-00**

Project Title: Maintenance and Non Congestion Relief Efforts — *TransNet* - LSI: Maint

Project Description: Citywide - in San Diego, maintenance and non congestion relief efforts including but not limited to pavement overlay, pot hole repair, etc.

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$72,785**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$72,410		$13,998	$14,167	$14,347	$14,759	$15,139				$72,410
TransNet - LSI Carry Over	$375		$375								$375
TOTAL	**$72,785**		**$14,373**	**$14,167**	**$14,347**	**$14,759**	**$15,139**				**$72,785**

MPO ID: SD186 — **ADOPTION: 25-00**

Project Title: Administrative Expenses — *TransNet* - LSI: CR

Project Description: Citywide - City of San Diego 1% administrative costs

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Non construction related activities

Est Total Cost: **$7,501**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$6,660	$4,222	$471	$477	$483	$497	$510		$6,660		
TransNet - LSI Carry Over	$841	$561	$280						$841		
TOTAL	**$7,501**	**$4,783**	**$751**	**$477**	**$483**	**$497**	**$510**		**$7,501**		

MPO ID: SD188 — **ADOPTION: 25-00**

Project Title: Congestion Relief/Traffic Engineering Operations — *TransNet* - LSI: CR

Project Description: Various locations - Congestion relief efforts (non-capital) to include intersection lighting, traffic signal coordination, centrally controlled traffic signal optimization system, traffic data collection for performance monitoring; traffic calming in Smart Growth areas; and project development/preliminary engineering/corridor studies.

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Non construction related activities

Est Total Cost: **$66,220**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$64,188	$36,688	$5,500	$5,500	$5,500	$5,500	$5,500		$64,188		
TransNet - LSI Carry Over	$2,032	$2,032							$2,032		
TOTAL	**$66,220**	**$38,720**	**$5,500**	**$5,500**	**$5,500**	**$5,500**	**$5,500**		**$66,220**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego, City of

MPO ID: SD190 **ADOPTION: 25-00**

Project Title: Palm Avenue/Interstate 805 Interchange

RAS (T2-10)

Project Description: On Palm Avenue at Interstate 805; - In San Diego, this project provides for improving the Palm Avenue/Interstate 805 Interchange in three phases. The first phase has been completed which included restriping of travel lanes and signal modification. The second phase consists of environmental determination and design of the project, construction repairs to the bridge approaches and abutments; bridge widening to the south, installation of sidewalk and signals; restriping; and signage modifications. The second phase will also add a Class IV bicycle facility along Palm Avenue within the project's limits. The third phase, which will be completed in a separate project once funding is identified, consists of construction of the bridge widening to the north, relocation of north bound on/off ramps and widening of the two on-ramps. All phases of the project improvements are included in the Otay Mesa Public Facility Financing Plan (Projects T1.1, 1.2, 1.3, and 1.4). (CIP 52-640.0/ S-00869).

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$44,115** Open to Traffic: Phase 1: Jun 2008 Phase 2: Mar 2026 Phase 3: Aug 2032

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
BIP	$24,000	$24,000									$24,000
Local Funds	$13,615	$8,719	$4,896						$6,619	$250	$6,746
Local RTCIP	$6,500	$6,500							$500		$6,000
TOTAL	**$44,115**	**$39,219**	**$4,896**						**$7,119**	**$250**	**$36,746**

MPO ID: SD237 **ADOPTION: 25-00**

Project Title: Coastal Rail Trail

TransNet - LSI: CR

Project Description: The proposed path will begin near the City of Del Mar at the intersection of Carmel Valley Road and Sorrento Valley Road to the north and continues to Union Station Downtown San Diego. The City is currently focusing on the northerly ten miles of the trail from the Sorrento Valley Road/Carmel Valley to the Gilman Drive/I-5 intersections. - This project is the Gilman Drive segment of the regional 40-mile bicycle corridor. The proposed alignment will follow Gilman Drive between La Jolla Village Drive and Interstate 5, installing a one-way protected cycle-track in each direction and a continuous sidewalk on the west side of the road. (City CIP# S-00951)

Change Notes:

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

Est Total Cost: **$32,818**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$10,050	$10,050							$350		$9,700
TransNet - LSI Carry Over	$11,428	$4,149	$7,279						$3,140		$8,288
Fed Disc.-CPF-Hwy Infra	$4,116		$4,116								$4,116
Local RTCIP	$7,224	$7,224									$7,224
TOTAL	**$32,818**	**$21,423**	**$11,395**						**$3,490**		**$29,328**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego, City of

MPO ID: SD249 **ADOPTION: 25-00**

Project Title: Streamview Drive Improvements Phase 2 — *TransNet* - LSI: CR

Project Description: Streamview Drive from 54th to College (1 miles) - In San Diego, this project provides for the installation of roundabouts, a new raised median, curb extensions, sidewalk, curb and gutter, driveways, drainage improvements, green infrastructure, signage, and striping on Streamview Drive from 54th Street to Lynn Street/Michael Street, and on Streamview Drive from Gayle Street to College Avenue. The first phase of the project, Streamview Drive between Gayle Street and Lynn/Michael Streets has been completed. The second phase of the project is located on Streamview Drive between 54th Street and Lynn/Michael Streets, and on Streamview Drive between Gayle Street and College Avenue. (CIP S-18000)

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Safety Improvement Program

Est Total Cost: **$13,578**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$1,753	$1,753							$993		$760
TransNet - LSI Carry Over	$4,835	$4,045	$790						$57		$4,778
Local Funds	$6,404	$6,404							$64		$6,340
TDA	$586	$586							$586		
TOTAL	**$13,578**	**$12,788**	**$790**						**$1,700**		**$11,878**

MPO ID: SD250 **ADOPTION: 25-00**

Project Title: La Media Road Improvements — *TransNet* - LSI: CR

Project Description: La Media Road from SR 905 to Siempre Viva Road (.75 miles) - In San Diego, on La Media Road from SR905 to Siempre Viva Road, widen La Media Road to a six-lane primary arterial from SR 905 to Airway Road, and a to a five lane major between Airway Road and Siempre Viva Road with three southbound lanes and two northbound lanes. This project will also improve drainage at the intersection of La Media Road and Airway Road (CIP # S-15018).

Change Notes:

Capacity Status: CI — Exempt Category: Non-Exempt

Est Total Cost: **$51,458** Open to Traffic: Jan 2024

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$1,940	$1,940									$1,940
TransNet - LSI Carry Over	$9,844	$9,124	$720								$9,844
SB1 - TCEP	$22,700	$22,700									$22,700
Local Funds	$15,836	$15,836							$6,257	$1,700	$7,879
Local RTCIP	$1,138	$1,138									$1,138
TOTAL	**$51,458**	**$50,738**	**$720**						**$6,257**	**$1,700**	**$43,501**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego, City of

MPO ID: SD263		**ADOPTION: 25-00**
Project Title:	La Media Improvement-Siempre Viva to Truck Route	*TransNet* - LSI: CR
Project Description:	La Media Rd from Siempre Viva Rd to Truck Rte (.3 miles) - Project will improve La Media Road from Siempre Viva to the Otay Truck Route to a three-lane facility with two southbound truck route lanes as well as one northbound lane for Customs and Border Protection vehicles. The project scope includes installation of new sidewalks, curb ramps, curb and gutter (City CIP# S-22006/ B19020).	
Change Notes:		
Capacity Status: NCI	Exempt Category: Safety - Non capacity widening or bridge reconstruction	

Est Total Cost: **$1,651**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$1,250	$1,250							$1,250		
Fed Disc.-CPF-Hwy Infra	$400	$400							$400		
Local Funds	$1		$1								$1
TOTAL	**$1,651**	**$1,650**	**$1**						**$1,650**		**$1**

MPO ID: SD264		**ADOPTION: 25-00**
Project Title:	Alvarado Canyon Road Realignment Project	*TransNet* - LSI: CR
Project Description:	Alvarado Canyon Rd from Fairmount Ave to Alvarado Canyon Rd (.3 miles) - Project will provide traffic congestion relief at the westbound I-8 freeway off-ramp/Fairmount Ave/Camino Del Rio North intersection and the adjoining street segments, and improved bicycle and pedestrian access within the project limits. The project also seeks to alleviate localized flooding through construction of an additional box culvert at the Fairmount Ave crossing over Alvarado Creek. The project will provide improved roadway geometrics, enhanced bikeways, widened sidewalks, enhanced cross-walk striping, improved roadway signing, dedicated bicycle/pedestrian traffic signals, and improved access to public transit facilities. (CIP S-22005).	
Change Notes:		
Capacity Status: NCI	Exempt Category: Air Quality - Bicycle and pedestrian facilities	

Est Total Cost: **$4,563**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI Carry Over	$3,010	$2,678	$332						$3,010		
Local Funds	$1,553	$1,553							$1,553		
TOTAL	**$4,563**	**$4,231**	**$332**						**$4,563**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego, City of

MPO ID: SD265											**ADOPTION: 25-00**
Project Title:	5th Avenue Promenade										
Project Description:	5th Avenue from Broadway to L Street (.6 miles) - There are currently two phases to this project. The first phase is for bollard installation. The second phase will initiate the feasibility study and project scoping for future pedestrian promenade on 5th Avenue from L street to Broadway (L22002).										
Change Notes:											
	Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: **$1,501**											
	TOTAL	**PRIOR**	**24/25**	**25/26**	**26/27**	**27/28**	**28/29**	**FUTURE**	**PE**	**RW**	**CON**
Local Funds	$1,501	$1,500	$1						$1,501		
TOTAL	**$1,501**	**$1,500**	**$1**						**$1,501**		

MPO ID: SD266											**ADOPTION: 25-00**
Project Title:	Normal Street Promenade								*TransNet* - LSI: CR		
Project Description:	Normal Street from University Avenue to Washington Street (.3 miles) - This complete street project will install hard-scape improvements and a bike facility on Normal Street between University Avenue and Washington Street. (CIP# S-22012/ B19096). Linked to SAN234.										
Change Notes:											
	Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: **$5,747**											
	TOTAL	**PRIOR**	**24/25**	**25/26**	**26/27**	**27/28**	**28/29**	**FUTURE**	**PE**	**RW**	**CON**
TransNet - LSI	$2,455	$2,455									$2,455
TransNet - LSI Carry Over	$1,892		$1,892								$1,892
Local Funds	$1,400	$1,400							$1,400		
TOTAL	**$5,747**	**$3,855**	**$1,892**						**$1,400**		**$4,347**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Marcos, City of

MPO ID: SM19 — **ADOPTION: 25-00**

Project Title: Grand Avenue Bridge and Street Improvements

RTP REF: A-62: C-49 (2021)

Project Description: From Discovery Street to San Marcos Boulevard - construct 4-lane secondary arterial bridge and a 6-lane arterial street from Craven Road to Grand Avenue

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$12,524** Open to Traffic: Dec 2026

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$12,524	$12,523	$1						$1,744	$680	$10,100
TOTAL	**$12,524**	**$12,523**	**$1**						**$1,744**	**$680**	**$10,100**

MPO ID: SM22 — **ADOPTION: 25-00**

Project Title: South Santa Fe from Bosstick to Smilax #88179

RTP REF: A-28 (2019)
RAS (T2-11)
TransNet - LSI: CR

Project Description: Intersection at S. Santa Fe Rd and Smilax Rd. - Realign and signalize the intersection located at S. Santa Fe Road and Smilax Road. This project will also widen S. Santa Fe in the westbound direction. Improvements will include the construction of new pavement, new intersection configuration and new bike lanes.

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$7,424** Open to Traffic: Jun 2024

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - H (78)	$580	$580								$580	
TransNet - LSI	$39	$39							$39		
TransNet - LSI Carry Over	$269	$164	$105						$89		$180
Local Funds	$6,536	$6,537							$263	$3,308	$2,965
TOTAL	**$7,424**	**$7,320**	**$105**						**$391**	**$3,888**	**$3,145**

MPO ID: SM24 — **ADOPTION: 25-00**

Project Title: Woodland Parkway Interchange and Barham Drive Widening & Street Improvements #88005

RTP REF: A-62; C-51 (2021)
RAS (T2-11)

Project Description: SR 78 Bridge 57 0389 - This project includes reconstruction of the State Route 78 overcrossing at Woodland Parkway, reconfiguration of on/off ramps, widening and realigning portions of Woodland Parkway, Barham Drive and Rancheros Drive. Improvements would also include continuation of new bike lanes and trails.

Change Notes:

RT:78 Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$17,420** Open to Traffic: Jul 2026

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$600	$600							$600		
Local Funds	$16,820	$16,819	$1						$9,408	$1,590	$5,822
TOTAL	**$17,420**	**$17,419**	**$1**						**$10,008**	**$1,590**	**$5,822**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Marcos, City of

MPO ID: SM31 — **ADOPTION: 25-00**

Project Title: San Marcos Creek Specific Plan - Discovery St. Widening and Flood Control Improvements #88265

RTP REF: A-62; C-49 (2021)
RAS (T2-11)
TransNet - LSI: CR

Project Description: From Via Vera Cruz Rd to Bent Ave/Craven Rd - Part of San Marcos Creek Specific Plan group of projects to widen Discovery St. to four lane secondary arterial between Via Vera Cruz and Bent Ave. Improvements include construction of roadway improvements, bike lanes and trails.

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$14,829** Open to Traffic: Nov 2023

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - Bond	$1,997	$1,998							$1,457	$40	$500
TransNet - LSI Carry Over	$1,957	$1,957							$537	$450	$970
Local Funds	$5,893	$4,592	$1,300						$147	$215	$5,531
Local RTCIP	$4,982	$4,982									$4,982
TOTAL	**$14,829**	**$13,529**	**$1,300**						**$2,141**	**$705**	**$11,983**

MPO ID: SM32 — **ADOPTION: 25-00**

Project Title: Via Vera Cruz Bridge and Street Improvements #88264

RTP REF: A-62: C-49 (2021)
TransNet - LSI: CR

Project Description: Bridge 57C0867 - Part of San Marcos Creek Specific Plan group of projects to widen to four lane secondary arterial and construct a bridge at San Marcos Creek

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$44,268** Open to Traffic: Jul 2024

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$175	$175									$175
TransNet - LSI Carry Over	$7,380	$3,894	$3,486						$96		$7,284
HBP	$24,522	$24,522							$2,390	$443	$21,689
Local Funds	$12,191	$12,191							$115	$57	$12,019
TOTAL	**$44,268**	**$40,782**	**$3,486**						**$2,601**	**$500**	**$41,167**

MPO ID: SM42 — **ADOPTION: 25-00**

Project Title: Discovery St. from Craven to Twin Oaks #ST007

RAS (T2-11)

Project Description: Discovery Street from Craven Road to Twin Oaks Valley Road (.9 miles) - The project includes the design and construction of all intersections, signals, utilities, drainage and water quality components of Discovery St. as a four lane arterial from Bent Ave. and Craven Dr. and east to Twin Oaks Valley Rd. Improvements will also include bike lanes and trails along the road.

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$21,000** Open to Traffic: Jan 2025

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$19,026	$19,025	$1						$500	$2,000	$16,526
Local RTCIP	$1,974	$1,974									$1,974
TOTAL	**$21,000**	**$20,999**	**$1**						**$500**	**$2,000**	**$18,500**

San Marcos, City of

MPO ID: SM48 **ADOPTION: 25-00**

Project Title: San Marcos Creek Specific Plan: Creekside Drive and Pad Grading #88505

RTP REF: A-63; C-49 (2021)
TransNet - LSI: CR

Project Description: Creekside Drive from Via Vera Cruz to Grand Ave (.57 miles) - construct approximately 3,000 feet of a two-lane collector road from Via Vera Cruz to Grand Avenue in the City of San Marcos; will include two 12' lanes, diagonal parking on the north side, and parallel parking on the south side; the project will also include a 10' bike trail meandering along the south side

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$11,592** Open to Traffic: Dec 2024

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - Bond	$1,384	$1,384							$929	$455	
TransNet - LSI (Cash)	$473	$473							$473		
TransNet - LSI Carry Over	$2,014	$914	$1,100								$2,014
Local Funds	$7,721	$7,720	$1							$170	$7,551
TOTAL	**$11,592**	**$10,491**	**$1,101**						**$1,402**	**$625**	**$9,565**

MPO ID: SM54 **ADOPTION: 25-00**

Project Title: Citywide Traffic Signals - RAMS

TransNet - LSI: CR

Project Description: Regional Arterial Management System - RAMS Traffic Signals...

Change Notes:

Capacity Status: NCI Exempt Category: Other - Traffic signal synchronization projects

Est Total Cost: **$130**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$130	$119	$11						$130		
TOTAL	**$130**	**$119**	**$11**						**$130**		

MPO ID: SM56 **ADOPTION: 25-00**

Project Title: Bent Ave. Bridge and Improvements #88263

TransNet - LSI: CR

Project Description: Bridge 00L0045 - Part of San Marcos Creek Specific Plan set of projects to construct new two lane bridge to replace existing two lane low water crossing- Local and *TransNet* funds to match HBP funds programmed as part of CAL44 Highway Bridge Program

Change Notes:

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

Est Total Cost: **$13,823**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$103	$103							$103		
TransNet - LSI Carry Over	$2,222	$1,222	$1,000						$63		$2,159
Local Funds	$11,498	$7,148	$4,350						$122		$11,376
TOTAL	**$13,823**	**$8,473**	**$5,350**						**$288**		**$13,535**

San Marcos, City of

MPO ID: SM62 **ADOPTION: 25-00**

Project Title: Annual Surface Seal Project #ST001

TransNet - LSI: Maint

Project Description: Various roadways throughout San Marcos - Street surface seals and overlays under 1 inch at various locations throughout the city. Improvements include the applications of bituminous surface seals, restriping to current City standards to provide bike facilities wherever possible and provide updated striping at pedestrian crossings.

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$250**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI Carry Over	$250		$250								$250
TOTAL	**$250**		**$250**								**$250**

*Future fund source has not been identified

MPO ID: SM63 **ADOPTION: 25-00**

Project Title: Rancho Santa Fe & Grandon Traffic Signal Modification #TR001

RAS (M-44)

TransNet - LSI: CR

Project Description: Intersection at Rancho Santa Fe and Grandon Ave - This project will modify traffic signals at the intersection of Rancho Santa Fe and Grandon by replacing traffic signal poles and mast arms. ADA improvements include the installation of a new crosswalk, an APS system, pedestrian signal heads, push buttons and pedestrian ramps. New vehicle detection loops.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Intersection signalization projects

Est Total Cost: **$267**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI Carry Over	$267	$255	$12						$255		$12
TOTAL	**$267**	**$255**	**$12**						**$255**		**$12**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Marcos, City of

MPO ID: SM64 — **ADOPTION: 25-00**

Project Title: San Marcos Blvd. Reconstruction #ST005

RAS (T2-11)

TransNet - LSI: CR

Project Description: San Marcos Boulevard from Grand Ave to Rancho Santa Fe Rd. (6.75 miles) - This project includes the reconstruction of San Marcos Blvd. from Grand Ave. to Rancho Santa Fe Rd., including the removal and replacement of deteriorated pavement, removal of pavers at intersections, the installation of new signals throughout the corridor, updated pedestrian ramps for ADA compliance, and the repair and replacement of damaged and uplifted curbs, gutters and uplifted sidewalks. Improvements also include buffered bike lanes where possible.

Change Notes:

Capacity Status: NCI

Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$11,601**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$1,877	$1,857	$20								$1,877
TransNet - LSI Carry Over	$1,265	$291	$974								$1,265
Local Funds	$6,103	$2,399	$2,704	$1,000					$600		$5,503
Local RTCIP	$2,356		$2,356								$2,356
TOTAL	**$11,601**	**$4,547**	**$6,054**	**$1,000**					**$600**		**$11,001**

MPO ID: SM67 — **ADOPTION: 25-00**

Project Title: San Marcos Blvd. at Discovery Street Intersection Improvements #86002

RAS (T2-11)

TransNet - LSI: CR

Project Description: Intersection at San Marcos Blvd and Discovery St - This project will adjust the intersection at San Marcos Blvd. and Discovery Street to eliminate the free-right turn, construct bike lanes and install a new traffic signal. The project will also widen San Marcos Blvd. in the westbound direction, for approximately 900 feet approaching the intersection providing a right turn lane into a highly used school site.

Change Notes:

Capacity Status: NCI

Exempt Category: Other - Intersection channelization projects

Est Total Cost: **$3,611**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI Carry Over	$350	$350									$350
Local Funds	$3,261	$3,174	$87						$995		$2,266
TOTAL	**$3,611**	**$3,524**	**$87**						**$995**		**$2,616**

San Marcos, City of

MPO ID: SM68 **ADOPTION: 25-00**

Project Title: Traffic Management System Enhancement #88532 — *TransNet* - LSI: CR

Project Description: Various locations throughout the city. - This project will consolidate the construction of a new TMC bringing it up to date with current technologies. This project will also install new supporting infrastructure for the TMC including the installation of new traffic signal controllers at various locations throughout the city.

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Traffic signal synchronization projects

Est Total Cost: **$2,746**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI Carry Over	$1,244	$1,244							$244		$1,000
Local Funds	$1,502	$1,501	$1						$244		$1,258
TOTAL	**$2,746**	**$2,745**	**$1**						**$488**		**$2,258**

MPO ID: SM69 **ADOPTION: 25-00**

Project Title: Twin Oaks Valley Rd. & Barham Dr. Improvements #ST008 — RTP REF: A-63; C-49 (2021)

Project Description: Barham Dr from Campus Dr to Twin Oaks Valley Rd (.1 miles) - This project involves surface improvements including asphalt, concrete, medians, sidewalks, signage and traffic lights. Underground improvements include utility and drainage improvements, relocations and water treatment within the public right of way to accommodate the construction of additional lanes.

Change Notes:

Capacity Status: CI — Exempt Category: Non-Exempt

Est Total Cost: **$8,500** Open to Traffic: May 2024

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$8,500	$8,499	$1						$1,500		$7,000
TOTAL	**$8,500**	**$8,499**	**$1**						**$1,500**		**$7,000**

MPO ID: SM72 **ADOPTION: 25-00**

Project Title: Annual Surface Seal Project FY24-FY27 #ST011 — *TransNet* - LSI: Maint

Project Description: Various locations throughout the city - Various roadways throughout the City will be surface sealed. Improvements include restriping to current standards and adding buffered bike lanes where possible.

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$16,000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$3,690			$1,316	$2,374						$3,690
TransNet - LSI Carry Over	$1,778	$13	$1,081	$684					$10		$1,768
Local Funds	$10,532	$3,157	$3,749	$2,000	$1,626						$10,532
TOTAL	**$16,000**	**$3,170**	**$4,830**	**$4,000**	**$4,000**				**$10**		**$15,990**

San Marcos, City of

MPO ID: SM74 — **ADOPTION: 25-00**

Project Title: Olive Street Bridge #ST012 — *TransNet* - LSI: Maint

Project Description: Bridge 57C0519 - Replacement of the existing Olive Street bridge. This project will also include trail and/or bicycle improvements.

Change Notes:

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

Est Total Cost: **$2,500**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$1,032		$2	$1,023	$7						$1,032
TransNet - LSI Carry Over	$1,468		$1,043	$425					$600		$868
TOTAL	**$2,500**		**$1,045**	**$1,448**	**$7**				**$600**		**$1,900**

*Remaining funding not yet identified

MPO ID: SM75 — **ADOPTION: 25-00**

Project Title: RSF Pavement Restoration #ST014 — *TransNet* - LSI: CR

Project Description: Rancho Santa Fe from Melrose to Island (4 miles) - Repair pavement on South Rancho Santa Fe from approx. Melrose to Island Drive

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$7,600**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$2,375	$108	$2,267						$108		$2,267
TransNet - LSI Carry Over	$2,625		$2,625						$229		$2,396
Local Funds	$2,600		$2,600								$2,600
TOTAL	**$7,600**	**$108**	**$7,492**						**$337**		**$7,263**

MPO ID: SM76 — **ADOPTION: 25-00**

Project Title: Annual Surface Seal Project FY28-FY31 #ST018 — *TransNet* - LSI: Maint

Project Description: Various streets throughout the city - Various roadways throughout the City will be surface sealed. Improvements include restriping to current standards and adding buffered bike lanes where possible.

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$20,000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$5,037					$2,475	$2,562		$500		$4,537
Local Funds	$14,963					$2,525	$12,438		$500		$14,463
TOTAL	**$20,000**					**$5,000**	**$15,000**		**$1,000**		**$19,000**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Santee, City of

MPO ID: SNT04 **ADOPTION: 25-00**

Project Title: Pavement Repair and Rehabilitation — *TransNet* - LSI: CR

Project Description: Multiple locations as recommended by Pavement Management Analysis report and as provided on attached street lists. - Reconstruction and rehabilitation in the form of removal and replacement of existing pavement sections 2 inches minimum, 1.5 inch minimum overlay, pedestrian ramps, sidewalk improvements, and drainage improvements as part of the rehabilitation improvements.

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$39,875**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - Bond	$9,855	$9,856							$343		$9,512
TransNet - L	$7,729	$7,729									$7,729
TransNet - LSI	$7,046	$2,508	$871	$884	$896	$930	$956		$679		$6,367
TransNet - LSI (Cash)	$1	$1									$1
TransNet - LSI Carry Over	$4,457	$4,457							$219		$4,238
Local Funds	$10,787	$5,842	$949	$1,899	$699	$699	$699		$15		$10,772
TOTAL	**$39,875**	**$30,393**	**$1,820**	**$2,783**	**$1,595**	**$1,629**	**$1,655**		**$1,256**		**$38,619**

MPO ID: SNT20 **ADOPTION: 25-00**

Project Title: Regional Arterial Management System — *TransNet* - LSI: CR

Project Description: This will be implemented on all citywide traffic signals through the RAMS program - The project gives the ability to coordinate signal plan development across jurisdictional boundaries with a common time source and a common platform to build an integrated corridor management system; this will include software maintenance, hardware maintenance, and communication infrastructure through the Regional Arterial Management System (RAMS). *TransNet* - LSI RAMS of $7 is programmed through FY 2022

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Intersection signalization projects

Est Total Cost: **$104**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$104	$81	$7	$7	$7				$104		
TOTAL	**$104**	**$81**	**$7**	**$7**	**$7**				**$104**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Santee, City of

MPO ID: SNT22 — **ADOPTION: 25-00**

Project Title: Pavement Roadway Maintenance — *TransNet* - LSI: Maint

Project Description: Various locations as recommended in Santee's Pavement Management Analysis Report and provided on the project street list. - Maintenance repair in the form of crack filling, grind and patch failed areas followed by Cape seal or Slurry seal of the street.

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$14,130**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$5,145	$3,201	$373	$379	$384	$399	$410		$436		$4,709
TransNet - LSI Carry Over	$1,802	$1,802							$78		$1,724
Local Funds	$7,183	$3,438	$949	$699	$699	$699	$699		$9		$7,174
TOTAL	**$14,130**	**$8,441**	**$1,322**	**$1,078**	**$1,083**	**$1,098**	**$1,109**		**$523**		**$13,607**

MPO ID: SNT23 — **ADOPTION: 25-00**

Project Title: Traffic Signal and Communication Upgrade; CIP 2013-54 — RAS (T2-11)

Project Description: Magnolia Avenue, Mission Gorge Road, Cuyamaca Street, Mast Boulevard, and Town Center Parkway - Citywide improvements to existing traffic signals, communication systems, video detection cameras and other improvements pursuant to the recommendations of the City's Transportation Improvement Master Plan; includes upgrading the existing obsolete signal traffic controllers and installation of traffic signal inter-connection cabling in order to conform to the San Diego Regional Standards thereby improving signal operations.

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Traffic signal synchronization projects

Est Total Cost: **$8,486**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$4,842	$3,010	$1,831						$125		$4,717
Local RTCIP	$3,644	$2,476	$18	$550	$600				$595		$3,049
TOTAL	**$8,486**	**$5,486**	**$1,849**	**$550**	**$600**				**$720**		**$7,766**

MPO ID: SNT30 — **ADOPTION: 25-00**

Project Title: Smart Traffic Signals — RAS (T2-11)

Project Description: All signalized major arterial roadways in the City of Santee including Mission Gorge Road - Install smart traffic signals on major arterial roadways in the City of Santee.

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Traffic signal synchronization projects

Est Total Cost: **$1,564**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local RTCIP	$1,564		$614			$950			$50		$1,514
TOTAL	**$1,564**		**$614**			**$950**			**$50**		**$1,514**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Santee, City of

MPO ID: SNT32 **ADOPTION: 25-00**

Project Title: Cuyamaca Street Right Turn Lanes at Mission Gorge Road

Project Description: Intersection at Cuyamaca Street and Mission Gorge Road - Acquire right-of-way and widen northbound Cuyamaca Street to provide a dedicated right turn lane onto Mission Gorge Road traveling east bound. Project will install ADA compliant pedestrian ramps at all 4 corners of the Cuyamaca Street/Mission Gorge Road intersection to improve pedestrian crossings.

Change Notes:

Capacity Status: NCI Exempt Category: All Projects - Changes in vertical and horizontal alignment

Est Total Cost: **$1,255**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$135	$45	$90						$90		$45
Local RTCIP	$1,120		$1,120								$1,120
TOTAL	**$1,255**	**$45**	**$1,210**						**$90**		**$1,165**

MPO ID: SNT33 **ADOPTION: 25-00**

Project Title: State Route 52 Improvements between SR-125 and I-15

Project Description: SR 52 from SR-125 to I-15 Milepost begins at 7.4 ends at 14.6 (7.2 miles) - This project will improve Highway 52 between State Route 125 and Interstate 15 to alleviate congestion on the freeway and on Santee streets. The project will add a westbound lane from Mast Boulevard to the summit, relocate the bike lane to the south side of the freeway, add an additional lane to the westbound on-ramp at Mast Boulevard, and restripe the section between Mast Boulevard and SR 125 to add an additional lane in each direction.

Change Notes:

RT:52 Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$8,500** Open to Traffic: Dec 2029

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Fed Disc.-CPF-Hwy Infra	$2,500		$2,500						$2,500		
Local Funds	$6,000	$1,720	$4,280						$6,000		
TOTAL	**$8,500**	**$1,720**	**$6,780**						**$8,500**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Santee, City of

MPO ID: SNT34 **ADOPTION: 25-00**

Project Title: Broadband Infrastructure Improvements

Project Description: Mission Gorge Road - This project will provide the infrastructure needed for the final step in the City's disaster recover plan, which is the implementation of a redundant, off-site location to continue operations should City Hall become unusable. In addition fiber optic communication cables will be installed to connect existing traffic signals on Mast Boulevard, Magnolia Avenue and Mission Gorge Road. The project will provide a secured, wired fiber optic connection from City Hall to the City's Public Works Operations Center with the required bandwidth needed to operate an offsite "satellite City Hall" to serve the community and provide connections to Fire Station No. 4, Fire Station No. 5 and the future Community Center.

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Non signalization traffic control and operating

Est Total Cost: **$1,232**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$1,069	$60	$1,009						$60		$1,009
Local RTCIP	$163		$163								$163
TOTAL	**$1,232**	**$60**	**$1,172**						**$60**		**$1,172**

Solana Beach, City of

MPO ID: SB16 — **ADOPTION: 25-00**

Project Title: Pavement Resurfacing — RAS (T2-11)

Project Description: Various streets as determined by pavement management program. Street list to be uploaded annually; RTCIP to be used on Lomas Santa Fe Dr - in Solana Beach, pavement overlays — *TransNet* - LSI: CR

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$2,539**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$1,813	$573	$240	$250	$250	$250	$250				$1,813
TransNet - LSI Carry Over	$569	$519				$50					$569
TransNet - TSI Carry Over	$50			$50							$50
Local RTCIP	$107	$47	$60								$107
TOTAL	**$2,539**	**$1,139**	**$300**	**$300**	**$250**	**$300**	**$250**				**$2,539**

MPO ID: SB18 — **ADOPTION: 25-00**

Project Title: Pavement Maintenance — *TransNet* - LSI: Maint

Project Description: Street locations to be determined by city wide condition assessment; street list to be uploaded annually - slurry seals and localized pavement repairs

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$280**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI Carry Over	$280		$80		$100		$100				$280
TOTAL	**$280**		**$80**		**$100**		**$100**				**$280**

MPO ID: SB21 — **ADOPTION: 25-00**

Project Title: Sidewalks and associated street improvements at various locations — *TransNet* - LSI: CR

Project Description: see map - In Solana Beach, planning, design and construction to add and improve sidewalks and pedestrian paths at the following locations: Santa Helena north of Sun Valley, and Glencrest Drive south of Dell Street. Associated curb, gutter and pavement restoration is included.

Change Notes:

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

Est Total Cost: **$589**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$222	$222									$222
TransNet - LSI Carry Over	$367	$167			$100		$100		$55		$312
TOTAL	**$589**	**$389**			**$100**		**$100**		**$55**		**$534**

Solana Beach, City of

MPO ID: SB22 **ADOPTION: 25-00**

Project Title: Lomas Santa Fe Drive Roadway and Corridor Improvements

Project Description: Lomas Santa Fe Drive from Santa Helena to HIghland Drive (.95 miles) - On Lomas Santa Fe Drive, east of I-5 between Santa Helena and Highland Drive,construct new curbs and a multi-use trail along the northerly side of the existing roadway. Construct planted medians. Reconfigure and restripe the existing travel lanes and bike lanes to accommodated the multi-use trail. Add sidewalk along the south side, east of Las Banderas Overlay the existing pavement with 2-inch asphalt concrete.

TOLL COMMENT: $802,900 TC in FY25 for CON

Change Notes:

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

Est Total Cost: **$7,000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Fed Disc.-CPF-Hwy Infra	$7,000		$7,000								$7,000
TOTAL	**$7,000**		**$7,000**								**$7,000**

MPO ID: SB23 **ADOPTION: 25-00**

Project Title: Traffic Signal Equipment Replacements and Upgrades

Project Description: Lomas Santa Fe Drive and Highway 101 - Traffic signal equipment replacements and upgrades on the Regional Arterial System

Change Notes:

Capacity Status: NCI Exempt Category: Other - Intersection signalization projects

Est Total Cost: **$181**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local RTCIP	$181	$25	$36	$30	$30	$30	$30				$181
TOTAL	**$181**	**$25**	**$36**	**$30**	**$30**	**$30**	**$30**				**$181**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

U.S. Bureau of Indian Affairs

MPO ID: BIA12 **ADOPTION: 25-00**

Project Title: Acquisition of Equpment/Vehicles - Tribal Areas

Project Description: In San Diego County - various tribal locations - Purchase of equipment to support the routine road maintenance on eligible tribal routes

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$2,214**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
BIA	$2,214	$1,844	$185	$185							$2,214
TOTAL	**$2,214**	**$1,844**	**$185**	**$185**							**$2,214**

MPO ID: BIA13 **ADOPTION: 25-00**

Project Title: Road Maintenance - Tribal Areas

Project Description: In San Diego County in tribal areas - routine road maintenance on eligible routes on the tribes inventory

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$912**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
BIA	$912		$456	$456							$912
TOTAL	**$912**		**$456**	**$456**							**$912**

MPO ID: BIA14 **ADOPTION: 25-00**

Project Title: Tribal Transportation Planning

Project Description: In San Diego County on tribal lands - provide overall transportation planning, TTP management, long range transportation planning and transit planning activities for tribal areas

Change Notes:

Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$350**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
BIA	$350		$175	$175					$350		
TOTAL	**$350**		**$175**	**$175**					**$350**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Various Agencies

MPO ID: CAL615 — **ADOPTION: 25-00**

Project Title: Harbor Drive 2.0 & I-15 Operational Improvements (Vesta St)

EA NO: 43131, 43105

PPNO: 1447, 1417

Project Description: Harbor Drive (I-5) from 9.800 to R 14.70 (4.9 miles), Harbor Drive (I-15) from 0.400 to R 0.500 (.1 miles), Vesta St (I-15) from 0.400 to 0.400 - Vesta St- In San Diego County, in San Diego from Main Street to Harbor Drive (Vesta Street overcrossing and Operational Improvements.) Updating CAL615 with combining CAL107 (Vesta St) to make one RTIP. CAL107 will be marked complete.

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Transportation enhancement activities

Est Total Cost: **$198,100**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
CBI	$8,800	$8,800							$8,800		
USDOTs	$11,000		$11,000							$11,000	
SB1 - TCEP	$18,500	$18,500							$13,000	$5,500	
TOTAL	**$38,300**	**$27,300**	**$11,000**						**$21,800**	**$16,500**	

MPO ID: V07 — **ADOPTION: 25-00**

Project Title: Biological Mitigation Program

SANDAG ID: 1200200

Project Description: Countywide - habitat acquisition, restoration, creation, enhancement, management and monitoring necessary for meeting project mitigation requirements; mitigation efforts will focus on *TransNet* Early Action Program projects, then Regional Transportation Plan (RTP) Revenue Constrained projects

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Advance land acquisitions

Est Total Cost: **$462,000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - REMP	$399,063	$391,604	$7,459						$63,141	$131,547	$204,375
CMAQ - Conversion	$37,284	$37,284									$37,284
RSTP	$21,200	$21,200									$21,200
Local Funds	$4,453	$4,453									$4,453
TOTAL	**$462,000**	**$454,541**	**$7,459**						**$63,141**	**$131,547**	**$267,312**

MPO ID: V08 — **ADOPTION: 25-00**

Project Title: Regional Habitat Conservation Fund

SANDAG ID: 1200300

Project Description: Countywide - regional habitat management and monitoring

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Plantings, landscaping, etc

Est Total Cost: **$78,271**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LEMP	$28,815	$13,348	$4,789	$2,768	$3,955	$3,955			$28,815		
TransNet - REMP	$49,206	$49,205							$30,034		$19,172
Local Funds	$250	$250									$250
TOTAL	**$78,271**	**$62,803**	**$4,789**	**$2,768**	**$3,955**	**$3,955**			**$58,849**		**$19,422**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Various Agencies

MPO ID: V10 — **ADOPTION: 25-00**

Project Title: Grouped Projects for *TransNet* Smart Growth Incentive Program

Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)

SANDAG ID: 1224036, 1224047, 1224055, 1224056, 1224060, 1224061, 1224062, 1224064, 1224065, 1224067, 1224068, 1224069, 1224071, 3321900, 1224072, 1224073

Change Notes:

Capacity Status: NCI Exempt Category: Other - Transportation enhancement activities

Est Total Cost: **$39,733**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$5,035	$185	$1,250	$1,750	$850	$500	$500				$5,035
TransNet - LSI Carry Over	$1,715	$653	$1,062								$1,715
TransNet - SGIP	$14,397	$7,419	$5,856	$1,122							$14,397
Local Funds	$18,586	$4,853	$13,633	$100							$18,586
TOTAL	**$39,733**	**$13,110**	**$21,801**	**$2,972**	**$850**	**$500**	**$500**				**$39,733**

MPO ID: V11 — **ADOPTION: 25-00**

Project Title: State Route 11

Project Description: On new alignment from SR 125 to the U.S.-Mexico Border - Construction of four-lane toll highway facility, CVEF and POE in three segments: Segment 1: SR-11/905 to Enrico Fermi; Segment 2: SR-11 from Enrico Fermi to Siempre Viva; Segment 3: POE from Siempre Viva to Mexico Border.

EA NO: 05631, 05632, 05633, 05634, 05638, 05639
PPNO: 0999
RTP REF: A-5; A-30; B-24
SANDAG ID: 1201101, 1201102, 1201103, 1201105
EARMARK NO: CA393/740

Change Notes:

RT:11 Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$1,208,187** Open to Traffic: Phase 1: Mar 2016 Phase 2: Sep 2021 Phase 3: Nov 2022

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - Border	$33,498	$5,150	$13,348	$15,000					$15,709	$2,789	$15,000
TransNet - MC	$9,141	$7,039	$2,102						$7,612	$1,529	
CBI	$281,287	$210,287	$71,000						$67,139	$104,091	$110,057
HPP	$800	$800							$800		
INFRA	$199,278	$49,278	$150,000								$199,278
ITS	$439	$439							$439		
Other Fed -TIFIA	$285,913			$285,913							$285,913
RSTP	$32,500	$32,500							$32,500		
Prop 1B - TCIF	$73,385	$73,385									$73,385
SB1 - TCEP	$276,345	$84,688	$191,657						$14,610	$37,770	$223,965
STIP-IIP NHS	$6,882	$6,882							$6,882		
STIP-IIP Prior State Cash	$5,200	$5,200							$5,200		
STIP-IIP State Cash	$919	$919							$919		
Local Funds	$2,600	$2,600							$2,600		
Local Funds AC	$0										
TOTAL	**$1,208,187**	**$479,167**	**$428,107**	**$300,913**					**$154,410**	**$146,179**	**$907,598**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Various Agencies

MPO ID: V12 **ADOPTION: 25-00**

Project Title: Grouped Projects for Bicycle and Pedestrian Facilities.

SANDAG ID: 1223054, 1223057, 1223058

Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized)

Change Notes:

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

Est Total Cost: **$56,125**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - BPNS	$26,761	$24,404	$1,475	$555	$327						$26,761
CRP	$8,543	$8,543									$8,543
CRRSAA	$4,100	$4,100									$4,100
RSTP	$2,813	$2,813									$2,813
ATP - R	$4,450	$4,450									$4,450
ATP - S	$2,834		$2,834								$2,834
CAP-TRADE	$791	$791									$791
TDA - Bicycles	$5,833	$5,813	$20								$5,833
TOTAL	**$56,125**	**$50,914**	**$4,329**	**$555**	**$327**						**$56,125**

MPO ID: V14 **ADOPTION: 25-00**

Project Title: Grouped Projects for Bicycle and pedestrian facilities - Active Transportation Program (ATP)

SANDAG ID: 1223014, 1223093, 1223097

Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)

Change Notes:

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

Est Total Cost: **$88,769**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - BPNS	$1,126	$548	$98	$40	$440						$1,126
TransNet - LSI	$4,866	$4,278	$588								$4,866
TransNet - LSI (Cash)	$50	$50									$50
TransNet - LSI Carry Over	$3,735	$3,543	$193								$3,735
TransNet - MC	$2,000		$1,000	$1,000							$2,000
ATP - R	$27,435	$7,332	$2,240	$9,756	$8,108						$27,435
ATP - S	$35,224	$6,285	$4,294		$24,645						$35,224
Local Funds	$14,033	$11,403	$2,080	$550							$14,033
Local RTCIP	$300	$300									$300
TOTAL	**$88,769**	**$33,739**	**$10,493**	**$11,346**	**$33,193**						**$88,769**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Various Agencies

MPO ID: V15 — **ADOPTION: 25-00**

Project Title: I-5/Gilman Drive Bridge

Project Description: I-5 Bridge 57-1084 - In San Diego, construct new overcrossing over I-5 between Gilman Drive and Medical Center Drive

EA NO: 2T175
RTP REF: A-29 (2019)
SANDAG ID: 1200508

Change Notes:

RT:5 Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$24,757** Open to Traffic: Feb 2019

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$15,000	$14,951	$49						$439		$14,561
Local Funds	$9,757	$9,757									$9,757
TOTAL	**$24,757**	**$24,708**	**$49**						**$439**		**$24,318**

MPO ID: V16 — **ADOPTION: 25-00**

Project Title: Grouped Projects for Operating Assistance - *TransNet* Senior Mini-Grant Program

Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories: operating assistance to transit operators - non profit agencies providing transportation programs specializing in services for seniors

SANDAG ID: 1271100, 1271300, 1272500, 3321400, 1272600, 1272700, 3321400, 1270800

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance

Est Total Cost: **$2,061**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - SS	$1,625	$1,234	$391								$1,625
Local Funds	$436	$338	$98								$436
TOTAL	**$2,061**	**$1,572**	**$489**								**$2,061**

MPO ID: V17 — **ADOPTION: 25-00**

Project Title: Grouped Projects for Bicycle and pedestrian facilities funded with *TransNet* Active Transportation Grant Program (ATGP)

Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)

SANDAG ID: 1223071, 19011006, 19011009

Change Notes:

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

Est Total Cost: **$18,724**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - BPNS	$966	$300	$666								$966
Local Funds	$17,686	$895	$891		$300	$15,600					$17,686
TDA - Bicycles	$72	$72									$72
TOTAL	**$18,724**	**$1,267**	**$1,557**		**$300**	**$15,600**					**$18,724**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Various Agencies

MPO ID: V18 **ADOPTION: 25-00**

Project Title: I-5/Voigt Drive Improvements

EA NO: 2T215

Project Description: between La Jolla Village Drive and Genesee Avenue - in San Diego, on Interstate 5, construction of the realignment of both Campus Point and Voigt Drive between I-5 and Genesee Avenue

SANDAG ID: 1200507

Change Notes:

RT:5 Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$41,010** Open to Traffic: Dec 2021

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$23,400	$23,002	$398						$6,388		$17,012
SB1 - LPP Formula	$16,130	$16,130									$16,130
Local Funds	$1,480	$1,480							$880		$600
TOTAL	**$41,010**	**$40,612**	**$398**						**$7,268**		**$33,742**

*Local funds on related Major Capital projects not programmed

MPO ID: V20 **ADOPTION: 25-00**

Project Title: Grouped Projects for Engineering - Complete Corridor Studies

SANDAG ID: 1600101, 1600501, 1600503, 1600504, 1600505, 1600801, 1601501, 1605201, 1605601, 1606701, 1607801, 1609401, 1612501, 1685501

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

Change Notes:

Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$25,927**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$4,218	$3,872	$183	$114	$50						$4,218
FTA 5307	$1,097		$1,097								$1,097
Fed Rail Admin (FRA-PRIIA)	$500		$500								$500
RSTP	$19,714	$16,474	$640	$2,600							$19,714
TDA	$98	$98									$98
Toll - Managed Lanes	$300		$239	$61							$300
TOTAL	**$25,927**	**$20,444**	**$2,659**	**$2,775**	**$50**						**$25,927**

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Vista, City of

MPO ID: VISTA46 — **ADOPTION: 25-00**

Project Title: Annual Street Construction and Overlay CIP8225

RAS (T2-12)

TransNet - LSI: CR

Project Description: Multiple locations citywide (arterials, collectors, and residential streets) annually per priority ranking in the City's Pavement Management Plan - repair/rehabilitate distressed pavement and resurface streets identified as high priority in Pavement Management System; improvements include replacement of damaged curb & gutter, sidewalk, storm drain culverts; all required upgrades such as installation or replacement of curb ramps and traffic signs; all surface preparation such as dig-outs, crack sealing, cold milling, and leveling course; all adjustments such as shoulder grading, traffic signal loop replacement, manhole adjustments, striping, and survey monument preservation.

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$32,736**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$20,983	$9,666	$2,178	$2,204	$2,233	$2,297	$2,405		$650		$20,333
TransNet - LSI (Cash)	$21	$21									$21
TransNet - LSI Carry Over	$8,221	$6,469	$1,753						$56		$8,165
Local Funds	$3,372	$3,372							$165		$3,207
Local RTCIP	$139	$139									$139
TOTAL	**$32,736**	**$19,667**	**$3,931**	**$2,204**	**$2,233**	**$2,297**	**$2,405**		**$871**		**$31,865**

MPO ID: VISTA53 — **ADOPTION: 25-00**

Project Title: Annual Street Maintenance and Resurfacing CIP8262

TransNet - LSI: Maint

Project Description: Multiple locations citywide (arterials, collectors, and residential streets) annually per priority ranking in the City's Pavement Management Plan - crack fill and apply slurry seal to streets where identified as priorities in street inventory.

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$14,829**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$6,201	$1,262	$955	$967	$978	$1,007	$1,032		$450		$5,751
TransNet - LSI Carry Over	$5,428	$2,734	$2,694								$5,428
Local Funds	$3,200	$3,200									$3,200
TOTAL	**$14,829**	**$7,196**	**$3,649**	**$967**	**$978**	**$1,007**	**$1,032**		**$450**		**$14,379**

Vista, City of

MPO ID: VISTA55 **ADOPTION: 25-00**

Project Title: Pedestrian Mobility Sidewalks - CIP 8290 — *TransNet* - LSI: CR

Project Description: Priority streets identified annually from the City's Sidewalk Inventory and Management Plan - Install sidewalks in underserved neighborhoods throughout the city, connect residential areas to schools, parks, transit, and other areas where residents work and shop. Construct sidewalks along streets that are improved with curb and gutter and missing sections of sidewalk; priority will be given to areas with high pedestrian traffic or ADA-access issues.

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$8,032**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$432	$182	$50	$50	$50	$50	$50				$432
TransNet - LSI Carry Over	$1,405	$809	$596								$1,405
Local Funds	$6,195	$3,445	$550	$550	$550	$550	$550				$6,195
TOTAL	**$8,032**	**$4,436**	**$1,196**	**$600**	**$600**	**$600**	**$600**				**$8,032**

MPO ID: VISTA62 **ADOPTION: 25-00**

Project Title: Regional Arterial Management System (RAMS) — *TransNet* - LSI: CR

Project Description: City of Vista - Citywide - Regional traffic signal connection. *TransNet* - LSI RAMS of $8,800 is programmed through FY 2025. *TransNet* - LSI RAMS of $9 is programmed in FY 2025, *TransNet* - LSI RAMS of $9 is programmed in FY 2026, *TransNet* - LSI RAMS of $9 is programmed in FY 2027, *TransNet* - LSI RAMS of $9 is programmed in FY 2028, *TransNet* - LSI RAMS of $9 is programmed in FY 2029

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Safety Improvement Program

Est Total Cost: **$44**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$44		$9	$9	$9	$9	$9		$44		
TOTAL	**$44**		**$9**	**$9**	**$9**	**$9**	**$9**		**$44**		

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

RTIP Fund Types

Federal Funding	
ARRA	American Recovery and Reinvestment Act (Federal Stimulus Program)
BIA	Bureau of Indian Affairs
BIP/CBI	Border Infrastructure Program/Corridors and Borders Infrastructure Program
CMAQ	Congestion Mitigation and Air Quality
DEMO - TEA 21	High Priority Demonstration Program under TEA-21
DEMO-Sec 115	High Priority Demonstration Program under FY 2004 Appropriations
DEMO-Sec 117/STP	Surface Transportation Program under FHWA Administrative Program (congressionally directed appropriations)
EARREPU	Earmark Repurposing
INFRA/FASTLANE	Infrastructure for Rebuilding America (INFRA) Grant
FRA-PRIIA	Federal Railroad Administration Passenger Rail Investment and Improvement Act of 2008
FTA Section 5307	Federal Transit Administration Urbanized Area Formula Program
FTA Section 5309 (Bus)	Federal Transit Administration Discretionary Program
FTA Section 5309 (FG)	Federal Transit Administration Fixed Guideway Modernization Formula Program
FTA Section 5309 (NS)	Federal Transit Administration Discretionary - New Starts Program
FTA Section 5310	Federal Transit Administration Elderly & Disabled Program
FTA Section 5311	Federal Transit Administration Rural Program
FTA Section 5337	Federal Transit Administration State of Good Repair Grant Program
FTA Section 5339	Federal Transit Administration Bus and Bus Facilities Formula Grant Program
HBP	Highway Bridge Program under SAFETEA-LU
HBRR	Highway Bridge Repair and Rehabilitation under TEA-21
HPP	High Priority Program under SAFETEA-LU
HSIP	Highway Safety Improvement Program
HUD	Housing and Urban Development
ITS	Intelligent Transportation System
CRRSAA	Other Fed - Coronavirus Response and Relief Supplemental Appropriations Act
NHS	National Highway System (administered by Caltrans)
RSTP	Regional Surface Transportation Program
STP-RL	Surface Transportation Program - Highway Railway Crossings Program (Section 130)
TCSP	Transportation, Community & System Preservation
TE	Transportation Enhancement Program
TIFIA	Transportation Infrastructure Finance and Innovation Act (Federal Loan Program)
TPFP	Truck Parking Facilities Program (Federal Discretionary)
TSGP	Transit Security Grant Program (Federal Discretionary)
USDOTs	United States Department of Transportation's Research and Innovative Technology Admin
CMAQ/RSTP Conversion	Reimbursement of advanced federal funds which have been advanced with local funds in earlier years
State Funding	
ATP	Active Transportation Program (Statewide and Regional)
CMIA	Corridor Mobility Improvement Account (State Prop. 1B)
Coastal Conservancy	California Coastal Conservancy Fund
FSP	Freeway Service Patrol
LBSRA	Local Bridge Seismic Retrofit Account (State Prop. 1B)
PTA	Public Transportation Account

Table 3-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

PTMISEA	Public Transportation Modernization, Improvement, and Service Enhancement Account (State Prop 1B)
SB1 - TCEP	Senate Bill 1 - Trade Corridor Enhancement Program
SB1 - ATP	Senate Bill 1 - Active Transportation Program
SB1 - LPP Formula	Senate Bill 1 - Local Parternship Formula Program
SB1 - LPP Comp	Senate Bill 1 - Local Parternship Competitive Program
SB1 - SGR	Senate Bill 1 - State Transit Assitance State of Good Repair
SB1 - TIRCP	Senate Bill 1 - Transit and Intercity Rail Program
SB1 - SRA Commuter	Senate Bill 1 - State Rail Assistance Commuter Rail
SHOPP (AC)	State Highway Operation & Protection Program
SLPP	State Local Partnership Program (State Prop. 1B)
STA	State Transit Assistance
STIP-IIP	State Transportation Improvement Program - Interregional Program
STIP-RIP	State Transportation Improvement Program - Regional Improvement Program
TCIF	Trade Corridor Improvement Fund (State Prop. 1B)
TIRCP	Transit and Intercity Rail Capital Program
TCRP	Traffic Congestion Relief Program
TSGP	Transit Security Grant Program (State Prop. 1B)
Local Funding	
Local Funds AC	Local Funds - Advanced Construction; mechanism to advance local funds to be reimbursed at a later fiscal year with federal/state funds
RTCIP	Regional Transportation Congestion Improvement Program
TDA	Transportation Development Act
TransNet-ADA	Prop. A Local Transportation Sales Tax - Transit
TransNet-Border	Prop. A Extension Local Transportation Sales Tax - Border
TransNet-BPNS	Prop. A Extension Local Transportation Sales Tax - Bicycle, Pedestrian and Neighborhood Safety Program
TransNet-CP	Prop. A Local Transportation Sales Tax - Commercial Paper
TransNet-H	Prop. A Local Transportation Sales Tax - Highway
TransNet-L	Prop. A Local Transportation Sales Tax - Local Streets & Roads
TransNet-L (Cash)	TransNet - L funds which agencies have received payment, but have not spent
TransNet-LSI	Prop. A Extension Local Transportation Sales Tax - Local System Improvements
TransNet-LSI Carry Over	TransNet - LSI funds previously programmed but not requested/paid in year of allocation
TransNet-LSI (Cash)	TransNet - LSI funds which agencies have received payment, but have not spent
TransNet-MC	Prop. A Extension Local Transportation Sales Tax - Major Corridors
TransNet-MC AC	TransNet - Major Corridors - Advanced Construction; mechanism to advance TransNet funds to be reimbursed at a later fiscal year with federal/state funds
TransNet-REMP	Prop. A Extension Local Transportation Sales Tax - Regional Environmental Mitigation Program
TransNet-SGIP	Prop. A Extension Local Transportation Sales Tax - Regional Smart Growth Incentive Program
TransNet-SS	Prop. A Extension Local Transportation Sales Tax - Senior Services
TransNet-TSI	Prop. A Extension Local Transportation Sales Tax- Transit System Improvements

Chapter 4

Financial Capacity Analysis



Chapter 4
Financial Capacity Analysis

This chapter provides an analysis of the financial capacity of the San Diego region's transportation agencies to implement the programmed projects. Financial capacity is measured by a comparison of the total cost of the proposed projects against the assumed revenues and a test of the reasonableness of the revenue assumptions.

Separate analyses are provided for the state highway and local street and road projects, the Transit Program, and other transportation projects and programs. The assumptions used in the forecasts of available funding are based upon information provided in the 2024 State Transportation Improvement Program (STIP) Fund Estimate (FE) adopted by the California Transportation Commission (CTC), and other forecasts of ongoing transportation funding programs.

Funding Assumptions

The projects programmed in the 2025 Regional Transportation Improvement Program (RTIP), covering FY 2024/25 to FY 2028/29 are expressed in future dollars. That is, they have been escalated based upon anticipated inflation and other factors to the expected year of obligation or expenditure.

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. For the STIP and State Highway Operations and Protection Program (SHOPP), the revenues and program are based on the 2024 STIP Fund Estimate (STIP FE) adopted by the California Transportation Commission (CTC) in August 2023. The 2024 STIP FE includes a total estimate of $2.9 billion in program capacity over the five-year FE period. STIP capacity over the 2024 five-year FE period has increased by 37 percent compared to the 2022 five-year FE period, mostly due to higher diesel sales tax revenues in the Public Transportation Account that are available for the STIP.

For the major transportation projects funded with the County transportation sales tax, TransNet, the San Diego Association of Governments (SANDAG) forecasts inflation based on recent economic trends in conjunction with three, independent, nationally recognized forecasts related to economic growth. Prices in the San Diego area, as measured by the Consumer Price Index for All Urban Consumers (CPI-U), advanced 0.4 percent for the two months ending in January 2024, the U.S. Bureau of Labor Statistics reported. The January increase was influenced by higher prices for shelter. Over the last 12 months, the CPI-U advanced 3.8 percent. Food prices increased 3.7 percent. Energy prices fell 11.6 percent, largely the result of a decrease in the price of natural gas service. The index for all items less food and energy increased 5.0 percent over the year.

The Board of Directors approved a revenue forecast for the County transportation sales tax, TransNet, on February 23, 2024.

Expenditures and Revenues Demonstration of Fiscal Constraint

Tables 4-1a to 4-1c provide a summary by major funding sources (i.e., federal, state, TransNet, and other local funds) for programs, expenditures, and balance of remaining revenues for the RTIP program period. The five-year project costs and programmed revenues are contained within the individual project listings in Chapter 3. Individual projects listed in Chapter 3 include phases where full funding is reasonably anticipated to be available within the time contemplated for completion of the phase or project.

Table 4-1a: Revenues San Diego Association of Governments 2025 Regional Transportation Improvement Program (in $000s)

		Prior Years	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	TOTAL
LOCAL	Sales Tax	$4,911,608	$489,744	$371,246	$300,892	$225,751	$220,885	$5,982,642
	-- County	$4,911,608	$489,744	$371,246	$300,892	$225,751	$220,885	$5,982,642
	Other Local Funds	$1,245,063	$177,912	$63,703	$34,387	$32,136	$27,469	$1,580,670
	-- City General Funds	$1,207,564	$168,045	$63,703	$34,387	$32,136	$27,469	$1,533,305
	-- Street Taxes and Developer Fees	$37,498	$9,867					$47,366
	-- RSTP Exchange funds							
	Other	$1,233,068	$131,895	$126,311	$106,266	$112,007	$129,717	$1,839,264
	Local Total	$7,389,738	$799,551	$561,261	$441,544	$369,895	$378,071	$9,402,576
STATE	State Highway Operations and Protection Program	$108,106	$152,625	$144,057	$113,169	$216,447		$734,404
	SHOPP (Including Augmentation)	$108,106	$152,625	$144,057	$113,169	$216,447		$734,404
	SHOPP Prior							
	State Transportation Improvement Program	$785,844	$56,256	$148,813	$126,182	$92,000	$65,100	$1,274,195
	STIP (Including Augmentation)	$744,095	$55,756	$148,813	$126,182	$92,000	$65,100	$1,231,946
	STIP Prior	$41,749	$500					$42,249
	Proposition 1 A	$41,843						$41,843
	Proposition 1 B	$581,132	$1,319		$895			$583,346
	Active Transportation Program	$74,211	$20,292	$21,872	$41,142			$157,516
	Highway Maintenance (HM)							
	Highway Bridge Program (HBP)	$204,280	$30,199	$28,400	$153,968			$416,847
	Road Repair and Accountability Act of 2017 (SB1)	$674,005	$425,107	$64,585	$10,774	$10,774	$10,774	$1,196,020
	Traffic Congestion Relief Program (TCRP)	$95,298						$95,298
	State Transit Assistance (e.g., population/revenue based, Prop 42)	$294,879	$54,305	$41,909	$41,909	$41,909	$41,909	$516,818
	Other	$361,660	$267,730	$120,364	$21,054	$21,054	$7,901	$799,763
	State Total	$3,221,258	$1,007,833	$569,999	$509,092	$382,184	$125,684	$5,816,050
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	$1,052,271	$110,987	$98,748	$100,811	$102,918	$102,918	$1,568,653
	5309a - Fixed Guideway Modernization	$97,086	$479					$97,565
	5309b - New and Small Starts (Capital Investment Grants)	$1,001,984	$41,396					$1,043,380
	5309c - Bus and Bus Related Grants	$59,970						$59,970
	5310 - Mobility of Seniors and Individuals with Disabilities	$7,833	$3,324					$11,157
	5311 - Nonurbanized Area Formula Program	$14,461	$1,265	$1,265	$1,265	$1,142		$19,399
	5337 - State of Good Repair	$526,748	$67,770	$68,867	$69,981	$71,113	$71,113	$875,593
	5339 - Bus and Bus Facilites Program	$66,285	$6,240	$6,305	$6,371	$6,438	$6,438	$98,077
	Other	$149,585	$648		$53,893			$204,126
	Federal Transit Total	$2,976,223	$232,110	$175,185	$232,322	$181,611	$180,469	$3,977,920
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	$450,785	$38,513	$43,363	$44,225	$45,104	$45,104	$667,095
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	$331,756	$71,000					$402,756
	GARVEE Bonds (Includes Debt Service Payments)							
	Highway Infrastructure Program (HIP)	$58,446	$5,166					$63,612
	High Priority Projects (HPP) and Demo	$75,889						$75,889
	Highway Safety Improvement Program (HSIP)	$1,680	$2,333	$7,783				$11,796
	National Significant Freight & Highway Projects (FASTLANE/INFRA)	$49,278	$150,000					$199,278
	Public Lands Highway	$9,784	$816	$816				$11,417
	Surface Transportation Program (Regional)	$669,264	$52,427	$53,731	$54,958	$56,205	$56,205	$942,790
	Other	$224,844	$43,031	$8,374	$5,874	$5,874	$5,874	$293,872
	Federal Highway Total	$1,871,726	$363,286	$114,067	$105,058	$107,184	$107,184	$2,668,505
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	$70,546	$500	$21,510				$70,546
	Other							
	Federal Railroad Administration Total	$70,546		$21,510				$70,546
	Federal Total	$4,918,495	$595,395	$310,763	$337,379	$288,795	$287,653	$6,716,971
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	$537,484		$285,913				$823,397
	Innovative Financing Total							$823,397
REVENUES TOTAL		$16,066,975	$2,403,279	$1,727,936	$1,288,016	$1,040,873	$791,409	$23,318,488

FY 2025 CMAQ revenue decrease by Loan payback to MCAG ($4m) and Caltrans DLA ($14.87m)

Table 4-1b: Program
San Diego Association of Governments 2025 Regional Transportation Improvement Program (in $000s)

	Funding Source	Prior Years	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	TOTAL
LOCAL	Sales Tax	$4,911,608	$465,607	$301,495	$273,732	$167,440	-$390,439	$5,729,442
	-- *TransNet*	$4,911,608	$465,607	$301,495	$273,732	$167,440	-$390,439	$5,729,442
	Other Local Funds	$1,245,063	$177,912	$63,703	$34,387	$32,136	$27,469	$1,580,670
	-- City General Funds	$1,207,564	$168,045	$63,703	$34,387	$32,136	$27,469	$1,533,305
	-- Street Taxes and Developer Fees	$37,498	$9,867					$47,366
	Other	$1,233,068	$131,895	$126,311	$106,266	$112,007	$129,717	$1,839,264
	Local Total	$7,389,738	$775,414	$491,510	$414,385	$311,583	-$233,253	$9,149,376
STATE	State Highway Operations and Protection Program	$108,106	$152,625	$144,057	$113,169	$216,447		$734,404
	SHOPP (Including Augmentation)	$108,106	$152,625	$144,057	$113,169	$216,447		$734,404
	State Transportation Improvement Program	$785,844	$56,256	$148,813	$126,182	$92,000	$65,100	$1,274,195
	STIP (Including Augmentation)	$744,095	$55,756	$148,813	$126,182	$92,000	$65,100	$1,231,946
	STIP Prior	$41,749	$500					$42,249
	Proposition 1 A	$41,843						$41,843
	Proposition 1 B	$581,132	$1,319		$895			$583,346
	Active Transportation Program	$74,211	$20,292	$21,872	$41,142			$157,516
	Highway Maintenance (HM)							
	Highway Bridge Program (HBP)	$204,280	$30,199	$28,400	$153,968			$416,847
	Road Repair and Accountability Act of 2017 (SB1)	$674,005	$425,107	$64,585	$10,774	$10,774	$10,774	$1,196,020
	Traffic Congestion Relief Program (TCRP)	$95,298						$95,298
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)	$294,879	$54,305	$41,909	$41,909	$41,909	$41,909	$516,818
	State Emergency Repair Program							
	Other	$361,660	$267,730	$120,364	$21,054	$21,054	$7,901	$799,763
	State Total	$3,221,258	$1,007,833	$569,999	$509,092	$382,184	$125,684	$5,816,050
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	$1,052,271	$104,206	$93,852	$95,814	$97,816		$1,443,959
	5309a - Fixed Guideway Modernization	$97,086	$479					$97,565
	5309b - New and Small Starts (Capital Investment Grants)	$1,001,984	$41,396					$1,043,380
	5309c - Bus and Bus Related Grants	$59,970						$59,970
	5310 - Elderly & Persons with Disabilities Formula Program	$7,833	$3,324					$11,157
	5311 - Nonurbanized Area Formula Program	$14,461	$1,265	$1,265	$1,265	$1,142		$19,399
	5337 - State of Good Repair	$526,748	$67,770	$68,867	$69,981	$71,113		$804,480
	5339 - Bus and Bus Facilites Program	$66,285	$5,553	$6,166	$5,591	$4,721		$88,316
	Other	$149,585	$648		$53,893			$204,126
	Federal Transit Total	$2,976,223	$224,642	$170,151	$226,544	$174,792		$3,772,351
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	$450,785	$23,825	$42,590	$17,000			$534,200
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	$331,756	$71,000					$402,756
	GARVEE Bonds (Includes Debt Service Payments)							
	Highway Infrastructure Program (HIP)	$58,446	$5,166					$63,612
	High Priority Projects (HPP) and Demo	$75,889						$75,889
	Highway Safety Improvement Program (HSIP)	$1,680	$2,333	$7,783				$11,796
	Public Lands Highway	$9,784	$816	$816				$11,417
	National Significant Freight & Highway Projects (FASTLANE/INFRA)		$150,000					$150,000
	Surface Transportation Program (Regional)	$669,264	$25,427	$23,731	$24,646	$4,700		$747,768
	Other	$224,844	$42,994	$4,382		$512		$272,732
	Federal Highway Total	$1,871,726	$321,562	$79,302	$41,646	$5,212		$2,319,448
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)		$500	$21,510				$22,010
	Other							
	Federal Railroad Administration Total	$70,546	$500	$21,510				$92,556
	Federal Total	$4,918,495	$546,704	$270,962	$268,190	$180,004		$6,184,355
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	$537,484		$285,913				$823,397
	Innovative Financing Total	$537,484		$285,913				$823,397
PROGRAM TOTAL		$16,066,975	$2,329,950	$1,618,384	$1,191,667	$873,771	-$107,569	$21,973,178

*Negative programming amount is reflective of the need to show the TIFIA loan payback in the five-year RTIP. Payback will begin in future years.

FY 2028/2029 includes programming for future years and is included here for reference only

Table 4-1c: Revenues versus Program
San Diego Association of Governments 2025 Regional Transportation Improvement Program (in $000s)

	Funding Source	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	TOTAL
LOCAL	Local Total	$24,137	$69,751	$27,160	$58,311	$611,325	$790,685
STATE	State Highway Operations and Protection Program						
	SHOPP (Including Augmentation)						
	SHOPP Prior						
	State Transportation Improvement Program						
	STIP (Including Augmentation)						
	STIP Prior						
	Proposition 1 A						
	Proposition 1 B						
	Active Transportation Program						
	Highway Maintenance (HM)						
	Highway Bridge Program (HBP)						
	Road Repair and Accountability Act of 2017 (SB1)						
	Traffic Congestion Relief Program (TCRP)						
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
	Other						
	State Total						
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	$6,781	$4,896	$4,997	$5,102	$102,918	**$124,694**
	5309a - Fixed Guideway Modernization						
	5309b - New and Small Starts (Capital Investment Grants)						
	5309c - Bus and Bus Related Grants						
	5310 - Elderly & Persons with Disabilities Formula Program						
	5311 - Nonurbanized Area Formula Program						
	5337 - State of Good Repair					$71,113	**$71,113**
	5339 - Bus and Bus Facilites Program	$687	$139	$780	$1,717	$6,438	**$9,761**
	Other						
	Federal Transit Total	$7,468	$5,035	$5,777	$6,819	$180,469	$205,568
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	$14,688	$773	$27,225	$45,104	$45,104	**$132,895**
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)						
	GARVEE Bonds (Includes Debt Service Payments)						
	Highway Infrastructure Program (HIP)						
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)						
	National Significant Freight & Highway Projects (FASTLANE/INFRA)						
	Surface Transportation Program (Regional)	$27,000	$30,000	$30,312	$51,505	$56,205	**$195,022**
	Other						
	Federal Highway Total	$41,687	$30,773	$57,537	$96,609	$101,309	$327,916
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)						
	Other						
	Federal Railroad Administration Total						
	Federal Total	$49,155	$35,808	$63,315	$103,429	$281,779	$533,485
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Innovative Financing Total						
REVENUES - PROGRAM TOTAL		$73,293	$105,559	$90,475	$161,740	$893,104	$1,324,170

FY 2028/2029 includes programming for future years and is included here for reference only

Financing

With the approval by the voters of San Diego County of the TransNet Program, the Board approved a set of projects for accelerated implementation referred to as the TransNet Early Action Program (EAP). Since the initial list of EAP projects was approved in January 2005, the Board has added other regionally significant projects in subsequent meetings, which total 11. To accomplish this, SANDAG annually updates the TransNet Plan of Finance (POF), the financial strategy for implementing the EAP, which includes major corridor projects identified in the TransNet Extension Ordinance and Expenditure Plan. The POF is the debt-financing mechanism through which SANDAG plans to complete the EAP projects, providing much-needed congestion relief.

SANDAG firmly believes that the continuation of major transportation projects would benefit the regional economic outlook by providing jobs, containing costs (by avoiding cost increases associated with project delays), and providing congestion relief, which saves travel time. With the use of such financial tools as the Transportation Infrastructure Finance and Innovation Act (TIFIA), the financial strategies outlined in the TransNet POF, and other innovative mechanisms, SANDAG, with endorsement from its Board, fully intends to continue to aggressively promote early completion of transportation projects.

On November 22, 2019, the Board approved a new Bond Issuance to finance construction of the Bikeway EAP. First approved by the Board in 2013, the projects in the Bikeway EAP have been progressing through design, and as several of them are ready to begin construction, bonds were issued to finance the construction to lower costs and keep projects moving.

SANDAG actively monitors outstanding debt and has taken advantage of low interest rates to refinance outstanding bonds and lower borrowing costs, thereby freeing up more funds for capital expenditures and expects to continue to do so. However, based on current income projections and uncertain revenue due to the pandemic, SANDAG is approaching maximum debt-financing capacity and is transitioning to implementing projects on a pay-as-you-go basis.

Program Revenues

Federal Revenues

Federal funds programmed are based on the federal authorizing legislation; the Fixing America's Surface Transportation (FAST) Act was signed into law by the President on December 4, 2015, covering FY 2016/17 to FY 2019/20. While the Infrastructure Investment and Jobs Act adds significant funding, estimates are held at FAST Act levels until Congress passes a new appropriations bill. The 2025 RTIP will be amended as new estimates are available.

These federal funding programs include the following:

- **Congestion Mitigation and Air Quality (CMAQ)/Regional Surface Transportation Block Grant (RSTBG) Program:** Both the CMAQ and RSTP formula programs are estimated and apportioned by Caltrans for the San Diego region. By SANDAG Board practice, 90 percent of these funds are allocated to supplement and match the TransNet Major Corridors program funds to complete regionally significant projects in the San Diego region. These programs are continued under the IIJA with minor changes.

- **Carbon Reduction Program (CRP):** Funding under the Carbon Reduction Program (CRP) can be used for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. Under the FAST Act, the BIL directs FHWA to apportion funding as a lump sum for each State then divides that total among apportioned programs. Each State's CRP apportionment is calculated based on a percentage specified in law.

- **Demonstration/High-Priority Projects:** The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) included several San Diego region projects under the High-Priority Project Authorizations program. Projects are funded from the previous authorization; however, no new funds are included in the FAST Act. Annually since 2016, the FHWA releases guidance regarding repurposing projects funded with these discretionary funds; new projects may be proposed for these funds contingent upon approval by the FHWA.

- **Federal Railroad Administration:** The FAST Act includes authorization for rail programs for the first time in the surface transportation bill, which includes competitive discretionary grants and financing. SANDAG continues to apply for these competitive grants made available through the Consolidated Rail Infrastructure and Safety Improvement grant program, and the Federal-State Partnership for State of Good Repair Grant Program. SANDAG has been awarded an FRA State of Good Repair grant for the Del Mar Bluffs Stabilization project.

- **FTA (Federal Transit Administration) Urbanized Area Formula (Section 5307):** The FTA Section 5307 is a formula-based program. Section 5307 funds ongoing preventive maintenance, bus acquisition programs, the Regional Vanpool Program, office and shop equipment, and transit capital projects.

- **FTA (Federal Transit Administration) Capital Investment Grant (Section 5309):** The FTA Section 5309 is a competitive program commonly referred to as New Starts to fund capital investment in heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. FTA and SANDAG entered into a full funding grant agreement in September 2016, with revenue operations commencing in November 2021.

- **FTA Formula Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310):** This program provides formula funding to increase the mobility of seniors and persons with disabilities. Eligible projects include both “traditional” capital investment and “non-traditional” investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services. Eligible uses of these funds include capital and operating expenses for new public transportation services and alternatives beyond those required by the ADA, designed to assist individuals with disabilities and seniors.

- **FTA Rural Area Formula Grants (Section 5311) Program:** Section 5311 is administered by Caltrans and provides capital, planning, and operating assistance to support transit services in the non-urbanized areas of the region. Caltrans provides the estimates of revenues for the formula program and announces the award under the discretionary program on an annual basis.

- **FTA State of Good Repair (Section 5337) Program:** Section 5337 is a formula program. Eligible uses of the funds include replacement and rehabilitation of fixed Guideway assets including railcars, ferry vessels, buses operating in high occupancy vehicle lanes and related infrastructure.

- **FTA Bus and Bus Facilities (Section 5339) Program:** Section 5339 is a formula program. Eligible uses of these funds include bus and bus facility replacement, rehabilitation, expansion, and enhancement projects. These funds are distributed through formula based on urbanized areas by FTA based population, vehicle revenue miles and passenger miles as well as competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

- **Corridors and Borders Infrastructure:** Under the FAST Act, up to 5 percent of the state's "any area" Regional Surface Transportation Program funds may be set aside for border projects. San Diego, as a major border region, has been highly competitive for these funds and continues to assume an 80 percent share of the state's set aside. The funds are awarded through the California Transportation Commission.

- **Highway Bridge Program/High Risk Rural Roads/Highway Safety Improvement Program:** These programs are administered by Caltrans at the statewide level. All funding is provided by Caltrans and programmed as a lump sum. The most recent cycle of Highway Safety Improvement Program (HSIP) funding is funded with 100% state dollars. These projects are programmed to support the RTIP's progress towards achieving Performance Management Goals for safety. Under the IIJA, up to 10 percent of HSIP funds can be used for non-infrastructure safety projects. It remains to be seen if California will continue to substitute state funds for HSIP.

State Revenues

State revenues are based on programming actions by the CTC and/or California State Transportation Agency.

- **Active Transportation Program (ATP):** This program is to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and Safe Routes to School Program, into a single program. This program is nearly doubled with funding available from SB1. ATP funds are administered by the CTC, and the designated Metropolitan Planning Organization. Projects are selected through a multi-tier competitive process.

- **California Air Resources Board's Cap-and-Trade Program:** Funding from this program will go toward direct investments in transit programs that reduce Greenhouse Gas emissions and benefit disadvantaged communities throughout California and is supplemented with funds from SB1. The LOSSAN Corridor continues to receive funds from this program.

- **Freeway Service Patrol:** Funds are provided through the state legislature and supplemented by SB1. The Freeway Service Patrol (FSP) program costs and revenue estimates have been developed jointly by SANDAG, Caltrans, and the California Highway Patrol based upon the most current statewide FSP Act funding levels.

- **STIP and SHOPP:** The CTC programs the STIP and SHOPP on a statewide basis. The San Diego projects will be programmed in the RTIP based upon the approved 2024 STIP and 2024 SHOPP. The CTC staff recommendations for the 2024 STIP include programming through FY 2029 and cover the entire duration of this RTIP.

- **Senate Bill 1 (SB1):** Signed by the governor in April of 2017, the Road Repair and Accountability Act provides the first significant, stable, and on-going increase in the state's transportation funding in more than two decades. Guidelines have been developed for a variety of different funding programs with targeted objectives to relieve congestion, improve freight movement, provide local funds for roadway maintenance, and provide funds for regional projects to self-help areas. Funds are provided through both formula and competitive programs and are programmed based on CTC approved funding levels or awarded funds. Grant funds are programmed once they have been awarded by the CTC.

    - **Formula Programs:** The Local Partnership Program (LPP) directs approximately $100 million annually through a 60%/40% split between a formulaic and competitive program for self-help counties. The State Rail Assistance program provides a consistent fund source for intercity rail and commuter rail. Funds are programmed for both capital and operations.

    - **Competitive Programs:** SB1 provides several competitive programs and adds funds to several other existing programs such as the Active Transportation Program. The Solutions for Congested Corridor Program (SCCP) provides funds to enhance transportation performance improvements in corridors that are part of a comprehensive multi-modal corridor plan. The Local Partnership Program (LPP) competitive portion is available to agencies that have approved or imposed taxes or fees solely for transportation purposes. Finally, the Trade Corridor Enhancement Program (TCEP) provides funding for infrastructure improvements along corridors with a high volume of freight movement. All competitive funds are programmed once they have been awarded by the CTC.

- **State Transit Assistance:** The State Transit Assistance (STA) budget provides funding for allocation to local transit agencies to fund a portion of the operations and capital costs associated with local mass transportation programs. STA allocations are based on sales tax generated from consumption of diesel fuel and pursuant to AB 1113 (Bloom, 2017) funds are allocated based upon the respective population of the two transit agencies' service areas. The State Controller's office is responsible for providing the estimates in January of each year. SB1 augmented STA funding by creating the State of Good Repair program within the STA Account. Eligible projects for SGR include transit maintenance, rehabilitation, and capital projects.

Local Revenues

The TransNet Ordinance specifies several sub-programs that augment the major transportation projects in the region including Major Corridors, Bicycle/Pedestrian, and local Transit programs, Local System Improvements, and an innovative program for early mitigation for projects – Environmental Mitigation Program – the first in the state to purchase Right-of-Way (ROW) early to reduce the cost of projects in the future while preserving the ecology of the region.

- **TransNet Local Transportation Sales Tax Program:** TransNet revenues are estimated based upon taxable retail sales forecasts derived from three factors influencing the growth in taxable retail sales: (1) the population forecast from the California Department of Finance; (2) a consensus (simple average) of three independent national forecasts of real rates of growth in per-capita retail sales (nationally recognized forecasts by IHS Markit, Moody's, and Oxford Economic Forecasting); and (3) the average projected inflation rates from the same independent sources. The SANDAG Board of Directors approved a revenue forecast for TransNet, on February 23, 2024.

- **Local Agency Funding:** The local agency revenues programmed are based on reasonably expected revenues as submitted by local agencies. Some local funding may include city and county local gas tax subventions, SB1 local streets and roads funds, developer fees, local public funds, and Proposition 42 funds administered by local agencies.

- **Local Privatization/Toll Revenues:** State Route 125 is a privatization/toll revenue road that provides toll revenues which fund other projects in the 2025 RTIP.

- **Transportation Development Act:** Although this is a state program, the Transportation Development Act (TDA) is administered locally. Funds are based on a one-fourth percent state sales tax, with revenues made available primarily for transit operating and capital purposes. The San Diego County Auditor's office estimates the apportionment for the upcoming fiscal year. SANDAG prepares forecasts of TDA based on a forecast of sales tax revenues for San Diego County which tie to the methodology used to forecast TransNet.

TransNet Revenue Estimates

The TransNet Ordinance and Expenditure Plan describe the process for allocating the sales tax program revenues to specified agencies and for selecting which major projects will be eligible to receive sales tax funding. Table 4-2 shows the current forecast of TransNet sales tax revenues to FY 2029.

The TransNet revenues programmed reflect the latest estimate of sales tax revenues based upon the SANDAG short-term forecast model. The programming of TransNet funds for local agencies is typically less than the TransNet receipts since a portion of the annual receipts is committed to bond debt service. Debt service information is provided as part of the annual Cash Flow Update sent to each agency at the beginning of the fiscal year.

Other Transportation Program Revenues

- **Other Funds:** These funds include contributions from various state funding sources, local agency contributions, federal discretionary grants, private sector funding, advertising income, investment earnings, passenger fare revenue, and other miscellaneous income. Revenues from these sources are based upon funding commitments from local agencies.

- **Financing:** The SANDAG Board issues long-term debt backed by TransNet to complete major transportation projects early including a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the Mid-Coast project.

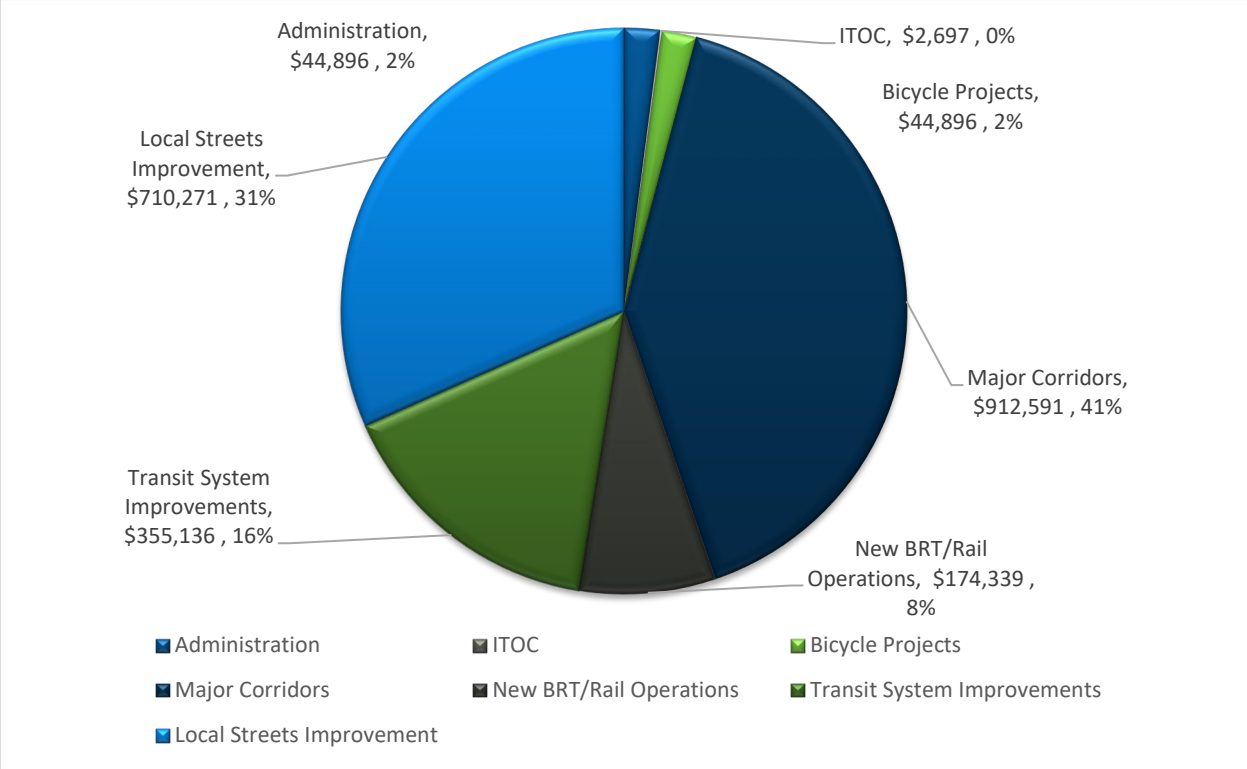
Table 4-2: TransNet Revenue Forecast
FY 2025–2029 RTIP – San Diego Region (in $000s of future dollars)

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Estimated Revenue[1]	$434,040	$439,252	$444,822	$457,507	$469,208	**$2,244,829**
Administration[2]	$8,681	$8,785	$8,896	$9,150	$9,384	**$44,896**
ITOC	$515	$528	$540	$551	$563	**$2,697**
Bicycle Projects	$8,681	$8,785	$8,896	$9,150	$9,384	**$44,896**
TransNet Program Allocations						
Major Corridors	$176,453	$178,569	$180,831	$185,990	$190,748	**$912,591**
New Rapid/Rail Operations	$33,709	$34,113	$34,546	$35,531	$36,440	**$174,339**
Transit System Improvements	$68,667	$69,490	$70,371	$72,378	$74,230	**$355,136**
Local Street Improvements	$137,334	$138,981	$140,741	$144,756	$148,459	**$710,271**
Total Program Allocations	**$416,163**	**$421,153**	**$426,489**	**$438,655**	**$449,877**	**$2,152,337**

[1] 0.5% sales tax
[2] 2% maximum

Note: Revenue estimates are based upon FY 2025 TransNet budget and current SANDAG short-term forecasting model.

Figure 4-1: Total TransNet Revenue Forecast
Breakdown FY 2025–2029 RTIP – San Diego Region (in $000 of future dollars)



Operations and Maintenance Costs

Although the RTIP is a program document that includes major transportation capital projects, 23 CFR 450.218(m) and 23 CFR 450.326(j) require that the RTIP financial chapter illustrate the costs and revenue sources to adequately operate and maintain highway, transit, and other federally funded public transportation systems projects.

Transit Operating Costs

Two transit districts provide transit service in San Diego County–North County Transit District (NCTD) and San Diego Metropolitan Transit System (MTS). NCTD services 1,020 square miles located in the northern portion of the county and provides commuter rail, light rail, fixed-route, general-purpose demand response, and ADA paratransit services. For FY 2025, NCTD estimates providing 8.8 million revenue service miles carrying 9.1 million passengers. MTS provides transit service in the remaining areas of the county. In addition to providing fixed-route and ADA paratransit services, MTS also operates the San Diego Trolley light rail system. MTS estimates carrying approximately 36.7 million passengers over 20.9 million annual service miles in FY 2025. Both NCTD and MTS provide these services on a coordinated basis.

Table 4-3a and 4-3b show the projected ongoing operating costs as developed by the two transit districts for the next five years. The current five-year forecast for MTS shows a deficit in fiscal years 2025 through 2029.

Metropolitan Transit System

Federal 5307 and 5337 funding levels are projected to increase by 2.1 percent through FY 2029. Cumulative total capital needs for the five-year period exceed the available projected funding levels. Total project needs over the five-year term are projected to be approximately $2.4 billion. Projected deficits from FY 2026 to FY 2029 total $350.7 million. MTS is using reserves to eliminate the deficit in FY 2025 and is weighing various options for eliminating the deficits in FY 2026 through FY 2029.

Table 4-3a: MTS Operating Costs and Revenues Forecast (in $000s)

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Revenues	$448,225	$385,521	$396,479	$407,037	$417,733	**$2,054,995**
Less Expenses	$448,225	$464,760	$482,385	$497,338	$513,059	**$2,405,767**
Projected Deficit/Surplus	$0	($79,239)	($85,906)	($90,301)	($95,326)	**($350,772)**

Source: Final Adopted MTS FY 2025 Operating Budget

North County Transit District

Slower growth of FTA, TDA, and TransNet formula funds is projected, representing approximately 50% to 60% of operating funds. Sales tax revenues grew by 29.1% in FY2023 and decreased to 3% in FY24, while projected growth for FY25 is 0.6%. Projected growth is less than 1% in FY26-FY27 and 2% in FY28-FY29. Sales tax collections have been essentially flat, despite above-average growth in consumer prices. NCTD expects higher operating and capital costs because of inflation. Formula funding will be primarily used for operations and maintenance, with more reliance to be placed on discretionary grants for state of good repair capital needs, causing a capital deficit. Pandemic relief funding is nearing an end, with an estimated carryover remaining of $25 million for FY25-FY26.

Table 4-3b: NCTD Operating Costs and Revenues Forecast (in $000s)

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Revenues	$234,410	$249,786	$207,468	$212,821	$204,388	**$1,108,873**
Less Expenses	$234,410	$249,786	$207,468	$212,821	$215,962	**$1,120,448**
Projected Deficit/Surplus	$0	$0	$0	$0	($11,575)	**($11,575)**

Source: Final Adopted NCTD FY 2025 Operating Budget

Preventive Maintenance

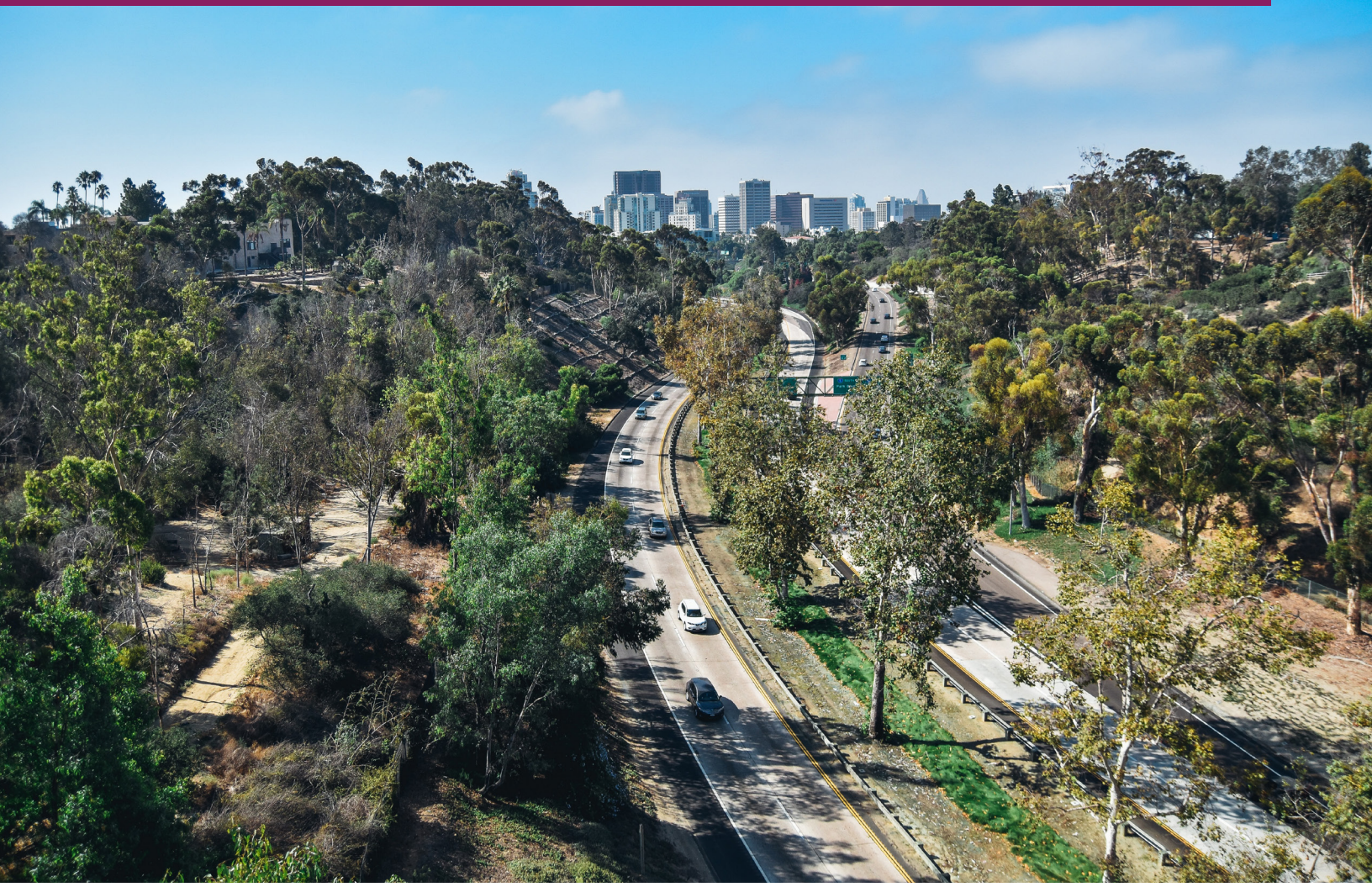
Preventive maintenance projects are projects that focus on maintenance of equipment, rolling stock, and facilities for bus and rail systems. Timely preventive maintenance activities are necessary to ensure proper performance of the transportation infrastructure and enhance safety and accessibility. MTS and NCTD have programmed a total of $844.5 million for FY 2025–FY 2029. MTS32A and NCTD02 are programmed with $540.3 million and $304.2 million, respectively.

Highway Costs

Caltrans is responsible for the operations, maintenance, and rehabilitation of state highways in the San Diego region. Excluding capital projects, over the next five years, Caltrans estimates approximately $95 million for operations and administrative costs and $750 million for maintenance costs.

Chapter 5

Air Quality Conformity Analysis



Chapter 5
Air Quality Conformity Analysis

San Diego Air Basin Transportation Conformity Background

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

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

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

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

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

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

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

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

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

Demonstration of Fiscal Constraint

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

Development of Transportation Control Measures

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

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

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

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

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

Air Quality Conformity Requirements

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

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

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

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

Consultation is a three-tier process that:

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

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

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

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

Conformity Finding – Transportation Control Measures

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

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

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

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

Transportation Tactic	Amount
Transportation Demand Management (TDM)	
TDM	$110,449
Subtotal TDM:	*$110,449*
Transit Improvements	
Mid-Coast	$2,371,134
Major Transit - LOSSAN Corridor	$561,946
BRT	$126,866
Purple/Blue Line	$4,550
Ops/Maint - Transit	$7,134,289
Subtotal Transit Improvements:	*$10,198,784*
Bicycle Facilities	
Bicycle/Pedestrian Projects	$725,450
Subtotal Bicycle Facilities:	$725,450
Traffic Flow Improvements	
Transportation Management System/Intelligent Transportation System	$234.260
Subtotal Traffic Flow Improvements:	*$234,260*
Total Transportation Tactics in 2025 RTIP:	**$11,268,944**
Total All Transportation Projects in 2025 RTIP:	**$21,973,178**
Share of Transportation Tactics Projects in 2025 RTIP:	**51.28%**

Conformity Finding – Quantitative Emissions Analysis

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

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

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

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

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

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

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

Table 5-2 provides a summary of the results of the quantitative emissions analysis conducted for the 2025 RTIP and Amended 2021 Regional Plan using budgets from the 2020 SIP. The table demonstrates that the 2025 RTIP and Amended 2021 Regional Plan meet the budgets for the 2008 and 2015 Eight-Hour Ozone Standards. Projected ROG and NOx emissions for 2026, 2029, 2032, 2040, and 2050 are below the established SIP budgets.

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

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

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

Conclusion

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

Appendix A

Grouped Projects
Detailed Project Listings

SANDAG

2025 Regional Transportation Improvement Program
FY 2025-2029

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

10/20/2023, 9:17 AM

Notes:

1) This is the FTIP lump sum “backup” list for HBP funded projects. Please see the Local Assistance web site for the most current listings:

   http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_FSTIP.html

2) The purpose of this list is to show which projects being advanced by local agencies have met the eligibility requirements of the federal Highway Bridge Program and have been prioritized for funding by the Department in cooperation with local agencies for funding.

3) Contractual funding levels are determined at time of federal authorization/obligation for given phase of work. For details see Chapter 3 of the Local Assistance Procedures Manual.

4) For FTIP/FSTIP purposes, Federal Highway Bridge Program (HBP) funding constraint is managed by Caltrans.

5) Prop 1B bond funds for the Local Seismic Safety Retrofit Program (LSSRP) used for matching federal funds are also managed by Caltrans.

6) Financial constraint of LOCAL matching funds (including regional STIP funds) and LOCAL Advance Construction (AC) is the responsibility of the MPOs and their local agencies.

7) Some projects show that they are programmed using State STP funds. These funds are HBP funds transferred to the STP for bridge work that is not ordinarily eligible for HBP funds. See the HB Program Guidelines for details. Do not confuse these STP funds with Regional STP funds.

8) Corrections to this report should be addressed to the District Local Assistance Engineer:

   https://dot.ca.gov/programs/local-assistance/other-important-issues/local-assistance-contacts

Note id: 24

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency	HBP-ID	Project Description
Del Mar	3408	BRIDGE NO. 57C0209, CAMINO DEL MAR, OVER SAN DIEGUITO RIVER, 0.35 MI S VIA DE LA VALLE. Bridge replacement. No adding travelled lanes. High cost project agreement required.

Project #:
5356(007)
5356(008)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	1,623,000	696,000			1,000,000				3,319,000
R/W					130,000				130,000
CON								35,000,000	35,000,000
Total	1,623,000	696,000			1,130,000			35,000,000	38,449,000

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	1,436,842	616,169			1,000,389			30,985,500	34,038,900
Local Match	186,158	79,831			129,611			4,014,500	4,410,100
LSSRP Bond									
Local AC									
Total	1,623,000	696,000			1,130,000			35,000,000	38,449,000

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	1,436,842	616,169			885,300				2,938,311
Local Match	186,158	79,831			114,700				380,689
LSSRP Bond									
Local AC									
Total	1,623,000	696,000			1,000,000				3,319,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $					115,089				115,089
Local Match					14,911				14,911
LSSRP Bond									
Local AC									
Total					130,000				130,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $								30,985,500	30,985,500
Local Match								4,014,500	4,014,500
LSSRP Bond									
Local AC									
Total								35,000,000	35,000,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency	HBP-ID	Project Description
Encinitas	4796	BRIDGE NO. 57C0210, CAMINO DEL MAR OVER SAN ELIJO LAGOON, 1.8MI N/O LOMAS SANTA FE. Rehabilitate existing 4-lane bridge. Not capacity increasing.□Scope not clear.

Project #:

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE					2,136,000				2,136,000
R/W									
CON								14,946,400	14,946,400
Total					2,136,000			14,946,400	17,082,400

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $					1,708,800			11,957,120	13,665,920
Local Match					427,200			2,989,280	3,416,480
LSSRP Bond									
Local AC									
Total					2,136,000			14,946,400	17,082,400

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $					1,708,800				1,708,800
Local Match					427,200				427,200
LSSRP Bond									
Local AC									
Total					2,136,000				2,136,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $								11,957,120	11,957,120
Local Match								2,989,280	2,989,280
LSSRP Bond									
Local AC									
Total								14,946,400	14,946,400

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency	HBP-ID	Project Description
Escondido	4790	BRIDGE NO. 57C0070, SUNSET DRIVE OVER BOLAS CREEK, 400FT S/O VIA RNCHO PKWY. Standalone Paint Bridge.

Project #:

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE				20,000					20,000
R/W									
CON								92,250	92,250
Total				20,000				92,250	112,250

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $				17,706				81,669	99,375
Local Match				2,294				10,581	12,875
LSSRP Bond									
Local AC									
Total				20,000				92,250	112,250

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $				17,706					17,706
Local Match				2,294					2,294
LSSRP Bond									
Local AC									
Total				20,000					20,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $								81,669	81,669
Local Match								10,581	10,581
LSSRP Bond									
Local AC									
Total								92,250	92,250

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency	HBP-ID	Project Description
Escondido	4703	BRIDGE NO. PM00216, Bridge Preventive Maintenance Program (BPMP), various bridges in the City of Escondido. See Caltrans Local Assistance HBP website for backup list of projects.

Project #:

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE					411,000				411,000
R/W									
CON								1,232,000	1,232,000
Total					411,000			1,232,000	1,643,000

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $					328,800			985,600	1,314,400
Local Match					82,200			246,400	328,600
LSSRP Bond									
Local AC									
Total					411,000			1,232,000	1,643,000

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $					328,800				328,800
Local Match					82,200				82,200
LSSRP Bond									
Local AC									
Total					411,000				411,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $								985,600	985,600
Local Match								246,400	246,400
LSSRP Bond									
Local AC									
Total								1,232,000	1,232,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency	HBP-ID	Project Description
La Mesa	4031	BRIDGE NO. 57C0467, GROSSMONT CENTR DR OVER MTDB LRT & SDIV RR, 0.04 M S/O FLETCHER PKWY. Bridge Rehabilitation. Widen bridge to accommodate wider lanes, shoulders and sidewalks. (No added capacity) Other federal funds must be programmed in the FSTIP.

Project #: 5207(036)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	750,000								750,000
R/W	300,000								300,000
CON			3,954,300						3,954,300
Total	1,050,000		3,954,300						5,004,300

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	929,565		3,500,742						4,430,307
Local Match	120,435		453,558						573,993
LSSRP Bond									
Local AC									
Total	1,050,000		3,954,300						5,004,300

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	663,975								663,975
Local Match	86,025								86,025
LSSRP Bond									
Local AC									
Total	750,000								750,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	265,590								265,590
Local Match	34,410								34,410
LSSRP Bond									
Local AC									
Total	300,000								300,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $			3,500,742						3,500,742
Local Match			453,558						453,558
LSSRP Bond									
Local AC									
Total			3,954,300						3,954,300

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency	HBP-ID	Project Description
Oceanside	2796	BRIDGE NO. 57C0010, DOUGLAS DR, OVER SAN LUIS REY RIVER, 0.9 MI N ROUTE 76. LSSRP Seismic Retrofit.

Project #:
5079(016)
5079(029)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	1,045,072	2,754,928							3,800,000
R/W									
CON				11,500,000					11,500,000
Total	1,045,072	2,754,928		11,500,000					15,300,000

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	925,202	2,438,938		10,180,950					13,545,090
Local Match	119,870	315,990							435,860
LSSRP Bond				1,319,050					1,319,050
Local AC									
Total	1,045,072	2,754,928		11,500,000					15,300,000

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	925,202	2,438,938							3,364,140
Local Match	119,870	315,990							435,860
LSSRP Bond									
Local AC									
Total	1,045,072	2,754,928							3,800,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $				10,180,950					10,180,950
Local Match									
LSSRP Bond				1,319,050					1,319,050
Local AC									
Total				11,500,000					11,500,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency	HBP-ID	Project Description
Oceanside	2821	BRIDGE NO. 57C0322, HILL ST, OVER SAN LUIS REY RIVER, 0.3 MI S OCNSIDE HRBOR DR Replace existing two lane bridge with two lane bridge. Originally LSSRP Seismic Retrofit. 7/23/2013: Toll credits used for PE and CON. 9/25/2014: Toll credits used for R/W. High cost project agreement needs to be signed for this project. 8/25/2021: Toll credits for R/W deleted. Toll credits for CON deleted.

Project #: 5079(030)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	1,870,000	1,300,000			2,080,000				5,250,000
R/W					5,000,000				5,000,000
CON								36,750,000	36,750,000
Total	1,870,000	1,300,000			7,080,000			36,750,000	47,000,000

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	1,870,000	1,300,000			6,506,500			32,534,775	42,211,275
Local Match					573,500			3,320,565	3,894,065
LSSRP Bond								894,660	894,660
Local AC									
Total	1,870,000	1,300,000			7,080,000			36,750,000	47,000,000

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	1,870,000	1,300,000			2,080,000				5,250,000
Local Match									
LSSRP Bond									
Local AC									
Total	1,870,000	1,300,000			2,080,000				5,250,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $					4,426,500				4,426,500
Local Match					573,500				573,500
LSSRP Bond									
Local AC									
Total					5,000,000				5,000,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $								32,534,775	32,534,775
Local Match								3,320,565	3,320,565
LSSRP Bond								894,660	894,660
Local AC									
Total								36,750,000	36,750,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency	HBP-ID	Project Description
San Diego	4352	BRIDGE NO. 57C0420L, FAIRMOUNT AVE OVER ALDINE DRIVE, 1.2 MI S OF RTE 8. Rehabilitation of a two lane bridge. (no added capacity) Scope is not Clear.

Project #: 5004(200)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	348,000				543,000				891,000
R/W					10,000				10,000
CON								4,989,760	4,989,760
Total	348,000				553,000			4,989,760	5,890,760

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	308,084				489,571			4,417,435	5,215,090
Local Match	39,916				63,429			572,325	675,670
LSSRP Bond									
Local AC									
Total	348,000				553,000			4,989,760	5,890,760

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	308,084				480,718				788,802
Local Match	39,916				62,282				102,198
LSSRP Bond									
Local AC									
Total	348,000				543,000				891,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $					8,853				8,853
Local Match					1,147				1,147
LSSRP Bond									
Local AC									
Total					10,000				10,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $								4,417,435	4,417,435
Local Match								572,325	572,325
LSSRP Bond									
Local AC									
Total								4,989,760	4,989,760

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency	HBP-ID	Project Description
San Diego	4351	BRIDGE NO. 57C0420R, FAIRMOUNT AVE OVER ALDINE DRIVE, 1.2 MI S OF RTE 8. Rehabilitation of a two lane bridge. (no added capcity) Scope is not Clear.

Project #: 5004(198)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	252,000				239,000				491,000
R/W					10,000				10,000
CON								2,748,200	2,748,200
Total	252,000				249,000			2,748,200	3,249,200

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	223,096				220,440			2,432,981	2,876,517
Local Match	28,904				28,560			315,219	372,683
LSSRP Bond									
Local AC									
Total	252,000				249,000			2,748,200	3,249,200

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	223,096				211,587				434,682
Local Match	28,904				27,413				56,318
LSSRP Bond									
Local AC									
Total	252,000				239,000				491,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $					8,853				8,853
Local Match					1,147				1,147
LSSRP Bond									
Local AC									
Total					10,000				10,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $								2,432,981	2,432,981
Local Match								315,219	315,219
LSSRP Bond									
Local AC									
Total								2,748,200	2,748,200

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency	HBP-ID	Project Description
San Diego County	3683	BRIDGE NO. 00L0048, 13th STREET OVER THE SANTA MARIA CREEK. Construct new two lane bridge to replace existing two lane low water crossing. 10/1/2010: Toll Credits programmed for PE, R/W, & CON.

Project #: NBIL(515)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	1,425,000		650,000						2,075,000
R/W			150,000						150,000
CON								12,437,000	12,437,000
Total	1,425,000		800,000					12,437,000	14,662,000

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	1,425,000		800,000					12,437,000	14,662,000
Local Match									
LSSRP Bond									
Local AC									
Total	1,425,000		800,000					12,437,000	14,662,000

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	1,425,000		650,000						2,075,000
Local Match									
LSSRP Bond									
Local AC									
Total	1,425,000		650,000						2,075,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $			150,000						150,000
Local Match									
LSSRP Bond									
Local AC									
Total			150,000						150,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $								12,437,000	12,437,000
Local Match									
LSSRP Bond									
Local AC									
Total								12,437,000	12,437,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency	HBP-ID	Project Description
San Diego County	3685	BRIDGE NO. 00L0049, QUARRY ROAD OVER SPRING VALLEY CREEK. Construct new two lane bridge to replace existing two lane low water crossing. 9/23/2010: Toll Credits programmed for PE. 4/28/2016: Toll credits for R/W and CON deleted.

Project #: NBIL(520)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	750,000				1,100,000				1,850,000
R/W					1,100,000				1,100,000
CON						10,600,000			10,600,000
Total	750,000				2,200,000	10,600,000			13,550,000

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	750,000				2,073,830	9,384,180			12,208,010
Local Match					126,170	1,215,820			1,341,990
LSSRP Bond									
Local AC									
Total	750,000				2,200,000	10,600,000			13,550,000

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	750,000				1,100,000				1,850,000
Local Match									
LSSRP Bond									
Local AC									
Total	750,000				1,100,000				1,850,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $					973,830				973,830
Local Match					126,170				126,170
LSSRP Bond									
Local AC									
Total					1,100,000				1,100,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $						9,384,180			9,384,180
Local Match						1,215,820			1,215,820
LSSRP Bond									
Local AC									
Total						10,600,000			10,600,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency	HBP-ID	Project Description
San Diego County	1772	BRIDGE NO. 57C0120, IRR WILLOWS RD, OVER VIEJAS CREEK, 0.9 MI E/O ALPINE WILLOW. Construct scour countermeasure. 4/5/2010: Toll Credits programmed for R/W & Con.

Project #:
5957(062)
5957(147)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	1,155,000		150,000						1,305,000
R/W									
CON	4,080,369	510,000							4,590,369
Total	5,235,369	510,000	150,000						5,895,369

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	5,004,369	510,000	120,000						5,634,369
Local Match	231,000		30,000						261,000
LSSRP Bond									
Local AC									
Total	5,235,369	510,000	150,000						5,895,369

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	924,000		120,000						1,044,000
Local Match	231,000		30,000						261,000
LSSRP Bond									
Local AC									
Total	1,155,000		150,000						1,305,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $									
Local Match									
LSSRP Bond									
Local AC									
Total									

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	4,080,369	510,000							4,590,369
Local Match									
LSSRP Bond									
Local AC									
Total	4,080,369	510,000							4,590,369

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency	HBP-ID	Project Description
San Diego County	3450	BRIDGE NO. 57C0270, BUCKMAN SPRINGS RD, OVER COTTONWOOD CR, 3.5 MI S ROUTE I-8. Replacement (HBP). No lanes being added.

Project #: 5957(084)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	1,600,000				450,000				2,050,000
R/W									
CON						4,025,000			4,025,000
Total	1,600,000				450,000	4,025,000			6,075,000

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	1,416,480				398,385	3,563,333			5,378,198
Local Match	183,520				51,615	461,668			696,803
LSSRP Bond									
Local AC									
Total	1,600,000				450,000	4,025,000			6,075,000

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	1,416,480				398,385				1,814,865
Local Match	183,520				51,615				235,135
LSSRP Bond									
Local AC									
Total	1,600,000				450,000				2,050,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $									
Local Match									
LSSRP Bond									
Local AC									
Total									

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $						3,563,333			3,563,333
Local Match						461,668			461,668
LSSRP Bond									
Local AC									
Total						4,025,000			4,025,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency	HBP-ID	Project Description
San Diego County	3451	BRIDGE NO. 57C0344, LAWSON VALLEY RD, OVER LAWSON CREEK, 3.4 MI E OF SKYLINE TRUCK. Bridge Replacement (HBP). No added lane capacity. 4/1/2010: Toll Credits programmed for PE, R/W, & Con.

Project #: 5957(090)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	875,000				750,000				1,625,000
R/W					600,000				600,000
CON							6,500,000		6,500,000
Total	875,000				1,350,000		6,500,000		8,725,000

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	875,000				1,350,000		6,500,000		8,725,000
Local Match									
LSSRP Bond									
Local AC									
Total	875,000				1,350,000		6,500,000		8,725,000

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	875,000				750,000				1,625,000
Local Match									
LSSRP Bond									
Local AC									
Total	875,000				750,000				1,625,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $					600,000				600,000
Local Match									
LSSRP Bond									
Local AC									
Total					600,000				600,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $							6,500,000		6,500,000
Local Match									
LSSRP Bond									
Local AC									
Total							6,500,000		6,500,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency	HBP-ID	Project Description
San Diego County	4029	BRIDGE NO. 57C0358, SYCAMORE DR OVER N FK SAN MARCOS CREEK, 0.35 MI N OLIVE ST. Replace two lane bridge with two lane bridge.

Project #: 5957(118)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	1,181,250				100,000				1,281,250
R/W					150,000				150,000
CON					4,935,000				4,935,000
Total	1,181,250				5,185,000				6,366,250

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	1,045,761				4,590,281				5,636,041
Local Match	135,489				594,720				730,209
LSSRP Bond									
Local AC									
Total	1,181,250				5,185,000				6,366,250

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	1,045,761				88,530				1,134,291
Local Match	135,489				11,470				146,959
LSSRP Bond									
Local AC									
Total	1,181,250				100,000				1,281,250

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $					132,795				132,795
Local Match	0				17,205				17,205
LSSRP Bond									
Local AC									
Total					150,000				150,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $					4,368,956				4,368,956
Local Match					566,045				566,045
LSSRP Bond									
Local AC									
Total					4,935,000				4,935,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency	HBP-ID	Project Description
San Diego County	3533	BRIDGE NO. 57C0709, Live Oak Park Rd Over San Luis Rey Tributary. Replace existing 2 lane bridge with new 2 lane bridge.

Project #:
5957(105)
5957(148)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	1,650,000								1,650,000
R/W	100,000								100,000
CON	4,600,000	500,000							5,100,000
Total	6,350,000	500,000							6,850,000

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	5,621,655	442,650							6,064,305
Local Match	728,345	57,350							785,695
LSSRP Bond									
Local AC									
Total	6,350,000	500,000							6,850,000

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	1,460,745								1,460,745
Local Match	189,255								189,255
LSSRP Bond									
Local AC									
Total	1,650,000								1,650,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	88,530								88,530
Local Match	11,470								11,470
LSSRP Bond									
Local AC									
Total	100,000								100,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	4,072,380	442,650							4,515,030
Local Match	527,620	57,350							584,970
LSSRP Bond									
Local AC									
Total	4,600,000	500,000							5,100,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency	HBP-ID	Project Description
San Diego County	3534	BRIDGE NO. 57C0729, PAMO ROAD OVER SANTA YSABEL CREEK, 3.85 M N/O HAVERFORD RD.. Replace existing one lane bridge with two lane bridge. 4/1/2010: Toll Credits programmed for PE, R/W, & Con.

Project #: 5957(108)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	1,175,000				500,000				1,675,000
R/W					100,000				100,000
CON								4,700,000	4,700,000
Total	1,175,000				600,000			4,700,000	6,475,000

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	1,175,000				600,000			4,700,000	6,475,000
Local Match									
LSSRP Bond									
Local AC									
Total	1,175,000				600,000			4,700,000	6,475,000

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	1,175,000				500,000				1,675,000
Local Match									
LSSRP Bond									
Local AC									
Total	1,175,000				500,000				1,675,000

R/W Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $					100,000				100,000
Local Match									
LSSRP Bond									
Local AC									
Total					100,000				100,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $								4,700,000	4,700,000
Local Match									
LSSRP Bond									
Local AC									
Total								4,700,000	4,700,000

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency	HBP-ID	Project Description
San Diego County	4307	BRIDGE NO. PM00130, Bridge Preventive Maintenance Program (BPMP), various bridges in the County of San Diego. See Caltrans Local Assistance HBP web site for backup list of bridges.

Project #:
5957(123)
5957(124)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	1,650,000								1,650,000
R/W									
CON	3,000,000	654,700						1,342,356	4,997,056
Total	4,650,000	654,700						1,342,356	6,647,056

Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	4,116,645	246,113			333,493			1,188,388	5,884,639
Local Match	533,355	75,094			0			153,968	762,417
LSSRP Bond									
Local AC		333,493			-333,493				
Total	4,650,000	654,700						1,342,356	6,647,056

PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	1,460,745								1,460,745
Local Match	189,255								189,255
LSSRP Bond									
Local AC									
Total	1,650,000								1,650,000

CON Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	2,655,900	246,113			333,493			1,188,388	4,423,894
Local Match	344,100	75,094			0			153,968	573,162
LSSRP Bond									
Local AC		333,493			-333,493				
Total	3,000,000	654,700						1,342,356	4,997,056

2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

MPO Summary: San Diego Association Of Governments

Number of Projects: 18

Totals:

	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed $	27,122,699	5,553,870	4,420,742	10,198,656	19,600,488	12,947,513	6,500,000	101,720,468	188,064,434
Local Match	2,306,992	528,266	483,558	2,294	2,077,005	1,677,488		11,622,838	18,698,441
LSSRP Bond				1,319,050				894,660	2,213,710
Local AC		333,493			-333,493				
Total for all Phases	29,429,691	6,415,628	4,904,300	11,520,000	21,344,000	14,625,000	6,500,000	114,237,966	208,976,585

Grouped Projects for Safety Improvements - SHOPP Mobility Program(CAL46A)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
CAL601	Caltrans	San Onofre Commercial Vehicle Enforcement Facilities.	In San Diego County about 12 Miles North of Oceanside at 1.0 mile South of San Onofre Commercial Vehicle Inspection Facilities and from 0.5 Mile South of San Onofre Commercial Vehicle Enforcement Facilities to San Onofre Commercial Vehicle Enforcement Facilities. Replace CVEF scales, repair pavement, and update signs and striping.	$1,746,000	$6,532,000	$0	$0	$0	$0	$0	$8,278,000
CAL612	Caltrans	San Marcos, modified auxiliary lane.	(In San Marcos, from 0.3 mile west to 0.3 mile east of Mission Road. Modify auxiliary lanes. This is a Construction Manager/General Contractor (CMGC) project.	$2,396,000	$0	$23,641,000	$0	$0	$0	$0	$26,037,000
CAL630	Caltrans	In San Diego, Chula Vista, and National City, from Camino De La Plaza north of Old	In the cities of San Diego, Chula Vista, and National City, from Camino De La Plaza to 0.3 mile north of Old Town Avenue. Upgrade Transportation Management System (TMS)	$0	$640,000	$950,000	$0	$12,624,000	$0	$0	$14,214,000
CAL631	Caltrans	In and near San Diego, La Mesa, and El Cajon, from Sunset Cliffs	In and near the cities of San Diego, La Mesa, and El Cajon, from Sunset Cliffs Boulevard to 0.1 mile east of Lake Jennings Park Road.	$0	$3,832,000	$4,583,000	$54,072,000	$0	$0	$0	$62,487,000
			Total	**$4,142,000**	**$11,004,000**	**$29,174,000**	**$54,072,000**	**$12,624,000**	**$0**	**$0**	**$111,016,000**

Grouped Projects for Safety Improvements - SHOPP Collision Reduction (CR) Program(CAL46B)

Through 25-00

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
CAL621	Caltrans	Near Rincon east of Rincon Ranch Road	Near Rincon, from 0.3 to 0.5 mile east of Rincon Ranch Road. Widen shoulder, construct retaining wall with safety barrier, remove boulders, and relocate and reconstruct drainage system to improve safety.	$407,000	$0	$1,150,000	$5,511,000	$0	$0	$0	$7,068,000
CAL622	Caltrans	I-15 in Fallbrook South of Mission Rd OC	IN SAN DIEGO COUNTY IN FALLBROOK ON INTERSTATE 15 FROM 0.7 MILE SOUTH TO 0.1 MILE SOUTH OF MISSION ROAD OVERCROSSING	$298,000	$368,000	$3,213,000	$0	$0	$0	$0	$3,879,000
			Total	**$705,000**	**$368,000**	**$4,363,000**	**$5,511,000**	**$0**	**$0**	**$0**	**$10,947,000**

Grouped Projects for Bridge Rehabilitation and Reconstruction-SHOPP Program
Reconstruction-SHOPP Program(CAL46D)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
CAL608	Caltrans	Clairemont Drive OC Bridge No.57-0429	In the city of San Diego, at Clairemont Drive Overcrossing Bridge No. 57-0429. Repair bridge deck, replace traffic signal, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	$354,000	$856,000	$12,280,000	$0	$0	$0	$0	$13,490,000
CAL616	Caltrans	San Diego-Coronado Bay Suicide Deterrent Fences	In the city of San Diego, on San Diego-Coronado Bay Bridge No. 57-0857 and E75-N5 Connector Overcrossing No. 57-0912G; also on Route 5 at S5-S75 Connector Overcrossing No. 57-0939H (PM R13.8/R14.3). Install suicide deterrent fences along bridges.	$14,069,000	$0	$331,000	$0	$0	$0	$0	$14,400,000
CAL626	Caltrans	San Diego, Solana Beach, Encinitas, Carlsbad, and Oceanside Bridge Rehab	In the cities of San Diego, Solana Beach, Encinitas, Carlsbad, and Oceanside, from Pacific Highway to 0.1 mile north of Harbor Drive. Rehabilitate four bridges, drainage systems, and Transportation Management System (TMS) elements, and upgrade bridge rail. Bridge #'s - 57-0125, 57-0459L, 57-0459R, 57-0713R	$0	$3,065,000	$0	$5,846,000	$55,288,000	$0	$0	$64,199,000
			Total	**$14,423,000**	**$3,921,000**	**$12,611,000**	**$5,846,000**	**$55,288,000**	**$0**	**$0**	**$92,089,000**

Grouped Projects for Pavement Resurfacing and/or Rehabilitation - SHOPP Roadway Preservation Program(CAL46E)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
CAL558	Caltrans	Rehabilitate Culverts and Worker Safety Enhancements	Near Lakeside and Eucalyptus Hills, from north of Riverford Road to Ellie Lane. Rehabilitate culverts, upgrade lighting, enhance highway workers safety, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	$3,557,000	$15,276,000	$0	$0	$0	$0	$0	$18,833,000
CAL563	Caltrans	Rehabilitate Culverts and Safety Enhancements	Near Pala, Pauma Valley, Rincon, and La Jolla Amargo, from east of Route 15 to west of Route 79. Rehabilitate culverts, replace signs, upgrade lighting, and upgrade facilities to the American with Disabilities (ADA) Standards.	$4,626,000	$16,633,000	$0	$0	$0	$0	$0	$21,259,000
CAL564	Caltrans	Drainage System Restoration and Safety Enhancements	In and near the cities of San Diego and Lemon Grove, from Route 5 to 0.1 mile west of Millar Ranch Road; also on Route 15 at PM 2.1, Route 125 at PM 13.0/13.5, and Route 805 at PM 13.5. Rehabilitate culverts, rehabilitate pavement, replace signs, upgrade median barrier, install fiber optic cable, upgrade Transportation Management System (TMS) elements, and upgrade facilities to Americans with Disabilities Act (ADA) standards. (G 13 Contingency)	$8,865,000	$1,000	$0	$0	$0	$0	$0	$8,866,000
CAL565	Caltrans	Drainage System Restoration and Safety Enhancements	In San Diego County about 6 miles East of Lemon Grove on Route 94 from Sweetwater River Bridge to Avenue De Robles Verdes Near Manzanita and on Route 188 from Mexico Border Near Tecate to Route 94. Rehabilitate culverts, upgrade curb ramps to Americans with Disabilities (ADA) standards, replace roadside signs, install rumble strips, and upgrade lighting.	$7,200,000	$1,000	$0	$0	$0	$0	$0	$7,201,000
CAL570	Caltrans	Roadway Rehabilitation, Safety Enhancements, and Construct Auxiliary Lanes	In and near the cities of San Diego, Chula Vista, and National City, from south of Route 5(PM 0.149) to Route 15. Rehabilitate roadway, rehabilitate culverts, construct auxiliary lanes, add bike trail and pedestrian bridge as complete streets elements, upgrade safety devices, enhance highway worker safety, upgrade lighting, and make bicycle and pedestrian improvements.	$25,298,000	$1,000	$0	$0	$0	$0	$0	$25,299,000
CAL596	Caltrans	In San Diego County, biological monitoring.	In San Diego County, from 0.7 mile west of Flinn Springs Road Undercrossing to 0.2 mile east of Crestwood Road Undercrossing. Biological monitoring for project EA 42210.	$150,000	$150,000	$0	$0	$0	$0	$0	$300,000
CAL597	Caltrans	Rehabilitate pavement and drainage systems	Near Ramona, from east of Magnolia Avenue to west of Wynola Road. Rehabilitate pavement and drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	$1,864,000	$2,785,000	$30,065,000	$0	$0	$0	$0	$34,714,000
CAL598	Caltrans	Pavement Rehabilitation	In the city of San Diego, from Route 5 to west of Carmel Valley Road. Rehabilitate pavement, install Light Emitting Diode (led0 lighting, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	$877,000	$1,936,000	$20,476,000	$0	$0	$0	$0	$23,289,000

Grouped Projects for Pavement Resurfacing and/or Rehabilitation - SHOPP Roadway Preservation Program(CAL46E)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
CAL600	Caltrans	Pavement Rehabilitation-SR-79	Near Julian, 0.5 mile north of Milk Ranch Road to 0.1 mile south of Chihuahua Valley Road. Rehabilitate pavement, replace signs, construct Transportation Management System (TMS) elements, and upgrade guardrail.	$3,343,000	$29,507,000	$0	$0	$0	$0	$0	$32,850,000
CAL602	Caltrans	In San Diego County at Ramona.	Near Ramona, from west of Haverford Road to east of Magnolia Avenue Rehabilitate pavement and drainage systems, replace roadside sign panels, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	$3,676,000	$0	$19,535,000	$0	$0	$0	$0	$23,211,000
CAL604	Caltrans	Pavement Rehabilitation on SR-76	In Oceanside, from Route 5 to east of Melrose Drive. Rehabilitate pavement and drainage systems, enhance highway worker safety, upgrade traffic signals and roadside signs, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	$4,700,000	$41,768,000	$0	$0	$0	$0	$0	$46,468,000
CAL624	Caltrans	I-15 and SR 163 Drainage	From Ash Street to 0.5 mile south of Kearny Villa Road; also on Route 15 at Market Street (PM 1.85). Rehabilitate drainage systems, add new highway lighting and bike lanes, and upgrade traffic signals. (Long Lead Project)	$0	$2,045,000	$0	$0	$0	$0	$0	$2,045,000
CAL625	Caltrans	Near Descanso south of Wolahi Road; also on Route 8 west and east of Route 79	Near Descanso, from Route 8 to 0.6 mile south of Wolahi Road; also on Route 8 from 0.4 mile west to 0.6 mile east of Route 79 (R37.4/R38.4L/R). Rehabilitate pavement and drainage systems, replace roadside sign panels, and upgrade census stations.	$0	$2,526,000	$0	$0	$0	$0	$0	$2,526,000
CAL627	Caltrans	Near Alpine, west of Lake Jennings Park Road to East Willows Road	Near Alpine, from 0.3 mile west of Lake Jennings Park Road to East Willows Road. Rehabilitate pavement by grinding and overlaying with Hot Mix Asphalt (HMA), upgrade guardrail, rehabilitate drainage systems, replace roadside signs, upgrade TMS elements, and add bicycle and pedestrian improvements.)	$0	$2,969,000	$2,594,000	$31,111,000	$0	$0	$0	$36,674,000
CAL628	Caltrans	Near Pine Valley, from east of Pine Valley Road to east of Buckman Springs Road	Near Pine Valley, from 0.3 mile east of Pine Valley Road to 1.3 miles east of Buckman Springs Road. Rehabilitate roadway by placing Jointed Plane Concrete Pavement (JPCP), replacing individual slabs, and grinding and placing Hot Mix Asphalt, upgrade guardrail and Asphalt Concrete (AC) dike, upgrade drainage systems, and replace traffic striping and road signs.	$0	$5,030,000	$0	$5,943,000	$81,541,000	$0	$0	$92,514,000
CAL632	Caltrans	In and near Escondido, from Via Rancho Parkway to Rainbow Glen Road.	In and near Escondido, from Via Rancho Parkway to Rainbow Glen Road. Rehabilitate pavement, replace overhead sign structures, install enhanced visibility crosswalks and bike lanes, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	$0	$4,905,000	$0	$4,958,000	$66,994,000	$0	$0	$76,857,000
			Total	**$64,156,000**	**$125,533,000**	**$72,670,000**	**$42,012,000**	**$148,535,000**	**$0**	**$0**	**$452,906,000**

Grouped Projects for Safety Improvements - SHOPP Mandates Program(CAL46I)

Through 25-00

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
CAL599	Caltrans	Curb ramps and Pedestrian Accessible Signals	In and near the cites of San Diego and Escondido, from Poway Road to 0.6 mile north of Lilac Road. Upgrade curb ramps, Accessible Pedestrian Signals (APSs), and pedestrian crossings to Americans with Disabilities Act (ADA) standards, install High Tension Cable Barrier (HTCB), upgrade Closed-Circuit TV (CCTV) cameras and traffic signals and restore wrong way driving preventative measures at exit ramps.	$3,557,000	$15,276,000	$0	$0	$0	$0	$0	$18,833,000
CAL606	Caltrans	Curb ramps and Accessible Pedestrian Signals in Carlsbad and Oceanside.	In Carlsbad and Oceanside, from Tamarack Avenue to Mission Avenue. Upgrade curb ramps and Accessible Pedestrian Signals (APSs) to Americans with Disabilities Act (ADA) standards, bridge preservation (Br. No. 57-0701), and ramp realignment.	$7,195,000	$93,033,000	$0	$0	$0	$0	$0	$100,228,000
CAL611	Caltrans	City of San Diego - From Route 805 to Route 56 and on Route 56 from Route 5 to Carmel Valley Road	In the city of San Diego, from Route 805 to Route 56; also on Route 56 from Route 5 to Carmel Valley Road (PM 0.0/3.1). Financial Contribution Only (FCO) to the city of San Diego to restore the Los Penasquitos Lagoon and reduce sediment transport to the lagoon to achieve statewide National Pollutant Discharge Elimination System (NPDES) permit compliance units for Total Maximum Daily Load (TMDL).	$6,639,000	$27,817,000	$0	$0	$0	$0	$0	$34,456,000
CAL619	Caltrans	Install trash capture devices.	On routes 5, 8, 15, 94, 125, 163 and 805 at various locations.	$4,626,000	$16,633,000	$0	$0	$0	$0	$0	$21,259,000
CAL629	Caltrans	Near the city of San Diego, from Adams Avenue to Duenda Road	In and near the city of San Diego, from Adams Avenue to Duenda Road. Upgrade curb ramps and construct Class IV bikeway and crosswalks.	$8,865,000	$1,000	$0	$0	$0	$0	$0	$8,866,000
			Total	**$30,882,000**	**$152,760,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$183,642,000**

Grouped Projects for Rehabilitation or Reconstruction of Track Structures, Track, and Trackbed in Existing Rights-of-Way: Blue Line Corridor(SAN66)

Through 25-00

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
SAN281	San Diego Association of Governments	Blue Line Railway Signal Improvements	railway signaling design work and construction to make improvements on Blue Line Grade Crossing to provide pedestrian crossing improvements.	$306,843	$1,057,000	$2,651,000	$535,500	$0	$0	$0	$4,550,343
			Total	**$306,843**	**$1,057,000**	**$2,651,000**	**$535,500**	**$0**	**$0**	**$0**	**$4,550,343**

Grouped Projects for Rehabilitation or Reconstruction of Track Structures, Track, and Trackbed in Exisiting Rights-of-Way: Coastal Rail Corridor(SAN114)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
SAN117	San Diego Association of Governments	Poinsettia Station Improvements	includes track reconfiguration, intertrack fence, reconstruction of pedestrian loading platforms, signals, and a new grade separated pedestrian crossing	$36,205,182	$375,000	$275,000	$25,450	$0	$0	$0	$36,880,632
SAN130	San Diego Association of Governments	Carlsbad Village Double Track	Conduct feasibility study of two rail trench alternatives; prepare final enviornmental document and 30 percent design for 1.0 miles of double track, a new bridge across Buena Vista Lagoon, and new signals	$2,728,078	$4,499	$0	$0	$0	$0	$0	$2,732,577
SAN149	San Diego Association of Governments	Coaster PE	preliminary engineering and environmental studies for prioritization of Coaster improvement projects to better define future projects	$1,649,135	$75,000	$0	$0	$0	$0	$0	$1,724,135
SAN183	San Diego Association of Governments	Batiquitos Lagoon Double Track	design and construct 0.8 miles of double-track and a new bridge over Batiquitos Lagoon	$116,345,609	$654,000	$540,000	$4,273,000	$1,469,500	$0	$0	$123,282,109
SAN274	San Diego Association of Governments	Carlsbad Village Double Track Trench	Preliminary engineering for a future railroad trench in the City of Carlsbad; on coastal rail corridor in Carlsbad at Mile Post (MP) 228.0 to MP 230.6, near the city's downtown village area.	$382,760	$0	$0	$20,800,000	$0	$0	$0	$21,182,760
SAN30	San Diego Association of Governments	San Dieguito Lagoon Double Track	prepare final environmental document and design for 2.1 miles of second track and San Dieguito Bridge replacement. FTA 5307 funding is carried over from FFY 2022	$73,732,336	$107,352,000	$1,134,000	$61,591,000	$65,044,000	$2,584,000	$614,000	$311,437,336
SAN30A	San Diego Association of Governments	San Dieguito Lagoon Double Track Platform	Construct a special event platform at the Del Mar Fairgrounds	$0	$0	$36,396,621	$0	$0	$0	$0	$36,396,621
			Total	**$231,043,100**	**$108,460,499**	**$38,345,621**	**$86,689,450**	**$66,513,500**	**$2,584,000**	**$614,000**	**$533,636,170**

Grouped Projects for Bicycle and Pedestrian Facilities - Bayshore Bikeway(SAN147)

Through 25-00

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
SAN195	San Diego Association of Governments	Bayshore Bikeway: Barrio Logan	Environmental clearance, design, and construction of 2.3 miles of new bike path.. Toll Credits will be used to match federal funds for the CON phase	$45,245,637	$4,537,500	$1,479,000	$363,000	$25,000	$0	$0	$51,650,137
SAN203	San Diego Association of Governments	Border to Bayshore Bikeway	Environmental clearance, design, and construction of 6.5 miles of new bikeways. Toll Credits will be used to match federal funds for the CON phase	$27,187,171	$90,000	$1,912,000	$15,000	$0	$0	$0	$29,204,171
			Total	**$72,432,808**	**$4,627,500**	**$3,391,000**	**$378,000**	**$25,000**	**$0**	**$0**	**$80,854,308**

Grouped Projects for Bicycle and Pedestrian Facilities - Coastal Rail Trail(SAN148)

Through 25-00

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
SAN155	San Diego Association of Governments	Coastal Rail Trail San Diego - Rose Creek	Construct 2.1 miles Class 1 shared use path	$27,590,420	$12,145	$0	$0	$0	$0	$0	$27,602,565
SAN156	San Diego Association of Governments	Coastal Rail Trail - Encinitas	environmental clearance, design and construction for 1.3 miles of bicycle facility	$9,561,109	$262,000	$9,031,000	$0	$0	$0	$0	$18,854,109
			Total	**$37,151,529**	**$274,145**	**$9,031,000**	**$0**	**$0**	**$0**	**$0**	**$46,456,674**

Grouped Projects for Bicycle and Pedestrian Facilities - San Diego River Trail(SAN196)

Through 25-00

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
SAN198	San Diego Association of Governments	San Diego River Trail: Carlton Oaks Segment	Environmental clearance and design of 2 miles of new bike path, including connection to Mast Park.	$1,299,634	$60,000	$0	$0	$0	$0	$0	$1,359,634
			Total	**$1,299,634**	**$60,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,359,634**

Grouped Projects for Operating Assistance - FTA Section 5310
Enhanced Mobility of Seniors and Individuals with Disabilities(SAN213)
Through 25-00

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
SAN243	San Diego Association of Governments	Travelers Aid Society - RideFinder	Provides Mobility Training	$804,335	$115,000	$0	$0	$0	$0	$0	$919,335
SAN295	San Diego Association of Governments	Traveler's Aid Society of San Diego - Senior Solutions	Operating for Senior Solutions; Program provides free 1:1 trip options to enrolled clients, including door-to-door and door-through-door services utilizing volunteer drivers, rides with partner agency door-to-door services, and ride share services.	$199,584	$114,528	$0	$0	$0	$0	$0	$314,112
SAN314	San Diego Association of Governments	Borrego Springs Community Resource Center	Operating Assistance for Borrego Springs Community Resource Center. Toll Credits will be used to match federal funds for the PE phase	$0	$94,877	$0	$0	$0	$0	$0	$94,877
SAN70	San Diego Association of Governments	Jewish Family Services - OTG Operating	Volunteer driver program that offers personal transportation to seniors and disabled in the North County Inland (NCI), Northern San Diego (NSD) and Eastern San Diego (ESD) areas - 3 projects.	$7,482,640	$1,072,428	$0	$0	$0	$0	$0	$8,555,068
V21	Various Agencies	FACT Mobility Management	maintain and expand FACT's existing mobility management services throughout San Diego CountyToll Credits will be used to match federal funds for the PE phase	$1,450,348	$790,758	$0	$0	$0	$0	$0	$2,241,106
			Total	**$9,936,907**	**$2,187,591**	**$0**	**$0**	**$0**	**$0**	**$0**	**$12,124,498**

Grouped Projects for Capital Purchase - FTA Section 5310
Enhanced Mobility of Seniors and Individuals with Disabilities(SAN214)
Through 25-00

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
SAN244	San Diego Association of Governments	MTS Vehicle Purchase	Purchasing 7 Class B Vehicles	$3,561,912	$2,011,430	$0	$0	$0	$0	$0	$5,573,342
SAN280	San Diego Association of Governments	The ARC of San Diego	The Arc of San Diego MCRD Contracted Transportation Services	$730,000	$292,000	$0	$0	$0	$0	$0	$1,022,000
SAN305	San Diego Association of Governments	FACT - RideFact - Capital - Contracted Transportation Services	Capital; Provide a "one stop" transportation solution for seniors and persons with disabilities to reach medical appointments and other related services through trip reimbursement	$343,436	$343,434	$0	$0	$0	$0	$0	$686,870
			Total	**$4,635,348**	**$2,646,864**	**$0**	**$0**	**$0**	**$0**	**$0**	**$7,282,212**

Grouped Projects for Bicycle and Pedestrian Facilities - North Park/Mid-City Bikeways(SAN227)

Through 25-00

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
SAN158	San Diego Association of Governments	North Park/Mid-City Bikeways: Robinson Bikeway	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.	$9,450,789	$99,000	$103,000	$220,000	$0	$0	$0	$9,872,789
SAN230	San Diego Association of Governments	North Park/Mid-City Bikeways: Howard Bikeway	Environmental clearance, design, and construction of 1.2 miles of bikeway consisting of on street bike facilities and traffic calming improvements.. Toll Credits will be used to match federal funds for the PE phase	$8,217,800	$1,897,863	$83,921	$0	$0	$0	$0	$10,199,584
SAN232	San Diego Association of Governments	North Park/Mid-City Bikeways: University Bikeway	Construct 2.8 miles on-street protected bikeway. (Toll Credits will be used for ATP)	$25,547,439	$7,411,000	$400,000	$128,138	$0	$0	$0	$33,486,577
SAN233	San Diego Association of Governments	North Park/Mid-City Bikeways: Georgia-Meade Bikeway	Design 3.5 miles and construct 6.5 miles of urban bikeways including traffic calming improvements. Includes construction of Landis bikeway.	$26,336,097	$30,346	$0	$0	$0	$0	$0	$26,366,443
SAN284	San Diego Association of Governments	North Park/Mid-City Bikeways: Orange Bikeway	Construction of a 2.5 mile bikeway consisting of on-street bike facilities and traffic calming improvements.	$1,411,000	$10,775,000	$0	$0	$0	$0	$0	$12,186,000
			Total	**$70,963,125**	**$20,213,209**	**$586,921**	**$348,138**	**$0**	**$0**	**$0**	**$92,111,393**

Grouped Projects for Bicycle and Pedestrian Facilities - Uptown Bikeways(SAN228)

Through 25-00

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
SAN160	San Diego Association of Governments	Uptown Bikeways: Fourth and Fifth Avenue Bikeways	Construct 4.5 miles of new on-street bikeways.	$9,450,789	$99,000	$103,000	$220,000	$0	$0	$0	$9,872,789
SAN234	San Diego Association of Governments	Uptown Bikeways: Eastern Hillcrest Bikeways	Design and construct 1.7 miles of on-street bikeway, including design and construction of the Normal Street Promenade.	$8,217,800	$1,897,863	$83,921	$0	$0	$0	$0	$10,199,584
SAN235	San Diego Association of Governments	Uptown Bikeways: Washington Street and Mission Valley Bikeways	design and construct 3.3 miles of on-street bikeways.	$25,547,439	$7,411,000	$400,000	$128,138	$0	$0	$0	$33,486,577
SAN236	San Diego Association of Governments	Uptown Bikeways: Mission Hills and Old Town Bikeways	Final design of 1.8 miles of on-street bikeways. Toll Credits will be used to match federal funds for the PE phase.	$26,336,097	$30,346	$0	$0	$0	$0	$0	$26,366,443

Grouped Projects for
TransNet Smart Growth Incentive Program(V10)
Through 25-00

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
CNTY101	San Diego County	Community Based Transportation Program	Four (4) Neighborhood Mobility Plans for four (4) separate unincorporated areas which will analyze how to better connect to SANDAG's Mobility Hubs, and recommendations for future implementation actions.	$350,000	$250,000	$250,000	$0	$0	$0	$0	$850,000
EL40	El Cajon, City of	El Cajon Transit Center Community Connection Improvements	This project is the first phase of proposed improvements that will revitalize the Transit District by creating a sense of place and providing a direct link to transit by installing elements that will encourage smart growth such as wide sidewalks, enhanced crosswalks, thematic lighting, LID basins, streets trees, site furniture, a roundabout, bulb-outs, signage, and Class I bikeway approaches along Johnson Ave.	$6,701,200	$3,982,666	$0	$0	$0	$0	$0	$10,683,866
EL41	El Cajon, City of	Main Street - Green Street Gateway	Main St. is the primary access from the Transit Center to downtown El Cajon. To revitalize the corridor into an attractive "urban-forest" gateway, tree-lined widened sidewalks and Class IV bikeways, LID planters, signage, thematic site furnishing, and lighting are proposed. Also, upgraded bike and ped links to the transit center along Marshall will transform the corridor into an accessible and multi-modal Ave.	$2,651,000	$2,318,623	$0	$0	$0	$0	$0	$4,969,623
ESC48	Escondido, City of	Grand Avenue Vision Complete Streets Improvement Project	This project implements the Grand Avenue Vision Plan to improve Grand Avenue between Juniper and Escondido, including widened sidewalks, expanded outdoor dining areas, traffic circles, improved pedestrian crossings, market lighting and diagonal parking on one side of the street. Phase I was completed in 2022. Design for Phase II, that improves Grand between Maple and Juniper, is expected to be completed in November 2023. Funding is programmed in FY23/24 to complete Phase II. The five-year planning period shows continued funding toward Phase III of the project between Escondido Blvd and Maple St. Staff recommends that a concept design also be prepared to evaluate the potential expansion of the Vision Plan to extend from Centre City Parkway to Valley Blvd.	$2,058,126	$13,669,750	$1,750,000	$850,000	$500,000	$500,000	$0	$19,327,876
ESC54	Escondido, City of	Escondido General Plan Amendments and Environmental Review	The City of Escondido is completing amendments to the General Plan's Safety Elements and is creating a new Environmental Justice element. These amendments will reduce VMTs, increase environmental sustainability, and improve housing equity. REAP funds will be used for the environmental reviews required to implement these elements.	$0	$200,000	$0	$0	$0	$0	$0	$200,000

Grouped Projects for
TransNet Smart Growth Incentive Program(V10)
Through 25-00

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
LG26	Lemon Grove, City of	Connect Main Street	The project will implement Phase 1 and Phase 2 of the SGIP funded Connect Main Street Plan, construction pedestrian and bicycle facilities from Broadway to San Miguel. It will enhance the north/south movement of people walking/biking by implementing a street conversion, D.G. pedestrian trail, shared-use path, pedestrian crosswalks, bulb outs, lighting, and landscape features.	$439,188	$1,090,000	$972,294	$0	$0	$0	$0	$2,501,482
SAN307	San Diego Association of Governments	Santee Specific Plan	Santee Specific Plan	$160,247	$239,753	$0	$0	$0	$0	$0	$400,000
SNT31	Santee, City of	Santee Town Center Specific Plan	The proposed project involves updating the goals, policies, and objectives of the General Plan, the Town Center Specific Plan, and the Arts and Entertainment District Overlay to promote and encourage new development including commercial, housing, and mixed-use development. In addition, the project involves expanding the geographic boundary of the Art and Entertainment District Overlay and amending the land use matrix to allow entertainment-oriented uses to provide unique local experiences, attract tourism, and promote economic revitalization. The project area positioning along the San Diego River and the Trolley Station increases the potential to create a focal point that provides a mixed-use activity center with residential, commercial, open space, and entertainment oriented uses. This grant would provide additional resources by supplementing the planning effort to update the 1986 Town Center Specific Plan which will encourage new investment and housing in the City of Santee.	$750,000	$50,000	$0	$0	$0	$0	$0	$800,000
			Total	**$13,109,761**	**$21,800,792**	**$2,972,294**	**$850,000**	**$500,000**	**$500,000**	**$0**	**$39,732,847**

Grouped Projects for
Bicycle and Pedestrian Facilities(V12)
Through 25-00

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
SAN204	San Diego Association of Governments	Central Avenue Bikeway	Environmental clearance, design, and construction of 1.0 miles of new bike path.	$1,600,808	$3,040,000	$347,000	$311,404	$0	$0	$0	$5,299,212
SAN205	San Diego Association of Governments	Pershing Bikeway	Environmental clearance, design, and construction of 3.5 miles of new bike and pedestrian facilities between North Park and Downtown San Diego.	$24,568,916	$919,500	$0	$0	$0	$0	$0	$25,488,416
SAN206	San Diego Association of Governments	Downtown to Imperial Avenue Bikeway	Design and construct 3.9 miles of urban on-street bikeways. Toll Credits will be used to match federal funds for the CON phase	$24,744,615	$369,500	$207,500	$15,500	$0	$0	$0	$25,337,115
			Total	**$50,914,339**	**$4,329,000**	**$554,500**	**$326,904**	**$0**	**$0**	**$0**	**$56,124,743**

Grouped Projects for Bicycle and Pedestrian Facilities - Active Transportation Program (ATP)(V14)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
CHV96	Chula Vista, City of	Bayshore Bikeway Segment 6A	To complete design and construction of Bayshore Bikeway Segment 6A which includes a separated Class 1 bike path, prefabricated bridge, fencing, high visibility crosswalk, pedestrian/bike traffic signal. Project was awarded ATP Cycle 6 (Regional) grant funding. Local CIP# STL0451.	$204,750	$295,250	$3,310,000	$0	$0	$0	$0	$3,810,000
ENC47	Encinitas, City of	Santa Fe Drive Corridor Improvements	Improvements on Santa Fe Drive between El Camino Real & Gardena include new sidewalk to fill gaps, bike lanes, and a mid-block pedestrian crossing in front of the H.S. Project rescope approved by Council in 2021. Western Phase has protected bike lanes; Eastern Phase has buffered bike lanes & traffic signal.	$9,135,355	$132,213	$0	$0	$0	$0	$0	$9,267,568
IB22	Imperial Beach, City of	9th St Active Transportation Corridor	1.1 miles of bicycle and pedestrian improvements that include a road diet, green buffered bike lanes, sharrows, bicycle bend-outs, high-visibility crosswalks, and curb extensions	$599,000	$4,786,500	$0	$0	$0	$0	$0	$5,385,500
IB24	Imperial Beach, City of	Palm Avenue Complete Multimodal Corridor	1.5 miles of active transportation improvements including class IV bike lanes, crosswalks, curb extensions, street trees, lighting, transit islands, and ADA curb ramps/sidewalks	$1,115,000	$2,370,000	$1,000,000	$21,742,000	$0	$0	$0	$26,227,000
LG27	Lemon Grove, City of	Connect Main Street Phase 2 and 3	Connect Main Street is an active transportation corridor project including class I multi-use paths, DG pedestrian trails, and bike boulevard treatments.	$375,000	$516,000	$2,000,000	$2,000,000	$0	$0	$0	$4,891,000
LG28	Lemon Grove, City of	Connect Main Street Phases 4 thru 6	Connect Main Street is an active transportation corridor project including class I multi-use paths, DG pedestrian trails, and bike boulevard treatments.	$115,000	$1,275,000	$3,347,500	$3,347,500	$0	$0	$0	$8,085,000
NC46	National City, City of	24th Street Transit Center Connections	Construct more than two miles of separated bike lanes (Class IV), 2 curb extensions, traffic signal modifications with bike signals, continental crosswalks, and curb ramps.	$150,000	$445,000	$0	$2,903,000	$0	$0	$0	$3,498,000
NC47	National City, City of	8th Street Bicycle and Pedestrian Rail Crossing Enhancements	Construct a two-way Class 1 safe crossing of the rail tracks near 8th and Harbor in National City for bicycles and pedestrians. Removal of a vehicle free right-turn lane.	$600,000	$0	$1,648,000	$0	$0	$0	$0	$2,248,000
NC48	National City, City of	22nd Street Separated Bikeway	3,000 feet of separated bikeway (Class I and IV), curb extensions, a new traffic signal with bike signals, continental crosswalks, curb ramps, and 400 feet of new sidewalk.	$150,000	$380,000	$0	$2,760,000	$0	$0	$0	$3,290,000
SAN272	San Diego Association of Governments	GObyBIKE San Diego: Construction Outreach Program	The GoByBIKE San Diego Construction Outreach Program builds support for new bike infrastructure.	$1,909,401	$57,599	$0	$0	$0	$0	$0	$1,967,000
SAN310	San Diego Association of Governments	Bayshore to Imperial Bikeway	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.	$4,634,000	$40,000	$40,000	$440,000	$0	$0	$0	$5,154,000

Grouped Projects for Bicycle and Pedestrian Facilities - Active Transportation Program (ATP)(V14)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
SD234	San Diego, City of	Chollas Creek-Bayshore Bikeway	Final design and construction plans for 0.75 mile segment of multi-use path connecting from Southeastern San Diego along the Chollas Creek to the Bayshore Bikeway in Barrio Logan.	$700,000	$1,000	$0	$0	$0	$0	$0	$701,000
SD245	San Diego, City of	Euclid+ Market Complete Streets project	Final design and construction of new and expanded sidewalks, new bike facilities, and added crosswalks, medians, and curb extensions to slow and calm traffic (S16061)	$14,051,553	$193,635	$0	$0	$0	$0	$0	$14,245,188
			Total	**$33,739,059**	**$10,492,197**	**$11,345,500**	**$33,192,500**	**$0**	**$0**	**$0**	**$88,769,256**

Grouped Projects for Operating Assistance - TransNet Senior Mini-Grant Program(V16)

Through 25-00

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
SAN87	San Diego Association of Governments	ElderHelp - Volunteer Driver Program	expand existing program	$1,571,989	$176,859	$0	$0	$0	$0	$0	$1,748,848
SAN92	San Diego Association of Governments	Travelers Aid Society - SenioRide	provides a menu of free transportation options to low-income clients ages 60 and up throughout San Diego County. This includes senior bus passes, taxicab vouchers, MTS Access and NCTD LIFT vouchers, and rides with volunteer drivers in private cars	$3,085,199	$312,500	$0	$0	$0	$0	$0	$3,397,699
			Total	**$4,657,188**	**$489,359**	**$0**	**$0**	**$0**	**$0**	**$0**	**$5,146,547**

Grouped Projects for Bicycle and pedestrian facilities funded with TransNet Active Transportation Grant Program (ATGP)(V17)

Through 25-00

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
CB45	Carlsbad, City of	Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project	In Carlsbad, reconfigure the intersection and the approaches to the intersection and provide enhanced facilities for pedestrians, transit users and bicyclists; SANDAG approved TransNet/ATP swap on October 23, 2015	$1,571,989	$176,859	$0	$0	$0	$0	$0	$1,748,848
			Total	**$1,571,989**	**$176,859**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,748,848**

Grouped Projects for Engineering - Complete Corridor Studies(V20)

Through 25-00

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
CAL549	Various Agencies	Comprehensive Multimodal Corridor Plan (CMCP) - High Speed Transit/I-15	In the San Diego Region a comprehensive integrated management plan for increasing transportation options, decreasing congestion, and improving travel time in the I-15 Corridor from SR 76 to I-805A CMCP includes all travel modes in a defined corridor - highways and freeways, parallel and connection roadways, public transit (bus, bus rapid, light rail, intercity rail) and bikewaysToll Credits will be used to match federal funds for the PE phase	$0	$0	$1,500,000	$0	$0	$0	$0	$1,500,000
CAL550	Various Agencies	Comprehensive Multimodal Corridor Plan (CMCP) - Coast, Canyons and Trails (SR 52)	In the San Diego Region a comprehensive integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in the SR-52/SR-67 Corridor on SR 52 from I-5 to Sr 67 and along SR 67 from I-8 to Mapleview Street. 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. Toll Credits will be used to match federal funds for the PE phase	$2,104,449	$1,551	$0	$0	$0	$0	$0	$2,106,000
CAL551	Various Agencies	Comprehensive Multi-Modal Corridor Plan (CMCP) - High Speed Transit/SR-94	In the San Diego Region a comprehensive integrated management plan for increasing transportation options, decreasing congestion, and improving travel times along the SR 94 corridor from I-5 to SR 125. 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.Toll Credits will be used to match federal funds for the PE phase. Toll Credits will be used to match federal funds for the PE phase	$1,940,000	$199,857	$0	$0	$0	$0	$0	$2,139,857

Grouped Projects for Engineering - Complete Corridor Studies(V20)

Through 25-00

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
CAL553	Various Agencies	Corridor System Management Plan (CSMP) - North County	In the San Diego Region, a comprehensive integrated management plan for increasing transportation options, decreasing congestion, and improving travel time between the I-5 and the I-15 freeways along the SR 76, SR 78, Palomar Airport Road and the SPRINTER rail corridor. A CSMP includes all travel modes in a defined corridor - highways and freeways, parallel and connection roadways, public transit (bus, bus transit, light rail, intercity rail) and bikeways. Toll Credits will be used to match federal funds for the PE phaseToll Credits will be used to match federal funds for the PE phase. Toll Credits will be used to match federal funds for the PE phase	$2,996,000	$4,000	$0	$0	$0	$0	$0	$3,000,000
SAN253	Various Agencies	Comprehensive Multimodal Corridor Plan (CMCP) - Central Mobility Hub and Connections	In the San Diego Region 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. 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 bikewaysProject includes analysis to support P3 partnerships and connections to naval bases. Toll Credits will be used to match federal funds for the PE phase.Toll Credits will be used to match federal funds for the PE phase	$9,792,000	$1,596,800	$0	$0	$0	$0	$0	$11,388,800
SAN255	Various Agencies	Corridor System Management Plan (CSMP) - High Speed Transit/SR 56	In the San Diego Region a comprehensive integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in the SR 56 Corridor from I-5 to I-15. A CSMP 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 bikewaysToll Credits will be used to match federal funds for the PE phase	$0	$0	$1,100,000	$0	$0	$0	$0	$1,100,000

Grouped Projects for Engineering - Complete Corridor Studies(V20)

Through 25-00

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future	Total Cost
SAN256	Various Agencies	Corridor System Management Plan - High Speed Transit/SR 125	In the San Diego Region 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. A CSMP 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. Toll Credits will be used to match federal funds for the PE phase	$2,781,254	$796,000	$115,000	$0	$0	$0	$0	$3,692,254
SAN269	Various Agencies	Comprehensive Multi-Modal Corridor Plan (CMCP) - Region Wide Plan	In the San Diego Region, a comprehensive integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in all corridors in the San Diego Region. A CMCP includes all travel modes - highways and freeways, parallel and connection roadways, public transit (bus, bus rapid transit, light rail, intercity rail) and bikeways. This project is focused on scoping efforts and developing work plans for all of the CMCPs in the grouped listing	$829,959	$60,000	$60,000	$50,041	$0	$0	$0	$1,000,000
			Total	**$20,443,662**	**$2,658,208**	**$2,775,000**	**$50,041**	**$0**	**$0**	**$0**	**$25,926,911**

Appendix B

Non-Carryover Projects from the 2023 Regional Transportation Improvement Program

SANDAG

2025 Regional Transportation Improvement Program
FY 2025-2029

Appendix B
Non-Carryover Projects from 2023 Regional Transportation Improvement Program

SANDAG has a practice for Regional Transportation Improvement Program (RTIP) project listing wherein the status for each project from the previous RTIP is identified. If a project does not show any funding during the RTIP cycle – for the 2025 RTIP, FY 2024-2025 to FY 2028-2029 – then that project is considered non-active for purposes of programming. However, the sponsor agency may still consider the project active because there are ongoing activities. In order to still show these projects, SANDAG has provided certain status designations as follows for purposes of programming; sponsor agency designations may differ:

- **Completed**: the project opened to traffic or has begun construction; for federally funded projects, the project funding has been obligated; for state-funded projects, the funding has been allocated.
- **Delayed**: project is ongoing but using prior year funding; or the agency has determined there are other higher priority projects. Under either scenario, the project may be brought back into the RTIP as appropriate.
- **Deleted**: indicates that the agency has decided to no longer pursue the project and requested the project be deleted from the program.

Certain grouped projects or lump sum projects such as the State Highway Operations and Protection Program show up as completed in this appendix, but the same project titles may show up in Chapter 3 in the current 2023 RTIP. These completed grouped projects represent those projects within the lump sum that are complete, while those that are continuing or any new projects that were added to the lump sum are shown in Chapter 3.

The list of projects in the following pages fall under one of the above categories.

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

COMPLETED

MPO ID: CAL38C — **ADOPTION: 25-00**

Project Title: SR125/905 Soutbound to Westbound Connector

Project Description: Interchange on SR 905 at SR 125 and SR 905 - design and construct southbound SR 125 connector to westbound SR 905

EA NO: 28883
RTP REF: CC148 (2021)
SANDAG ID: 1390506
EARMARK NO: CA612, HPP 2813

Change Notes:

RT:905 Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$29,861** Open to Traffic: Jan 2022

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
HPP	$4,857	$4,857							$4,857		
Prop 1B - TCIF	$1,708	$1,708									$1,708
SB1 - TCEP	$16,523	$16,523									$16,523
Loc Funds - Toll Funds	$6,773	$6,773									$6,773
TOTAL	**$29,861**	**$29,861**							**$4,857**		**$25,004**

COMPLETED

MPO ID: CAL325A — **ADOPTION: 25-00**

Project Title: State Routes 905/125/11 Southbound Connectors.

Project Description: Southbound SR 125 to southbound SR 905 and southbound SR 125 to eastbound SR 11 - in San Diego County, in and near San Diego at Route 905/125/11 separation, construct southbound connectors from State Route 125 to SR 905 and SR 11

EA NO: 28882
RTP REF: T-3 (2021)
SANDAG ID: 1390505

Change Notes:

RT:905 Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$73,662** Open to Traffic: May 2021

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
SHOPP Aug - Mobility	$49,747	$49,747									$49,747
Loc Funds - Toll Funds	$23,915	$23,915							$7,385	$115	$16,415
TOTAL	**$73,662**	**$73,662**							**$7,385**	**$115**	**$66,162**

COMPLETED

MPO ID: CAL330 — **ADOPTION: 25-00**

Project Title: SR-15 Commuter Bike Facility (part of Lump Sum V14)

Project Description: Along northbound SR 15, between Adams Avenue and Camino del Rio South - Construct Class 1 bicycle facility

EA NO: 2T190
SANDAG ID: 1223014

Change Notes:

RT:15 Capacity Status: NCI Exempt Category: Air Quality - Bicycle and pedestrian facilities

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

COMPLETED

MPO ID: CAL386 **ADOPTION: 25-00**

Project Title: National City - SRTS Ped Enhancements (part of Lump Sum V14)

Project Description: In the City of National City, East of I-805 and on Newell between E. 20th St. and E. 22nd St. - the project will address walkability barriers by providing high visibility continental crosswalks, ADA accessible ramps with truncated domes, pedestrian crosswalk signs and sidewalk replacement at locations near elementary schools and Granger Junior High School, a traffic circle, traffic calming extensions and speed cushions

Change Notes:

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

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

DELAYED

MPO ID: CAL440 **ADOPTION: 25-00**

Project Title: In the city of San Diego and Coronado: San Diego-Coronado Bay Bridge. (part of Lump Sum CAL46D)

EA NO: 40940
PPNO: 1065

Project Description: SR 75 Bridge 57-0857 - In the city of San Diego and Coronado from San Diego-Coronado Bay Bridge to the Route 75/5 Connector Overcrossing. Bridge rehabilitation. (PM R20.5/R22.0)

Change Notes:

RT:75 Capacity Status: NCI Exempt Category: Safety - Non capacity widening or bridge reconstruction

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: CAL448 **ADOPTION: 25-00**

Project Title: Encinitas - Intersections of Encinitas Blvd and Vulcan Avenue, Leucadia Boulevard and Quail Gardens Drive, Santa Fe Drive and Scripps Driveway, and Leucadia Boulevard and North Vulcan Avenue (H8-11-005)

Project Description: Replace existing permissive left-turn phases and signal heads with protected left-turn phases and signal heads on existing and/or new traffic signal poles and mast arms.

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

COMPLETED

MPO ID: CAL450 **ADOPTION: 25-00**

Project Title: Encinitas - Safety Lighting (H8-11-007) (part of Lump Sum CAL105)

Project Description: Corridors of 2nd St, Birmingham Dr, Coast Highway 101, El Camino Real, Encinitas Blvd, Garden View Rd, Leucadia Blvd, Mountain Vista Dr, Olivenhain Rd, Quail Garden Dr, Santa Fe Dr, Via Cantebria, Village Park Wy, and Vulcan Ave/San Elijo Ave - Install LED luminaire safety lighting at signalized intersections and LED street lighting along project corridors.

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: CAL485 **ADOPTION: 25-00**

Project Title: Bridge Rail Replacement and Upgrade. San Diego, Quince Street to Washington Street. (part of Lump Sum CAL46D)

EA NO: 43013
PPNO: 1276

Project Description: I-8 Bridge 57-0216 to 57-0220 - In the city of San Diego, at various locations from Quince Street OC Bridge No. 57-0216K to Washington Street OC. Replace bridge rail within Cabrillo Freeway Historic District.

Change Notes:

RT:8 Capacity Status: NCI Exempt Category: Safety - Non capacity widening or bridge reconstruction

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: CAL495 **ADOPTION: 25-00**

Project Title: City of San Diego - El Camino Real to Route 56/15. Pave beyond gore areas, relocate irrigation control valve boxes, construct rumble strip.

EA NO: 41190
PPNO: 1251

Project Description: In the city of San Diego, from El Camino Real Undercrossing to Route 56/15 Separation. Pave beyond gore areas, relocate irrigation control valve boxes, construct rumble strip.

Change Notes:

RT:56 Capacity Status: NCI Exempt Category: Safety - Hazard elimination program

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

COMPLETED

MPO ID: CAL506 **ADOPTION: 25-00**

Project Title: In San Diego County in and near Lemon Grove north of Paradise Valley Road OC to S125/94 Separation. (part of Lump Sum CAL46E)

EA NO: 43024
PPNO: 01310

Project Description: SR 125 from 0.2 mile north of Paradise Valley Road to 0.2 mile S125/94 Milepost begins at 10 ends at 13 (3 miles) - In San Diego County in and near Lemon Grove from 0.2 mile north of Paradise Valley Road (Jamacha Boulevard) Overcrossing to 0.2 mile south of S125/94 Separation.

Change Notes:

RT:125 Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: CAL514 **ADOPTION: 25-00**

Project Title: El Cajon - Jamacha Road and 2nd Street, from Washington Avenue to Broadway (H9-11-003) (part of Lump Sum CAL105)

Project Description: Jamacha Road and 2nd Street from Washington Avenue to Broadway (1.05 miles) - Install raised medians, high visibility pedestrian crossings at signalized intersections, curb extensions, and pedestrian crossings at the uncontrolled locations (with enhanced safety features.)

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: CAL523 **ADOPTION: 25-00**

Project Title: National City - Signalized intersections at the following corridors: 8th Street, 18th Street, D Avenue, Euclid Avenue, Plaza Boulevard, Palm Avenue, Sweetwater Road, and Roosevelt Avenue (H9-11-012)

Project Description: Upgrade existing permission left-turn phases and signal heads with protected left-turn phases on existing and/or new traffic, signal poles and mast arms. Add left turn lane striping at project signalized intersections with no left turn pocket lanes (H9-11-012)

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

COMPLETED

MPO ID: CAL524 **ADOPTION: 25-00**

Project Title: Oceanside - Signalized intersections along the corridors of Coast Hwy 101, El Camino Real, College Blvd, Oceanside Blvd Mission Ave, Douglas Dr., Vandergrift Blvd, Mesa Dr., North Santa Fe, Cannon Rd, Rancho Del Oro Rd, and Lake Blvd (H9-11-013)

Project Description: Install pedestrian countdown signal heads, ADA-compliance pedestrian pushbuttons, and upgrade traffic signal improvements (HSIP Grant No: H9-11-013)

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: CAL528 **ADOPTION: 25-00**

Project Title: San Diego County - San Miguel Road at Sunnyside Elementary School (H9-11-017) (part of Lump Sum CAL105)

Project Description: Point location at San Miguel Road - San Diego County - San Miguel Road at Sunnyside Elementary School in the unincorporated community of Bonita in San Diego County.

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: CAL530 **ADOPTION: 25-00**

Project Title: San Pasqual Band of Mission Indians - Reservations within the County of San Diego (H9-11-019) (part of Lump Sum CAL105)

Project Description: throughout the San Pasqual Band of Mission Indians Reservations within the County of San Diego - Upgrade existing guardrail form wood posts to steel posts.

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

COMPLETED

MPO ID: CAL532 **ADOPTION: 25-00**

Project Title: Viejas Tribal Government - Entire length of Brown Road, Viejas Indian Reservation, San Diego County (H9-11-021) (part of Lump Sum CAL105)

Project Description: Point location at Browns Road - Install new signs, new dynamic/variable speed warning sign, new edge-lines, new centerlines and centerlines and departure line rumble strips.

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: CAL559 **ADOPTION: 25-00**

Project Title: Drainage System Restoration (part of Lump Sum CAL46E)

EA NO: 43036
PPNO: 1313

Project Description: SR 79 from North of Route 78 to Riverside County Line Milepost begins at 20.3 ends at 53 (32.7 miles) - In San Diego County at various locations from SR 78 JCT (West) to Riverside County Line. Rehabilitate culverts, replace sign panels, and make bicycle and pedestrian improvements.

Change Notes:

RT:79 Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: CAL560 **ADOPTION: 25-00**

Project Title: Pavement Rehabilitation and System Enhancements (part of Lump Sum CAL46E)

EA NO: 43033x, 43064x, 43127x
PPNO: 1434/1433

Project Description: I-5 from Camino De la Plaza Overcrossing and Otay Mesa CVEF to Via De la Valle Milepost begins at .3 ends at 36 (35.7 miles) - In the cities of San Diego, Chula Vista, and National City, from Camino De La Plaza to 0.3 mile south of Via De La Valle. Rehabilitate pavement, drainage, and signs, upgrade Transportation Management Systems (TMS) elements, and upgrade facilities to American with Disabilities Act (ADA) standards.

Change Notes:

RT:5 Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

Caltrans

COMPLETED

MPO ID: CAL562 — **ADOPTION: 25-00**

Project Title: Transportation Management System (TMS) and American with Disabilities (ADA) standards. (part of Lump Sum CAL46E)

EA NO: 43019
PPNO: 1315

Project Description: I-15 from Main Street to Route 52 Milepost begins at .4 ends at 10.2 (9.8 miles) - In San Diego County in San Diego from 0.2 mile South of Route 5/15 Separation to 0.4 mile South of Route 52/15 Separation. Rehabilitate culverts, replace sign panels, install new Transportation Management System (TMS) elements, install Complete Street features, and upgrade facilities to Americans with Disabilities Act (ADA) standards.

Change Notes:

RT:15 Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: CAL566 — **ADOPTION: 25-00**

Project Title: Transportation Management System (part of Lump Sum CAL46A)

EA NO: 43032
PPNO: 1309

Project Description: I-805 from Route 15 to Route 52 Milepost begins at 14.6 ends at 23.7 (9.1 miles) - In the city of San Diego, from Route 15 to Route 52. Add and upgrade Transportation Management System (TMS) elements, rehabilitate pavement, rehabilitate drainage, replace signs, and enhance highway worker safety.

Change Notes:

RT:805 Capacity Status: NCI Exempt Category: Safety - Shoulder Improvements

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: CAL567 — **ADOPTION: 25-00**

Project Title: Drainage System Restoration and Enhance Highway Worker Safety (part of Lump Sum CAL46E)

EA NO: 43038
PPNO: 1308

Project Description: I-805 from North of Route 52 to Route 5 Milepost begins at 23.7 ends at 28.5 (4.8 miles) - In the City of San Diego from north of Route 52 to Route 5. Rehabilitate culverts, upgrade Transportation Management System (TMS) elements, replace signs, enhance highway worker safety, upgrade lighting, and upgrade facilities to American with Disabilities Act (ADA) standards.

Change Notes:

RT:805 Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

Caltrans

COMPLETED

MPO ID: CAL568 — **ADOPTION: 25-00**

Project Title: Transportation Management Systems (part of Lump Sum CAL46A)

EA NO: 43048
PPNO: 1355

Project Description: SR 163 from Friars Road to Kearny Villa Road Milepost begins at 4.3 ends at 10.8 (6.5 miles) - In San Diego County in San Diego, from 0.1 mile South of Friars Road overcrossing to 0.1 Mile North of Kearny Villa Road overcrossing. Upgrade Transportation Management System (TMS) elements, upgrade Weigh-in-Motion (WIM) scale, enhance highway worker safety, replace overhead signs and make pedestrian safety improvements, replace overhead signs upgrade Census Station and install MGS.

Change Notes:

RT:163 Capacity Status: NCI Exempt Category: Safety - Shoulder Improvements

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: CAL569 — **ADOPTION: 25-00**

Project Title: Operational Improvements - Leucadia to Palomar Airport Road

EA NO: 43041
PPNO: 1320

Project Description: I-5 from South of Leucadia Boulevard to Palomar Airport Road Milepost begins at 42.2 ends at 47.1 (4.9 miles) - In Encinitas and Carlsbad, from south of Leucadia Boulevard to north of Palomar Airport Road. Construct auxiliary lanes to facilitate merging movements and upgrade facilities to Americans with Disabilities Act (ADA) standards.

Change Notes:

RT:5 Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$450** Open to Traffic: May 2024

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
SHOPP (AC)-Mobility	$450	$450							$400	$50	
TOTAL	**$450**	**$450**							**$400**	**$50**	

COMPLETED

MPO ID: CAL603 — **ADOPTION: 25-00**

Project Title: In San Diego County at various locations. (part of Lump Sum CAL46D)

EA NO: 43090
PPNO: 1387

Project Description: Palm Avenue Overcrossing to Federal Blvd Overcrossing - (In and near the cities of San Diego, Chula Vista, and National City, from Palm Avenue to Federal Boulevard at various locations; also on Route 5 at the Palomar Street Overcrossing. Rehabilitate five bridges.

Change Notes:

RT:805 Capacity Status: NCI Exempt Category: Safety - Non capacity widening or bridge reconstruction

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

Caltrans

COMPLETED

MPO ID: CAL609 — **ADOPTION: 25-00**

Project Title: Bridge Deck Preservation (part of Lump Sum CAL46D)
EA NO: 2N108
PPNO: 1467

Project Description: Palomar Street and De Anza - In Chula Vista and San Diego, at Palomar Street Overcrossing No. 57-0354, Route 5/163 Separation No. 57-0391, and De Anza offramp Undercrossing No. 57-0287L. Apply polyester concrete overlay to bridge decks, apply methacrylate to approach slabs, and repair spalls.

Change Notes:

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

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: CAL610 — **ADOPTION: 25-00**

Project Title: Bridge Deck Preservation - La Mesa (part of Lump Sum CAL46D)
EA NO: 2N142
PPNO: 1468

Project Description: Panorama Drive - In La Mesa, at Panorama Drive Undercrossing No. 57-0309; also in the city off San Diego at San Diego River - Hollins Lake Bridge No. 57-0983R. Apply polyester concrete overlay to bridge decks, apply methacrylate to approach slabs, and repair spalls.

Change Notes:

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

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: CAL613 — **ADOPTION: 25-00**

Project Title: Rehabilitate Pavement at various locations. (part of Lump Sum CAL46E)
EA NO: 43164
PPNO: 1477

Project Description: SR 78 from Rte 5 to North Broadway Milepost begins at 0 ends at 17.7 (17.7 miles) - In and near Oceanside, Carlsbad, Vista, San Marcos, and Escondido, from Route 5 to North Broadway. Rehabilitate pavement, upgrade facilities to Americans with Disabilities Act (ADA) standards, upgrade bridge rail and Transportation Management System (TMS) elements, replace damaged sign panels, make operational improvements to reduce delay and install fiber optics network. (This is a Construction Manager/General Contractor (CMGC) project).

Change Notes:

RT:78 Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

COMPLETED

MPO ID: CAL614 **ADOPTION: 25-00**

Project Title: I-805 North Construct Operational Improvements (part of Lump Sum CAL46A)

EA NO: 43039
PPNO: 1285
SANDAG ID: 1280516

Project Description: I-805 from Just South of Governor Drive to Just North of Governor Drive Milepost begins at 24 ends at 25 (1 miles) - along I-805 from SR-52 to Nobel Drive. Construct one northbound (.5 miles) and one southbound (.4 miles) auxiliary lane

Change Notes:

RT:805 Capacity Status: NCI Exempt Category: Safety - Shoulder Improvements

Est Total Cost: **$40,472**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: CAL617 **ADOPTION: 25-00**

Project Title: San Diego County - Various Locations throughout San Diego County. (part of Lump Sum CAL105)

Project Description: Metal Beam Guardrail and End-Treatment Upgrades (H11-11-009)

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: CAL618 **ADOPTION: 25-00**

Project Title: Various locations along Sunrise Highway (MP 14.5, MP 15.0, MP 15.5, and MP 17.0) in Unincorporated San Diego County. (part of Lump Sum CAL105)

Project Description: Sunrise Highway - Upgrade metal beam guardrail and end-treatment. (H10-11-017)

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Caltrans

COMPLETED

MPO ID: CAL620 **ADOPTION: 25-00**

Project Title: SR-75 Sea Level Rise Adaptation Planning Study

Project Description: The adaptation planning study will contribute to advancing a climate resilient planning approach for SR-75 in San Diego County. This study will complete a coastal hazards assessment required for a California Coastal Commission Coastal Development Permit and identify feasible design alternatives to combat impacts from sea level rise and storm surge

Change Notes:

Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$600**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Other Fed - PROTECT	$480	$480							$480		
PTA	$120	$120							$120		
TOTAL	**$600**	**$600**							**$600**		

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Carlsbad, City of

COMPLETED

MPO ID: CB04B — **ADOPTION: 25-00**

Project Title: El Camino Real and Cannon Road

RAS (T2-2)

Project Description: Intersection at El Camino Real and Cannon Road - In Carlsbad, along the northbound side of El Camino Real just south of Cannon Road; modify roadway to provide three NB through lanes, add a separate pedestrian bridge structure on the northbound side of El Camino Real over Agua Hedionda Creek.

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$2,672** Open to Traffic: Dec 2022

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$2,672	$2,672							$663	$64	$1,945
TOTAL	**$2,672**	**$2,672**							**$663**	**$64**	**$1,945**

COMPLETED

MPO ID: CB53 — **ADOPTION: 25-00**

Project Title: Carlsbad Blvd. Pedestrian Roadway Lighting

RAS (M-38)

TransNet - LSI: CR

Project Description: Carlsbad Blvd. - in Carlsbad, install pedestrian roadway lighting

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Lighting improvements

Est Total Cost: **$65**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI Carry Over	$65	$65							$65		
TOTAL	**$65**	**$65**							**$65**		

DELETED

MPO ID: CB55 — **ADOPTION: 25-00**

Project Title: Christiansen Avenue Improvements

Project Description: Christiansen Avenue from Washington Street to Carlsbad Blvd. (.1 miles) - in Carlsbad, construct new curbline, sidewalk and parkway improvements

Change Notes:

Capacity Status: NCI Exempt Category: Other - Transportation enhancement activities

Est Total Cost: **$310**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Carlsbad, City of

COMPLETED

MPO ID: CB61 **ADOPTION: 25-00**

Project Title: Palomar Airport Road and College Boulevard Intersection Improvements

Project Description: Intersection at Palomar Airport Road and College Boulevard - Widen southbound College Blvd at the intersection with Palomar Airport Road to add an additional through lane (2 total).

Change Notes:

Capacity Status: NCI Exempt Category: All Projects - Intersection channelization projects

Est Total Cost: **$1,295**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$1,295	$1,295							$567	$20	$708
TOTAL	**$1,295**	**$1,295**							**$567**	**$20**	**$708**

Chula Vista, City of

COMPLETED

MPO ID: CHV92 — **ADOPTION: 25-00**

Project Title: Otay Ranch Village 8 West - La Media Road and Main Street — RAS (T2-1)

Project Description: La Media Road, Main Street, Otay Valley Road - Construction of La Media Road (6-lane Prime Arterial) from Santa Luna St to Main Street Couplet Intersection; La Media Road (2-lane One-Way Couplet); Main Street (2-lane One-Way Couplet); and Otay Valley Road (4-Lane Major Arterial) from La Media Couplet Road to SR-125/RW. TDIF Facilities 52b, 53a, 53b, 56c

Change Notes:

Capacity Status: NCI — Exempt Category: All Projects - Changes in vertical and horizontal alignment

Est Total Cost: **$1,000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$1,000	$1,000							$1,000		
TOTAL	**$1,000**	**$1,000**							**$1,000**		

DELETED

MPO ID: CHV94 — **ADOPTION: 25-00**

Project Title: Proctor Valley Road from Agua Vista Drive/Northwoods Drive to Easterly City Limits

Project Description: Proctor Valley Road from Agua Vista Drive/Northwoods Drive to Easterly City Limits (.33 miles) - Construct Proctor Valley Road (4-lane Major) from Agua Vista Drive/Northwoods Drive to Easterly City Limits. Chula Vista Eastern TDIF Facility: 59C. Requirement of County of San Diego for V14/16/19.

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Changes in vertical and horizontal alignment

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$0										
TOTAL											

DELETED

MPO ID: CHV95 — **ADOPTION: 25-00**

Project Title: Otay Lakes Road from Lake Crest Drive to Wueste Road — RAS (T2-1)

Project Description: Otay Lakes Road from Lake Crest Drive to Wueste Road (.2 miles) - Widen Otay Lakes Road to 6-lane Prime Arterial from Lake Crest Drive to Wueste Road. Chula Vista TDIF Facility 28B. Triggered by County of San Diego V13.

Change Notes:

Capacity Status: NCI — Exempt Category: All Projects - Changes in vertical and horizontal alignment

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

Coronado, City of

DELAYED

MPO ID: COR23 — **ADOPTION: 25-00**

Project Title: Neighborhood Lighting & Street Improvements Along Third and Fourth Streets — RAS (M-39)

Project Description: Third and Fourth Streets from Orange to Alameda Milepost begins at 0 ends at 1 (2 miles) - This project will design neighborhood lighting and street improvements along Third and Fourth Street from Orange Avenue to Alameda. Street improvements will include items such as bulb-outs to enhance pedestrian crossings which will encourage more pedestrian and transit use. The project will also improve street/pedestrian lighting along the corridor

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Lighting improvements

Est Total Cost: **$600**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Loc Funds - Toll Funds	$550	$550							$250		$300
Local Funds	$50	$50									$50
TOTAL	**$600**	**$600**							**$250**		**$350**

COMPLETED

MPO ID: COR25 — **ADOPTION: 25-00**

Project Title: Ocean Boulevard Sidewalk Enhancement — *TransNet* - LSI: CR

Project Description: Ocean Boulevard from R.H. Dana Place to Ocean Drive (1 miles) - The project will widen the existing sidewalk on the south side of Ocean Boulevard to eight feet or match the existing width if already greater than eight feet, from RH Dana Place to Ocean Drive to improve pedestrian circulation and safety. Street furniture will be relocated to further maximize the pedestrian walkway area. Curb bulb outs will be constructed where feasible to improve pedestrian safety. In addition, an asphalt overlay greater than 1" along Ocean Boulevard will be constructed with deeper repairs to base materials being made as needed. Striping modifications may be included in accordance with the Active Transportation Plan and to maintain a minimum driving lane width of eleven feet.

Change Notes:

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

Est Total Cost: **$2,019**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI Carry Over	$379	$379									$379
Local Funds	$1,640	$1,640							$225		$1,415
TOTAL	**$2,019**	**$2,019**							**$225**		**$1,794**

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Encinitas, City of

COMPLETED

MPO ID: ENC48 **ADOPTION: 25-00**

Project Title: Leucadia Blvd Roundabout at Hygeia Ave.

Project Description: Intersection at Leucadia Blvd and Hygeia Avenue - In Encinitas, on Leucadia Blvd. at Hygeia Avenue construct a roundabout with appurtenant improvements.

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Non signalization traffic control and operating

Est Total Cost: **$7,421**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$10	$10							$10		
TOTAL	**$10**	**$10**							**$10**		

DELAYED

MPO ID: ENC49 **ADOPTION: 25-00**

Project Title: Birmingham Drive - Complete Streets

Project Description: Birmingham Drive from I-5 to San Elijo Avenue (.5 miles) - In Encinitas, on Birmingham Drive from I-5 to San Elijo Avenue construct traffic calming improvements, including a roundabout at Newcastle Avenue, utility undergrounding, pedestrian/ADA improvements, and rain garden elements.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Transportation enhancement activities

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: ENC50 **ADOPTION: 25-00**

Project Title: Verdi Avenue Pedestrian Underpass

Project Description: Rail corridor underpass - Design and construction of a pedestrian underpass in the rail corridor, connecting active transportation users on San Elijo Ave and Coast Highway 101, in the vicinity of Verdi Avenue.

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Railroad/highway crossing

Est Total Cost: **$17,946**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$10	$10							$10		
TOTAL	**$10**	**$10**							**$10**		

Encinitas, City of

DELAYED

MPO ID: ENC51 **ADOPTION: 25-00**

Project Title: Leucadia At-Grade Crossings

Project Description: NCTD railroad at Grandview Street and Phoebe Street - The project would provide safe new crossing locations. Some people who seek to cross east to west, trespass and cross the tracks on foot at-grade, which is unsafe. This project will install pedestrian crossings of the NCTD railroad at Grandview Street and Phoebe Street

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Railroad/highway crossing

Est Total Cost: **$6,000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: ENC52 **ADOPTION: 25-00**

Project Title: Citywide Rail Corridor Quiet Zone

Project Description: Between North Vulcan Avenue and N Coast Highway 101 from East E Street to Leucadia Boulevard (1.46 miles) - This project involves the development of a citywide quiet zone that will extend from East E Street through Leucadia, including the at-grade vehicular crossings at D Street, Encinitas Coaster Station, and Leucadia Boulevard. The project requires coordination with FRA and CPUC, and design and implementation of required supplemental safety measures. This project will reduce noise impacts of the existing rail system and will provide an increasing benefit into the future as rail traffic increases.

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Railroad/highway crossing

Est Total Cost: **$12,000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$1,000	$1,000							$1,000		
TOTAL	**$1,000**	**$1,000**							**$1,000**		

COMPLETED

MPO ID: ENC53 **ADOPTION: 25-00**

Project Title: La Costa Avenue Pedestrian Path

Project Description: La Costa Avenue from Vulcan Avenue to I-5 (.5 miles) - This project is to construct a decomposed granite pedestrian path on the south side of La Costa Ave. from Vulcan Avenue to I-5 and add a bicycle buffer lane. This project will improve walkability, reduces traffic, and benefits public health.

Change Notes:

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

Est Total Cost: **$1,111**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$311	$311							$311		
TOTAL	**$311**	**$311**							**$311**		

Escondido, City of

COMPLETED

MPO ID: ESC08 **ADOPTION: 25-00**

Project Title: Felicita Ave/Juniper Street

RAS (T2-3)
TransNet - LSI: CR

Project Description: Juniper Street between Chestnut Street and Vermont Avenue; Felicita Avenue between Juniper Street and Escondido Boulevard - The first phase of this project widens Juniper Street between Felicita Avenue and Chestnut Street with Active Transportation Program grant (Juniper Safe Routes to School Project) and Transnet funding. This phase is expected to be completed during Summer 2023. A future phase is to widen Felicita Avenue from Escondido Boulevard to Juniper Street to add one lane in each direction in accordance with the Circulation Element and as needed to address the current failing level of service. Local funds are programmed in FY27/28 to begin design.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$2,372**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$212	$212									$212
TransNet - LSI Carry Over	$538	$538									$538
ATP - R	$1,336	$1,336							$179		$1,157
Local Funds	$286	$286									$286
TOTAL	**$2,372**	**$2,372**							**$179**		**$2,193**

DELAYED

MPO ID: ESC42 **ADOPTION: 25-00**

Project Title: Streetlight Retrofit

Project Description: Locations of streetlights retrofitted will be throughout the City of Escondido - This project will retrofit existing street lights throughout the city with new, LED lighting. The number of streetlights retrofitted will be dependent upon pricing of each fixture.

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Lighting improvements

Est Total Cost: **$1,222**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$1,222	$1,222									$1,222
TOTAL	**$1,222**	**$1,222**									**$1,222**

Escondido, City of

COMPLETED

MPO ID: ESC46 — **ADOPTION: 25-00**

Project Title: Escondido Creek Trail Bike Path Improvements (part of Lump Sum V14) — *TransNet* - LSI: CR

Project Description: Esccondido Creek Bike Trail from Juniper Street to Citrus Avenue (2.5 miles) - This project closes gaps on approximately 2.5 miles of the Escondido creek trail bike path by adding lighting, ped signals, crosswalks, ramps and signage to 7 intersectionsThe project's construction limits are the Escondido creek trail bike path between Juniper Street and Citrus Avenue.Toll Credits will be used to match federal funds for the CON phase

Change Notes:

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

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: ESC49 — **ADOPTION: 25-00**

Project Title: Quince & Tulip Pedestrian Signals (part of Lump Sum V14) — *TransNet* - LSI: CR

Project Description: Point location at W. Valley Parkway - Installation of pedestrian signals along the Escondido Creek Bike Path at Quince and Tulip

Change Notes:

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

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

DELAYED

MPO ID: ESC50 — **ADOPTION: 25-00**

Project Title: Lincoln Parkway Median Improvements — RAS (T2-3)

Project Description: Lincoln Parkway/Avenue from Garrick Way to Fig Street (.21 miles) - This project updates the Specific Alignment Plan for Lincoln Parkway/Avenue to address the current capacity deficiency and improve safety. Future year programming is projected to complete environmental review, design and construction for widening of Lincoln Parkway/Avenue between Garrick Way and Fig Street. The project is expected to include medians, sidewalks, bike lanes, traffic calming, and improvements to the intersection at Lincoln/Fig St. for this key gateway to the City.

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Engineering studies

Est Total Cost: **$6,500**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$1,000	$1,000							$750		$250
TOTAL	**$1,000**	**$1,000**							**$750**		**$250**

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

La Mesa, City of

COMPLETED

MPO ID: LAM17 — **ADOPTION: 25-00**

Project Title: Street Construction (CR) — *TransNet* - LSI: CR

Project Description: Resurfacing Projects Citywide - rehabilitate pavement of identified priority streets that are in poor condition and in need of major reconstruction including removal of existing pavement greater than 1" in depth, and construction of new structural pavement to provide a smooth travel surface

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **$4,660**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - CP	$2,500	$2,500							$150		$2,350
TransNet - L	$1,100	$1,100							$100		$1,000
TransNet - LSI	$668	$668							$80		$588
TransNet - LSI Carry Over	$392	$392									$392
TOTAL	**$4,660**	**$4,660**							**$330**		**$4,330**

COMPLETED

MPO ID: LAM27 — **ADOPTION: 25-00**

Project Title: Rides4Neighbhors (part of Lump Sum SAN213) — SANDAG ID: 3321400

Project Description: Services will be provided in various locations. - City of La Mesa - Volunteer Driver Transportation Service - develop, coordinate, and implement new service provide assistance for essential medial shopping needs

Change Notes:

Capacity Status: NCI — Exempt Category: Mass Transit - Transit operating assistance

Est Total Cost:

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: LAM47 — **ADOPTION: 25-00**

Project Title: North Spring Street Smart Growth Corridor (part of Lump Sum V10) — SANDAG ID: 1224036

Project Description: Not Location Specific - Enhancements include A vital pedestrian connection at I-8 with ADA ramps, high visibility cross walks, lighting, & safety fencing; A Class III bicycle route with sharrow markings along the corridor; A pedestrian railroad crossing connecting Spring Street to a proposed private development, new sidewalk along Nebo Drive, and a new pedestrian crossing at Nebo Drive and University Avenue - providing a linkage to the regional transit center and civic services located downtown.

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Transportation enhancement activities

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

La Mesa, City of

COMPLETED

MPO ID: LAM49 **ADOPTION: 25-00**

Project Title: Complete Streets Integrated Design Manual (part of Lump Sum V10) SANDAG ID: 1224047

Project Description: In La Mesa - City Wide - This project will evaluate the City's Complete Streets policies, update them, as needed and integrate them with the engineering design principles in one, easy to use, coordinated Complete Streets Integrated Design Manual. By integrating Complete Streets policies with engineering requirements, the city will ensure that Completes Streets policies will be applied to every development project.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Transportation enhancement activities

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: LAM54 **ADOPTION: 25-00**

Project Title: La Mesa Boulevard Complete Streets Plan RAS (T2-3)

Project Description: La Mesa Blvd. from 4th St. to Jackson Dr. (.6 miles), University Avenue from Spring Street to Memorial Drive (.4 miles) - Planning, design and construction of complete streets improvements on La Mesa Blvd. from 4th Street to Jackson Drive, and on University Avenue from Spring Street to Memorial Drive.

Change Notes:

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

Est Total Cost: **$6,050**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$60	$60							$60		
TOTAL	**$60**	**$60**							**$60**		

COMPLETED

MPO ID: LAM55 **ADOPTION: 25-00**

Project Title: La Mesa Boulevard Complete Streets Plan, Segment 2 RAS (T2-3)

Project Description: La Mesa Boulevard from Jackson Drive to Interstate 8 (.6 miles), Grossmont Center Drive from Interstate 8 to Center Drive (.4 miles) - Planning, design and construction of complete streets improvements on La Mesa Blvd. from Jackson Drive to Interstate 8, and on Grossmont Center Drive from Interstate 8 to Center Drive.

Change Notes:

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

Est Total Cost: **$7,300**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$40	$40							$40		
TOTAL	**$40**	**$40**							**$40**		

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

National City, City of

COMPLETED

MPO ID: NC01 **ADOPTION: 25-00**

Project Title: Plaza Blvd Widening

RAS (T2-4)

TransNet - LSI: CR

Project Description: Plaza Blvd. from Highland Ave. to Euclid Ave. (1.1 miles) - widen from 2 to 3 lanes including a new traffic lane in each direction, new sidewalks, sidewalk widening, traffic signal upgrades and interconnection at Plaza Blvd. Phase 1 - N Ave to I-805; Phase 2 - Highland Ave to N; Phase 3 - I-805 to Euclid Ave

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$8,623** Open to Traffic: Phase 1: Jul 2017 Phase 2: Jan 2025 Phase 3: Jul 2025

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$797	$797							$797		
TransNet - LSI	$1,493	$1,493							$896	$597	
TransNet - LSI Carry Over	$708	$708							$8	$300	$400
RSTP	$2,000	$2,000							$2,000		
Local RTCIP	$1,025	$1,025									$1,025
TOTAL	**$6,023**	**$6,023**							**$3,701**	**$897**	**$1,425**

COMPLETED

MPO ID: NC33 **ADOPTION: 25-00**

Project Title: National City Boulevard Inter City-Bike Connection (part of Lump Sum V17)

SANDAG ID: 19011006

TransNet - LSI: CR

Project Description: In National City - 33rd Street from Hoover Avenue to National City Boulevard from 33rd to southern City limits - The project will provide nearly.2 miles of enhanced (buffered) bike lanes along 33rd Street from Hoover Avenue to National City Boulevard. The project will implement nearly .4 miles of class II facilities along National City Boulevard from 33rd Street to C Street. the project will include traffic calming features, decreased lane widths, bike/pedestrian improvements at freeway on/off ramps, bike boxes, lighting, and pedestrian safety enhancements. The project improves safety for people waking and biking

Change Notes:

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

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

National City, City of

COMPLETED

MPO ID: NC36 **ADOPTION: 25-00**

Project Title: Roosevelt Avenue Corridor Smart Growth Revitalization Project (part of Lump Sum V10)

SANDAG ID: 1224061

Project Description: National City - Roosevelt Avenue from 8th to National City Blvd. Main Street from 2nd to 7th street - This project provides streetscape, lighting, signage, mobility options, urban greening, stormwater runoff and parking to encourage adjacent development and to improve this high visibility edge of downtown as seen from I-5. Future buildout will include a multi-use path & NEV shuttle route, once ROW & utility undergrounding can be secured as called for in the Specific Plan.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Transportation enhancement activities

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: NC37 **ADOPTION: 25-00**

Project Title: Sweetwater Road Protected Bikeway (part of Lump Sum V10)

SANDAG ID: 1224062

Project Description: National City - Sweetwater Road between 2nd Ave. and Plaza Bonita Rd.; Plaza Bonita Road between Sweetwater River Bikeway entrance - The project will provide nearly 1.2 miles of protected bike facilities along Sweetwater Road and extend the Class 1 bike path on Plaza Bonita Road to Sweetwater Road (0.4 miles). The project will include a road diet, bicycle-friendly intersection improvements, and pedestrian enhancements. The proposed bicycle facilities will directly link the City's bike network to the regional network.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Transportation enhancement activities

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: NC38 **ADOPTION: 25-00**

Project Title: National City Bike Wayfinding (part of Lump Sum V14)

Project Description: 100 bicycle wayfinding signs to be installed at more than 100 locations. - The project will install more 100 bicycle wayfinding signs at decision points throughout the City's recently constructed bicycle network

Change Notes:

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

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

National City, City of

COMPLETED

MPO ID: NC39 **ADOPTION: 25-00**

Project Title: Central Community Mobility Enhancements (part of Lump Sum V14)

Project Description: M, N, and L Avenues from 4th St. to 30th St. (1.7 miles) - Implement a north-south bicycle boulevard, close a sidewalk gap, and provide pedestrian enhancements in National City along M, N, and L Avenues, between 4th Street and 30th Street.

Change Notes:

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

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: NC40 **ADOPTION: 25-00**

Project Title: Bayshore Bikeway - Segment 5 (part of Lump Sum V14)

Project Description: Adjacent to Marina Way from 32nd Street to Bay Marina Drive, Bay Marina Drive from Marina Way to McKinley Avenue, and McKinley Avenue from Bay Marina Drive to Civic Center Drive - Construct Class 1 and Class 4 protected bicycle facilities with enhanced intersection treatments for people walking and biking.

Change Notes:

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

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: NC41 **ADOPTION: 25-00**

Project Title: 8th Street and Roosevelt Ave. Active Transportation Corridor, National City (part of Lump Sum V14)

Project Description: In western National City, the cycle track starts at 8th and Harbor to Roosevelt, the route changes to a multi-use path and runs down Roosevelt to Main St. and then to Yama St. - Constructs .4 miles of a one-way 7' cycle track (.8 miles counting both sides), .75 miles of a 14' wide multi-use path and various intersection adjustments for safety improvements.

Change Notes:

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

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

National City, City of

COMPLETED

MPO ID: NC42 **ADOPTION: 25-00**

Project Title: Highland Avenue Inter-City Bike Connection (part of Lump Sum V14)

Project Description: Highland Avenue from 30th Street to SR-54 Ramp (.5 miles) - National City, CA. Highland Avenue from 30th Street to just south of the SR-54 EB ramps. Construct Class IV and II bicycle facilities, traffic calming, pavement markings, signing, signal modifications, and ADA curb ramps.

Change Notes:

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

Est Total Cost: **$1,897**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: NC43 **ADOPTION: 25-00**

Project Title: Together We Plan National City (part of Lump Sum V10) SANDAG ID: 1224071, 3321900

Project Description: City of National City - citywide - Focused general plan update and climate action plan update that also will focus on residential density. The general plan serves as the guiding document for achieving the community's vision for the future

Change Notes:

Capacity Status: NCI Exempt Category: Other - Transportation enhancement activities

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

North County Transit District

COMPLETED

MPO ID: NCTD114										**ADOPTION: 25-00**
Project Title:	TOD Planning Project									
Project Description:	Not Location Specific - This project funds Land Swap Study for Escondido Transit-Oriented Development									
Change Notes:										
	Capacity Status: NCI	Exempt Category: Other - Engineering studies								
Est Total Cost:										

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

Oceanside, City of

DELAYED

MPO ID: O17 — **ADOPTION: 25-00**

Project Title: Loma Alta Creek/Sprinter Detention Basin

TransNet - LSI: CR

Project Description: Loma Alta Creek and Sprinter right-of-way east of El Camino Real and east of Rancho del Oro Blvd. - construction of flood control walls to protect road (El Camino Real and Rancho del Oro Drive) and transit facilities (NCTD Sprinter rail line)

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Transportation enhancement activities

Est Total Cost: **$9,710**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - L	$7,000	$7,000									$7,000
TransNet - LSI	$697	$697									$697
TransNet - LSI Carry Over	$2,013	$2,013									$2,013
TOTAL	**$9,710**	**$9,710**									**$9,710**

DELAYED

MPO ID: O33 — **ADOPTION: 25-00**

Project Title: Coast Highway Corridor Study

RAS (T2-4)

TransNet - LSI: CR

Project Description: Coast Highway - In Oceanside, on Coast Highway from the bridge over the San Luis Rey River to the southerly city limit: perform study and begin design to reduce the four-lane roadway to two lanes with bike lanes, on-street parking and roundabouts at the following cross-streets: SR-76, Surfrider, Civic Center, Pierview, Michigan, Wisconsin, Oceanside Blvd, Morse Street, and Cassidy Street

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Hazard elimination program

Est Total Cost: **$5,163**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$4,853	$4,853							$4,853		
TransNet - LSI Carry Over	$310	$310							$310		
TOTAL	**$5,163**	**$5,163**							**$5,163**		

COMPLETED

MPO ID: O40 — **ADOPTION: 25-00**

Project Title: Railroad Crossing Safey Improvements

RAS (T2-4)

TransNet - LSI: CR

Project Description: Coastal railroad corridor at the following streets: Surfrider Avenue, Mission Avenue, Wisconsin Avenue, Oceanside Boulevard, and Cassidy Street - in the City of Oceanside, rail crossing safety improvements; including upgrades to the railroad signaling and communication systems, queue-cutter traffic signals at Mission Avenue, pedestrian crossing gates, sidewalk and median reconstruction, and fencing

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Railroad/highway crossing

Est Total Cost: **$5,440**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - CP	$4,790	$4,790									$4,790
TransNet - LSI	$650	$650							$650		
TOTAL	**$5,440**	**$5,440**							**$650**		**$4,790**

Oceanside, City of

DELAYED

MPO ID: O45 **ADOPTION: 25-00**

Project Title: Douglas Drive and Mission Avenue Median Construction

RAS (T2-4)

Project Description: Mission Avenue - Construction of raised medians at two locations: 1. Douglas Drive between 300 feet south of Westport Drive and 250 feet north of Festival Drive ($80,0000 match for HSIP7-11-0009); and 2. Mission Avenue between Carolyn Circle and Foussat Rd (this portion of the project is on the NHS)

TransNet - LSI: CR

Change Notes:

Capacity Status: NCI Exempt Category: Safety - Adding medians

Est Total Cost: **$731**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$58	$58							$58		
TransNet - LSI Carry Over	$673	$673							$673		
TOTAL	**$731**	**$731**							**$731**		

*Local match for HSIP project CAL417 programmed under CAL105

DELAYED

MPO ID: O47 **ADOPTION: 25-00**

Project Title: Pier View Pedestrian Bridge Study and Renovation

TransNet - LSI: CR

Project Description: Bridge C0605, C0605 - Engineering study for permanent structural repairs to the Pier View Way pedestrian bridge with CON funds to provide for temporary repairs and replacement of Pier View Way bridge.

Change Notes:

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

Est Total Cost: **$1,255**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$1,218	$1,218							$1,118		$100
TransNet - LSI Carry Over	$37	$37							$37		
TOTAL	**$1,255**	**$1,255**							**$1,155**		**$100**

COMPLETED

MPO ID: O50 **ADOPTION: 25-00**

Project Title: Laurel Elementary Safe Routes to School (part of Lump Sum V14)

Project Description: Laurel Street from Bush St to Laurel St (2 miles) - The Laurel Elementary Safe Routes to School includes infrastructure improvements, complemented by non-infrastructure activities to improve the safety and convenience for students walking and biking. The scope of work includes a mini roundabout, curb extensions, striping and signage, a traffic calming median, Rectangular Rapid Flashing, high visibility crosswalks, and a sidewalk gap closure.

Change Notes:

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

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Poway, City of

DELETED

MPO ID: POW50 **ADOPTION: 25-00**

Project Title: Espola Road Medians — *TransNet* - LSI: CR

Project Description: Espola Road from Country Day Road to Old Coach Road (.3 miles) - In Poway - Construct new raised planted medians from just north of Country Day Road to just east of Old Coach Road

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Adding medians

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$0										
TransNet - LSI (Cash)	$0										
TransNet - LSI Carry Over	$0										
TOTAL											

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Association of Governments

COMPLETED

MPO ID: SAN04 **ADOPTION: 25-00**

Project Title: I-15 FasTrak®

SANDAG ID: 1201504, 33104

Project Description: From SR 163 to SR 78 - expansion of FastTrak® system on I-15 in San Diego and Escondido to include electronic tolling equipment, operating system, toll operations office and customer service center

Change Notes:

RT:15 Capacity Status: NCI Exempt Category: Safety - Non signalization traffic control and operating

Est Total Cost: **$27,356**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$26,491	$26,491							$6,038		$20,453
Value Pricing Program	$45	$45							$45		
FSP	$812	$812									$812
Local Funds	$8	$8									$8
TOTAL	**$27,356**	**$27,356**							**$6,083**		**$21,273**

COMPLETED

MPO ID: SAN27 **ADOPTION: 25-00**

Project Title: San Ysidro Intermodal Freight Facility/South Line Rail

SANDAG ID: 1300601, 1300602

Project Description: On trolley system from Palomar Street station to San Ysidro station - SD&AE freight facility and South Line Mainline in San Ysidro - expansion of freight yard including adding storage racks and construction of truck-loading staging area; upgrading of freight railway including crossovers and signals

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Track rehabilitation in existing right of way

Est Total Cost: **$87,195**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - Border	$11,977	$11,977							$3,537	$398	$8,042
TransNet - MC	$113	$113									$113
CBI	$600	$600							$600		
DEMO - TEA 21	$8,996	$8,996							$3,232	$2,105	$3,659
Prop 1B - TCIF	$65,433	$65,433									$65,433
Local Funds	$76	$76									$76
TOTAL	**$87,195**	**$87,195**							**$7,369**	**$2,503**	**$77,323**

*$1.2M of federal DEMO funds included in OWP 34200; $390K contribution from Chula Vista included in CHV60

San Diego Association of Governments

COMPLETED

MPO ID: SAN46 **ADOPTION: 25-00**

Project Title: Super Loop — SANDAG ID: 1041502

Project Description: In University City along Voigt Drive, Genesee Avenue, Nobel Drive, Gilman Drive, and Executive Drive - new Rapid bus service, traffic signal priority measures, signalized intersections, street modifications, rapid bus vehicles, and enhanced transit stops

Change Notes:

Capacity Status: CI — Exempt Category: Non-Exempt

Est Total Cost: **$35,186**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$33,148	$33,149							$9,930	$595	$22,623
TransNet - Transit	$699	$699							$699		
FTA 5309 (NS)	$617	$617							$617		
Local Funds	$722	$722									$722
TOTAL	**$35,186**	**$35,187**							**$11,246**	**$595**	**$23,345**

COMPLETED

MPO ID: SAN73A **ADOPTION: 25-00**

Project Title: Chesterfield Drive Crossing Improvements — SANDAG ID: 1239817

Project Description: On Chesterfield Drive in the City of Encinitas, between Coast Highway 101 and San Elijo Avenue, and in the North County Transit District coastal rail corridor - complete final design and construct at-grade crossing improvements including bike and pedestrian facilities, double track rail, signals, and safety improvements at Chesterfield Drive

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Railroad/highway crossing

Est Total Cost: **$7,101**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - BPNS	$486	$486							$124		$362
TransNet - MC	$4,377	$4,377							$50		$4,327
Fed Rail Admin (FRA-PRIIA)	$2,238	$2,237							$83		$2,155
TOTAL	**$7,101**	**$7,100**							**$257**		**$6,844**

COMPLETED

MPO ID: SAN90 **ADOPTION: 25-00**

Project Title: Peninsula Shepherd Senior Center - Volunteer Drive Program (part of Lump Sum V16) — SANDAG ID: 1271100

Project Description: provides door-through-door service and local shuttle van service for seniors living in the Peninsula communities

Change Notes:

Capacity Status: NCI — Exempt Category: Mass Transit - Transit operating assistance

Est Total Cost:

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

San Diego Association of Governments

COMPLETED

MPO ID: SAN138 **ADOPTION: 25-00**

Project Title: Renewing Life (part of Lump Sum V16) SANDAG ID: 1272500, 3321400

Project Description: Class D vehicle procurement

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance

Est Total Cost:

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: SAN146 **ADOPTION: 25-00**

Project Title: I-805 Imperial BRT Station SANDAG ID: 1280512

Project Description: On I-805, north of Imperial Avenue - project study report and preliminary environmental assessment for BRT station and pedestrian access with connection to 47th Street trolley station

Change Notes:

Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$1,404**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$1,404	$1,404							$1,404		
TOTAL	**$1,404**	**$1,404**							**$1,404**		

COMPLETED

MPO ID: SAN154 **ADOPTION: 25-00**

Project Title: Bayshore Bikeway - Segment 8B (part of Lump Sum SAN147) SANDAG ID: 1129900

Project Description: Bay Boulevard from South of Palomar Street to Ada Avenue (.4 miles) - Prepare 65 percent 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.

Change Notes:

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

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

San Diego Association of Governments

COMPLETED

MPO ID: SAN163 **ADOPTION: 25-00**

Project Title: Los Penasquitos Lagoon Bridge Replacement

SANDAG ID: 1145000

Project Description: Bridges 246.1, 246.9, 247.1, and 247.7 in the Los Penasquitos Lagoon. - replace three aging timber trestle railway bridges in order to maintain compliance with Federal Railroad Administration (FRA) standards and support intercity, commuter and freight rail services in the second busiest rail corridor in the nation

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Reconstruction or renovation of transit structures

Est Total Cost: **$46,004**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$5,366	$5,366									$5,366
FTA 5307	$12,672	$12,672									$12,672
TIGER13	$14,000	$14,000									$14,000
STA	$3,049	$3,049									$3,049
TDA	$10,917	$10,917									$10,917
TOTAL	**$46,004**	**$46,004**									**$46,004**

COMPLETED

MPO ID: SAN173 **ADOPTION: 25-00**

Project Title: BL Rail Infrastructure (part of Lump Sum SAN66)

SANDAG ID: 1210040

Project Description: Blue Line: from America Plaza to San Ysidro, Orange Line: from Santa Fe Depot to Grossmont, Green Line: from Old Town to 12th & Imperial. - purchase and install 17 traction power substations (TPSS) and ROW as needed; includes fencing, new power feeds and access development

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Reconstruction or renovation of transit structures

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: SAN182 **ADOPTION: 25-00**

Project Title: San Diego River Bridge (part of Lump Sum SAN114)

SANDAG ID: 1239815

Project Description: On coastal rail corridor over San Diego River from Mile Post (MP) 263.2 to MP 264.1 - Construct 0.9 miles of double track and new bridge over the San Diego River

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Track rehabilitation in existing right of way

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

San Diego Association of Governments

COMPLETED

MPO ID: SAN185 **ADOPTION: 25-00**

Project Title: FACT - RideFact (part of Lump Sum V16) SANDAG ID: 3321400, 1270800

Project Description: Provide a "one stop" transportation solution for seniors and persons with disabilities to reach medical appointments and other related services through operating trip reimbursement

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance

Est Total Cost:

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: SAN189 **ADOPTION: 25-00**

Project Title: St. Madeline Sophie's Center (SMSC) (part of Lump Sum SAN214) SANDAG ID: 3321400

Project Description: Not Location Specific - Capital purchases of 4 class V paratransit vehicles

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: SAN190 **ADOPTION: 25-00**

Project Title: St. Madeline Sophie's Center (SMSC) (part of Lump Sum SAN213) SANDAG ID: 3321400

Project Description: Operating funds for volunteer driver program

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

San Diego Association of Governments

COMPLETED

MPO ID: SAN208 **ADOPTION: 25-00**

Project Title: Clairemont Mesa Blvd BRT Stations SANDAG ID: 1201515

Project Description: Clairemont Mesa Boulevard from State Route 163 to Interstate 15 (1.2 miles) - traffic Signal Priority on Clairemont Mesa Boulevard and transit station improvements at eastbound Ruffin Road stop

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Construction or renovation of power, signal, and communications systems

Est Total Cost: **$13,665**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	$1,660	$1,661							$980		$680
TOTAL	**$1,660**	**$1,661**							**$980**		**$680**

COMPLETED

MPO ID: SAN215 **ADOPTION: 25-00**

Project Title: San Ysidro Health Center (SYHC) (part of Lump Sum SAN214) SANDAG ID: 3321400

Project Description: TOP-HS is designed to provide demand-response transportation services for registered SYHC patients. Services are provided using in-house resources. Expansion of their existing fleet of paratransit vehicles.

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet

Est Total Cost:

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: SAN216 **ADOPTION: 25-00**

Project Title: Home of Guiding Hands (HGH) (part of Lump Sum SAN214) SANDAG ID: 3321400

Project Description: Not Location Specific - Community Integration and Mobilization Program purchase of buses and mini-vans, including 6 Class C and 3 Class D Vehicles, and Vehicle Equipment

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Association of Governments

COMPLETED

MPO ID: SAN218 **ADOPTION: 25-00**

Project Title: Jewish Family Services (part of Lump Sum SAN214) SANDAG ID: 3321400

Project Description: Not Location Specific - Vehicle Procurement

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Purchase of support vehicles

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: SAN259 **ADOPTION: 25-00**

Project Title: LOSSAN Corridor Improvements (part of Lump Sum SAN114) SANDAG ID: 1239821

Project Description: On LOSSAN Rail Corridor from downtown San Diego at MP 269 to the Orange County Line at MP 207.4 - includes preliminary engineering, Project Study Reports (PSRs), design criteria and funding applications for complete corridor projects.

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Track rehabilitation in existing right of way

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: SAN277 **ADOPTION: 25-00**

Project Title: Out and About Senior Transportation Program - City of Vista (part of Lump Sum SAN213) SANDAG ID: 3321400

Project Description: Point location at City of Vista - Out & About provides fast, friendly, and affordable transportation to seniors living in the 92084, 92083, and 92081 communities of San Diego County through three modes: shuttle service, volunteer drivers, and taxi vouchers. Out & About operates Monday through Friday, 8 a.m. to 3 p.m., with door-to-door trips for non-emergency medical care, grocery shopping, errands, lunch, exercise, and activities at the Center. Transportation outside operational hours is arranged with volunteer drivers or through taxi vouchers.

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

San Diego Association of Governments

COMPLETED

MPO ID: SAN278 **ADOPTION: 25-00**

Project Title: FACT - RideFact (part of Lump Sum SAN213) SANDAG ID: 3321400, 1270800

Project Description: Operating; Provide a "one stop" transportation solution for seniors and persons with disabilities to reach medical appointments and other related services through operating trip reimbursement

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: SAN279 **ADOPTION: 25-00**

Project Title: Travelers Aid Society - RideFinder (part of Lump Sum V16) SANDAG ID: 1272600

Project Description: RIDEFinder - Operating

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: SAN285 **ADOPTION: 25-00**

Project Title: Blue Line and San Ysidro Mobility Hub SANDAG ID: 3322300, 3322301

Project Description: San Ysidro Trolley Station to 12th and Imperial - Study analyze the feasibility of implementing a Blue Line Express service between San Ysdiro and Downtown San Diego as as well as to advance implementation of the future San Ysidro Mobility Hub per the Regional Mobility Hub Strategy and the 2021 Regional Plan.Toll Credits will be used to match federal funds for the PE phase

Change Notes:

Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$5,021**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5309TOD	$405	$405							$405		
RSTP	$2,717	$2,717							$2,717		
Local Funds	$1,899	$1,899							$1,899		
TOTAL	**$5,021**	**$5,021**							**$5,021**		

San Diego Association of Governments

COMPLETED

MPO ID: SAN294 **ADOPTION: 25-00**

Project Title: FACT Full Access and Coordinated Transportation - One-call One-click Transportation Access

Project Description: Not Location Specific - Research and develop an online platform that will facilitate contactless payments and standardize trip reservation requests/client information among specialized regional transportation providers. The platform will improve the reliability of San Diego County's transportation system.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$240**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA FTAAMPG	$240	$240							$240		
TOTAL	**$240**	**$240**							**$240**		

COMPLETED

MPO ID: SAN297 **ADOPTION: 25-00**

Project Title: St. Paul's Senior Services - Vehicle Procurement (part of Lump Sum SAN214) SANDAG ID: 3321400

Project Description: Not Location Specific - Vehicle Procurement of 1 Class B and 3 Class D Vehicles

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: SAN298 **ADOPTION: 25-00**

Project Title: Elfin Forest Recreational Reserve Visitor Access I

Project Description: Construct approximately 0.5 mile new trail link between two trails with scenic overlook, renovate and expand parking lot with restrooms at the Elfin Forest Recreation Reserve within the City of Escondido in San Diego County.

Change Notes:

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

Est Total Cost: **$965**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
RTP	$849	$849							$849		
Local Funds	$116	$116							$116		
TOTAL	**$965**	**$965**							**$965**		

San Diego Association of Governments

COMPLETED

MPO ID: SAN299 **ADOPTION: 25-00**

Project Title: SR 76 Roadway Straightening SANDAG ID: 1147800

Project Description: Preliminary design & environmental document for roadway straightening.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$2,000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
RSTP	$2,000	$2,000							$2,000		
TOTAL	**$2,000**	**$2,000**							**$2,000**		

COMPLETED

MPO ID: SAN300 **ADOPTION: 25-00**

Project Title: I-8/Willows Road Interchange Improvements SANDAG ID: 1147900

Project Description: Preliminary design & environmental document for interchange improvements.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$3,000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
RSTP	$3,000	$3,000							$3,000		
TOTAL	**$3,000**	**$3,000**							**$3,000**		

COMPLETED

MPO ID: SAN301 **ADOPTION: 25-00**

Project Title: Central Mobility Hub and Connections SANDAG ID: 3322900

Project Description: Point location at TBD - Develop a conceptual plan for the Downtown Central Mobility Hub and multimodal connecting corridors needed to reduce car reliance, VMT, and emissions while advancing social equity and enhancing quality of life for everyone living, working, or spending time in the regions urban core. Emphasis for FY 2024 will be conducting a multi layered analysis inclusive of heavy and light rail connections, bus priority, active transportation, integration of an airport transit connection, and major street space reallocation that is required to transform them from car centric to people serving.

Change Notes:

Capacity Status: NCI Exempt Category: All Projects - Bus terminal and transfer points

Est Total Cost: **$1,000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
RSTP	$1,000	$1,000							$1,000		
TOTAL	**$1,000**	**$1,000**							**$1,000**		

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Association of Governments

COMPLETED

MPO ID: SAN302 **ADOPTION: 25-00**

Project Title: Smart Corridors SANDAG ID: 3430200

Project Description: Develop and support a variety of initiatives aimed at building out the Managed Lanes network envisioned in the Regional Plan.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$600**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
RSTP	$600	$600							$600		
TOTAL	**$600**	**$600**							**$600**		

COMPLETED

MPO ID: SAN304 **ADOPTION: 25-00**

Project Title: FACT - Vehicle Purchase

Project Description: Not Location Specific - purchase of 12 accessible low-floor mini-vans

Change Notes:

Capacity Status: NCI Exempt Category: Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet

Est Total Cost: **$779**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5339	$779	$779							$779		
TOTAL	**$779**	**$779**							**$779**		

COMPLETED

MPO ID: SAN306 **ADOPTION: 25-00**

Project Title: Mid-City Communities Smart Growth Study Areas (part of Lump Sum V10) SANDAG ID: 1224072

Project Description: Not Location Specific - Mid-City Communities Smart Growth Study Areas

Change Notes:

Capacity Status: NCI Exempt Category: Other - Transportation enhancement activities

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

San Diego Association of Governments

COMPLETED

MPO ID: SAN308 **ADOPTION: 25-00**

Project Title: Purple Line Alternatives Analysis

SANDAG ID: 3322501

Project Description: Use data analytics to inform Alternatives Analysis that would identify a preferred 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.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$20,000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
RSTP	$20,000	$20,000							$20,000		
TOTAL	**$20,000**	**$20,000**							**$20,000**		

COMPLETED

MPO ID: SAN309 **ADOPTION: 25-00**

Project Title: South County Rapid Transit

SANDAG ID: 3322302

Project Description: 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.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$7,000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
RSTP	$7,000	$7,000							$7,000		
TOTAL	**$7,000**	**$7,000**							**$7,000**		

San Diego County

COMPLETED

MPO ID: CNTY96 — **ADOPTION: 25-00**

Project Title: Casa De Oro - Campo Road Specific Plan (part of Lump Sum V10) — SANDAG ID: 1224055

Project Description: In the County of San Diego - Campo Road between Bancroft Drive and North/South Granada Avenue - This project would develop a Specific Plan for the Campo Road corridor, including a form-based-code and design guidelines, would establish a framework to guide future private investment to transform the area into an inviting, compact, walkable and bikable environment.

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Transportation enhancement activities

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: CNTY97 — **ADOPTION: 25-00**

Project Title: Valley Center Community Plan Update (part of Lump Sum V10) — SANDAG ID: 1224056

Project Description: The Valley Center Community Planning Area, north of Escondido, east of i-5, south of the Pala Reservation, and west of the Rincon Reservation - The project will update the content and broaden the scope of the existing community plan by focusing on land use refinements, diversifying mobility and housing options; connecting community services; and simplifying/streamlining development review processes.

Change Notes:

Capacity Status: NCI — Exempt Category: Other - Non construction related activities

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: CNTY98 — **ADOPTION: 25-00**

Project Title: Otay Lakes Road — RAS (T2-10)

Project Description: Otay Lakes Road from Strada Piazza to Piazza Urbano (1 miles) - Four-lane major road with intermittent turn lanes, from the City/County boundary to the second project entry (Strada Piazza), and transitions to a two-lane community collector with improvement options, to the east. The project proposes an amendment to the County General Plan Mobility Element and an Otay SRP Amendment to reclassify Otay Lakes Road to a four-lane boulevard with raised median from the City/County boundary to Strada Piazza; and transitions to a two-lane community collector with intermittent turn lanes to the east. Otay Lakes Road maintains its current alignment.

Change Notes:

Capacity Status: CI — Exempt Category: Non-Exempt

Est Total Cost: **$7,000** — Open to Traffic: Jun 2027

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$7,000	$7,000							$7,000		
TOTAL	**$7,000**	**$7,000**							**$7,000**		

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego Metropolitan Transit System

COMPLETED

MPO ID: MTS45 **ADOPTION: 25-00**

Project Title: MTS Orange Line Corridor Improvement Study

Project Description: Baltimore Junction and Euclid Avenue - This San Diego Metropolitan Transit System (MTS) is leading the Orange Line Corridor Improvement Study with the support of a consultant. This grant will provide the funding for two different planning and engineering studies along the Orange Line corridor: 1) Feasibility study of stations, connecting track, and other infrastructure at the Baltimore Junction (Baltimore Junction Area Planning Study); and 2) Study of grade separation opportunities near Euclid Avenue assist in identifying improvements required for safety and transit service improvements

Change Notes:

Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$750**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
OthFed-ARPA 2021-FTA5307	$750	$750							$750		
TOTAL	**$750**	**$750**							**$750**		

San Diego, City of

DELAYED

MPO ID: SD189 **ADOPTION: 25-00**

Project Title: Sea World Drive Widening and I- 5 Interchange Improvements

RTP REF: A-34
RAS (TA 4-73)

Project Description: Sea World Drive from Friars Road to Morena Boulevard (.14 miles) - in San Diego, this project proposes to realign and widen the southbound off-ramp, reconfigure the off-ramp intersection to eliminate the free right turn onto Sea World Drive, widen the eastbound approach to the southbound on-ramp, and increase storage on the overcrossing for the eastbound to northbound left turn at the northbound on-ramp. In addition, this alternative proposes to provide a loop on ramp to northbound Interstate 5 from eastbound Sea World Drive. The eastbound and westbound approaches would be modified to provide required storage and the entire interchange would be relocated approximately 30-feet to the south to accommodate phased construction of a new overcrossing. In addition, when funding is identified, Sea World Drive will be widened to six lanes between Sea World Way and Interstate 5.(CIP S-00888).

Change Notes:

Capacity Status: CI Exempt Category: Non-Exempt

Est Total Cost: **$120,163** Open to Traffic: Jul 2019

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
Local Funds	$0										
TOTAL											

COMPLETED

MPO ID: SD200 **ADOPTION: 25-00**

Project Title: SR94/Euclid Avenue Interchange Improvements

RAS (M-43)
TransNet - LSI: CR

Project Description: Intersection at Euclid Avenue and SR-94 - The State Route 94-Euclid Avenue interchange is an uncontrolled intersection with higher-than-average accident rates. The Euclid Avenue overpass crosses State Route 94, one of the regions most important east-west connections. The City of San Diego is considering improvements to the interchange to enhance safety features through this corridor and the optimization of the level of service for both Euclid Avenue and State Route 94. (CIP S-14009).

Change Notes:

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

Est Total Cost: **$6,456**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$713	$713									$713
TransNet - LSI Carry Over	$2,367	$2,367									$2,367
Local RTCIP	$3,376	$3,376							$825		$2,551
TOTAL	**$6,456**	**$6,456**							**$825**		**$5,631**

San Diego, City of

DELAYED

MPO ID: SD261 **ADOPTION: 25-00**

Project Title: Downtown San Diego Wayfinding Signage - Cycle Network (part of Lump Sum V10) SANDAG ID: 1224064

Project Description: San Diego - The project area includes the formal boundaries of the project planning area within Downtown San Diego which are defined by the I-5 freeway to the north and east and San Diego Bay on the south and west. - The project includes the installation new wayfinding signs that complements the recently completed downtown wayfinding system. It will include adding signage for the new cycle network to be installed throughout downtown. The Project will facilitate an experience that will promote cycling and provide directional and destination signage for residents, visitors, and workers to access the new cycle network.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Transportation enhancement activities

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

DELAYED

MPO ID: SD262 **ADOPTION: 25-00**

Project Title: East Village Green Park Phase 1 (part of Lump Sum V10) SANDAG ID: 1224065

Project Description: Various - East Village Green Park is a proposed 4.1 acre multi-block community park located in the East Village Neighborhood of Downtown. Phase 1 improvements consist of 1.2 acres of new parkland including a community center, 2 cafes, children's play area, performance pavilion, open lawn, games area, interactive fountain, dog park and the relocation of two locally historic buildings.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Transportation enhancement activities

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

San Diego, City of

DELAYED

MPO ID: SD267 **ADOPTION: 25-00**

Project Title: Mid-City Communities Smart Growth Study Areas (part of Lump Sum V10)

Project Description: he study area covers the Mid-City Communities in the City of San Diego and includes a large Smart Growth Opportunity Area along University Avenue and El Cajon Boulevard (SD-CH-1), Mixed-Use Transit Corridors along Fairmount Avenue (SD-CH-2), University Avenue (SD-EA-3), and El Cajon Boulevard (SD-CO-4) and two Community Centers near Federal and Euclid (SD-EA-2) and the east end of College Grove Drive (SD-EA-1). In addition, the study area includes a Tier 4 Employment Center. - The Project will perform a study of existing/planned smart growth and employment areas to increase housing and mobility options in the Mid-City Communities in the City of San Diego. The study will include a public outreach program and recommendations on opportunities for growth and transit-supportive densities in combination with corridor enhancements. The Smart Growth study will serve as a critical first step to facilitate a land use plan to support a healthier, more sustainable community.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Transportation enhancement activities

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Santee, City of

COMPLETED

MPO ID: SNT29		**ADOPTION: 25-00**
Project Title:	Prospect Avenue and Mesa Road Intersection Improvements (part of Lump Sum V17)	SANDAG ID: 19011009
Project Description:	In Santee - the intersection of Prospect Avenue and Mesa Road - This project will modify the intersection by rebuilding the northeast, southeast, and southwest corners of the intersection. It will improve visibility, reduce pedestrian crossing distance, add a bicycle connection, and improve safety at the school crossing.	
Change Notes:		
Capacity Status: NCI	Exempt Category: Safety - Safety Improvement Program	

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

Various Agencies

COMPLETED

MPO ID: CAL552 **ADOPTION: 25-00**

Project Title: Corridor System Management Plan (CSMP) - South Bay to Sorrento Corridor (part of Lump Sum V20) SANDAG ID: 1685501

Project Description: In the San Diego Region, a comprehensive integrated management plan for increasing transportation options, decreasing congestion, and travel times in the I-805I-5 South corridor from the U.S.-Mexico Border along SR 11, SR 905, I-5, and I-805 to SR 94, then along I-805 and SR 15/I-15 to SR 52, then along I-805 to the I-5/I-805 Merge. A CSMP includes all travel modes in a defined corridor - highways and freeways, parallel and connection roadways, public transit (bus, bus transit, light rail, intercity rail) and bikeways.

Change Notes:

Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

COMPLETED

MPO ID: SAN254 **ADOPTION: 25-00**

Project Title: Corridor System Management Plan - High Speed Transit/I-8 (part of Lump Sum V20) SANDAG ID: 1600801

Project Description: In the San Diego Region, along the I-8 corridor from I-5 to east of the SR 67, a comprehensive integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in the High Speed Transit/I-8 Corridor. A CSMP 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

Change Notes:

Capacity Status: NCI Exempt Category: Other - Engineering studies

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Various Agencies

COMPLETED

MPO ID: V22		**ADOPTION: 25-00**
Project Title:	CMCP - San Vicente Corridor (SR 67) (part of Lump Sum V20)	SANDAG ID: 1606701
Project Description:	SR 67 from Mapleview Street to SR 78 Milepost begins at 0 ends at 17.2 (17.2 miles) - A Comprehensive Multimodal Corridor Plan (CMCP) is a comprehensive, integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in the SR 67 transportation corridor along SR 67 from Mapleview Street in the City of Lakeside to SR 78. A CMCP includes all travel modes in a defined corridor - highways and freeways, parallel and connecting roadways, public transit (bus, bus rapid transit, light rail, intercity rail) and bikeways	
Change Notes:		
RT:67	Capacity Status: NCI	Exempt Category: Other - Engineering studies
Est Total Cost: **$0**		

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

Vista, City of

COMPLETED

MPO ID: VISTA56 **ADOPTION: 25-00**

Project Title: Traffic Congestion Management Program - CIP 8294 — *TransNet* - LSI: CR

Project Description: City of Vista - The Traffic Congestion Management Plan identifies congested streets and intersections and recommended short-term and long-term/large scale projects to target traffic congestion relief...

Change Notes:

Capacity Status: NCI — Exempt Category: Safety - Safety Improvement Program

Est Total Cost: **$1,653**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	$53	$53							$53		
Local Funds	$1,600	$1,600							$1,000		$600
TOTAL	**$1,653**	**$1,653**							**$1,053**		**$600**

COMPLETED

MPO ID: VISTA59 **ADOPTION: 25-00**

Project Title: Townsite Complete Street Project (part of Lump Sum V14) — RAS (T2-12)

Project Description: Vista - Townsite Drive and W. Los Angeles Drive; N. Santa Fe - This project will transform Townsite Drive and W. Los Angeles Drive to a complete street accommodating all users by constructing sidewalks, traffic circles, curb extensions, bike lanes, Sharrows and high visibility crosswalks. The project will also construct curb extensions, high visibility crosswalk, green bike lane extensions through intersections and two mid block pedestrian traffic signals on N. Santa Fe Avenue between California Avenue and Bobier Drive.

Change Notes:

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

Est Total Cost: **$0**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TOTAL											

Table B-1

2025 Regional Transportation Improvement Program

San Diego Region (in $000s)

RTIP Fund Types

Federal Funding	
BIP/CBI	Border Infrastructure Program/Corridors and Borders Infrastructure Program
FRA-PRIIA	Federal Railroad Administration Passenger Rail Investment and Improvement Act of 2008
FTA Section 5307	Federal Transit Administration Urbanized Area Formula Program
FTA Section 5309 (NS)	Federal Transit Administration Discretionary - New Starts Program
FTA Section 5339	Federal Transit Administration Bus and Bus Facilities Formula Grant Program
HPP	High Priority Program under SAFETEA-LU
RSTP	Regional Surface Transportation Program
RTP	Recreational Trails Program
TIGER	Transportation Investment Generating Economic Recovery (Federal Stimulus)
CMAQ/RSTP Conversion	Reimbursement of advanced federal funds which have been advanced with local funds in earlier years
State Funding	
ATP	Active Transportation Program (Statewide and Regional)
FSP	Freeway Service Patrol
PTA	Public Transportation Account
SB1 - TCEP	Senate Bill 1 - Trade Corridor Enhancement Program
SHOPP (AC)	State Highway Operation & Protection Program
STA	State Transit Assistance
TCIF	Trade Corridor Improvement Fund (State Prop. 1B)
Local Funding	
Local Funds AC	Local Funds - Advanced Construction; mechanism to advance local funds to be reimbursed at a later fiscal year with federal/state funds
RTCIP	Regional Transportation Congestion Improvement Program
TDA	Transportation Development Act
TransNet-Border	Prop. A Extension Local Transportation Sales Tax - Border
TransNet-BPNS	Prop. A Extension Local Transportation Sales Tax - Bicycle, Pedestrian and Neighborhood Safety Program
TransNet-CP	Prop. A Local Transportation Sales Tax - Commercial Paper
TransNet-L	Prop. A Local Transportation Sales Tax - Local Streets & Roads
TransNet-LSI	Prop. A Extension Local Transportation Sales Tax - Local System Improvements
TransNet-LSI Carry Over	TransNet - LSI funds previously programmed but not requested/paid in year of allocation
TransNet-LSI (Cash)	TransNet - LSI funds which agencies have received payment, but have not spent
TransNet-MC	Prop. A Extension Local Transportation Sales Tax - Major Corridors

Appendix C

Expedited Project Selection Process

SANDAG

2025 Regional Transportation Improvement Program
FY 2025-2029

Appendix C
Expedited Project-Selection Process

Federal Regulations 23 CFR 450.332 and Title 23 of the United State Code allow for the movement of projects within the quadrennial element of the Federal Transportation Improvement Program (FTIP), subject to the procedures agreed to by the cooperating parties. SANDAG, as the Metropolitan Planning Organization for the San Diego region, has in place a formal project-selection process agreed to by all of the region's partners, including the two transit districts.

SANDAG developed the project-selection process through numerous consultations and cooperation of our region's partners—Caltrans, North County Transit District, Metropolitan Transit System, and local agencies. The SANDAG Board of Directors formally adopted the process and criteria as part of the San Diego Forward: the 2021 Regional Plan (2021 Regional Plan) in December 2021; the 2021 Regional Plan is SANDAG's Regional Transportation Plan (RTP). The projects included in the 2025 Regional Transportation Improvement Program (RTIP) reflect the projects prioritized in the 2021 RTP via the project-selection process, and projects from the first four years of the 2025 RTIP (2025 FSTIP) have been selected using the approved project-selection procedures as outlined in Appendix I of this document. Projects in the quadrennial element are either already in construction or identified as ready to deliver. The project-selection criteria for these projects are derived from Appendix T from the boar RTP. This appendix describes the process for developing evaluation criteria for prioritizing transportation projects included in the 2021 RTP and the 2025 RTIP.

For projects within the State Transportation Improvement Program, SANDAG would advance projects subject to amendments or allocations approved by the California Transportation Commission.

For projects in which the State acts as the program manager, the decision for priority lies with the State. These programs include, among others, the State Highway Operation and Protection Program, Highway Bridge Program, Active Transportation Program, High-Risk Rural Roads Program, and Highway Safety Improvement Program.

San Diego Forward:
The 2021 Regional Plan
Appendix T
Transportation Project Evaluation Criteria and Rankings *(pages T6-T13)*

Project Bundle Evaluation Criteria

An extensive effort to update the transportation project evaluation criteria was undertaken during the development of the 2021 Regional Plan, which involved a different approach than those developed for prior RTPs. In the past, SANDAG used transportation project evaluation criteria to prioritize projects by modal category (e.g., individual criteria for highway, transit service, active transportation, etc.). For the 2021 Regional Plan, multimodal bundles of projects were created to better reflect choices travelers face when traveling to and from regional destinations. For example, projects along the I-5 North Coast Corridor were grouped and included both transit and Managed Lane improvements. Evaluation criteria were developed to reflect plan goals and applied to each project bundle in the Vision network.

Background

Evaluation criteria were developed in three key areas:

1. Mobility and Safety
2. Environment and Quality of Life
3. Economy

The categories align with 2021 Regional Plan goals, which are:

- **Fast:** The efficient movement of people and goods
- **Fair:** Access to affordable, reliable, and safe mobility options
- **Clean:** Healthier air and reduced GHG emissions

Methodology

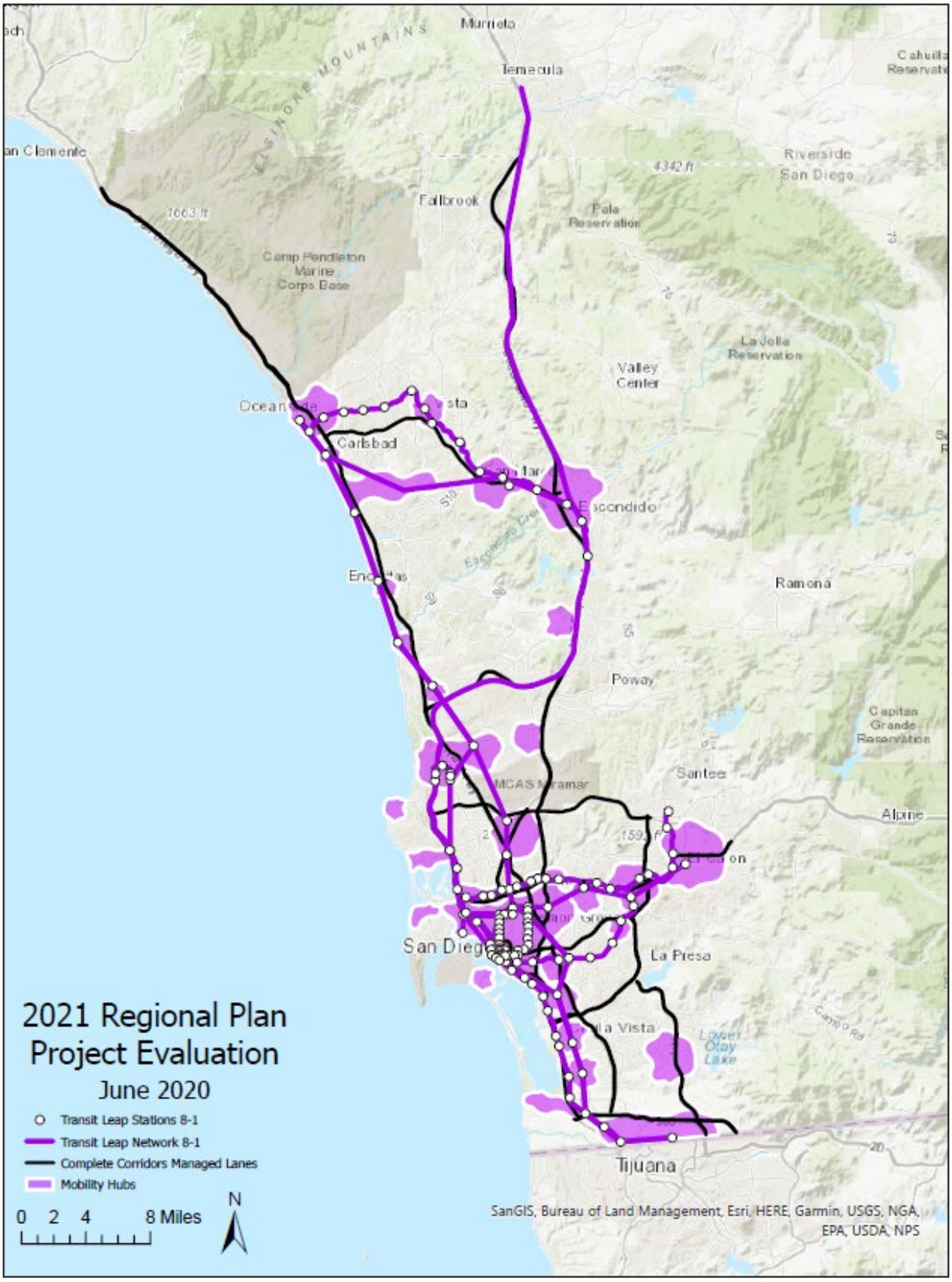
Travelers are increasingly making travel decisions based on a suite of transportation choices and linking these transportation modes together to improve trip experience (e.g., biking to the transit station or driving to the Park & Ride). The traditional approach of evaluating projects by modal category does not take the multimodal nature of the transportation system into account. For the 2021 Regional Plan, SANDAG developed a new methodology with multimodal evaluation criteria and projects.

Following the 5 Big Moves data-driven approach to develop a comprehensive and integrated transportation system, the project-evaluation criteria methodology relied on regional data and information analyzed with geospatial tools (ArcGIS) and spreadsheets (Excel).

Development of Project Bundles

The first step was to bundle the Unconstrained Transportation Network projects into project bundles that captured multimodal travel choices for regional routes. A two-phase process was followed first for the creation of the bundles and then for validation.

Figure T.1: Initial Evaluation Criteria Bundle Analysis



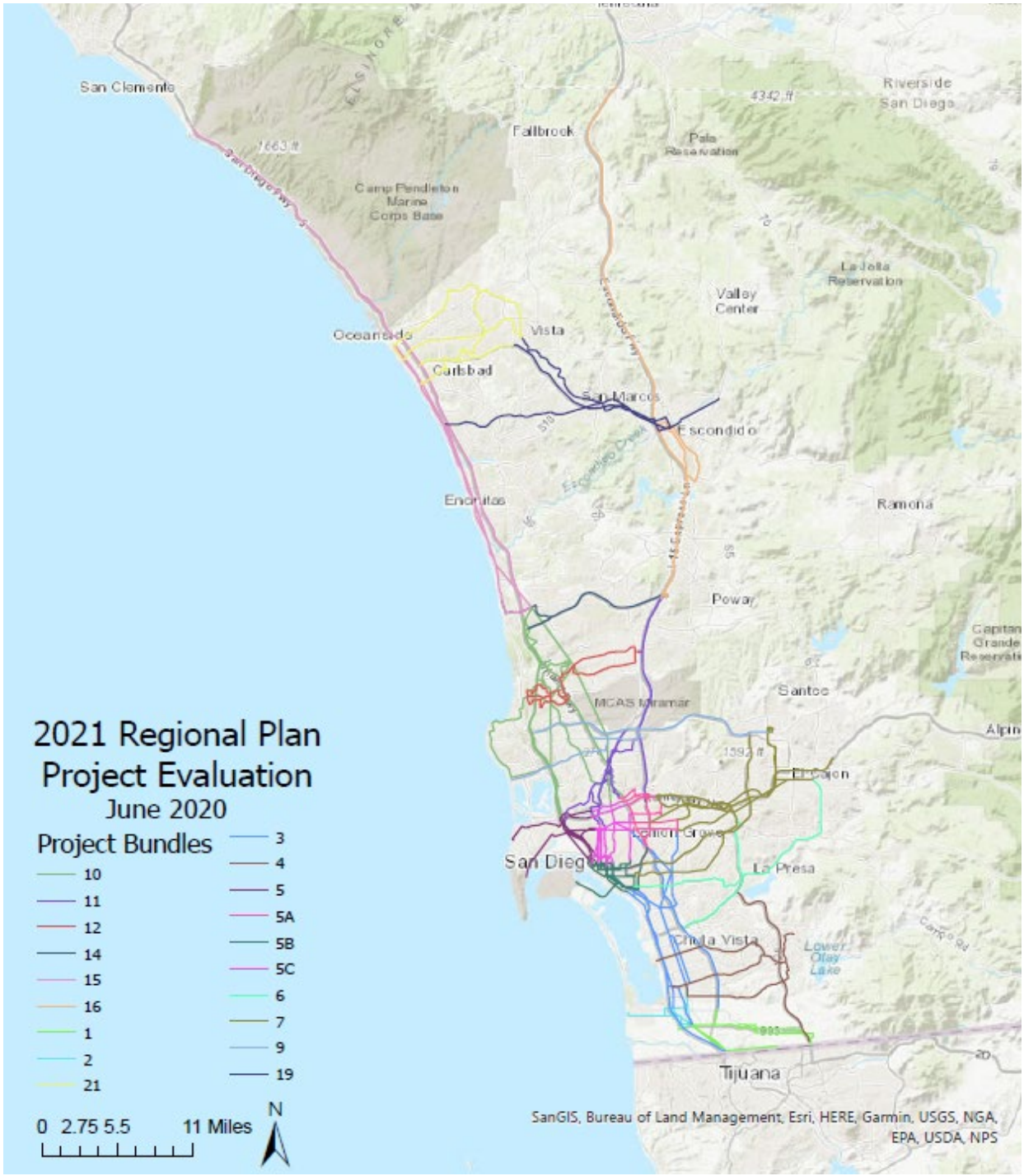
During the first phase, the following steps were followed to generate the project bundles:

1. With the understanding that the 2021 Regional Plan Vision was developed to connect key origins and destinations, the work began by overlaying the highway network (Managed Lanes projects), Transit Leap, and Mobility Hub layers from the layer. See Table T3.1 in Attachment 3 to this appendix for further detail on data sources.
2. The network was then divided by major north–south (e.g., I-5 corridor, I-15 corridor, etc.) and east–west connections (e.g., SR 56, SR 52, SR 78, etc.).
3. Longer routes were separated at key regional destinations and Mobility Hubs, such as Sorrento Valley, Downtown, and El Cajon.
4. Parallel transit and arterial routes serving a similar north–south and east–west movement were grouped together to create bundles.
5. Areas with unique internal travel patterns and characteristics were separated (e.g., border crossing area, Imperial Beach, Downtown, and Oceanside).
6. Transit routes were separated at major station locations.
7. Complete Corridor Managed Lanes were separated in alignment with transit or at the point where they crossed into a different geography.
8. Although not reflected in Figure T.2, regional arterial projects within the bundle area are part of each bundle.
9. The project bundles were reviewed by staff and refined into the final GIS layer (for a total of 19 bundles). See Attachment 3.

In the second phase, regional origin and destination trip data acquired from Teralytics was used to validate travel patterns for each bundle. Teralytics determines origins and destinations based on cell tower data. These data are aggregated to Census tract geography and determine a trip to be completed when dwell time is longer than 30 minutes (no intermediate destinations or linked trips).

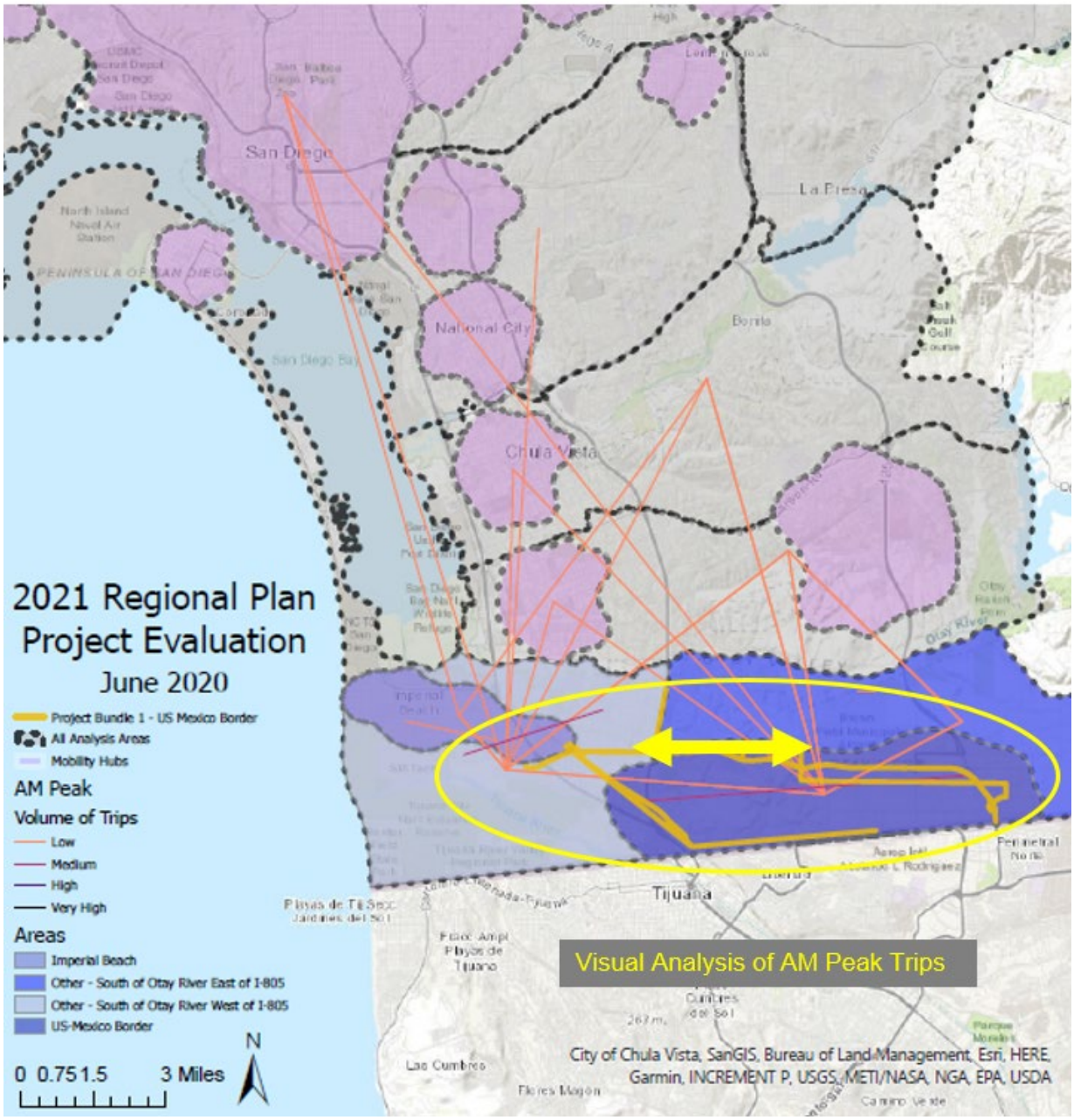
For processing feasibility, Teralytics data was filtered to weekday a.m. peak trip volumes, 6 a.m. to 9 a.m. Teralytics data was aggregated by Mobility Hub. The remaining trips were aggregated into larger “other” geographies delineated at Census tract boundaries to represent similar areas such as a jurisdiction. Natural breaks in the trip data (as identified by ArcGIS software) were used to aggregate trips into five trip-volume thresholds. For clarity, the lowest threshold (very low) is not displayed on the maps (sample shown in Figure T.3).

Figure T.2: Project Bundle Evaluation Corridors



For each bundle, trip data were filtered to show only trips that begin and end within each bundle area. A visual analysis was performed for each bundle. Most of the bundles clearly align with high volume travel patterns. Some of the bundles have lower trip volumes in general but are supporting routes or communities that are affected by regional travel patterns, including trips that have origins and destinations outside of the bundle area but use the corridor identified in the bundle. An example of this analysis is shown in Figure T.3.

Figure T.3: Project Bundle Analysis Example – Project Bundle #1 – U.S.–Mexico Border



Project Bundle Evaluation

The evaluation criteria were developed in parallel to the project bundles. Once project bundles were finalized and validated, the evaluation criteria were applied to each project bundle.

Evaluation Criteria

Indicators were developed for three categories: Environment and Quality of Life (EQL), Mobility and Safety (MS), and Economy (EC). Seventeen separate measures were defined. A weighting was assigned to each indicator (see Table T.2) based on the contribution and alignment of the criteria to the category along with a recognition of evaluation criteria weightings from prior efforts.

Table T.2: Evaluation Criteria

Evaluation Criteria		
Criteria	**Description**	**Weighting**
Environment and Quality of Life		**35**
EQL1 Access to Transit	People and jobs within a half mile of a transit station or within a Mobility Hub[1]	10
EQL2 Activity Centers	Activity Centers within a quarter mile of a transit station	3
EQL3 Network Connectivity	Number of direct connectors and direct access ramps	2
EQL4 Mode Availability	Measure of mode availability (in miles) for transit, Managed Lanes, and general-purpose lanes	2
EQL5 Bike and Pedestrian Access	Portion of projects that are located within a Mobility Hub[2]	3
EQL6 Communities of Concern	Communities of concern (seniors, minorities, low-income residents) within a half mile of a transit station or within a Mobility Hub	10
EQL7 Transit Access to Future Density	Number of transit stations located within Mobility Hubs[3]	5
Mobility and Safety		**30**
MS1 Person Peak Throughput Capacity (PTC)	Transit PTC (MS2) + Vehicle PTC (MS3) times vehicle occupancy	5
MS2 Transit PTC	Peak transit capacity (transit rider capacity per number of vehicles/headways per hour)	3
MS3 Vehicle PTC	Peak vehicle capacity (vehicles per lane per hour)	2

[1] Mobility Hubs offer increased services and infrastructure improvements to access transit.
[2] Captures concentration of bicycle and pedestrian improvements focused in Mobility Hub areas.
[3] Mobility Hub areas are used as a proxy for future density.

Evaluation Criteria		
Criteria	**Description**	**Weighting**
MS4 Congestion	Travel time reliability and average peak hour of excessive delay per lane (NPMRDS data)	10
MS5 Safety	Safety incidents (fatalities, serious injuries, and visible injuries)	5
MS6 Transit Reliability	Transit reliability measured by miles of dedicated guideway and transit priority investments	5
Economy		**15**
EC1 Transportation Affordability	Estimated cost of travel	5
EC2 Jobs	Access to employment center	5
EC3 Freight	Relevance to National Highway Freight Network and other freight corridors; proximity to land uses relevant to freight movements (agriculture, industrial, commercial, etc.)	5
Cost–Benefit (Cost Effectiveness)		**20**
	Total	**100**

Evaluation Methodology

The evaluation of the bundles was performed over two phases. First, a geospatial analysis was performed for each indicator. Data results were exported to an Excel evaluation matrix that scored and ranked each bundle per the criteria in Table T.2. Detailed methodology performed for each indicator is found in Attachment 4. Results of this analysis are shown in Table T.3. The scores in Table T.3 represent the cumulative totals assigned per the criteria weightings shown in Table T.2. The highest possible score was 100 points, and the project bundles scored between 23.53 and 65.41. Since cost effectiveness (the measure of all the criteria divided by the cost of the projects in the bundle) can represent a significant weighting, scores are displayed both with and without the cost-effectiveness criteria.

Table T.3: Evaluation Results

Evaluation Results					
Project Bundle	Name	Without Cost Effectiveness		With Cost Effectiveness	
		Score	Rank	Score	Rank
1	U.S.–Mexico Border	36.00	16	30.80	17
2	Imperial Beach	26.91	18	23.53	19
3	Border to Urban Core North–South	73.64	4	60.91	6
4	Otay Ranch–Chula Vista	41.82	13	53.46	10
5	Urban Core	67.37	5	57.90	8
5A	Urban Core	58.18	9	58.54	7
5B	Urban Core	74.26	3	65.41	1
5C	Urban Core	64.33	6	55.47	9
6	El Cajon–National City	31.28	17	35.03	16
7[4]	El Cajon–Urban Core	76.30	2	65.04	3
9	El Cajon–Pacific Beach	41.94	12	49.55	11
10	Urban Core–Del Mar	79.21	1	65.37	2
11	Urban Core–Sabre Springs	63.98	7	61.18	5
12	Mira Mesa–University Community	51.92	11	41.54	13
14	Poway–Carmel Valley	19.67	19	23.74	18
15	Del Mar–Oceanside	54.63	10	45.70	12
16	Sabre Springs–Escondido	41.42	14	41.13	14
19	Escondido–Vista	60.23	8	62.19	4
21	Oceanside–Vista	38.74	15	40.99	15

[4] During bundle refinement, bundles 8, 13, 17, 18, and 20 were combined with other bundles. Bundle 5 was split into four (5, 5A, 5B, and 5C).

Appendix D

Regional Arterial System

SANDAG

2025 Regional Transportation Improvement Program
FY 2025-2029

San Diego Forward:
The 2021 Regional Plan
Appendix T, Attachment 2
Regional Arterials by Jurisdiction

Appendix T Attachment 2: Regional Arterials by Jurisdiction

Table T2.1: Regional Arterials by Jurisdiction

Regional Arterials by Jurisdiction			
	Arterial	**Limits**	**Jurisdiction**
1	Alga Road	El Camino Real to Melrose Drive	Carlsbad
2	Aviara Parkway	Palomar Airport Road to El Camino Real	Carlsbad
3	Cannon Road	Carlsbad Boulevard to College Boulevard	Carlsbad
4	Carlsbad Boulevard	Eaton Street to La Costa Avenue	Carlsbad
5	Carlsbad Village Drive	I-5 to Coast Boulevard/Coast Highway	Carlsbad
6	College Boulevard	City of Oceanside city limits to Palomar Airport Road	Carlsbad
7	El Camino Real (S-11)	SR 78 to Olivenhain	Carlsbad
8	Faraday Avenue	Melrose Drive to College Boulevard	Carlsbad
9	La Costa Avenue	I-5 to El Camino Real	Carlsbad
10	Melrose Drive	City of Vista city limits to Rancho Santa Fe Road	Carlsbad
11	Olivenhain Road	Los Pinos Circle to Rancho Santa Fe Road	Carlsbad
12	Palomar Airport Road	Carlsbad Boulevard to Business Park Drive	Carlsbad
13	Poinsettia Lane	Carlsbad Boulevard to Melrose Drive	Carlsbad
14	Rancho Santa Fe Road	Melrose Drive to Olivenhain Road	Carlsbad
15	Bay Boulevard	E Street to Stella Street	Chula Vista
16	Beyer Way	Main Street to City of San Diego city limits	Chula Vista
17	Bonita Road	1st Avenue to I-805	Chula Vista
18	Broadway	C Street to Main Street	Chula Vista
19	E Street	H Street to Bonita Road	Chula Vista
20	East H Street	Hilltop Drive to Mount Miguel Road	Chula Vista
21	H Street	E Street to Hilltop Drive	Chula Vista
22	Hunte Parkway	Proctor Valley Road to Eastlake Parkway	Chula Vista
23	J Street	Marina Parkway to Broadway	Chula Vista
24	L Street	Bay Boulevard to I-805	Chula Vista
25	La Media Road	Telegraph Canyon Road to Main Street	Chula Vista
26	Main Street	West city limits to Eastlake Parkway	Chula Vista
27	Marina Parkway	H Street to J Street	Chula Vista
28	Olympic Parkway	I-805 to Hunte Parkway	Chula Vista
29	Orange Avenue	Palomar Street to I-805	Chula Vista
30	Otay Lakes Road	Bonita Road to Wueste Road	Chula Vista
31	Otay Valley Road	Main Street to East of SR 125	Chula Vista
32	Palomar Street	Bay Boulevard to Orange Avenue	Chula Vista

Regional Arterials by Jurisdiction

	Arterial	Limits	Jurisdiction
33	Paseo Ranchero (Heritage Road)	East H Street to City of San Diego city limits	Chula Vista
34	Proctor Valley Road	Mt. Miguel Road to Hunte Parkway	Chula Vista
35	Telegraph Canyon Road	I-805 to Otay Lakes Road	Chula Vista
36	Willow Street	Sweetwater Road to Bonita Road	Chula Vista
37	SR 75	City of San Diego city limits to City of Imperial Beach city limits	Coronado
38	Via de la Valle	Highway 101 to Jimmy Durante Boulevard	Del Mar
39	2nd Street	Greenfield Drive to Main Street	El Cajon
40	Avocado Avenue	Main Street to Chase Avenue	El Cajon
41	Avocado Boulevard	Chase Avenue to Dewitt Court	El Cajon
42	Ballantyne Street	Broadway to Main Street	El Cajon
43	Bradley Avenue	Cuyamaca Street to County of San Diego limits	El Cajon
44	Broadway	SR 67 to East Main Street	El Cajon
45	Chase Avenue	El Cajon Boulevard to Rancho Valle Court	El Cajon
46	Cuyamaca Street	City of Santee city limits to Marshall Avenue	El Cajon
47	E Main Street	Broadway to Lavala Lane	El Cajon
48	El Cajon Boulevard	Chase Avenue to West Main Street	El Cajon
49	Fletcher Parkway	City of La Mesa city limits to SR 67	El Cajon
50	Greenfield Drive	Ballantyne Street to I-8	El Cajon
51	Jamacha Road	Main Street to Grove Road	El Cajon
52	Marshall Avenue	Cuyamaca Street to Fletcher Parkway	El Cajon
53	Marshall Avenue	Fletcher Parkway to West Main Street	El Cajon
54	Marshall Avenue	West Main Street to Washington Avenue	El Cajon
55	Navajo Road	SR 125 to Fletcher Parkway	El Cajon
56	Washington Avenue	El Cajon Boulevard to Granite Hills Drive	El Cajon
57	West Main Street	I-8 to Marshall Avenue	El Cajon
58	Coast Highway	City of Carlsbad to City of Solana Beach	Encinitas
59	El Camino Real	Olivenhain to Manchester Avenue	Encinitas
60	Encinitas Boulevard	Coast Highway 101 to El Camino Real	Encinitas
61	La Costa Avenue	Coast Highway 101 to I-5	Encinitas
62	Leucadia Boulevard	Coast Highway 101 to El Camino Real	Encinitas
63	Manchester Avenue	El Camino Real to I-5	Encinitas
64	Olivenhain Road	El Camino Real to Los Pinos Circle	Encinitas
65	Barham Drive	City of San Marcos city limits to Mission Road	Escondido
66	Centre City Parkway	Country Club Lane (I-15) to South Escondido Boulevard/South Centre City Parkway (I-15)	Escondido
67	Citracado Parkway	Centre City Parkway to SR 78	Escondido
68	East Valley Parkway	Broadway to Valley Center Road	Escondido

Regional Arterials by Jurisdiction

	Arterial	Limits	Jurisdiction
69	East Via Rancho Parkway/Bear Valley Parkway	East Valley Parkway to Sunset Drive	Escondido
70	El Norte Parkway	Nordahl Road to East Valley Parkway	Escondido
71	El Norte Parkway	Woodland Parkway to Rees Road	Escondido
72	Felicita/17th Avenue	I-15 to SR 78	Escondido
73	Grand Avenue/ 2nd Avenue/ Valley Boulevard	West Valley Parkway to East Valley Parkway	Escondido
74	Hale Avenue	Washington Avenue to I-15	Escondido
75	Lincoln/Ash Parkway	Broadway to Washington Avenue	Escondido
76	Mission Avenue	Andreason Drive to Centre City Parkway	Escondido
77	Mission Road	Barham Drive to Andreason Drive	Escondido
78	Via Rancho Parkway	Del Dios Highway to Sunset Drive	Escondido
79	Washington Avenue	Mission Road to East Valley Parkway	Escondido
80	West Valley Parkway	Claudan Road to Broadway	Escondido
81	Valley Center Road	East Valley Parkway to County of San Diego limits	
82	SR 75	City of Coronado city limits to City of San Diego city limits	Imperial Beach
83	70th Street	University Avenue to Colony Road	La Mesa
84	70th Street	Saranac Street to I-8	La Mesa
85	El Cajon Boulevard	73rd Street to I-8	La Mesa
86	Fletcher Parkway	I-8 to City of El Cajon city limits	La Mesa
87	Grossmont Center Drive	I-8 to Fletcher Parkway	La Mesa
88	Jackson Drive	La Mesa Boulevard to north city limits	La Mesa
89	La Mesa Boulevard	University Avenue to I-8	La Mesa
90	Lake Murray	I-8 to Dallas Street	La Mesa
91	Massachusetts Avenue	SR 94 to University Avenue	La Mesa
92	Spring Street	I-8 to SR 125	La Mesa
93	University Avenue	69th Street to La Mesa Boulevard	La Mesa
94	Broadway	Spring Street to Lemon Grove Avenue	Lemon Grove
95	College Avenue	Livingston Street to Federal Boulevard	Lemon Grove
96	Federal Boulevard	College Avenue to SR 94	Lemon Grove
97	Lemon Grove Avenue	Viewcrest Drive to SR 94	Lemon Grove
98	Massachusetts Avenue	Broadway to SR 94	Lemon Grove
99	Massachusetts Avenue	Lemon Grove Avenue to Broadway	Lemon Grove
100	Sweetwater Road	Broadway to Troy Street	Lemon Grove

Regional Arterials by Jurisdiction

	Arterial	Limits	Jurisdiction
101	30th Street	National City Boulevard to 2nd Street	National City
102	Euclid Avenue	Cervantes Avenue to Sweetwater Road	National City
103	Harbor Drive	City of San Diego city limits to I-5	National City
104	National City Boulevard	Division Street to 30th Street	National City
105	Palm Avenue	I-805 to 18th Street	National City
106	Paradise Valley Road	8th Street to Plaza Boulevard	National City
107	Plaza Boulevard	National City Boulevard to 8th Street	National City
108	Sweetwater Road	2nd Street to Plaza Bonita Center Way	National City
109	Coast Highway	I-5 to Eaton Street	Oceanside
110	College Boulevard	North River Road to City of Carlsbad city limits	Oceanside
111	El Camino Real	Douglas Drive to SR 78	Oceanside
112	Melrose Drive	SR 76 to W. Bobier Drive	Oceanside
113	Mission Avenue	Coast Highway to Frazee Road	Oceanside
114	North River Road	Douglas Drive to SR 76	Oceanside
115	North Santa Fe Avenue	SR 76 to Melrose Drive	Oceanside
116	Oceanside Boulevard	Coast Highway to Melrose Drive	Oceanside
117	Rancho del Oro Drive	SR 78 to SR 76	Oceanside
118	Vandegrift Boulevard	North River Road to Camp Pendleton	Oceanside
119	West Vista Way	Jefferson Street to Thunder Drive	Oceanside
120	Camino del Norte	World Trade Drive to Pomerado Road	Poway
121	Community Road	Twin Peaks Road to Scripps Poway Parkway	Poway
122	Espola Road	Summerfield Lane to Poway Road	Poway
123	Pomerado Road	Stonemill Drive to Gateway Park Road	Poway
124	Poway Road	Springhurst Drive to SR 67	Poway
125	Scripps Poway Parkway	Springbrook Drive to Sycamore Canyon Road	Poway
126	Ted Williams Parkway	Pomerado Road to Twin Peaks Road	Poway
127	Twin Peaks Road	Pomerado Road to Espola Road	Poway
128	1st Avenue	Harbor Drive to I-5	San Diego City
129	4th Avenue	Market Street to Washington Street	San Diego City
130	5th Avenue	Market Street to Washington Street	San Diego City
131	6th Avenue	Ash Street to SR 163	San Diego City
132	10th Avenue	SR 163 to Park Boulevard	San Diego City
133	11th Avenue	G Street to SR 163	San Diego City
134	28th Street	I-5 to Harbor Drive	San Diego City
135	32nd Street	Harbor Drive to Wabash Boulevard	San Diego City
136	43rd Street	Meade Avenue to Thorn Street	San Diego City

Regional Arterials by Jurisdiction

	Arterial	Limits	Jurisdiction
137	47th Street	Fairmont Avenue to I-805	San Diego City
138	54th Street	Collwood Boulevard to Euclid Avenue	San Diego City
139	70th Street	Colony Road to Saranac Street	San Diego City
140	A Street	11th Avenue to Kettner Boulevard	San Diego City
141	Adams Avenue	Park Boulevard to I-15	San Diego City
142	Aero Drive	Heritage Road to SR 905	San Diego City
143	Airway Road	Caliente Avenue to SR 125	San Diego City
144	Ash Street	Harbor Drive to 10th Avenue	San Diego City
145	Auto Circle	Camino del Rio North to Camino del Rio South	San Diego City
146	Balboa Avenue	Mission Bay Drive to I-15	San Diego City
147	Balboa Avenue	Grand Avenue to Garnet Avenue	San Diego City
148	Barnett Avenue	Lytton Street to Pacific Highway	San Diego City
149	Bernardo Center Drive	Dove Canyon Road to I-15	San Diego City
150	Beyer Boulevard	City of Chula Vista city limits to East Beyer Boulevard	San Diego City
151	Beyer Way	4th Avenue to Picador Boulevard	San Diego City
152	Britannia Boulevard	Otay Mesa Road to Siempre Viva Road	San Diego City
153	Black Mountain Road	Carmel Valley Road to Carroll Canyon Road	San Diego City
154	Broadway	Harbor Drive to 11th Avenue	San Diego City
155	Cabrillo Memorial Drive	Cochran Street to Cabrillo National Monument	San Diego City
156	Camino del Norte	Rancho Bernardo Road to World Trade Drive	San Diego City
157	Camino de la Reina	Mission Center Road to Qualcomm Way	San Diego City
158	Camino del Rio North	Mission Center Road to Mission Gorge Road	San Diego City
159	Camino de Rio West	Rosecrans Street to I-8	San Diego City
160	Camino Ruiz	Mira Mesa Boulevard to Miramar Road	San Diego City
161	Camino Ruiz	SR 56 to Camino del Norte	San Diego City
162	Camino Santa Fe	Sorrento Valley Boulevard to Miramar Road	San Diego City
163	Canon Street	Rosecrans Street to Catalina Boulevard	San Diego City
164	Carmel Mountain Road	Camino del Norte to Rancho Peñasquitos Boulevard	San Diego City
165	Carmel Mountain Road	Sorrento Valley Road to El Camino Real	San Diego City
166	Carmel Valley Road	Del Mar Heights Road to Dove Canyon Road	San Diego City
167	Carmel Valley Road	Del Mar Heights Road to Dove Canyon Road	San Diego City
168	Carroll Canyon Road	I-805 to I-15	San Diego City
169	Catalina Boulevard	Canon Street to Cochran Street	San Diego City
170	Clairemont Drive	Clairemont Mesa Boulevard to West Mission Bay Drive	San Diego City

Regional Arterials by Jurisdiction

Arterial		Limits	Jurisdiction
171	Clairemont Mesa Boulevard	I-15 to Regents Road	San Diego City
172	College Avenue	Navajo Road to Livingston Street	San Diego City
173	Collwood Boulevard	Montezuma Road to 54th Street	San Diego City
174	Convoy Street	Linda Vista Road to SR 52	San Diego City
175	Cesar E. Chavez Parkway	I-5 to Harbor Drive	San Diego City
176	Dairy Mart Road	SR 905 to I-5	San Diego City
177	Del Mar Heights Road	I-5 to Carmel Valley Road	San Diego City
178	El Cajon Boulevard	Park Boulevard to 73rd Street	San Diego City
179	El Camino Real	Via de la Valle to Carmel Mountain Road	San Diego City
180	Euclid Avenue	54th Street to Cervantes Avenue	San Diego City
181	F Street	SR 94 to 10th Avenue	San Diego City
182	Fairmount Avenue	Mission Gorge Road to 47th Street	San Diego City
183	Friars Road	Sea World Drive to Mission Gorge Road	San Diego City
184	Front Street	I-5 to Market Street	San Diego City
185	G Street	SR 94 to 10th Avenue	San Diego City
186	Garnet Avenue	Balboa Avenue to I-5	San Diego City
187	Genesee Avenue	North Torrey Pines Road to SR 163	San Diego City
188	Gilman Drive	La Jolla Village Drive to I-5	San Diego City
189	Girard Avenue	Pearly Street to Torrey Pines Road	San Diego City
190	Grand Avenue	Mission Boulevard to Mission Bay Drive	San Diego City
191	Governor Drive	I-805 to Regents Road	San Diego City
192	Grape Street	North Harbor Drive to I-5	San Diego City
193	Harbor Drive	Pacific Highway to City of National City	San Diego City
194	Hawthorn Street	I-5 to North Harbor Drive	San Diego City
195	Heritage Road	Otay Mesa Road to Siempre Viva Road	San Diego City
196	India Street	Laurel Street to I-5	San Diego City
197	Imperial Avenue	Park Boulevard to Lemon Grove Avenue	San Diego City
198	Ingraham Street	West Mission Bay Drive to Grand Avenue	San Diego City
199	Jackson Drive	Mission Gorge Road to Dallas Road	San Diego City
200	Kearny Villa Road	Carrol Canyon Road to I-805	San Diego City
201	Kettner Boulevard	I-5 to India Street	San Diego City
202	La Jolla Boulevard	Pearl Street to Turquoise Street	San Diego City
203	La Jolla Parkway	Torrey Pines Road to I-5	San Diego City
204	La Jolla Shores Drive	Torrey Pines Road to North Torrey Pines Road	San Diego City
205	La Jolla Village Drive	North Torrey Pines Road to I-805	San Diego City
206	La Media Road	Lone Star Road to Siempre Viva Road	San Diego City

Regional Arterials by Jurisdiction

	Arterial	Limits	Jurisdiction
207	Lake Murray Boulevard	Dallas Street to Navajo Road	San Diego City
208	Laurel Street	North Harbor Drive to India Street	San Diego City
209	Lemon Grove Avenue	Lisbon Street to Viewcrest Drive	San Diego City
210	Linda Vista Road	Morena Boulevard to Convoy Street	San Diego City
211	Lone Star Road	La Media Road to City of San Diego/ county boundary	San Diego City
212	Lytton Street	Rosecrans Street to Barnett Avenue	San Diego City
213	Market Street	Harbor Drive to Euclid Avenue	San Diego City
214	Mercy Road	Black Mountain Road to I-15	San Diego City
215	Mesa College Drive	I-805 to Armstrong Drive	San Diego City
216	Midway Drive	West Point Loma Boulevard to Barnett Avenue	San Diego City
217	Mira Mesa Boulevard	I-805 to I-15	San Diego City
218	Miramar Road	I-805 to I-15	San Diego City
219	Mission Boulevard	Loring Street to West Mission Bay Drive	San Diego City
220	Mission Bay Drive	Grand Avenue to I-5	San Diego City
221	Mission Center Road	Camino del Rio North to Friars Road	San Diego City
222	Mission Gorge Road	Fairmont Avenue to Highridge Road	San Diego City
223	Montezuma Road	Fairmount Avenue to El Cajon Boulevard	San Diego City
224	Morena Boulevard	Balboa Avenue to West Morena Boulevard (north split)	San Diego City
225	Morena Boulevard	West Morena Boulevard (south split) to Taylor Street	San Diego City
226	Navajo Road	Waring Road to SR 125	San Diego City
227	Nimitz Boulevard	I-8 to Harbor Drive	San Diego City
228	Nobel Drive	I-5 to Miramar Road	San Diego City
229	Normal Street	Polk Avenue to Park Boulevard	San Diego City
230	North Harbor Drive	Rosecrans Street to Grape Street	San Diego City
231	North Torrey Pines Road (S-21)	Carmel Valley Road to La Jolla Village Drive	San Diego City
232	Ocean View Hills Parkway	I-805 to Dennery Road to Otay Mesa Road	San Diego City
233	Otay Mesa Road	Ocean View Hills Parkway to City of San Diego/ county boundary	San Diego City
234	Otay Valley Road	Heritage Road to Datsono Road	San Diego City
235	Pacific Highway	Sea World Drive to Harbor Drive	San Diego City
236	Palm Avenue	13th Street to Dennery Road	San Diego City
237	Paradise Valley Road	Munda Road to Meadowbrook Drive	San Diego City
238	Park Boulevard	Imperial Avenue to Adams Avenue	San Diego City
239	Pearl Street	La Jolla Boulevard to Girard Avenue	San Diego City
240	Picador Boulevard	Beyer Way to I-905	San Diego City

Regional Arterials by Jurisdiction

Arterial		Limits	Jurisdiction
241	Pomerado Road	I-15 (north) to Bernardo Heights Parkway	San Diego City
242	Pomerado Road	Stonemill Drive to I-15 (south)	San Diego City
243	Poway Road	I-15 to Springhurst Drive	San Diego City
244	Qualcomm Way	I-8 to Friars Road	San Diego City
245	Rancho Bernardo Road	Camino Del Sur to Summerfield Lane	San Diego City
246	Rancho Carmel Drive	Carmel Mountain Road to Ted Williams Parkway	San Diego City
247	Rancho Peñasquitos Boulevard	SR 56 to I-15	San Diego City
248	Regents Road	Genesee Avenue to Rose Canyon	San Diego City
249	Regents Road	Rose Canyon to Clairemont Mesa Boulevard	San Diego City
250	Rosecrans Street	Pacific Highway to Canon Street	San Diego City
251	Ruffin Road	Kearny Villa Road to Aero Drive	San Diego City
252	Sabre Springs Parkway	Ted Williams Parkway to Poway Road	San Diego City
253	San Diego Mission Road	Mission Village Drive to Fairmount Avenue	San Diego City
254	San Ysidro Boulevard	Dairy Mart Road to East Beyer Boulevard	San Diego City
255	Scripps Poway Parkway	I-15 to Springbrook Drive	San Diego City
256	Sea World Drive	West Mission Bay Drive to Morena Boulevard	San Diego City
257	Siempre Viva Road	Heritage Road to Enrico Fermi Drive	San Diego City
258	Sorrento Valley Boulevard	Sorrento Valley Road to Camino Santa Fe	San Diego City
259	Sorrento Valley Road	Carmel Mountain Road to Sorrento Valley Boulevard	San Diego City
260	Sports Arena Boulevard	I-8 to Rosecrans Street	San Diego City
261	Sunset Cliffs Boulevard	I-8 to West Mission Bay Drive	San Diego City
262	Taylor Street	Pacific Highway to Morena Boulevard	San Diego City
263	Ted Williams Parkway	I-15 to Pomerado Road	San Diego City
264	Texas Street	I-8 to University Avenue	San Diego City
265	Torrey Pines Road	Girard Avenue to La Jolla Parkway	San Diego City
266	Twain Avenue	Fairmount Avenue to Mission Gorge Road	San Diego City
267	University Avenue	SR 163 to City of La Mesa	San Diego City
268	Valencia Parkway	Market Street to Imperial Avenue	San Diego City
269	Via de la Valle	Jimmy Durante Boulevard to El Camino Real	San Diego City
270	Vista Sorrento Parkway	Mira Mesa Boulevard to Carmel Mountain Road	San Diego City
271	Washington Street	Pacific Highway to Park Boulevard	San Diego City

Regional Arterials by Jurisdiction

Arterial		Limits	Jurisdiction
272	Waring Road	College Avenue to I-8	San Diego City
273	West Bernardo Drive	I-15 to Bernardo Center Drive	San Diego City
274	West Mission Bay Drive	Mission Boulevard to I-8	San Diego City
275	West Morena Boulevard	Morena Boulevard (north split) to Morena Boulevard (south split)	San Diego City
276	Woodman Street	SR 54 to Imperial Avenue	San Diego City
277	Alpine Boulevard	I-8/Dunbar Lane to I-8/Willows Road	San Diego County
278	Ashwood Street	Lake Jennings Park Road to Willow Road/ Wildcat Canyon Road	San Diego County
279	Avocado Boulevard	Dewitt Court to SR 94	San Diego County
280	Bear Valley Parkway	City of Escondido (north) city limits to City of Escondido (south) city limits	San Diego County
281	Bonita Road	I-805 to San Miguel Road	San Diego County
282	Borrego Springs/ Yaqui Pass Road (S-3)	Palm Canyon Drive (S-22) to SR 78	San Diego County
283	Bradley Avenue	Wing Avenue to Winter Garden Boulevard	San Diego County
284	Buckman Springs/ Sunrise Highway (S-1)	SR 94 to SR 79	San Diego County
285	Buena Creek Road	South Santa Fe Avenue to Twin Oaks Valley Road	San Diego County
286	Camino del Norte	Rancho Bernardo Road to City of San Diego city limits	San Diego County
287	Campo Road	Spring Street to Sweetwater Springs/SR 54	San Diego County
288	Citracado Parkway	Greenwood Place to I-15	San Diego County
289	Cole Grade Road	SR 76 to Valley Center Road	San Diego County
290	Deer Springs Road	Twin Oaks Valley Road to I-15	San Diego County
291	Dehesa Road	Jamacha Road to Harbison Canyon Road	San Diego County
292	Dehesa Road*	Harbison Canyon Road to Sycuan Road	San Diego County
293	Del Dios Highway	Via Rancho Parkway to Paseo de Delicias	San Diego County
294	Dye Road	SR 67 to San Vicente Road	San Diego County
295	Dye Street	SR 67 to Dye Road	San Diego County
296	East Vista Way	SR 76 to City of Vista city limits	San Diego County
297	El Norte Parkway	Rees Road to Nordahl Road	San Diego County
298	Euclid Avenue	City of National City limits to City of National City limits	San Diego County
299	Gamble Lane	Eucalyptus Avenue to City of Escondido city limits	San Diego County
300	Gopher Canyon Road	East Vista Way to Old Highway 395	San Diego County
301	Jamacha Road	City of El Cajon city limits to SR 94	San Diego County
302	Jamacha Road	SR 125 to SR 94	San Diego County

Regional Arterials by Jurisdiction

	Arterial	Limits	Jurisdiction
302	Keyes Road (southern traffic bypass)	Dye Road to SR 78 (Julian Road)	San Diego County
303	Lake Jennings Park Road	SR 67 to I-8	San Diego County
304	Lake Wohlford Road	Valley Center Road (north) to Valley Center Road (south)	San Diego County
305	Las Posas Road	City of San Marcos city limits to Buena Creek Road	San Diego County
306	Lone Star Road	City of San Diego city limits to Siempre Viva Road	San Diego County
307	Mapleview Street	SR 67 to Lake Jennings Road	San Diego County
308	Mar Vista Drive	City of Oceanside city limits to City of Vista city limits	San Diego County
309	Melrose Drive	City of Oceanside city limits to City of Vista city limits	San Diego County
310	Mission Road (S-13)	I-15 to SR 76	San Diego County
311	Mountain Meadow Road	I-15/Deer Springs Road to Valley Center Road	San Diego County
312	Montezuma Valley/ Palm Canyon (S-22)	SR 79 to Imperial County line	San Diego County
313	Nordahl Road	El Norte Parkway to City of San Marcos city limits	San Diego County
314	Old Highway 80	Buckman Springs Road to I-8 (In-ko-pah)	San Diego County
315	Old Highway 80	SR 79 to Sunrise Highway	San Diego County
316	Old Highway 395/ Champagne/ North Centre City	East Mission Road to City of Escondido	San Diego County
317	Otay Lakes Road	Wueste Road to SR 94	San Diego County
318	Otay Mesa Road	City of San Diego city limits to Lone Star Road	San Diego County
319	Pala Temecula Road	SR 76 to Riverside County limits	San Diego County
320	Paradise Valley Road	City of San Diego city limits to Sweetwater Road	San Diego County
321	Paseo Delicias	El Camino del Norte to Via de la Valle	San Diego County
322	Rancho Bernardo Road	City of San Diego (west) city limits to City of San Diego (east) city limits	San Diego County
323	San Felipe Road/ Overland Route (S-2)	County Route S-22 to Imperial County Line	San Diego County
324	San Vicente Road/ 10th Street	SR 67 (Main Street) to Wildcat Canyon Road	San Diego County
325	Scripps Poway Parkway	Sycamore Canyon Road to SR 67	San Diego County
326	Siempre Viva Road	City of San Diego city limits to Lone Star Road	San Diego County
327	South Santa Fe Avenue	City of Vista city limits to City of San Marcos city limits	San Diego County
328	Sunrise Highway	SR 79 to I-8	San Diego County

Regional Arterials by Jurisdiction

	Arterial	Limits	Jurisdiction
329	Sweetwater Road (Bonita)	Willow Street to City of National City limits	San Diego County
330	Sweetwater Road (Spring Valley)	Jamacha Boulevard to Broadway	San Diego County
331	Sweetwater Springs Boulevard	Jamacha Boulevard to SR 94	San Diego County
332	Valley Center Road	SR 76 to City of Escondido city limits	San Diego County
333	Valley Center New Northern E to W Road	Cole Grade Road to Old Highway 395	San Diego County
334	Via de la Valle	City of San Diego city limits to Paseo Delicias	San Diego County
335	Via Rancho Parkway	Del Dios Highway to City of Escondido city limits	San Diego County
336	Wildcat Canyon Road*	Ashwood Street to San Vicente Road	San Diego County
337	Willow Glen Drive	Jamacha Road to Dehesa Road	San Diego County
338	Willows Road	I-8 to Viejas Casino	San Diego County
339	Winter Gardens Boulevard	SR 67 to 2nd Street	San Diego County
340	Barham Drive	Twin Oaks Valley Road to Los Amigos	San Marcos
341	Borden Road	Las Posas Road to Woodland Parkway	San Marcos
342	Buena Creek Road	Twin Oaks Valley Road to Sunny Vista Lane	San Marcos
343	Discovery Street	San Marcos Boulevard to Twin Oaks Valley Road	San Marcos
344	Las Posas Road	West San Marcos Boulevard to North City Limits	San Marcos
345	Mission Road	Pacific Street to Barham Drive	San Marcos
346	San Elijo Road	Twin Oaks Valley Road to Rancho Santa Fe Road	San Marcos
347	Rancho Santa Fe Road	Mission Road to Melrose Drive	San Marcos
348	San Marcos Boulevard	Business Park Drive to Mission Road	San Marcos
349	South Santa Fe Avenue	Smilax Road to Pacific Street	San Marcos
350	Twin Oaks Valley Road	Deer Springs Road to Questhaven Road	San Marcos
351	Woodland Parkway	Barham Drive to El Norte Parkway	San Marcos
352	Cuyamaca Street	Mission Gorge Road to City of El Cajon city limits	Santee
353	Magnolia Avenue	Mast Boulevard to Prospect Avenue/SR 67	Santee
354	Mast Boulevard	SR 52 to Magnolia Avenue	Santee
355	Mission Gorge Road	City of San Diego city limits to Magnolia Avenue	Santee
356	Woodside Avenue	Magnolia Avenue to SR 67	Santee
357	Coast Highway	City of Encinitas city limits to City of Del Mar city limits	Solana Beach
358	Lomas Santa Fe Avenue	I-5 to Coast Highway	Solana Beach

Regional Arterials by Jurisdiction

	Arterial	Limits	Jurisdiction
359	Bobier Drive	North Melrose Drive to East Vista Way (S-13)	Vista
360	Branding Iron Drive	South Melrose Drive to SR 78	Vista
361	Business Park Drive	Sycamore Avenue to Palomar Airport Drive/ San Marcos Boulevard	Vista
362	Cannon Road (Mar Vista Drive)	County of San Diego limits to SR 78	Vista
363	Civic Center Drive	SR 78 to East Vista Way (S-13)	Vista
364	East Vista Way	Civic Center Drive to County of San Diego limits	Vista
365	Emerald Drive	Hacienda Drive to SR 78	Vista
366	Emerald Drive	SR 78 to Olive Avenue	Vista
367	Hacienda Drive	City of Oceanside city limits to Vista Village Drive	Vista
368	North Melrose Drive	SR 78 to Bobier Drive	Vista
369	North Santa Fe Avenue (S-14)	Main Street to North Melrose Drive	Vista
370	Olive Avenue	Emerald Drive to Vista Village Drive (S-13)	Vista
371	Shadowridge Drive	City of Oceanside city limits/Cannon Road to Sycamore Avenue	Vista
372	South Melrose Drive	City of Carlsbad to SR 78	Vista
373	South Santa Fe Avenue	Main Street to County of San Diego	Vista
374	Sycamore Avenue	South Santa Fe Avenue to South Melrose Drive	Vista
375	Thibodo Road	Mar Vista Drive (Cannon Road) to Sycamore Avenue	Vista
376	Vista Village Drive	SR 78 to Escondido Avenue	Vista
377	Vista Village Drive (S-13)	Hacienda Drive to SR 78	Vista
378	West Vista Way	Thunder Drive to Vista Village Drive	Vista

*Included in the Regional Arterial System contingent upon being designated as a four-lane arterial by the County of San Diego.

Figure T2.1 Regional Arterial System



Appendix E

Projects Exempt from Air Quality Conformity Determination

SANDAG

2025 Regional Transportation Improvement Program
FY 2025-2029

Appendix E
Projects Exempt from Air Quality Conformity Determination

Project/Program Description	Project/Program Description
Bikeway, Rail Trail, and Pedestrian Projects	
Bayshore Bikeway	San Diego River Trail: Stadium Segment
Bay-to-Ranch Bikeway	I-805 Bicycle Corridor
Border to Bayshore Bikeway	Kearny Mesa – Beaches Bicycle Corridor
Camp Pendleton Trail	Mid-County Bikeway
Carlsbad – San Marcos Bicycle Corridor	Mira Mesa Bicycle Corridor
Central Avenue Bikeway	Uptown Bikeways: Washington Street and Mission Valley Bikeways
Central Coast Bicycle Corridor	National City – Highland Avenue Community Corridor
Central Mobility Bikeway (Coastal Rail Trail: Pacific Highway)	North Park/Mid-City Bikeways
Chula Vista Greenbelt	Oceanside – Bicycle Master Plan
Downtown to Imperial Avenue Bikeway	Otay Mesa Port of Entry Pedestrian/Bicycle Facilities
North Park/Mid-City Bikeway: Howard – Orange Bikeway	Park Boulevard – Downtown Mobility Plan
Clairemont – Centre City Bicycle Corridor	Pershing Bikeway
Coastal Rail Trail	San Diego Regional Bicycle Plan
East County Northern Bicycle Loop	San Diego River Trail
East County Southern Bicycle Loop	San Luis Rey River Trail
El Camino Real Bicycle Corridor	Santee – El Cajon Bicycle Corridor
El Portal Pedestrian and Bicycle Underpass	SR 15 Bikeway
Encinitas – San Marcos Bicycle Corridor	SR 52 Bikeway
Escondido Creek Bike Path Bridge and Bikeway	SR 125 Bicycle Corridor
Coastal Rail Trail: Rose Creek	SR 905 Bicycle Corridor
North Park/Mid-City Bikeways: University Bikeway	Tecate International Border Crossing Pedestrian Facilities
Inland Rail Trail	Vista Way Bicycle Connector
Safety Improvement Program	**Transportation Systems Management**
Bridge Rehabilitation/Preservation/Retrofit	Traveler Information System
Collision Reduction	Bus on Shoulder Service
Emergency Response	Compass Card

Project/Program Description	Project/Program Description
Hazard Elimination/Safe Routes to School	FasTrak®
Highway Maintenance	Freeway Service Patrol
Safety Improvement Program	Vehicle Automation
Roadway/Roadside Preservation	Regional Rideshare Program
Smart Growth Incentive Program	Multimodal Integration and Performance-Based Management
Safe Routes to Transit	Intelligent Transportation System (ITS) for Transit
Safe Routes to School	ITS Operations
Transit Terminals	**Joint Transportation Operations Center**
Central Mobility Hub/Airport Intermodal Transit Center/Terminal	Trolley Fiber Communication Network
San Ysidro Intermodal Transit Center/Terminal	Electronic Payment Systems and Universal Transportation Account
	Various Traffic Signal Optimization/Prioritization
	Transit Infrastructure Electrification
	Employer Services and Outreach
	Flexible Fleet Pilots
	Regional Electric Vehicle Charging Incentive Program
	Commuter Services and Bike Program
	Mobility Hubs
	Active Traffic and Demand Management
	Shared Mobility Services

Appendix F

Regional Emissions Analysis and Modeling Procedures

SANDAG

2025 Regional Transportation Improvement Program
FY 2025-2029

Appendix F:

Regional Emissions Analysis and Modeling Procedures

Executive Summary

The San Diego Association of Governments (SANDAG), as the region's Metropolitan Planning Organization (MPO), must make a transportation air quality conformity determination for regional transportation plans (RTPs) and regional transportation improvement programs (RTIPs). The purpose of transportation conformity is to ensure that federally funded or approved activities are consistent with the State Implementation Plan (SIP). This ensures that no transportation activities will cause or contribute to new air quality violations, worsen existing violations, or delay the attainment of any relevant National Ambient Air Quality Standards (NAAQS). This report documents a demonstration of conformity for the proposed 2025 Regional Transportation Improvement Program (2025 RTIP) and a redetermination of conformity for the Amendment to the 2021 Regional Plan.

Background

The federal Clean Air Act (CAA), last amended in 1990, requires the U.S. Environmental Protection Agency (EPA) to set NAAQS for pollutants considered harmful to public health and the environment. California has adopted state air quality standards that are more stringent than the NAAQS.[1] Areas with levels that violate the standard for specified pollutants are designated as Nonattainment Areas.

The U.S. EPA requires that each state containing nonattainment areas develop and adopt a SIP that meets the NAAQS by a specified attainment deadline. The San Diego County Air Pollution Control District (SDAPCD), in collaboration with the California Air Resources Board (CARB), prepares the San Diego section of the state's SIP. Once the standards are met, further plans—called Maintenance Plans—are required to demonstrate continued maintenance of the NAAQS.

SANDAG and the U.S. Department of Transportation (DOT) must determine that the 2025 RTIP and Amendment to the 2021 Regional Plan conform to the SIP for air quality.

Conformity to the SIP means that transportation activities will not create new air quality violations, worsen existing violations, or delay the attainment of the NAAQS. Conformity determinations are guided by U.S. EPA's Transportation Conformity rule (40 CFR 93.100 et seq.). This document demonstrates regional transportation conformity to the 2020 San Diego Ozone SIP (2020 SIP) for the 2008 and 2015 ozone NAAQS. The year of the SIP corresponds to the year SDAPCD developed the document.

[1] While most California air quality standards are more stringent than those developed by U.S. EPA, the 2015 Eight- Hour Ozone standards are the same.

On November 19, 2020, CARB adopted the proposed San Diego Eight-Hour Ozone Attainment Plan SIP submittal, which addresses the 2008 and 2015 ozone standards. Included in the 2020 SIP is a request for a voluntary reclassification from Serious to Severe Nonattainment for the 2008 ozone standard and a voluntary reclassification from Moderate to Severe Nonattainment for the 2015 ozone standards as permitted under Section 181(b)(3). The reclassification extends the timeline to meet the standards and aligns with air quality modeling. The reclassification was approved by U.S. EPA on July 2, 2021. On June 4, 2021, U.S. EPA posted on the Office of Transportation and Air Quality website the adequacy review and public comment on the 2008 and 2015 Eight-Hour Ozone Attainment Plan budgets. On October 4, 2021, U.S. EPA published in the Federal Register the adequacy finding for the on- road transportation air quality budgets in the 2020 SIP with an effective date of October 19, 2021.

On July 12, 2021, the 2020 SIP was found complete by U.S. EPA by operation of law six months after the submittal date. On December 19, 2023, U.S. EPA published in the Federal Register the proposed rulemaking approving the 2020 SIP.

2008 Ozone Standard

On May 21, 2012, the U.S. EPA designated the San Diego air basin as a Nonattainment Area for the 2008 Eight-Hour Ozone standard and classified it as a Marginal Area with an attainment date of July 20, 2015. This designation became effective on July 20, 2012.

SANDAG demonstrated conformity of the 2011 Regional Plan and 2012 RTIP to the 2008 ozone standard on May 24, 2013, using the applicable model approved by the U.S. EPA to forecast regional emissions (EMFAC2011). The U.S. DOT, in consultation with the U.S. EPA, made its conformity determination on June 28, 2013.

On June 3, 2016, the U.S. EPA determined that 11 areas, including the San Diego air basin, failed to attain the 2008 ozone NAAQS by the applicable attainment date of July 20, 2015, and thus were reclassified by operation of law as Moderate for the 2008 ozone NAAQS (81 FR 26697). States containing these new Moderate Areas were required to submit SIP revisions that met the statutory and regulatory requirements that apply to 2008 ozone nonattainment areas classified as Moderate by January 1, 2017. The 2016 SIP addressed the required revisions.

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

Effective July 2, 2021, U.S. EPA approved the request from the State of California to reclassify San Diego County ozone Nonattainment Area from Serious to Severe for the 2008 Eight-Hour Ozone Standard. The reclassification of the 2008 Eight-Hour Ozone Standard from Serious to Severe changed the attainment date from July 20, 2021, (as a Serious area) to July 20, 2027, (as a Severe area) and the attainment demonstration year from 2020 to 2026.

2015 Ozone Standard

On October 26, 2015, the U.S. EPA announced a revised ozone standard, referred to as the 2015 Ozone standard (80 FR 65292). The new standard revised the allowable ozone level to 0.070 parts per million (ppm). The 2015 ozone standard became effective on December 28, 2015. On June 4, 2018, U.S. EPA published a final rule that designated the San Diego air basin as nonattainment, with a classification of Moderate, for the 2015 ozone NAAQS with an attainment deadline of August 3, 2024, and an attainment year of 2023 (83 FR 25776, effective August 3, 2018).

On May 24, 2019, the SANDAG Board of Directors adopted the 2015 Ozone National Ambient Air Quality Standard Conformity Demonstration for San Diego Forward: The Regional Plan (2015 Regional Plan) and the 2018 RTIP. The conformity demonstration found the 2015 Regional Plan and 2018 RTIP, as amended, in conformity with the requirements of the federal Clean Air Act and applicable SIP. The U.S. DOT, in consultation with U.S. EPA, made its conformity determination on June 21, 2019, indicating that all air quality conformity requirements have been met, including those for the 2015 ozone standard.

Effective July 2, 2021, U.S. EPA approved the request from the State of California to reclassify San Diego County ozone Nonattainment Area from Moderate to Severe for the 2015 Eight-Hour Ozone Standard. The reclassification of the 2015 Eight-Hour Ozone Standard from Moderate to Severe changed the attainment date from August 3, 2024, (as a Moderate area) to August 3, 2033, (as a Severe area) and the attainment demonstration year from 2023 to 2032.

Carbon Monoxide Standard

The San Diego region had been designated by the U.S. EPA as a federal maintenance area for the Carbon Monoxide (CO) standard. On November 8, 2004, CARB submitted the 2004 revision to the California SIP for CO to the U.S. EPA, which extended the maintenance plan demonstration to 2018. Effective January 30, 2006, the U.S. EPA approved this maintenance plan as a SIP revision. On March 21, 2018, the U.S. EPA documented in a letter that transportation conformity requirements for CO would cease to apply after June 1, 2018. Therefore, this attachment does not include a CO conformity analysis.

Conformity Determinations for 2021 Regional Plan, and the Amendment to the 2021 Regional Plan

On December 10, 2021, the Board approved the 2021 Regional Plan and found the 2021 Regional Plan in conformity with the requirements of the CAA and applicable SIP. U.S. DOT, in consultation with U.S. EPA, made its conformity determination on January 28, 2022. On October 13, 2023, the Board approved the Amendment to the 2021 Regional Plan and found the Amended 2021 Regional Plan in conformity with the requirements of the CAA and applicable SIP.

Transportation Conformity: Modeling Procedures

The 2025 RTIP is consistent with the Amended 2021 Regional Plan. As a financially constrained program, the 2025 RTIP only contains major transportation projects listed in the Revenue Constrained Amended 2021 Regional Plan that are being implemented in the five- year 2025 RTIP period. Table F-9 includes the conformity analysis for both the 2025 RTIP and the conformity redetermination for the Amended 2021 Regional Plan. In addition, this conformity determination fulfills the requirement of California Senate Bill 375 (Steinberg, 2008), which requires a Sustainable Communities Strategy (SCS) to allow for compliance with Section 176 of the CAA. (California Government Code Section 65080[b][2][B][viii]).

The following sections provide an overview of models, modeling inputs, and processes used in transportation conformity.

Growth Forecasts

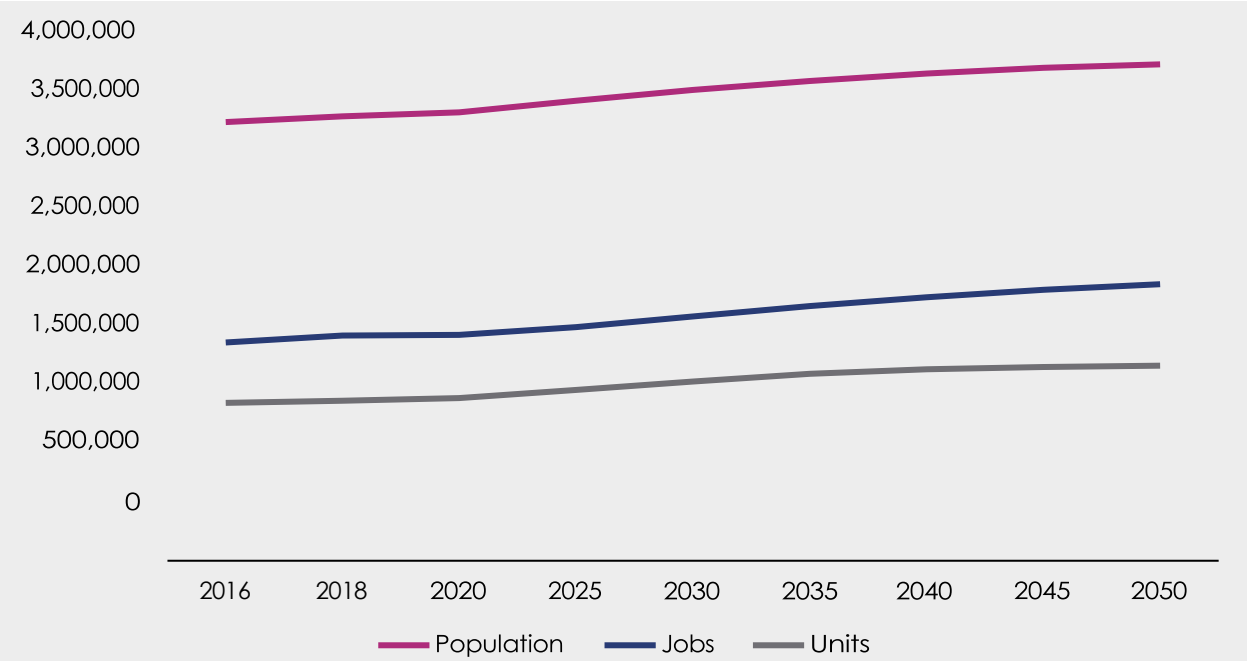
Every three to five years, SANDAG produces a long-range forecast of population, housing, and employment growth for the San Diego region. The process relies upon an integrated forecasting model. The first element is the San Diego Demographic and Economic model, which provides a detailed socioeconomic forecast for the region. Next, the regionwide data are allocated to the parcel level based upon the forecasted development pattern for the
2021 Regional Plan SCS land use pattern, which must use the most recent planning assumptions considering local general plans and other factors. This includes current plans and policies of the jurisdictions and increasing density near transit and job centers, consistent with regional goals for sustainability, mobility, housing affordability, and economic prosperity. The parcel-level forecast data can be aggregated up to larger subregional areas of interest. The Series 14 Regional Growth Forecast assumptions were presented to the Board on May 25, 2018. At its July 10, 2020, meeting, the Board adopted the 6th Cycle Regional Housing Needs Assessment Plan, which allocated the regional housing needs at the subregional level.

In 2022, anomalous traffic counts and employment at some large employment location sites and Traffic Analysis Zones (TAZs) were identified and corrected, and the Series 14 Regional Growth Forecast was updated to incorporate these corrections. The corrected inputs resulted in slight changes to regional employment figures and more concentrated employment across a handful of sectors at a limited number of employment locations; previously employment had been more dispersed across the region. These corrections resulted in a regional vehicle miles traveled (VMT) increase. Total regional numbers for population and housing units in the Series 14 Regional Growth Forecast were not changed by the corrected inputs.

On May 1, 2024, SANDAG consulted with the San Diego Region Conformity Working Group (CWG) on the use of the Series 14 Regional Growth Forecast, SCS land use pattern, as corrected, for the air quality conformity analyses of the 2025 RTIP conformity determination and the Amendment to the 2021 Regional Plan conformity redetermination. Previously, both the U.S. DOT and the U.S. EPA concurred that approved plans should be used as input in the air quality conformity process. Figure F.1 and Table F.1 show the regional population, jobs, and housing growth forecast for the San Diego region through 2050.

Figure F.1

San Diego Regional Population, Jobs, and Housing Forecast



Source: Series 14 Regional Growth Forecast SCS land use pattern, SANDAG

Table F.1

San Diego Regional Population and Employment Forecast

San Diego Regional Population and Employment Forecast		
Year	**Population**	**Employment**
2016	3,309,509	1,646,419
2025	3,470,849	1,762,701
2035	3,620,349	1,922,412
2050	3,746,077	2,087,208

Source: Series 14 Regional Growth Forecast SCS land use pattern, SANDAG

The Series 14 Regional Growth Forecast, SCS land use pattern, uses planning assumptions from the adopted general plans and community plans and policies of the 18 cities and the County. Because many of the local general plans have horizon years of 2030—20 years before the Series 14 Regional Growth Forecast horizon year—the later part of the forecast was developed in collaboration with each of the local jurisdictions through an iterative process that allowed each city to provide their projections for land uses in those later years.

The Series 14 Regional Growth Forecast SCS land use pattern thus represents in compliance with 40 CFR 93.110(a), the "latest planning assumptions" in force at the time this conformity analysis began.

Travel Modeling

The following sections provide an overview of the SANDAG travel model and the travel model flow, spatial and temporal resolution, residents travel model, special market models, trip assignment, model inputs, data sources, and emissions modeling.

SANDAG uses an updated second-generation activity-based model (ABM2+) that incorporates the latest planning assumptions at the time the conformity analysis began per 40 CFR 93.110 to support the development of the RTP and its conformity demonstration.

An ABM simulates individual and household transportation decisions that comprise their daily travel itinerary. It predicts whether, where, when, and how people travel outside their home for activities such as work, school, shopping, healthcare, and recreation.

The SANDAG ABM2+ includes several methodological strengths. It predicts the travel decisions of San Diego residents at a detailed level, considering the way people schedule their day, their behavioral patterns, and the need to cooperate with other household members. When simulating a person's travel patterns, the ABM takes into consideration a multitude of personal and household attributes like age, income, gender, and employment status. The model's fine temporal and spatial resolution ensures that it can capture subtle aspects of travel behavior.

To support the 2021 Regional Plan, SANDAG enhanced the ABM2+ functionality for application to the 5 Big Moves planning efforts. These enhancements included functions to address new trends in teleworking, use of micromobility modes and transportation network companies (TNC), and new mobility options for flexible fleets and microtransit within mobility hubs.

The ABM2+ outputs are used as inputs for regional emissions forecasts. The estimates of regional transportation-related emissions analyses conducted for the conformity analyses of the 2025 RTIP and Amendment to the 2021 Regional Plan meet the requirements established in the Transportation Conformity Regulation (40 CFR §93.122[b] and §93.122[c]). These requirements relate to the procedures to determine regional transportation-related emissions, including the use of network-based travel models, methods to estimate traffic speeds and delays, and the estimation of VMT.

The ABM2+ accounts for a variety of different weekday travel markets in the region, including San Diego region resident travel, travel by Mexican residents and other travelers crossing
San Diego County's borders, visitor travel, airport passengers at both the San Diego International Airport and the Cross Border Xpress (CBX) bridge to the Tijuana International Airport, and commercial travel. Many of the models used to represent demand are simulation-based models, such as activity-based or tour-based approaches, while others use an aggregate three- or four-step representations of travel. Table F.2 lists the SANDAG travel markets along several key dimensions.

There are two broad types of models, and three specific types of models identified in Table F.2. Disaggregate models refer to models whose demand is generated via a stochastic simulation paradigm. Both activity-based and tour-based models are simulation-based. They rely upon a synthetic population to generate travel and stochastic processes to choose alternatives. The models output disaggregate demand in the form of tour and trip lists.

The resident travel model is an ABM, in which all tours and activities are scheduled into available time windows across the entire day. The approach recognizes that a person can be in only one place at one time, and their entire day is accounted for in the model. A tour-based treatment is used for other special travel markets, such as Mexican resident crossborder travel, visitor travel, airport passenger travel, and commercial vehicle travel. Tour-based models do not attempt to model all travel throughout the day for each person; rather, once tours are generated, they are modeled independently of each other.

A tour-based model does not attempt to schedule all travel into available time windows. Aggregate models rely upon probability accumulation processes to produce travel demand and output trip tables. The external heavy-duty truck model and certain external travel models are aggregated.

Table F.2

SANDAG ABM2+ Travel Markets

SANDAG ABM2+ Travel Markets				
Travel Market	**Description**	**Model Type**	**Temporal Resolution**	**Spatial Resolution**
San Diego resident travel (internal)	Average weekday travel made by San Diego residents within San Diego County	Disaggregate activity-based	30-minute	MGRA[2]
San Diego resident travel (internal–external)	Average weekday travel by San Diego residents between San Diego County and another county (Mexico)	Disaggregate tour-based	30-minute	Internal MGRA – External cordon TAZ[3]
Mexican resident crossborder travel (external– internal and internal–internal)	Average weekday travel by Mexican residents into, out of, and within San Diego County	Disaggregate tour-based	30-minute	Internal MGRA – External cordon TAZ
Overnight visitor	Average weekday travel made by overnight visitors in San Diego County	Disaggregate tour-based	30-minute	MGRA
Airport passenger (San Diego Airport and CBX)	Average weekday travel made by air passengers and related trips such as taxis to/from airport	Disaggregate Trip-based	30-minute	MGRA
External–External	Average weekday travel with neither origin nor destination in San Diego County	Aggregate Trip-based	5 time periods	External cordon TAZ
Other U.S.– Internal travel	Average weekday external–internal trips made by non–San Diego and non-Mexican residents	Aggregate Trip-based	5 time periods	External cordon TAZ – Internal TAZ
Commercial vehicle model	Average weekday vehicle trips made for commercial purposes (in addition to heavy trucks, includes light truck goods	Disaggregate tour-based	5 time periods	TAZ

[2] MGRA = Master Geographic Reference Area; 23,002 MGRAs in the Region

[3] TAZ = Transportation Analysis Zone; 4,996 TAZs in the Region

	movements and service vehicles)			
External heavy-duty truck model	Average weekday vehicle trips for 3 weight classes for External truck travel	Aggregate Trip-based	5 time periods	External cordon TAZ – External cordon TAZ; External cordon TAZ – Internal TAZ

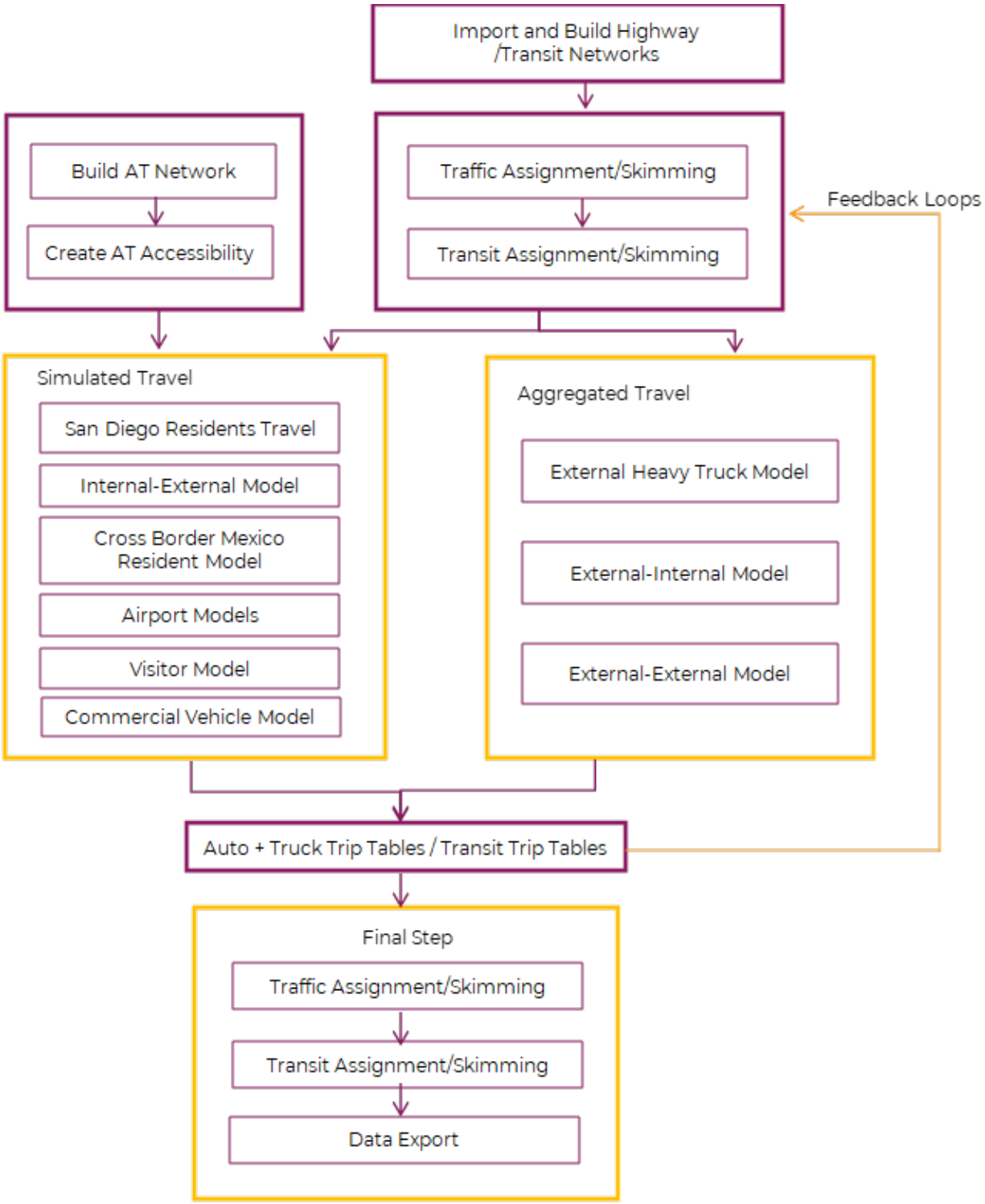
ABM2+ Model Flow

To simulate how San Diego residents, non-residents, and freight travel in the region, the SANDAG ABM2+ includes several models and steps. Figure F.2 outlines the overall flow of the SANDAG ABM2+. It starts with building an all-street-based active transportation network and creating Master Geographic Reference Area (MGRA) to MGRA and MGRA to transit access point (TAP) walk, micromobility, or microtransit equivalent accessibility files; highway and transit network building and importing into Emme (traffic modeling software licensed from INRO); then traffic and transit assignment with warm start trip tables to get the congested highway and transit skims.

After the network skims and walk access files are created, the resident travel model is executed, followed by the other disaggregate models (visitor, San Diego International Airport, CBX terminal, crossborder, and commercial vehicle) and aggregate models (external heavy truck, external–external, and external–internal). The trip tables from all the models are summed up by vehicle classes, time of day (TOD), and value of time (VOT), and are used in traffic assignment. The skims after the traffic assignment are used for the subsequent iteration in a three-feedback-loop model run. The final traffic and transit assignment and data export concludes the ABM2+ modeling procedure. The outputs from the final step are used to generate input for Emission Factors (EMFAC) emissions modeling.

Figure F.2

SANDAG ABM2+ Flow Chart



Spatial and Temporal Resolution

As indicated in Table F.2, different travel markets are operated in different model types with different spatial and temporal resolutions. The following section describes the treatment of space and time in the SANDAG ABM2+.

SANDAG ABM2+ utilizes the SANDAG MGRA zone system, which is the one of the most disaggregate zonal systems used in travel demand models in the United States. The SANDAG MGRA system used in ABM2+ consists of 23,002 zones, which are roughly equivalent to Census blocks. To avoid computational burden, SANDAG relies on a 4,996 TAZ system for roadway skims and assignment but performs transit calculations at the more detailed MGRA level, where all activity locations are tracked. The MGRA geography offers both the advantage of fine spatial resolution and consistency with network levels of service that make it ideal for tracking activity locations.

The disaggregated models function at a temporal resolution of one-half hour. These one-half hour increments begin at 3 a.m. and end at 3 a.m. the next day, though the hours between 1 a.m. and 5 a.m. are aggregated to reduce computational burden.

Temporal integrity is ensured so that no activities are scheduled with conflicting time windows except for short activities/tours that are completed within a one-half hour increment. For example, a person may have a very short tour that begins and ends within the 8 a.m. to 8:30 a.m. period as well as a second, longer tour that begins within this period but ends later in the day.

Time periods are typically defined by their midpoint in the scheduling software. For example, in a model system using one-half hour temporal resolution, the 9 a.m. period would capture activities of travel between 8:45 a.m. and 9:15 a.m. If there is a desire to break time periods at "round" half-hourly intervals, either the estimation data must be processed to reflect the aggregation of activity and travel data into these discrete half-hourly bins or a more detailed temporal resolution must be used, such as half-hours (which could then potentially be aggregated to "round" half-hours).

A critical aspect of the model system is the relationship between the temporal resolution used for scheduling activities and the temporal resolution of the network simulation periods. Although each activity generated by the model system is identified with a start time and end time in one-half hour increments, level-of-service matrices are only created for five aggregate time periods:
(1) early a.m.; (2) a.m.; (3) midday; (4) p.m.; and (5) evening. The trips occurring in each period reference the appropriate transport network depending on their trip mode and the midpoint trip time. All aggregated models operate on five aggregated time periods. Table B.3 lists the definition of time periods for level-of-service matrices.

Table F.3

Time Periods for Level-of-Service Skims and Assignment

Time Period for Level-of-Service Skims and Assignment			
Number	**Description**	**Begin Time**	**End Time**
1	Early	3 a.m.	5:59 a.m.
2	a.m. Peak	6 a.m.	8:59 a.m.
3	Midday	9 a.m.	3:29 p.m.
4	p.m. Peak	3:30 p.m.	6:59 p.m.
5	Evening	7 p.m.	2:59 a.m.

Resident Travel Model

The resident travel model is based on the Coordinated Travel Regional Activity-Based Modeling Platform family of ABMs. This model system is an advanced, but operational, ABM that fits the needs and planning processes of SANDAG.

The resident travel model has its roots in a wide array of analytical developments. They include discrete choice forms (multinomial and nested logit), activity duration models, time-use models, models of individual microsimulation with constraints, entropy- maximization models, etc. These advanced modeling tools are combined to ensure maximum behavioral realism, replication of the observed activity-travel patterns, and model sensitivity to key projects and policies. The model is implemented in a microsimulation framework. Microsimulation methods capture aggregate behavior through the representation of the behavior of individual decision-makers. In travel demand modeling, these decision-makers are typically households and persons.

Decision Modeling Units

Decision-makers in the model system include both persons and households. These decision- makers are created (synthesized) for each simulation year based on tables of households and persons from Census data and forecasted TAZ-level distributions of households and persons by key socioeconomic categories. These decision-makers are used in the subsequent discrete- choice models to select a single alternative from a list of available alternatives according to a probability distribution. The probability distribution is generated from a logit model that considers the attributes of the decision-maker and various alternatives. The decision-making unit is an important element of model estimation and implementation and is explicitly identified for each model specified in the following sections.

To simulate trips and tours made by individuals and households, the SANDAG ABM2+ includes a total of eight person types (shown in Table F.4). The person types are mutually exclusive with respect to age, work status, and school status.

Table F.4

Person Types

Person Types				
Number	**Person-Type**	**Age**	**Work Status**	**School Status**
1	Full-time worker[4]	18+	Full-time	None
2	Part-time worker	18+	Part-time	None
3	College student	18+	Any	College+
4	Non-working adult	18–64	Unemployed	None
5	Non-working senior	65+	Unemployed	None
6	Driving-age student	16–17	Any	Pre-college
7	Non-driving student	6–15	None	Pre-college
8	Preschooler	0–5	None	None

[4] Full-time employment is defined in the SANDAG 2016 household survey as at least 30 hours/week. Part-time is less than 30 hours/week on a regular basis.

Further, workers are stratified by their occupation to take full advantage of information provided by the land use and demographic models. Table F.5 outlines the worker categories. These models are used to segment destination choice attractiveness for work location choice based on the occupation of the worker.

The SANDAG ABM2+ assigns one of the activity types to each out-of-home location that a person travels to in the simulation (shown in Table B.6). The activity types are grouped according to whether the activity is mandatory, maintenance, or discretionary. The classification scheme of activities into the three categories helps differentiate the importance of the activities. "Mandatory" includes work and school activities. "Maintenance" includes household- related activities, such as drop-off and pick-up of children, shopping, and medical appointments. "Discretionary" includes social and recreational activities. To determine which person types can be used for generating each activity type, the model assigns eligibility requirements. For example, a full-time worker will generate mandatory work activities, while a non-working adult or senior is eligible for non-mandatory activities. The classification scheme of each activity type reflects the relative importance or natural hierarchy of the activity, where work and school activities are typically the most inflexible in the person's daily travel itinerary.

Table F.5

Occupation Types

Occupation Types	
Number	**Description**
1	Management, Business, Science, and Arts
2	Services
3	Sales and Office
4	Natural Resources, Construction, and Maintenance
5	Production, Transportation, and Material Moving
6	Military

Table F.6

Activity Types

Activity Types				
Type	**Purpose**	**Description**	**Classification**	**Eligibility**
1	Work	Working at regular workplace or work-related activities outside the home	Mandatory	Workers and students
2	University	College+	Mandatory	Age 18+
3	High School	Grades 9–12	Mandatory	Age 14–17
4	Grade School	Grades K–8	Mandatory	Age 5–13
5	Escorting	Pick-up/drop-off passengers	Maintenance	Age 16+
6	Shopping	Auto trips only	Maintenance	5+ (if joint travel, all persons)
7	Other Maintenance	Shopping away from home	Maintenance	5+ (if joint travel, all persons)
8	Social/Recreational	Personal business/services and medical appointments	Discretionary	5+ (if joint travel, all persons)
9	Eat Out	Recreation, visiting friends/family	Discretionary	5+ (if joint travel, all persons)
10	Other Discretionary	Eating outside of home	Discretionary	5+ (if joint travel, all persons)

The ABM2+ includes 22 modes available to residents, including auto by occupancy by VOT, walk, micromobility and bike modes, and walk and drive access to local, premium, or local and premium transit modes. All auto modes are included in traffic assignment, with Kiss & Ride to transit and TNC and taxi as shared ride modes and Park & Ride to transit as drive- alone mode. All transit modes are included in transit assignment, with TNC to transit as Kiss & Ride to transit. Table F.7 lists the trip modes defined in the resident travel model.

Table F.7

Trip Modes

Trip Modes	
Number	**Mode**
1	Drive-Alone Non-Transponder
2	Drive-Alone Transponder
3	Shared Ride 2 Person
4	Shared Ride 3+ Person (Non-Toll)
5	Walk – Local Bus Only
6	Walk – Premium Transit Only
7	Walk – Local Bus and Premium Transit
8	Park & Ride – Local Bus Only
9	Park & Ride – Premium Transit Only
10	Park & Ride – Local Bus and Premium Transit
11	Kiss & Ride – Local Bus Only
12	Kiss & Ride – Premium Transit Only
13	Kiss & Ride – Local Bus and Premium Transit
14	TNC to Transit – Local Bus Only
15	TNC to Transit – Premium Transit Only
16	TNC to Transit – Local and Premium Transit
17	Walk (walk, micromobility, and microtransit modes)
18	Bike
19	Taxi
20	TNC Single
21	TNC Pooled
22	School Bus (only available for school purpose)

To model transit flow, the ABM2+ uses three transit modes: (1) local bus only; (2) premium mode only; and (3) local bus plus premium. Each mode is by three access modes of walk, Park & Ride, Kiss & Ride (including TNC) to transit, resulting in total of nine transit trip TAP– TAP matrices. The premium modes include any non-local bus modes: Tier 1 heavy rail; Commuter Rail (COASTER); Light Rail Transit (LRT) (including Trolley, SPRINTER, and Streetcar); Bus Rapid Transit (Rapid)/Rapid Bus and Express Bus. The local bus plus premium mode includes transfer between local bus and premium modes.

The resident travel model comprises numerous interacting components, called "submodules." It starts with generating a representative population for the San Diego region. Once a representative population is created, the model predicts long-term and medium- term decisions such as a choice of work or school location and a household's choice of number of cars to own. Next, each person's day is scheduled, considering the priority of various activities and interaction among the household members. Once all journeys to and from home have been scheduled, the model predicts specific travel details such as mode, the number of stops to make, where to stop, and when to depart from each stop to continue the tour. The results of resident travel model are a list of trips and tours by person by household by time of day.

The following section discusses the submodules in the order that each submodule is taken within the resident travel model.

Step 1: Population synthesis (build a representative population that looks like San Diego)

The first step is to create a "synthetic" population of San Diego County. A synthetic population is a table that has a record for every individual and household with the individual's and the household's characteristics. For example, if there are 41,000 18-year-old males in the region in 2050, there would be approximately 41,000 records in the table for males aged 18, with each record also having other characteristics, such as school enrollment and labor force participation status. Taken as a whole, this synthetic population represents the decision- makers whose travel choices the model will simulate in later steps. For each simulation year, a full population is synthesized to match the forecasted socioeconomic and housing characteristics of each part of the region at the zonal level. These forecasts, a key ABM2+ input, come from the land use model. Synthesis works by replicating a sample of Census records (each containing complete household and individual characteristics) and placing them around the region in such a way that the forecasted characteristics of each zone are matched.

Step 2: Work and school location (assign a work location to workers and a school location to students)

The second step predicts where everyone will go to work or school, if applicable. The work and school location submodule simulates each worker's choice of work location, considering many factors, including ease of travel and the number of employees by occupation type in each location. The submodule also simulates each student's choice of school, considering factors that include the distance from home to school, school enrollment, and district boundaries. The results from this step affect later travel choices significantly because of the prominent role that workplace and school usually play in the itinerary of workers and students.

Step 3: Determine certain mobility characteristics of individuals and households

This step predicts the number of automobiles each household owns, whether each household owns a toll transponder, and whether worker parking costs are employer reimbursed. The submodule assigns each household zero, one, two, three, or four or more cars, considering several criteria, including household size, income, number of drivers, and how easy it is to reach destinations from the household's place of residence. This step sets certain mobility characteristics that influence how people travel.

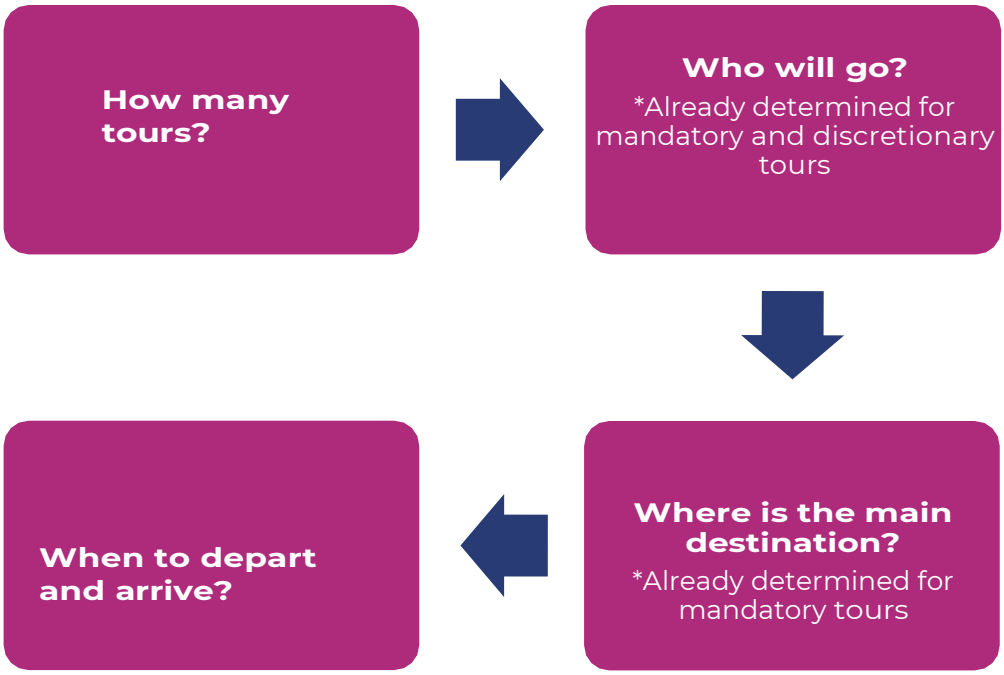
Step 4: Schedule the day

The fourth step begins by predicting a "daily activity" pattern for everyone. This pattern is a theme that dictates an individual's schedule. A "mandatory" pattern means that an individual travels to work and/or school, then schedules other activities around work/school. An "at-home" pattern means that an individual's daily schedule involves no travel in the region. A "non- mandatory" pattern means that an individual's daily schedule involves traveling, but only to destinations other than work or school. The pattern type of other household members influences an individual's daily pattern type. For example, if a child stays home from school, a working parent might be more likely to stay home from work as well.

Once the submodule selects an individual's daily activity pattern, it schedules the tours that he or she will take. Recall that a tour is a journey that begins and ends at home, and it can include stops at other destinations on the way to or from the primary destination. The ABM2+ deals with three main categories of tours: (1) mandatory; (2) joint; and (3) non-mandatory. Mandatory tours have work or school as the primary destination. Joint tours involve out-of-home activities that multiple members of a household partake in together. Non-mandatory tours involve purposes other than work or school that an individual undertakes independent of other members of his or her household. The submodule schedules each tour type by predicting how many tours of that type there are, who will participate in the tour, where the main destination is, and when to depart and arrive (see Figure F.3).

Figure F.3

Predicting Tour Type Scheduling Details

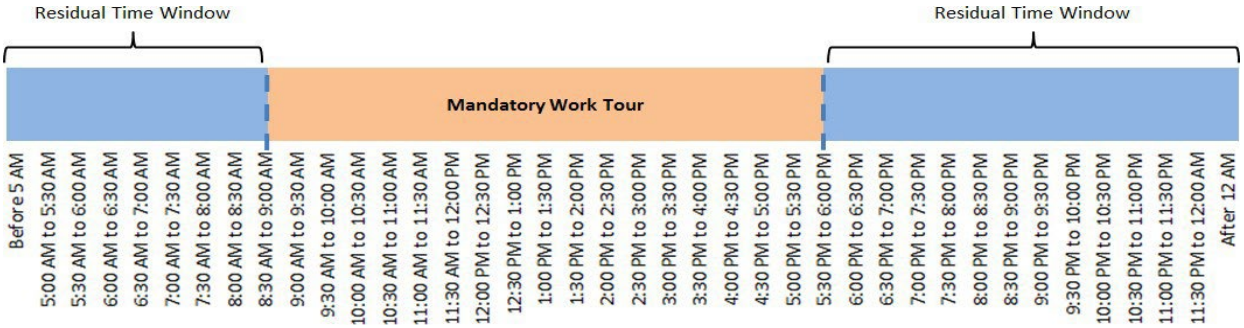


For individuals assigned a "mandatory" activity pattern, the submodule first assigns the number of work tours and/or school tours they will make. After the number of these mandatory tours has been determined, the submodule selects the time of departure from and arrival back home for each tour.

After scheduling the mandatory tours, the submodule calculates time remaining for other tours. Remaining intervals of time are called “residual time windows,” and other tours can only be scheduled in these open slots (see Figure F.4 for an example) to guarantee temporal consistency.

Figure F.4

Tour Scheduling Windows



In time remaining after mandatory tours are scheduled, the submodule determines the number of joint tours to be made for each household. It only schedules joint tours in the time windows that overlap between individuals after it accounts for mandatory activities. After the number and purpose of these joint tours has been determined, the submodule decides which household members will participate in each joint tour and whether it must involve a combination of children and adults. The submodule then chooses a specific destination for the tour and the specific times when participants will depart from and arrive back home together. Next, “non-mandatory” tours are scheduled. For each household, the submodule decides what other tours need to be made for the purpose of household “maintenance” activities such as shopping. These tours are assigned to specific household members to carry out individually. For the person who is assigned each maintenance tour, the model selects a specific destination and schedules the tour to take place in a time window that mandatory and joint tours have left open. Finally, in what time remains, the model decides whether each individual will take non-mandatory “discretionary” tours. These low-priority tours involve activities related to recreation, eating out, and social functions, and can only take place in time windows that remain after all other tours have been scheduled.

The submodule chooses a specific destination and departure/arrival combination for each discretionary tour a person makes.

Step 5: Make tour- and trip-level decisions

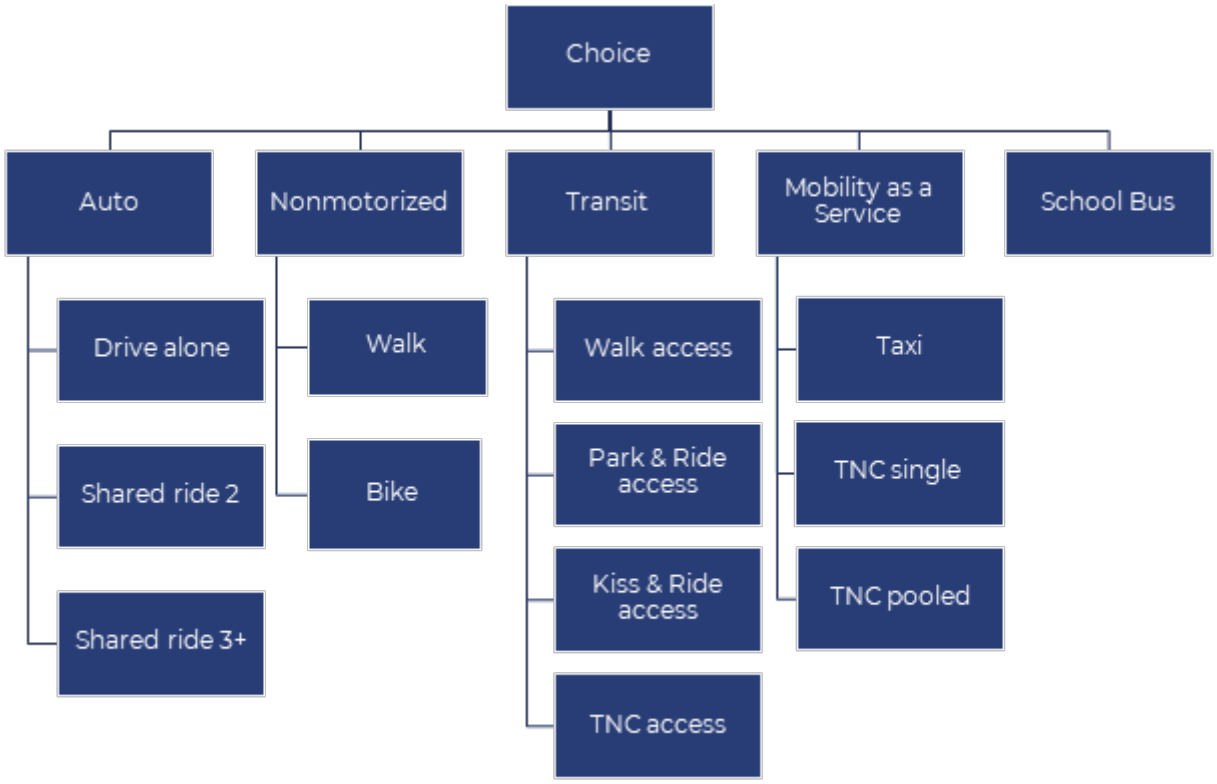
The ABM2+ then selects more detailed characteristics of each tour for every traveler. This step fills in travel details after the major aspects of the day have been scheduled. Tour characteristics that need to be determined include primary mode of the tour, how many times to stop, where to stop, and when to depart from each stop to continue the tour.

Figure F.5 includes the available modes and mode hierarchy. After tour characteristics are set, the submodule determines the mode of each trip (conditional upon tour mode).

Recall that trips are segments of tours that have a given origin and destination. If the trip mode involves an automobile and the destination is a parking-constrained area, then the model chooses a parking location for the traveler at the trip destination.

Figure F.5

Tour and Trip Modes



The ABM2+ has three access modes to transit (walk, Park & Ride, and Kiss & Ride including TNC to transit) and three transit sets (local bus only, premium transit only, and local bus and premium transit sets), for nine total demand classes by five TOD. These classes are assigned in slices, one at a time, to produce the total transit passenger flows on the network and total transit ridership forecasts.

Special Market Models

Besides the resident travel model, ABM2+ includes a few special market models: crossborder; San Diego International Airport ground access; CBX terminal; visitor; external; commercial vehicle; and external heavy truck.

Crossborder Model

The model measures the impact of Mexican resident travel on the San Diego transport network. The model accounts for Mexican resident demand (such as auto volume, transit boarding, and toll usage) for transportation infrastructure in San Diego County. It also forecasts border crossings at each current and potential future border-crossing station.

The model is based on the 2010 SANDAG Cross-Border Survey, Mexican resident border crossings and their travel patterns into and within the United States. Data were collected at the San Ysidro, Otay Mesa, and Tecate border crossing stations. In 2022, a software bug was discovered in the crossborder model that affected the number of crossings via Otay Mesa East and resulting traffic volumes on SR 11. The software bug was fixed, improving the accuracy of traffic volumes on SR 11. The fix had minor impacts on regional VMT.

San Diego International Airport Ground Access Model

This model captures airport travel demand on transportation facilities in San Diego County, modeling travel to and from the airport for arriving and departing passengers. It allows SANDAG to test the impacts of various parking price and supply scenarios at the airport. The model is based on the 2008 San Diego International Airport Survey of airport passengers in which data were collected on their travel to the airport prior to their departure.

Cross Border Xpress Terminal Model

The CBX terminal is a unique facility that provides access to Tijuana International Airport from the United States via a pedestrian bridge. The terminal provides a much faster border crossing than is available at either San Ysidro or Otay Mesa, especially for returning passengers. To use the facility, each traveler must have a Tijuana International Airport boarding pass and pay a fee to cross each direction. The terminal offers parking, rental car services, airline check-in services, duty-free shopping, and dining. It opened in December 2015.

Visitor Model

The visitor model captures the demand of visitor travel on transportation facilities in San Diego County. The model is estimated based on the 2011 SANDAG Visitor Survey of
airport passengers and hotel guests in which data were collected while visiting San Diego.

External Models

The external travel models predict characteristics of all vehicle trips and selected transit trips crossing the San Diego County border. This includes trips that travel through the region without stopping and trips that are destined for locations within the region.

The external–external, external–internal, and internal–external trips in San Diego County were segmented into the following trip types:

- **U.S.–U.S.: External–external** trips whose production and attraction are both in the United States, but not in San Diego County.
- **US–M.X.: External–external** trips with one trip end in the United States and the other in Mexico.
- **US–S.D.: External–internal** trips with a production elsewhere in the United States and an attraction in San Diego County.
- **MX–S.D.: External–internal** trips with a production in Mexico and an attraction in San Diego County (covered by the Mexican resident crossborder model).
- **SD–U.S.: Internal–external trips** with a production in San Diego and an attraction elsewhere in the United States.
- **SD–MX: Internal**–external trips with a production in San Diego County and an attraction in Mexico.

External heavy truck model

The external heavy truck model predicts truck flows into, out of, and through San Diego County. The model is based upon a dataset created by the Bureau of Transportation Statistics and the Federal Highway Administration (FHA) known as the Freight Analysis Framework (FAF). The FAF integrates data from a variety of sources to create a comprehensive picture of freight movement among states and major metropolitan areas by all modes of transportation. The model utilizes FAF4 data, which is based on the 2012 Commodify Flow Survey, and provides forecasts through 2045.

Commercial vehicle model

The commercial vehicle model is a disaggregated tour-based model developed in 2014. This model was based upon a local commercial vehicle survey and replaces the aggregate intraregional Heavy-Duty Truck Model (HDTM) and nonfreight commercial vehicle components of the original aggregate commercial vehicle model. The internal/external component of the HDTM was retained in the new model system but was updated to FAF4 data.

Trip Assignment

The final steps of the SANDAG ABM2+ are to assign the trip demand onto the roadway and transit networks. Assignments are run for the five time periods identified in Table F.3.

Traffic Assignment

The traffic assignment for the ABM2+ is a 15-class assignment with generalized cost by five times of day. Auto vehicle classes are broken out by VOT for low-, medium-, and high-income groups, respectively. The 15 classes are drive-alone non-transponder, drive-alone transponder, shared ride 2, and shared ride 3+ by VOT and heavy truck by weight class (light-heavy, medium-heavy, and heavy-heavy).

The traffic assignment model works by finding roads that provide the shortest travel impedance between each zone pair. Trips between zone pairs are then accumulated on road segments making up minimum paths. Highway impedances consider posted speed limits, signal delays, congestion delays, and costs. The model computes congestion delays for each segment based on the ratio of the traffic volume to roadway capacity. Motorists may choose different paths during peak hours, when congestion can be heavy, and off-peak hours, when roadways are typically free flowing. For this reason, traffic is assigned separately for five time periods (as defined in the Key Modeling Units section). Vehicle trip tables for each scenario reflect increased trip-making due to population growth and variations in travel patterns due to the alternative transportation facilities/networks proposed. Customized programs process outputs from traffic assignment and generate total VMTs by vehicle class, and percentage of VMTs by speed bin and by vehicle class. This information was input to the EMFAC program to generate emissions summaries.

Transit Assignment

The transit assignment uses a headway-based approach, where the average headway between vehicle arrivals for each transit line is known, but exact schedules are not. Passengers and vehicles arrive at stops randomly and passengers choose their travel itineraries considering the expected average waiting time.

The Emme extended transit assignment is based on the concept of optimal strategy but extended to support several behavioral variants. The optimal strategy is a set of rules that define sequence(s) of walking links and boarding and alighting stops, producing the minimum expected travel time (generalized cost) to a destination. At each boarding point, the strategy may include multiple possible attractive transit lines with different itineraries. A transit strategy will often be a tree of options, not just a single path. A line is considered attractive if it reduces the total expected travel time by its inclusion. The demand is assigned to the attractive lines in proportion to their relative frequencies.

Model Inputs

The SANDAG ABM2+ utilizes a variety of data as inputs. Besides the Series 14 Regional Growth Forecast, SCS land use pattern, inputs (used to provide existing and planned land use and demographic characteristics), there are three major inputs: highway networks used to describe existing and planned roadway facilities, transit networks used to describe existing and planned public transit service, and an active transportation network used to describe non-motorized bicycle and pedestrian facilities.

The regionally significant projects and the years they are expected to open to traffic for each analysis year are documented in Tables F.11 through F.13. The design concept and scope of projects allow adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership, and land use. The VMT for federal projects that are not regionally significant are also accounted for in the regional emissions analysis.

Highway Networks

The regional highway networks in the Amendment to the 2021 Regional Plan include all roads classified by local jurisdictions in their general plan circulation elements. These roads include freeways, expressways, and the Regional Arterial System (RAS), which consists of all conventional state highways, prime arterials, and selected major streets. In addition, some local streets are included in the networks for connectivity between TAZs.

All regionally significant projects are included in the quantitative emissions analysis for the amendment. These include all state highways, proposed national highway system routes, regionally significant arterials, and "other principal arterials" functionally classified by the FHA. These include federal and non-federal regionally significant projects.

The networks also account for programs intended to improve the operation of the highway system, including High-Occupancy Vehicle (HOV) lanes, Managed Lanes, and ramp metering. Existing and proposed toll facilities also are modeled to reflect time, cost, and capacity effects.

In addition, several Managed/HOV lanes are included in the Amendment to the 2021 Regional Plan (Tables F11a–F.14b,). Managed Lanes offer priority access to people using transit, carpooling, motorcycles, or vanpooling along with emergency vehicles and some low-emission vehicles with appropriate decals. Additionally, one-lane HOV facilities that operate as two-person carpool lanes in earlier years transition to Managed Lanes by 2035. It is assumed that the excess capacity not utilized by carpools and transit on these facilities would be managed so that single-occupant vehicles could use these lanes under a pricing mechanism. Traffic flows would be managed so that the facility would operate at LOS D or better.

SANDAG maintains a master transportation network from which a specific year network, between 2010 and 2050, can be built.

For the air quality conformity analyses of the 2025 RTIP and Amendment to the 2021 Regional Plan, using emissions budgets from the 2020 SIP, SANDAG built and verified five highway networks (2026, 2029, 2032, 2040, and 2050) from the master transportation network.

A list of the major highway and near-term regional arterial projects included in the conformity analyses, along with information on phasing for their implementation, are included in Tables F.11a and F.14b. Locally funded, regionally significant projects have also been or are included in the air quality conformity analysis. These projects are funded with TransNet Extension funds—a 40-year, half-cent local sales tax extension approved by voters in 2004 that expires in 2048—and other local revenue sources.

Transit Networks

SANDAG also maintains transit network datasets for existing and proposed transit systems. Most transit routes run over the same streets, freeways, HOV lanes, and ramps used in the highway networks. The only additional facilities that are added to the master transportation network for transit modeling purposes are as follows:

- Rail lines used by commuter rail, Trolleys, and streetcars.
- Streets used by buses that are not part of local general plan circulation elements.

Rapid service has stop spacing like commuter (Freeway Rapid) or light rail (Arterial Rapid) rail stations and operating characteristics midway between rail and bus service. Rapid service is provided by advanced design buses operating on HOV lanes or Managed Lanes, some at-grade transit ways, and surface streets with priority transit systems.

Bus speeds assumed in the transit networks are derived from modeled highway speeds and reflect the effects of congestion. Higher bus speeds may result in transit vehicles operating on highways with HOV lanes and HOV bypass lanes at ramp meters compared to those routes that operate on highways where these facilities do not exist.

In addition to transit travel times, transit fares are required as input to the mode choice model. A customized procedure using the traffic assignment software replicates the San Diego region's fare policies for riders (seniors, disabled, students):

- Local buses collect a flat fare of $2.50 (COASTER Connection buses are free, some future shuttle routes charge $1)
- Trolleys and SPRINTER charge $2.50 for all trips
- Commuter rail (COASTER) has a zone-based fare of between $5 and $6.50 currently and an assumed flat fare (along with a future Tier 1 high-speed commuter rail mode) of $6.
- Express Freeway Rapid routes are assumed to charge $5.
- Rapid Bus routes are assumed to charge $2.50.

Transit fares reflect ridership costs at the time the transportation model was developed. Fares are expressed in 2010 dollars and are held constant in inflation-adjusted dollars over the forecast period.

Near-term transit route changes are drawn from the Coordinated Plan, which was produced in cooperation with the region's transit agencies. Longer-range and other transit corridor studies remain unchanged by this 2025 RTIP. In addition to federal- and state- funded projects, locally funded transit projects that are regionally significant are included in this air quality conformity analysis.

Active Transportation Networks

SANDAG maintains an all-street active transportation network including existing and planned bike projects to support bike project evaluation and impact analysis. Based on the proposed bike projects in the regional bikeway system developed through Riding to 2050: San Diego Regional Bike Plan, SANDAG generates year-specific active transportation networks and uses these networks to create accessibility measures from MGRA to MGRA for walking and biking and from TAZ to TAZ for biking modes. These active transportation accessibility measures are inputs to the SANDAG ABM2+ to simulate people's choice of travel mode and choice of bike routes.

The active transportation network has unique characteristics that account for facility type, bike treatments, and elevation change. The active transportation networks include five classification types for bike facilities in the regional bikeway system: Class I: bike paths; Class II: bike lanes; Class III: bike routes; Class IV: cycle tracks; and Class "V": bike boulevards.
Class V is an internal designation and not a California vehicle code facility type. Once network coding is completed, the ABM2+ is run for the applicable scenarios: 2026, 2029, 2032, 2040, and 2050 for the 2020 SIP.

Data Sources

Aside from network inputs, SANDAG relies on several survey datasets to estimate and calibrate the model parameters. The most important survey data is household travel. The latest household travel survey conducted for SANDAG was the 2016–2017 Household Travel Behavior Survey (HTS2016) with smartphone-based travel diaries as the primary means of travel data collection. Since 1966, consistent with the state of the practice for the California Household Travel Survey and National Household Travel Survey, SANDAG and Caltrans conduct a comprehensive travel survey of San Diego County every ten years. HTS2016 surveyed 6,139 households in San Diego County. The survey asked all households with smartphones to participate using the smartphone-based GPS travel diary and survey app (rMove) for one week and accommodated participating households without smartphones by allowing them to complete their one-day travel diary online or by calling the study call center.

As part of a joint survey effort with the Metropolitan Transportation Commission and the Southern California Association of Governments funded by California Senate Bill 1 (Beall, 2017) (SB 1), SANDAG conducted a TNC survey in 2019 to better understand TNC usage in the San Diego region. The TNC survey includes 2,800 complete persons,[5] 17,340 completed person-days, and 1,578 TNC trips. SANDAG used the 2019 TNC survey data to estimate TNC single and pooled in the mode choice model.

Additional data needed for the mode choice components of the ABM2+ come from a transit on-board survey. The most recent SANDAG survey of this kind is the 2015 Transit On-Board Survey (OBS2015). OBS2015 collected data on transit trip purpose, origin and destination address, access, and egress mode to and from transit stops, the on/off stop for surveyed transit routes, number of transit routes used, and demographic information.

[5] A complete person is when a person completes all trip surveys and the daily survey for a given travel day. A person is considered complete if they have at least one complete person-day.

Population synthesis requires two types of data: individual household and person Census records from San Diego County and aggregate data pertaining to the sociodemographic characteristics of each zone in the region. The first type of data is available from the Public Use Microdata Sample (PUMS), a representative sample of complete household and person records that is released with the Census and American Communities Survey. The second type of data is from the Census for the base year and from land use forecasts for future years.

Table B.8 lists data sources mentioned above along with other necessary sources of data. Modeling parking location choice and employer reimbursement of parking cost depends on parking survey data collected from 2010 into early 2011 as well as a parking supply inventory. The transponder-ownership sub-model requires data on transponder users. Data needed for model validation and calibration includes traffic counts, transit-boarding data, Census Transportation Planning Package (CTPP), Caltrans Performance Measurement System (PeMS), and Highway Performance Monitoring System (HPMS).

Table F.8

ABM2+ Input Data

ABM2+ Input Data	
SANDAG Surveys	**Outside Data Sources**
• Household Travel Behavior Survey (2016) • Transit On-Board Survey (2015) • SB 1 TNC Survey (2019) • Commute Behavior Survey (2018) • Taxi Passenger Survey (2009) • Parking Inventory Survey (2010) • Parking Behavior Survey (2010) • Border Crossing Survey (2011) • Visitor Survey (2011) • Establishment Survey (2012) • Tijuana Airport Passenger Survey (2017) • Commercial Vehicles Survey (2011) • Vehicle Classification & Occupancy (2006) • Beach Intercept Survey (2017)	• San Diego International Airport Air Passenger Survey (2009) • San Diego International Airport Passenger Forecasts – Airport Development Plan: San Diego International Airport (2013) • Decennial Census Summary File-1 tabulation (2010) • CTPP • PUMS • American Community Survey (2015, 2016, 2017) • Bicycle counts (2011) • Jurisdiction annual traffic counts (2016) • Transponder ownership data (2012) • Caltrans PeMS (2016) • Caltrans HPMS (2016) • FAF 4 (2012)

Motor Vehicle Emissions Modeling

Emissions Model

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

Projections of daily regional emissions were prepared for reactive organic gases (ROG) and nitrogen oxides (NOx).

The following process emissions are generated for each pollutant:

- **All pollutants:** Running exhaust, idling exhaust, starting exhaust, total exhaust.
- **ROG and total organic gases:** Diurnal losses, hot-soak losses, running losses, resting losses, total losses.

EMFAC2017 models multiple vehicle categories, including the following:

- Passenger cars
- Motor homes
- Medium-duty trucks
- Medium-heavy-duty trucks
- School buses
- Motor coaches
- Motorcycles
- Light-duty trucks
- Light-heavy-duty trucks
- Heavy-heavy-duty trucks
- Urban buses
- Other bus types

EMFAC2017 includes updated motor vehicle fleet information from the California Department of Motor Vehicles for 2013–2016 and a new module that improves the characterization of activity and emissions from transit buses. Additionally, it allows users to estimate emissions of natural gas–powered vehicles in addition to gasoline- and diesel- powered vehicles.

Regional Emissions Forecasts

Regional travel demand forecasts were initiated in April 2024. Output from the ABM2+ was then summarized to create EMFAC2017 inputs for emissions modeling.

In May 2024, SANDAG prepared countywide forecasts of average weekday ROG and NOx emissions for 2026, 2029, 2032, 2040, and 2050 for the 2020 SIP using the EMFAC2017 v1.0.2 model. ROG and NOx emissions are based upon the summer season.

2008 Eight-Hour Ozone Standard

On October 19, 2021, the U.S. EPA found the motor vehicle emissions budgets from the 2020 SIP adequate for transportation conformity purposes for the 2008 ozone NAAQS (86 FR 54692).

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

2015 Eight-Hour Ozone Standard

On October 19, 2021, the U.S. EPA found the motor vehicle emissions budgets from the 2020 SIP adequate for transportation conformity purposes for the 2015 ozone NAAQS (86 FR 54692).

Severe Nonattainment Area classification established 2032 as the attainment year for the 2015 Eight-Hour Ozone Standard. The 2020 SIP established air quality budgets for the 2015 ozone standard. The 2020 SIP included a voluntary Nonattainment Area classification change from Moderate to Severe Nonattainment Area for the 2015 Eight-Hour Ozone Standard. The new classification established 2032 as the attainment year and 2023, 2026, and 2029 as reasonable further progress demonstration years. The analysis years were selected to comply with 40 CFR 93.106(a)(1) and 93.118(a). According to these sections of the Conformity Rule, analysis years must include reasonable further progress demonstration years (2026, 2029), attainment year (2032), the horizon year of the plan's forecast period (2050), and no more than ten years between analysis years (2040). Additionally, the first horizon year (2026) must be within ten years from the base year used to validate the regional transportation model (2016).

Emissions Modeling Results

An emissions budget is the part of the SIP that identifies emissions levels necessary for meeting emissions reduction milestones, attainment, or maintenance demonstrations. To determine conformity of the 2025 RTIP and redetermine the conformity of the Amendment to the 2021 Regional Plan, the emission analysis described in the Regional Emissions Forecast section was used.

Table F.9 shows that the projected ROG and NOx emissions from the 2025 RTIP and Amendment to the 2021 Regional Plan are below the applicable ROG and NOx budgets from the 2020 SIP for the 2008 and 2015 ozone standards.

Table F.9

2025 RTIP and Amendment to the 2021 Regional Plan 2020 SIP Conformity Analyses for the 2008 and 2015 Eight-Hour Ozone Standards (EMFAC2017)

2025 RTIP and Amendment to the 2021 Regional Plan 2020 SIP Conformity Analyses for the 2008 and 2015 Eight-Hour Ozone Standards (EMFAC2017)						
Year	Average Weekday Vehicle Starts (1,000s)	Average Weekday Vehicle Miles (1,000s)	ROG		NOx	
			SIP Emissions Budget Tons/Day	ROG Emissions Tons/Day	SIP Emissions Budget Tons/Day	NOx Emissions Tons/Day
2026	11,527	85,434	12.1	11.5	17.3	14.9
2029	11,891	86,244	11.0	10.3	15.9	13.5
2032	12,278	87,360	10.0	9.2	15.1	12.6
2040	12,972	88,612	10.0	7.3	15.1	11.5
2050	13,668	89,765	10.0	6.7	15.1	11.9

Note: Emissions budgets from the 2020 SIP were found adequate for transportation conformity purposes by U.S. EPA, effective October 19, 2021.

Exempt Projects

40 CFR Section 93.126 exempts certain highway and transit projects from the requirement to determine conformity. The categories of exempt projects include safety, mass transit, air quality (ridesharing and bicycle and pedestrian facilities), and other (such as planning studies).

Table F.10 illustrates the exempt projects considered in the 2025 RTIP and Amendment to the 2021 Regional Plan. This table shows short-term exempt projects. Additional unidentified projects could be funded with revenues expected to be available from the continuation of existing state and federal programs.

Table F.10

Exempt Projects

Exempt Projects	
Project/Program Description	
Bikeway, Rail, Trail, and Pedestrian Projects	
• Bayshore Bikeway • Bay-to-Ranch Bikeway • Bayshore to Imperial Bikeway • Border to Bayshore Bikeway • Camp Pendleton Trail • Carlsbad – San Marcos Bicycle Corridor • Central Avenue Bikeway • Central Coast Bicycle Corridor • Central Mobility Bikeway (Coastal Rail Trail: Pacific Highway) • Chula Vista Greenbelt • Downtown to Imperial Avenue Bikeway • Clairemont – Centre City Bicycle Corridor • Coastal Rail Trail • East County Northern Bicycle Loop • East County Southern Bicycle Loop • El Camino Real Bicycle Corridor • El Portal Pedestrian and Bicycle Underpass • Encinitas – San Marcos Bicycle Corridor • Escondido Creek Bike Path Bridge and Bikeway • Coastal Rail Trail: Rose Creek • North Park/Mid-City Bikeways: University Bikeway • Inland Rail Trail	• San Diego River Bikeways • Interstate 805 Bicycle Corridor • Kearny Mesa – Beaches Bicycle Corridor • Mid-County Bikeway • Mira Mesa Bicycle Corridor • Uptown Bikeways • National City – Highland Avenue Community Corridor • North Park/Mid-City Bikeways • Oceanside – Bicycle Master Plan • Otay Mesa Port of Entry Pedestrian/Bicycle Facilities • Park Boulevard–Downtown Mobility Plan • Pacific Coast Highway/Central Mobility Bikeway • Pershing Bikeway • San Diego Regional Bicycle Plan • San Diego River Trail • San Luis Rey River Trail • Santee – El Cajon Bicycle Corridor • SR 15 Bikeway • SR 52 Bikeway • SR 125 Bicycle Corridor • SR 905 Bicycle Corridor • Tecate International Border Crossing Pedestrian Facilities • Vista Way Bicycle Connector
Safety Improvement Program	
• Bridge Rehabilitation/ Preservation/Retrofit • Collision Reduction • Emergency Response • Hazard Elimination/Safe Routes to School • Highway Maintenance	• Safety Improvement Program • Roadway/Roadside Preservation • Smart Growth Incentive Program • Safe Routes to Transit • Safe Routes to School

Exempt Projects	
Project/Program Description	
Transportation Systems and Demand Management	
• Traveler Information System • Compass Card • FasTrak® • Freeway Service Patrol • Vehicle Automation • Regional Rideshare Program • Multimodal Integration and Performance-Based Management • Intelligent Transportation System for Transit • ITS Operations • Joint Transportation Operations Center • Trolley Fiber Communication Network	• Electronic Payment Systems and Universal Transportation Account • Various Traffic Signal Optimization/Prioritization • Transit Infrastructure Electrification • Employer Services and Outreach • Flexible Fleet Pilots • Regional Electric Vehicle Charging Incentive Program • Commuter Services and Bike Program • Mobility Hubs • Active Traffic and Demand Management • Shared Mobility Services
Transit Terminals	
• Central Mobility Hub/Airport Intermodal Transit Center/Terminal	• San Ysidro Intermodal Transit Center/Terminal

Implementation of Transportation Control Measures

There are four federally approved Transportation Control Measures (TCMs) that must be implemented in San Diego, which the SIP refers to as transportation tactics. They include ridesharing, transit improvements, traffic flow improvements, and bicycle facilities and programs.

These TCMs were established in the 1982 SIP, which identified general objectives and implementing actions for each tactic. The TCMs have been fully implemented.[6] Ridesharing, transit, bicycling, and traffic flow improvements continue to be funded, although the level of implementation established in the SIP has been surpassed.

Interagency Consultation Process and Public Input

The consultation process followed to prepare the Air Quality Planning and Transportation Conformity Analysis for the 2025 RTIP, 2023 RTIP Amendment No. 13, and redetermination of conformity for the Amendment to the 2021 Regional Plan complies with the San Diego Transportation Conformity Procedures adopted in July 1998. In turn, these procedures comply with federal requirements under 40 CFR Part 93. Interagency consultation involves SANDAG (as the MPO for San Diego County), the SDAPCD, Caltrans, CARB, U.S. DOT, and
U.S. EPA.

Consultation is a three-tier process that:

1. Formulates and reviews drafts through a conformity working group.
2. Provides local agencies and the public with opportunities for input through existing regional advisory committees and workshops.

[6] 2020 SIP

3. Seeks comments from affected federal and state agencies through participation in the development of draft documents and circulation of supporting materials prior to formal adoption.

SANDAG consulted on the development of the air quality conformity analyses of the 2025 RTIP and Amendment to the 2021 Regional Plan on March 6, 2024, and May 1, 2024.

- At the March 6th meeting, Staff presented information on the overall schedule for the 2025 RTIP as well as the schedule for review of the draft determination of conformity for the 2025 RTIP. Staff also presented information on the conformity criteria and procedures for the draft conformity analysis of the 2025 RTIP and draft redetermination of conformity of the Amendment to the 2021 Regional Plan, including information on the revenue constrained financial assumptions and revenue strategies,
- At the May 1, 2024, CWG meeting Staff presented information on the schedule and conformity criteria and procedures for the draft conformity analysis of the 2025 RTIP and draft redetermination of conformity of the Amendment to the 2021 Regional Plan, including: latest emission model; emission budgets; regional growth forecast; SCS land use pattern; list of transportation projects; list of exempt projects; transportation control measures; and public involvement and outreach.
- On June 3, 2024, SANDAG distributed the draft determination of conformity for 2025 RTIP and draft redetermination of conformity for the Amendment to the 2021 Regional Plan for interagency consultation.
- The draft 2025 RTIP conformity determination and draft Amendment to the 2021 Regional Plan conformity redetermination was released for public comment on July 31, 2024.
- A public hearing on the proposed final 2025 RTIP and its conformity determination was held by the SANDAG Transportation Committee on September 20, 2024.
- The proposed final 2025 RTIP Amendment conformity determination and draft Amendment to the 2021 Regional Plan conformity redetermination were brought to the SANDAG Board for consideration and adopted by the SANDAG Board on September 27, 2024.

Members of the public were welcome to provide comments at CWG and Board meetings.

2025 RTIP and Amendment to the 2021 Regional Plan Projects

This section contains the capacity-increasing projects included in the 2025 RTIP and Amendment to the 2021 Regional Plan. The tables include the conformity analysis year, project details, and estimated cost ($2020). Tables F.11 through F.14 include the projects included in the 2025 RTIP and the Amendment to the 2021 Regional Plan by 2020 SIP Air Quality Phasing. Table F.11 has the major goods movement, complete corridor, and transit leap projects by each regional corridor. Table F.15 lists additional transit projects that did not apply to the prior tables.

Figure F.6

Corridor Geographies

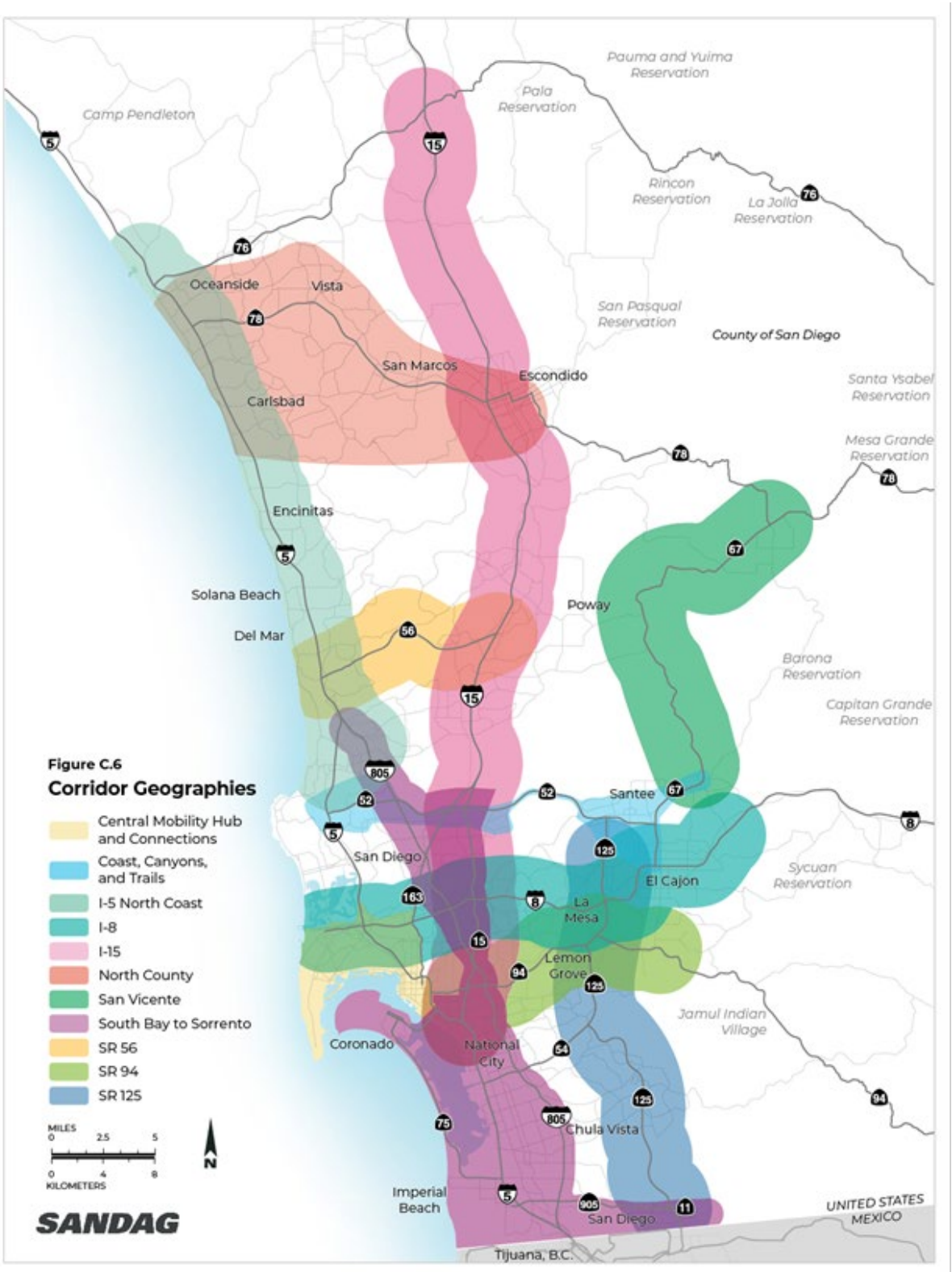


Table F.11

Major Projects by Corridor and Air Quality Phasing

Major Projects by Corridor and Air Quality Phasing						
Conformity Analysis Year	**Project ID**	**Category**	**Project Name**	**Description**	**Connecting Corridor(s)**	**Cost ($2020) Millions**
South Bay to Sorrento (SB2S)						
2026	GM01	Goods Movement: Border	Otay Mesa Port of Entry (POE) Commercial Vehicle Enforcement Facility (CVEF) Modernization	Otay Mesa POE CVEF modernization: Improvements to the CVEF to reflect the U.S. General Services Administration's proposed Otay Mesa POE Modernization Project	N/A	$6
2026	CC045	Complete Corridor: Managed Lane (ML)/ Goods Movement	SR 11/Otay Mesa East (OME) POE (Enrico Fermi to Mexico)	-- to 4 toll lanes (T) + POE	SR 125	$482
2026	GM02	Goods Movement: Border	OME POE Pilot Programs	Pilot programs for streamlining commercial vehicle operations for reducing wait times at OME POE	N/A	$20
2026	GM03	Goods Movement: Border	Otay Mesa Southbound Truck Route	Improvements to the Otay Mesa POE southbound truck route, including Otay Truck Route and La Media Road	N/A	$49
2026	GM07	Goods Movement: Roadways	Regional Border Management System (RBMS) & Tolling Equipment	Border wait times – SR 11 tolling equipment and RBMS	N/A	$35
2026	TL21	Transit Leap	*Rapid* 12 Phase 1	Spring Valley to Downtown via Southeast San Diego (light version of Rapid)	I-15, SR 94, SR 125, Central Mobility Hub (CMH)	$18
2026	TL44	Transit Leap	*Rapid* 630	Iris Trolley/Palomar to Kearny Mesa via I-5/SR 163 and City College	I-8; I-15; SR 94; Coast, Canyons, and Trails (CCT); CMH	$36

Major Projects by Corridor and Air Quality Phasing						
Conformity Analysis Year	**Project ID**	**Category**	**Project Name**	**Description**	**Connecting Corridor(s)**	**Cost ($2020) Millions**
2026	TL48	Transit Leap	*Rapid* 640	San Ysidro to Central Mobility Hub via I-5 and City College	I-8, I-15, R 94, CMH	$28
2026	TL53	Transit Leap	*Rapid* 950 Phase 1	Otay Mesa POE to Imperial Beach via SR 905 (light version of Rapid)	SR 125	$6
2029	CC001	Complete Corridor: ML/ Goods Movement	I-5 (SR 905 to H Street)	8 freeway lanes (F) to 6F+2ML	N/A	$51
2029	CC002	Complete Corridor: ML/ Goods Movement	I-5 (H Street to Pacific Highway)	8F to 6F+4ML	I-8, I-15, SR 94, CMH	$378
2029	CC038	Complete Corridor: ML	SR 163 (I-8 to I-805)	8F to 6F+2ML	I-8, CMH	$36
2029	CC039	Complete Corridor: ML	SR 163 (I-805 to SR 52)	8F to 6F+2ML	I-15, CCT	$27
2029	GM06	Goods Movement: Roadways	Harbor Drive 2.0	Designated Freight Route: Dedicated lanes (where feasible) and signal priority for truck freight along Harbor Drive between the Tenth Avenue Marine Terminal/Cesar Chavez Parkway, National City Marine Terminal, and connections to I-5; includes freight signal prioritization, queue jumps, delineators, and signage; generally aligned in the #1 lanes and median	CMH	$32
2029	GM08	Goods Movement: Roadways	I-5 Working Waterfront Access	I-5 Working Waterfront Access Bottleneck Relief between SR 94 and SR 54	N/A	$50
2029	GM09	Goods Movement: Roadways	Vesta Bridge – Phase 1	Vesta Bridge Phase 1 and operational improvements SR 15, Main, Harbor, and 32nd Streets	N/A	$55

Major Projects by Corridor and Air Quality Phasing						
Conformity Analysis Year	**Project ID**	**Category**	**Project Name**	**Description**	**Connecting Corridor(s)**	**Cost ($2020) Millions**
2029	TL12	Transit Leap/ Goods Movement	LRT 510	Blue Line (San Ysidro to University Town Center [UTC], grade separations at 28th Street, 32nd Street, E Street, H Street, Palomar Street, and Blue/Orange track connections at 12th/Imperial)7F7F7F[7]	I-8, I-15, SR 94, CCT, CMH	$510
2029	TL22	Transit Leap	*Rapid* 12 Phase 2	Spring Valley to Downtown via Southeast San Diego (full version of Rapid)	I-15, SR 94, SR 125, CMH	$73
2029	TL25	Transit Leap	*Rapid* 41	Fashion Valley to UTC/UC San Diego via Linda Vista and Clairemont	I-8, CCT, CMH	$58
2029	TL28	Transit Leap	*Rapid* 120	Kearny Mesa to Downtown via Mission Valley	I-8, I-15, CCT, CMH	$109
2029	TL35	Transit Leap	*Rapid* 295	Spring Valley to Clairemont via La Mesa and Kearny Mesa	I-8, I-15, SR 94, SR 125, CCT	$91
2029	TL43	Transit Leap	*Rapid* 625	San Diego State University (SDSU) to Palomar Station via East San Diego, Southeast San Diego, National City	I-8, I-15, SR 94	$197
2029	TL46	Transit Leap	*Rapid* 637	North Park to 32nd Street Trolley Station via Golden Hill	I-8, I-15, SR 94	$103
2029	TL49	Transit Leap	*Rapid* 709	H Street Trolley Station to Millennia via H Street Corridor, Southwestern College	SR 125	$99

[7] SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in Appendix B: Implementation Actions of the Amendment to the 2021 Regional Plan).

Major Projects by Corridor and Air Quality Phasing						
Conformity Analysis Year	**Project ID**	**Category**	**Project Name**	**Description**	**Connecting Corridor(s)**	**Cost ($2020) Millions**
2029	TL59	Transit Leap	*Rapid* 950 Phase 2	Otay Mesa POE to Imperial Beach via SR 905 (full version of *Rapid*)	SR 125	$22
2032	CC005	Complete Corridor: ML/ Goods Movement	I-5 (I-805 to SR 56)	8F/14F+2HOV to 6F/12F+4ML	I-5 North Coast Corridor (NCC), SR 56	$25
2032	CC017	Complete Corridor: ML/ Goods Movement	I-805 (Palm Avenue to H Street)	8F/8F+2ML to 6F+4ML	N/A	$46
2032	CC018	Complete Corridor: ML/ Goods Movement	I-805 (H Street to I-15)	8F+2ML to 6F+4ML	I-15, SR 94	$163
2032	CC019	Complete Corridor: ML/ Goods Movement	I-805 (SR 15 to I-8)	8F to 6F+4ML	I-8, I-15, SR 94	$96
2032	CC020	Complete Corridor: ML/ Goods Movement	I-805 (I-8 to Mesa College Drive)	10F to 6F+4ML	I-8, I-15	$56
2032	CC021	Complete Corridor: ML/ Goods Movement	I-805 (Mesa College Drive to Balboa Avenue)	8F to 6F+4ML	CCT	$58
2032	CC022	Complete Corridor: ML/ Goods Movement	I-805 (Balboa Avenue. to Northbound Bypass Lane)	8F+2ML to 6F+4ML	CCT	$149
2032	CC063	Complete Corridor: Managed Lane Connector (MLC)	I-5 (I-805)	North to North and South to South	N/A	$84
2032	CC085	Complete Corridor: MLC	I-805 (SR 52)	West to North and South to East	CCT	$149
2032	CC114	Complete Corridor: Transit Operational Improvement	I-805 (Nobel Drive)	North and South	CCT	$49
2040	CC069	Complete Corridor: MLC	I-5 (SR 15)	North to North and South to South	I-15, SR 94	$274
2040	CC070	Complete Corridor: MLC	I-5 (SR 15)	South to North and South to North	I-15, SR 94	$274
2040	CC084	Complete Corridor: MLC	I-805 (SR 94)	North to West and East to South	I-15, SR 94	$140

Major Projects by Corridor and Air Quality Phasing						
Conformity Analysis Year	**Project ID**	**Category**	**Project Name**	**Description**	**Connecting Corridor(s)**	**Cost ($2020) Millions**
2040	CC087	Complete Corridor: MLC	I-805 (SR 163)	North to North and South to South	N/A	$267
2040	CC090	Complete Corridor: MLC	I-805 (I-8)	North to East and West to South	I-8, I-15	$202
2040	CC092	Complete Corridor: MLC	I-805 (I-8)	South to East and West to North	I-8, I-15	$202
2040	TL02	Transit Leap	Commuter Rail 582	Sorrento Mesa to National City via UTC, Kearny Mesa, and University Heights8F8F8F[8]	I-8, I-15, SR 94, CCT	$12,660
2040	TL34	Transit Leap	*Rapid* 293	Imperial Beach to Otay Ranch via Palomar Street	SR 125	$111
2040	TL45	Transit Leap	*Rapid* 635	Eastlake to Palomar Trolley via Main Street Corridor	SR 125	$116
2040	TL47	Transit Leap	*Rapid* 638	Iris Trolley to Otay Mesa via Otay, Airway Drive, SR 905 Corridor	SR 125	$91
2050	CC016	Complete Corridor: ML/ Goods Movement	I-805 (SR 905 to Palm Avenue)	8F to 6F+4ML	N/A	$60
2050	CC040	Complete Corridor: ML	SR 54 (I-805 to SR 125)	6F to 4F+2ML	SR 125	$48
2050	CC041	Complete Corridor: ML/ Goods Movement	SR 905 (I-5 to Border)	6F to 4F+2ML	SR 125	$193
2050	CC071	Complete Corridor: MLC	I-5 (SR 905)	South to East and West to North	N/A	$202
2050	CC086	Complete Corridor: MLC	I-805 (SR 52)	North to West and East to South	CCT	$126
2050	CC089	Complete Corridor: MLC	I-805 (I-8)	North to West and East to South	I-8, I-15	$202
2050	CC091	Complete Corridor: MLC	I-805 (I-8)	South to West and East to North	I-8, I-15	$202

[8] The SB2S Comprehensive Multimodal Corridor Plan is completing a more detailed ridership analysis of the Purple Commuter Rail alignment (Route 582). The analysis is studying an alignment that would include stations in City Heights and at SDSU (west campus).

Major Projects by Corridor and Air Quality Phasing						
Conformity Analysis Year	**Project ID**	**Category**	**Project Name**	**Description**	**Connecting Corridor(s)**	**Cost ($2020) Millions**
2050	CC093	Complete Corridor: MLC	I-805 (SR 54)	South to East and West to North	N/A	$219
2050	CC094	Complete Corridor: MLC	I-805 (SR 54)	North to East and West to South	N/A	$219
2050	CC095	Complete Corridor: MLC	I-805 (SR 905)	South to West and East to North	N/A	$202
2050	CC096	Complete Corridor: MLC	I-805 (SR 905)	South to East and West to North	N/A	$202
2050	CC115	Complete Corridor: Direct Access Ramp (DAR)	SR 905 (Beyer Boulevard)	East	N/A	$42
2050	CC116	Complete Corridor: DAR	SR 905 (Siempre Viva Road)	North	SR 125	$42
2050	GM04	Goods Movement: Border	Otay Mesa POE Truck Bridge to CVEF	Otay Mesa POE: Bridge between POE and CVEF to coincide with improvements at both facilities	N/A	$50
2050	GM05	Goods Movement: Roadways	Harbor Drive Multimodal Corridor Improvements	Harbor Drive Multimodal Corridor Improvements, including but not limited to: ITS systems expanding the Designated Freight Route, removing height and weight conflicts along the truck route, improvements at 28th Street and 32nd Street, pedestrian crossings and bridges, various truck improvements, bikeway accommodations, streetscape, safety, and parking improvements	CMH	$192

Major Projects by Corridor and Air Quality Phasing						
Conformity Analysis Year	**Project ID**	**Category**	**Project Name**	**Description**	**Connecting Corridor(s)**	**Cost ($2020) Millions**
2050	TL03	Transit Leap	Commuter Rail 582	National City to U.S. Border9F9F9F[9]	I-15, SR 94	$2,977
2050	TL04	Transit Leap	Commuter Rail 583	Central Mobility Hub to U.S. Border via Downtown San Diego	I-8, I-15, SR 94, CMH	$7,581
2050	TL13	Transit Leap	LRT 510	Blue Line (San Ysidro to UTC, grade separations at Taylor/Ash)10F10F10F[10]	I-8, I-15, SR 94, CCT, CMH	$510
Central Mobility Hub (CMH)						
2029	CC003	Complete Corridor: ML/ Goods Movement	I-5 (Pacific Highway to SR 52)	8F to 6F+4ML	I-8, CCT	$353
2029	TL23	Transit Leap	*Rapid* 28	Point Loma to Kearny Mesa via Central Mobility Hub, Linda Vista	I-8, I-15, CCT, SB2S	$105
2029	TL52	Transit Leap	*Rapid* 910	Coronado to Downtown via Coronado Bridge	I-15, SR 94, SB2S	$51
2029	TL56	Transit Leap	Airport Connection Automated People Mover	Central Mobility Hub to Airport via Car Rental Lot and Harbor Island East Basin	I-8	$1,398
2040	CC117	Complete Corridor: AIRC	Complete Corridor Elements	Airport connectivity including Laurel Street airport entrance, Laurel Street modifications (Pacific Highway to I-15), and new I-5 freeway ramps at Laurel Street and Redwood	N/A	$836
2040	MHLA1	Mobility Hubs	Central Mobility Hub	Transit station construction and site acquisition	N/A	$2,420

[9] The SB2S Comprehensive Multimodal Corridor Plan is completing a more detailed ridership analysis of the Purple Commuter Rail alignment (Route 582). The analysis is studying an alignment that would include stations in City Heights and at SDSU (west campus).

[10] SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in Appendix B: Implementation Actions of the Amendment to the 2021 Regional Plan).

Major Projects by Corridor and Air Quality Phasing						
Conformity Analysis Year	**Project ID**	**Category**	**Project Name**	**Description**	**Connecting Corridor(s)**	**Cost ($2020) Millions**
2040	TL18	Transit Leap	Tram 555	Tram: Downtown to Logan Heights, Golden Hill, South Park, North Park, University Heights, Hillcrest	I-8, I-15, SB2S	$1,175
State Route 125 (SR 125)						
2029	CC042	Complete Corridor: ML	SR 125 (SR 54 to Amaya Drive)	6F/8F to 4F/6F+2ML	I-8, SR 94	$59
2029	CC112	Complete Corridor: DAR	SR 125 (Spring Street/ SR 94)	South	I-8, SR 94	$42
2029	TL33	Transit Leap	*Rapid* 292 Phase 2	Pacific Beach to Otay Mesa via Kearny Mesa, El Cajon, Jamacha, and Otay Lakes (full version of *Rapid*)	I-8, I-15, SR 94, CCT, SB2S	$96
2040	CC097	Complete Corridor: MLC	SR 125 (I-8)	North to West and East to South	I-8, SR 94	$202
2040	CC098	Complete Corridor: MLC	SR 125 (I-8)	North to East and West to South	I-8, SR 94	$202
2040	CC099	Complete Corridor: MLC	SR 125 (SR 94)	North to West and East to South	SR 94	$203
2050	CC043	Complete Corridor: ML	SR 125 (Amaya Drive to Mission Gorge Road)	6F to 4F+2ML	I-8, CCT	$40
2050	CC044	Complete Corridor: ML	SR 125 (SR 905 to SR 54)	4T to 4F+2ML	SB2S	$227
2050	CC100	Complete Corridor: MLC	SR 125 (SR 52)	North to West and East to South	CCT	$202
2050	CC101	Complete Corridor: MLC	SR 125 (SR 54)	South to South and North to North	N/A	$202
2050	CC102	Complete Corridor: MLC	SR 125 (SR 54)	North to West and East to South	N/A	$202
2050	CC113	Complete Corridor: DAR	SR 125 (Jamacha Boulevard)	North and South	N/A	$49

Major Projects by Corridor and Air Quality Phasing						
Conformity Analysis Year	**Project ID**	**Category**	**Project Name**	**Description**	**Connecting Corridor(s)**	**Cost ($2020) Millions**
Interstate-15 (I-15)						
2029	CC073	Complete Corridor: MLC	I-15 (SR 78)	East to South and North to West	North County Corridor	$147
2032	TL31	Transit Leap	Rapid 238	UC San Diego to Rancho Bernardo via Sorrento Valley and Carroll Canyon	SR 56, CCT, SB2S	$78
2040	CC011	Complete Corridor: ML/ Goods Movement	I-15 (I-5 to I-805)	6F to 6F+2ML	SR 94, SB2S	$103
2040	CC012	Complete Corridor: ML/ Goods Movement	I-15 (I-805 to I-8)	8F+2TL to 6F+2TL+2ML	I-8, SR 94, SB2S	$115
2040	CC013	Complete Corridor: ML/ Goods Movement	I-15 (I-8 to SR 163)	8F to 6F+4ML	I-8, CCT, SB2S	$241
2040	CC074	Complete Corridor: MLC	I-15 (SR 52)	West to North and South to East	CCT, SB2S	$181
2040	CC075	Complete Corridor: MLC	I-15 (SR 52)	North to West and East to South	CCT, SB2S	$196
2040	CC076	Complete Corridor: MLC	I-15 (SR 52)	North to East and West to South	CCT, SB2S	$196
2040	CC077	Complete Corridor: MLC	I-15 (SR 52)	South to West and East to North	CCT, SB2S	$196
2040	CC079	Complete Corridor: MLC	I-15 (I-8)	North to West and East to South	I-8, SB2S	$202
2040	CC080	Complete Corridor: MLC	I-15 (I-8)	North to East and West to South	I-8, SB2S	$202
2040	CC081	Complete Corridor: MLC	I-15 (I-8)	South to West and East to North	I-8, SB2S	$202
2040	CC082	Complete Corridor: MLC	I-15 (I-8)	South to East and West to North	I-8, SB2S	$202
2040	CC083	Complete Corridor: MLC	I-805 (SR 15)	North to North and South to South	SR 94, SB2S	$112
2040	CC110	Complete Corridor: DAR	I-15 (Clairemont Mesa Boulevard)	North and South	N/A	$49

Major Projects by Corridor and Air Quality Phasing						
Conformity Analysis Year	**Project ID**	**Category**	**Project Name**	**Description**	**Connecting Corridor(s)**	**Cost ($2020) Millions**
2040	TL29	Transit Leap	*Rapid* 235	Escondido to Downtown San Diego via I-15 (DAR stations)	I-8, SR 56, SR 94, CCT, North County Corridor, SB2S	$34
2040	TL30	Transit Leap	*Rapid* 237	UC San Diego to Rancho Bernardo via Sorrento Valley and Mira Mesa	SR 56, CCT, SB2S	$54
2050	CC014	Complete Corridor: ML/ Goods Movement	I-15 (Valley Parkway to SR 76)	8F to 6F+3ML	N/A	$408
2050	CC015	Complete Corridor: ML/ Goods Movement	I-15 (SR 76 to County Line)	8F to 6F+3ML	North County Corridor	$199
2050	CC072	Complete Corridor: MLC	I-15 (SR 78)	South to West and East to North	North County Corridor	$147
2050	CC078	Complete Corridor: MLC	I-15 (SR 56)	South to West and East to North	SR 56	$239
Interstate 5 North Coast Corridor (I-5 NCC)						
2026	CC046	Complete Corridor: ML	I-5 (Manchester to Vandegrift)	8F to 8F+2HOV/high- occupancy toll (HOT)11F11F11F[11]	North County Corridor	$171
2026	TL05	Transit Leap/ Goods Movement	Commuter Rail 398	Oceanside to Downtown San Diego (includes upgrades to Pacific Surfliner/COASTER/Metrolink/ Freight LOSSAN services from Orange County to Downtown San Diego, wooden bridge replacements, add station at Downtown San Diego)	CMH	$1,203

[11] Project is consistent with the Caltrans North Coast Corridor (Build NCC) project.

Major Projects by Corridor and Air Quality Phasing						
Conformity Analysis Year	**Project ID**	**Category**	**Project Name**	**Description**	**Connecting Corridor(s)**	**Cost ($2020) Millions**
2029	TL40	Transit Leap	*Rapid* 473	Oceanside to Solana Beach to UTC/UC San Diego via Highway 101 Coastal Communities, Carmel Valley	SR 56, CCT, North County Corridor, SB2S	$156
2032	CC004	Complete Corridor: ML/ Goods Movement	I-5 (SR 52 to I-805)	8F to 6F+4ML	CCT, SB2S	$190
2032	CC111	Complete Corridor: DAR	I-5 (Voigt)	North and South	N/A	$49
2040	CC007	Complete Corridor: ML/ Goods Movement	I-5 (Via de La Valle to La Costa)	8F to 6F+4ML	N/A	$316
2040	CC008	Complete Corridor: ML/ Goods Movement	I-5 (La Costa to Cassidy Street)	8F to 6F+4ML	North County Corridor	$302
2040	CC009	Complete Corridor: ML/ Goods Movement	I-5 (Cassidy Street to Harbor Drive)	8F to 6F+4ML	North County Corridor	$121
2040	CC010	Complete Corridor: ML/ Goods Movement	I-5 (Harbor Drive to County Line)	8F to 6F+2ML	N/A	$197
2040	TL06	Transit Leap/ Goods Movement	Commuter Rail 398	Oceanside to Downtown San Diego (build Del Mar tunnel, add stations at Central Mobility Hub and Camp Pendleton, and grade separation at Leucadia Boulevard)	North County Corridor	$2,875
2050	CC104	Complete Corridor: Interchange and Arterial Operational Improvements	I-5 (SR 56)	West to North and South to East	SR 56	$379sr52
2050	TL07	Transit Leap/ Goods Movement	Commuter Rail 398	Oceanside to Downtown San Diego (build Sorrento Mesa and UTC tunnels, add station at Balboa Avenue)	SR 56, CCT	$3,171

Major Projects by Corridor and Air Quality Phasing						
Conformity Analysis Year	**Project ID**	**Category**	**Project Name**	**Description**	**Connecting Corridor(s)**	**Cost ($2020) Millions**
State Route 94 (SR 94)						
2029	CC108	Complete Corridor: Interchange and Arterial Operational Improvements	SR 94 (SR 125)	South to East, including auxiliary lane to Lemon Avenue	I-8, SR 125	$137
2040	CC032	Complete Corridor: ML	SR 94 (I-5 to I-15)	8F to 6F+3ML	I-15, SB2S	$39
2040	CC033	Complete Corridor: ML	SR 94 (I-15 to I-805)	8F to 6F+3ML	I-15, SB2S	$23
2040	CC034	Complete Corridor: ML	SR 94 (I-805 to SR 125)	8F to 6F+3ML	I-8, I-15, SR 125, SB2S	$162
2040	TL14	Transit Leap	LRT 520	Orange Line (El Cajon to Downtown, double/third-tracking and grade separations at Euclid Avenue, Broadway/Lemon Grove Avenue, Allison Avenue/ University Avenue, and Severin Drive)	I-8, I-15, SR 125, CMH, SB2S	$274
2050	TL15	Transit Leap	LRT 520	Orange Line (El Cajon to Downtown, double/third- tracking)	I-8, I-15, SR 125, CCT, CMH	$274
Interstate 8 (I-8)						
2026	TL19	Transit Leap	*Rapid* 10 Phase 1	La Mesa to Ocean Beach via Mid-City, Hillcrest, Old Town (light version of *Rapid*)	I-15, SR 94, SR 125, CMH, SB2S	$36
2029	TL20	Transit Leap	*Rapid* 10 Phase 2	La Mesa to Ocean Beach via Mid-City, Hillcrest, Central Mobility Hub (full version of *Rapid*)	I-15, SR 94, SR 125, CMH, S2BS	$146
2040	CC024	Complete Corridor: ML/ Goods Movement	I-8 (I-805 to College Avenue)	8F to 6F+4ML	I-15, SB2S	$161

Major Projects by Corridor and Air Quality Phasing						
Conformity Analysis Year	**Project ID**	**Category**	**Project Name**	**Description**	**Connecting Corridor(s)**	**Cost ($2020) Millions**
2040	CC025	Complete Corridor: ML/ Goods Movement	I-8 (College Avenue to Johnson Avenue)	8F to 6F+4ML	SR 94, SR 125	$281
2040	CC026	Complete Corridor: ML/ Goods Movement	I-8 (Johnson Avenue to Mollison Avenue)	6F to 4F+4ML	SR 125, CCT	$48
2040	CC027	Complete Corridor: ML/ Goods Movement	I-8 (Mollison Avenue to Greenfield Drive)	4F/6F to 4F+4ML	N/A	$106
2040	TL16	Transit Leap	LRT 530	Green Line (Santee to Downtown, double/third- tracking and grade separations)	I-15, SR 94, SR 125, CCT, CMH, SB2S	$384
2050	CC023	Complete Corridor: ML/ Goods Movement	I-8 (I-5 to I-805)	8F to 6F+4ML	I-15, SB2S	$179
2050	CC067	Complete Corridor: MLC	I-5 (I-8)	South to East and West to North	CMH	$202
2050	CC068	Complete Corridor: MLC	I-5 (I-8)	North to East and West to South	CMH	$202
2050	TL01	Transit Leap	Commuter Rail 581	581: Downtown to El Cajon via SDSU and La Mesa 581B: Central Mobility Hub to El Cajon via SDSU and La Mesa	I-15, SR 94, SR 125, CMH, SB2S	$9,774
2050	TL17	Transit Leap	LRT 530	Green Line (Santee to Downtown, double/third- tracking and grade separations)	I-15, SR 94, SR 125, CCT, CMH, SB2S	$384
Coast, Canyons, and Trails (CCT)						
2026	TL32	Transit Leap	*Rapid* 292 Phase 1	Pacific Beach to Kearny Mesa (light version of Rapid)	I-15, SB2S	$7
2029	TL24	Transit Leap	*Rapid* 30	Balboa Station to Sorrento Mesa via Pacific Beach, La Jolla, UTC	SB2S	$189
2029	TL50	Transit Leap	*Rapid* 870	El Cajon to UTC via Santee, SR 52, I-805	I-8, I-15, SR 125, SB2S	$62

Major Projects by Corridor and Air Quality Phasing						
Conformity Analysis Year	**Project ID**	**Category**	**Project Name**	**Description**	**Connecting Corridor(s)**	**Cost ($2020) Millions**
2029	TL51	Transit Leap	*Rapid* 890	El Cajon to Sorrento Mesa via Santee, SR 52, I-805	I-5 NCC, I-8, I-15, SR 125, SB2S	$107
2032	CC029	Complete Corridor: ML	SR 52 (I-805 to I-15)	6F to 4F+3ML	I-15	$92
2032	CC030	Complete Corridor: ML	SR 52 (I-15 to Mast Boulevard)	6F to 4F+3ML	I-15	$153
2032	CC031	Complete Corridor: ML	SR 52 (Mast Boulevard to SR 125)	4F to 4F+3ML	N/A	$103
2050	CC028	Complete Corridor: ML	SR 52 (I-5 to I-805)	4F to 4F+3ML	SB2S	$214
2050	CC065	Complete Corridor: MLC	I-5 (SR 52)	South to East and West to North	N/A	$202
2050	CC066	Complete Corridor: MLC	I-5 (SR 52)	North to East and West to South	N/A	$202
State Route 56 (SR 56)						
2040	CC006	Complete Corridor: ML/ Goods Movement	I-5 (SR 56 to Via de La Valle)	8F/10F+2HOV to 6F/8F+4ML	I-5 NCC	$37
2040	TL26	Transit Leap	*Rapid* 103	Solana Beach to Sabre Springs via Del Mar Heights and SR 56	I-15	$53
2040	TL27	Transit Leap	*Rapid* 104	Sorrento Valley to Sabre Springs via SR 56	I-15, SB2S	$11
2050	CC035	Complete Corridor: ML	SR 56 (I-5 to I-15)	4F to 4F+3ML	I-15	$549
San Vicente						
2040	CC050	Complete Corridor: Rural	SR 67 (Mapleview to Dye Road)	Shoulder widening/straightening	N/A	$206
2050	CC061	Complete Corridor: Rural	SR 78 (Deer Canyon Drive to Santa Ysabel)	Intersection improvements	N/A	$4
North County Corridor						
2026	TL37	Transit Leap	*Rapid* 450 Phase 1	Oceanside to Escondido via Palomar Airport Road and SR 78 (light version of Rapid)	I-5 NCC, I-15	$8

Major Projects by Corridor and Air Quality Phasing						
Conformity Analysis Year	**Project ID**	**Category**	**Project Name**	**Description**	**Connecting Corridor(s)**	**Cost ($2020) Millions**
2029	CC036	Complete Corridor: ML	SR 78 (I-5 to Twin Oaks)	6F to 4F+4ML+Connectors	N/A	$507
2029	CC037	Complete Corridor: ML	SR 78 (Twin Oaks to I-15)	6F to 4F+4ML	I-15	$145
2029	CC064	Complete Corridor: MLC	I-5 (SR 78)	South to East and West to North, North to East and West to South	N/A	$352
2029	TL36	Transit Leap	*Rapid* 440	Carlsbad to Escondido Transit Center via Palomar Airport Road	I-5 NCC, I-15	$71
2029	TL39	Transit Leap	*Rapid* 471	Downtown Escondido to East Escondido	I-15	$85
2029	TL41	Transit Leap	*Rapid* 474	Oceanside to Vista via Mission Avenue/ Santa Fe Road Corridor	I-5 NCC	$71
2029	TL42	Transit Leap	*Rapid* 477	Carlsbad Village to SR 76 via College Boulevard, Plaza Camino Real	I-5 NCC	$108
2040	CC105	Complete Corridor: Interchange and Arterial Operational Improvements	I-5 (SR 78)	South to East and West to South	I-5 NCC	$379
2040	TL10	Transit Leap	LRT 399	SPRINTER (Oceanside to Escondido, double- tracking and grade separations at El Camino Real, Melrose Drive, Vista Village Drive/Main Street, North Drive, Civic Center, Auto Parkway, and Mission Avenue)	I-15	$376
2040	TL38	Transit Leap	*Rapid* 450 Phase 2	Oceanside to Escondido via Palomar Airport Road and SR 78 (full version of *Rapid*)	I-5 NCC, I-15	$31
2050	TL11	Transit Leap	LRT 399	SPRINTER (Oceanside to Escondido, extension to North County Fair)	I-5 NCC, I-15	$376

Table F.12

Rural Corridor Projects Air Quality Phasing

Rural Corridor Projects Air Quality Phasing					
Conformity Analysis Year	**Project ID**	**Category**	**Project Name**	**Description**	**Cost ($2020) Millions**
2040	CC047	Complete Corridor: Rural	I-8 (I-8 to West Willows Road)	Interchange improvements	$11
2040	CC049	Complete Corridor: Rural	SR 94 (SR 94 to Melody Road/Daisy Drive)	Intersection improvements	$8
2040	CC052	Complete Corridor: Rural	SR 76 (Rice Canyon Road to Pala Reservation)	Straightening	$60
2040	CC055	Complete Corridor: Rural	SR 76 (SR 76 to Cole Grade Road)	Intersection improvements	$1
2040	CC057	Complete Corridor: Rural	SR 76 (SR 76 to Pauma Reservation Road)	Intersection improvements	$1
2040	CC058	Complete Corridor: Rural	SR 76 (Pala Casino to Rice Canyon Road)	Facility improvements	$1
2040	CC060	Complete Corridor: Rural	SR 79 (SR 79 to Schoolhouse Canyon Road)	Intersection improvements	$1
2050	CC048	Complete Corridor: Rural	I-8 (I-8 to East Willows Road)	Interchange improvements	$11
2050	CC051	Complete Corridor: Rural	SR 76 (SR 79 to Valley Center Road)	Facility improvements	$693
2050	CC053	Complete Corridor: Rural	SR 76 (Harolds Road to Pauma Rancho)	Straightening	$21
2050	CC054	Complete Corridor: Rural	SR 76 (SR 76 to Pala Mission Road)	Intersection improvements	$1
2050	CC056	Complete Corridor: Rural	SR 76 (West Reservation Boundary to East Reservation Boundary)	Shoulder widening	$40
2050	CC059	Complete Corridor: Rural	SR 79 (Deer Canyon Road to San Felipe Road)	Shoulder widening	$226
2050	CC062	Complete Corridor: Rural	SR 94 (Jamul Reservation to Tecate Road)	Shoulder widening/straightening	$252

Table F.13

Arterial Projects Air Quality Phasing

Arterial Projects Air Quality Phasing				
Conformity Analysis Year	**TIP ID**	**Lead Agency**	**Project Name**	**Description**
2026	CAL114	Caltrans	I-5/SR 56 Interchange	At I-5/SR 56 interchange - in San Diego, final environmental document for freeway-to-freeway interchange, associated operational improvements, and the relocation of the fiber optic cable line; connector phases are outside of TIP cycle but included in the long-range plan. Phase I: Final design and construction of HOV operational lanes in the east and westbound directions on SR-56 from El Camino Real to Carmel Valley Road.
2026	CB31	Carlsbad	El Camino Real Widening – La Costa Avenue to Arenal Road	In Carlsbad, along El Camino Real from 700 feet north of La Costa Avenue to Arenal Road, widening along the southbound side of the roadway to provide three travel lanes, sidewalk, and a bike lane in accordance with Prime Arterial Standards. Widen bridge to accommodate sidewalks on both sides of the bridge.
2026	CB32	Carlsbad	El Camino Real Widening – Poinsettia to Camino Vida Roble	El Camino Real from Cassia Road to Camino Vida Roble (.5 miles) – in Carlsbad, along El Camino Real from Poinsettia Lane to Camino Vida Roble, re-stripe from Poinsettia Lane to Cinnabar Way and widen El Camino Real from Cinnabar Way to Camino Vida Roble, along the northbound/east side of the roadway to provide three travel lanes, sidewalk, and a bike lane in accordance with arterial street standards..
2026	CB59	Carlsbad	El Camino Real Widening – Sunny Creek to Jackspar	El Camino Real from Sunny Creek to Jackspar (.3 miles) – in Carlsbad, on El Camino Real from Sunny Creek to Jackspar, widen along the northbound side of the El Camino Real to provide three travel lanes (currently two lanes northbound), sidewalk, and a bike lane.

Arterial Projects Air Quality Phasing				
Conformity Analysis Year	**TIP ID**	**Lead Agency**	**Project Name**	**Description**
2026	CHV69	Chula Vista	Heritage Road Bridge	Bridge 57C0670 - widen and lengthen bridge over Otay River from four-lane to six-lane bridge that accommodates shoulders, sidewalk, and median; project is on Heritage Road from the intersection of Main Street to Entertainment Circle. Also includes Main Street widening to accommodate a third eastbound travel lane from the intersection of Nirvana Avenue to Heritage Road.
2026	CHV87	Chula Vista	E Street Extension from Bay Boulevard to H Street	E Street from Bay Boulevard to H Street (1 miles) - Extension of E Street and F Street west of Bay Boulevard to H Street, and the realignment of Gun Powder Point Drive for the Chula Vista Bayfront redevelopment. Project also includes the construction of a roundabout (at the new intersection of E Street and Gunpowder Point Drive), Class I and II Bike Paths, and sidewalks. E Street between Bay Boulevard to the roundabout will be 4 travel lanes (2 per direction); all other segments will be 2 travel lanes (1 per direction). Phase 1: E Street from Bay Boulevard to Gunpowder Point Drive Roundabout. (Now Open to Traffic) Phase 2: E Street from Gunpowder Point Drive Roundabout to H Street. The project is identified and included in the Chula Vista Bayfront Master Plan and the Bayfront Transportation Development Impact Fee Nexus Study as "BAY-13."
2026	CHV91	Chula Vista	H Street Construction from Marina Parkway to E Street and widening of Bay Boulevard to Street A	H Street from E Street to Bay Boulevard (.3 miles) - This project includes construction of a two to three lane road from E Street to Marina Parkway and a five lane Major Road from Street A to Bay Boulevard to integrate with the new segment of H Street that is currently under construction for redevelopment of the area as part of the Chula Vista Bayfront Master Plan. Street Improvements will include streetscape enhancements such as street trees, lighting, furnishings, etc. The project is identified and included in the Chula Vista Bayfront Master Plan and the Bayfront Transportation Development Impact Fee Nexus Study as "BAY-17".

Arterial Projects Air Quality Phasing				
Conformity Analysis Year	**TIP ID**	**Lead Agency**	**Project Name**	**Description**
2026	CNTY14A	San Diego County	South Santa Fe Avenue South	South Santa Fe from Robelini Drive to Similax Road (1.19 miles) – This project will improve South Santa Fe to a four-lane divided road from west of Robelini Drive to Smilax Road, including improvements to Robelini Drive. The project will be in phases.
2026	CNTY21	San Diego County	Bradley Avenue Widening and Overpass at SR 67	Bridge 57-0552 - On Bradley Ave from Magnolia Ave to Mollison Ave, Phase 1 - Widen Bradley Avenue between Graves Ave and Mollison Ave from 2 lanes to 4 lanes including sidewalks and bicycle lanes; Phase 2 - replace 2-lane bridge over SR 67 with a 6- lane bridge including turn pockets. Construction funding shown only for Phase 1. Phase 2 construction will be funded by *TransNet*.
2026	ESC04	Escondido	Citracado Parkway II	Citracado Parkway from West Valley to Andreason (.5 miles) – widen from 2 to 4 lanes with raised medians, construct bridge over Escondido Creek.
2026	O22	Oceanside	College Boulevard Improvements from Vista Way to Old Grove Road	College Boulevard from Vista Way to Old Grove Road (2.5 miles) - Traffic calming without additional lanes between Waring Road/Barnard and Road Roselle Street (first phase). The second phase is widening from the existing four lanes to six lanes with bike lanes and raised median between Olive Avenue and Old Grove.
2026	SAN260	North County Transit District	COASTER Train Sets	In the San Diego Region along the COASTER Corridor - Two additional train sets to provide more frequent commuter rail service, including 30-minute peak period service. Toll Credits will be used to match federal funds for the CON phase.
2026	SD34	San Diego	El Camino Real	Bridge 57C0042 - In San Diego on El Camino Real from San Dieguito Road to Via de la Valle - reconstruct & widen from 2 to 4 lanes and extend transition lane and additional grading to avoid biological impacts (CIP 52-479.0/S-00856).

Arterial Projects Air Quality Phasing				
Conformity Analysis Year	**TIP ID**	**Lead Agency**	**Project Name**	**Description**
2026	SD102A	San Diego	Otay Truck Route Widening (Phase 4)	Otay Truck Route - In San Diego, from Drucker Lane to La Media Rd, add one lane, for a total of three lanes: two for trucks and one lane for emergency vehicles (Border Patrol/fire department access). From Britannia Blvd to La Media Rd, add one lane for trucks and one lane for emergency vehicles. Also, along Britannia Blvd from Britannia Court to the Otay Truck Route, add one lane for trucks and one lane for emergency vehicles. This project will be constructed in two phases; an Eastern Phase between La Media Rd and Drucker Lane, and a Western Phase from Britannia Blvd to La Media Rd. Current construction programming is for the Eastern Phase only. (CIP S-11060).
2026	SD250	San Diego	La Media Road Improvements	La Media Road from SR 905 to Siempre Viva Road (.75 miles) - In San Diego, on La Media Road from SR905 to Siempre Viva Road, widen La Media Road to a six-lane primary arterial from SR 905 to Airway Road, and a to a five-lane major between Airway Road and Siempre Viva Road with three southbound lanes and two northbound lanes. This project will also improve drainage at the intersection of La Media Road and Airway Road (CIP # S-15018).
2026	SM19	San Marcos	Grand Avenue Bridge and Street Improvements	From Discovery Street to San Marcos Boulevard – construct 4- lane secondary arterial bridge and a 6-lane arterial street from Craven Road to Grand Avenue.
2026	SM24	San Marcos	Woodland Parkway Interchange and Barham Drive Widening & Street Improvements #88005	SR 78 Bridge 57 0389 - This project includes reconstruction of the State Route 78 overcrossing at Woodland Parkway, reconfiguration of on/off ramps, widening and realigning portions of Woodland Parkway, Barham Drive and Rancheros Drive. Improvements would also include continuation of new bike lanes and trails.

Arterial Projects Air Quality Phasing				
Conformity Analysis Year	**TIP ID**	**Lead Agency**	**Project Name**	**Description**
2026	SM31	San Marcos	San Marcos Creek Specific Plan – Discovery St. Widening and Flood Control Improvements #88265	From Via Vera Cruz Rd to Bent Ave/Craven Rd - Part of San Marcos Creek Specific Plan group of projects to widen Discovery St. to four lanes secondary arterial between Via Vera Cruz and Bent Ave. Improvements include construction of roadway improvements, bike lanes and trails.
2026	SM32	San Marcos	Via Vera Cruz Bridge and Street Improvements #88264	Bridge 57C0867 - Part of San Marcos Creek Specific Plan group of projects to widen to four lanes secondary arterial and construct a bridge at San Marcos Creek.
2026	SM42	San Marcos	Discovery St. from Craven to Twin Oaks #ST007	Discovery Street from Craven Road to Twin Oaks Valley Road (.9 miles) – The project includes the design and construction of all intersections, signals, utilities, drainage and water quality components of Discovery St. as a four-lane arterial from Bent Ave. and Craven Dr. and east to Twin Oaks Valley Rd. Improvements will also include bike lanes and trails along the road.
2026	SM48	San Marcos	San Marcos Creek Specific Plan: Creekside Drive and Pad Grading #88505	Creekside Drive from Via Vera Cruz to Grand Ave (.57 miles) – construct approximately 3,000 feet of a two-lane collector road from Via Vera Cruz to Grand Avenue in the City of San Marcos; will include two 12' lanes, diagonal parking on the north side, and parallel parking on the south side; the project will also include a 10' bike trail meandering along the south side.
2026	SM69	San Marcos	Twin Oaks Valley Rd. & Barham Dr. Improvements #ST008	Barham Dr from Campus Dr to Twin Oaks Valley Rd (.1 miles) - This project involves surface improvements including asphalt, concrete, medians, sidewalks, signage and traffic lights. Underground improvements include utility and drainage improvements, relocations and water treatment within the public right of way to accommodate the construction of additional lanes.

Arterial Projects Air Quality Phasing				
Conformity Analysis Year	**TIP ID**	**Lead Agency**	**Project Name**	**Description**
2029	CAL38	Caltrans	SR-905 New Freeway	SR 905 from I-805 to Otay Mesa Port of Entry Milepost begins at 6.4 ends at 15 (8.6 miles) - construct 6-lane freeway (Phase 1) Toll Credits will be used to match federal funds for the PE and CON phase. Toll Credits will be used to match federal funds for the PE phase, Toll Credits will be used to match federal funds for the CON phase.
2029	CAL68	Caltrans	SR 94 / 125 Interchange and Arterial Operational Improvements	Interchange on SR 94 at SR 94 and SR125 Milepost begins at 1 ends at 2 - In San Diego County in and near La Mesa on Route 94 from Spring Street Undercrossing to Kenwood Drive Undercrossing and on Route 125 from Spring Street Undercrossing to 0.1 mile north of Murray Drive Undercrossing. Design and Right-Of-Way of southbound 125 to eastbound SR 94 direct connector.
2029	CAL277	Caltrans	I-15/SR 78 ML Connectors	SR-78 from Post Mile 15.49 to R16.6 and on I-15 from Post Mile R30.63 to R31.56 - preliminary engineering for northbound I-15 to westbound SR-78 and eastbound SR-78 to southbound I-15 HOV connectors and operational improvements.
2029	CAL536	Caltrans	SR-52 Operational Improvements	SR 52 from I-805 to SR 125 Milepost begins at 7.4 ends at 14.9 (7.5 miles) - operational improvements including a truck climbing lane WB from Mast Boulevard to Santo Road and EB auxiliary lane from I-15 to Santo Road.
2029	CHV93	Chula Vista	SR125 at Main Street and Otay Valley Road Interchanges	Interchange on SR 125 at Main Street and Otay Valley Road - Construction of freeway interchanges/overpasses on SR125 at Main Street and Otay Valley Road.
2029	CHV97	Chula Vista	Main Street from Heritage Road to Wolf Canyon Bridge	Main Street from Heritage Road to Wolf Canyon Bridge (.82 miles) – Construction of a 6-lane Prime Arterial from Heritage Road to Wolf Canyon Bridge including bike lanes and sidewalk facilities. (TDIF Facility 60A).

Arterial Projects Air Quality Phasing				
Conformity Analysis Year	**TIP ID**	**Lead Agency**	**Project Name**	**Description**
2029	SNT33	Santee	State Route 52 Improvements between SR-125 and I-15	SR 52 from SR-125 to I-15 Milepost begins at 7.4 ends at 14.6 (7.2 miles) – This project will improve Highway 52 between State Route 125 and Interstate 15 to alleviate congestion on the freeway and on Santee streets. The project will add a westbound lane from Mast Boulevard to the summit, relocate the bike lane to the south side of the freeway, add an additional lane to the westbound on-ramp at Mast Boulevard, and restripe the section between Mast Boulevard and SR 125 to add an additional lane in each direction.
2032	CNTY34	San Diego County	Dye Road Extension	Dye Road to San Vicente Road from 500 ft west of Ramona Street to Intersection of Warnock Dr and San Vicente Rd (1.15 miles) - In Ramona - study, design and construct a 2-lane community collector road with intermittent turn lanes, bike lanes, curb, gutter, and pathway/walkway.
2032	CNTY35	San Diego County	Ramona Street Extension	Ramona Street from Boundary Ave. to Warnock Dr. (.25 miles) - in the community of Ramona, construct new road extension; 2 lanes with intermittent turn lanes, bike lanes and walkway/pathway.

Table F14

Other Transit Projects Air Quality Phasing

Other Transit Projects Air Quality Phasing				
Conformity Analysis Year	**Project ID**	**Category**	**Project Name**	**Cost ($2020) Millions**
2026	--	Transit Leap	Systemwide Operations Costs	$2,172
2026	TL60	Transit Leap	Vehicle Purchases and Replacements (including spares)	$395
2026	TL63	Transit Leap	Local Bus Route Enhanced Frequencies – Ten minutes in key corridors	Included with operations costs
2040	--	Transit Leap	Systemwide Operations Costs	$5,433
2040	TL61	Transit Leap	Vehicle Purchases and Replacements (including spares)	$1,033
2040	TL64	Transit Leap	Local Bus Route Enhanced Frequencies – Ten minutes in key corridors	Included with operations costs
2040	TL66	Transit Leap	Transit Fare Subsidies	$982
2050	--	Transit Leap	Systemwide Operations Costs	$12,021
2050	TL62	Transit Leap	Vehicle Purchases and Replacements (including spares)	$2,196
2050	TL65	Transit Leap	Local Bus Route Enhanced Frequencies – Ten minutes in key corridors	Included with operations costs
2050	TL67	Transit Leap	Transit Fare Subsidies	$4,041

Conformity Analysis Documentation
Checklist for MPO TIPs/RTPs

40 CFR	Criteria	P.	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	Appendix F: • Background pp. 2-4	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.		See Appendix F, p. 4
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	Appendix F: • Background pp. 2-4 • 2008 Eight-Hour Ozone Standard p. 25 • 2015 Eight-Hour Ozone Standard pp. 25-26	See Appendix F pp. 3-4
§93.106	If the metropolitan planning area is in a serious, severe, or extreme ozone nonattainment area and/or serious carbon monoxide nonattainment area and contains an urbanized population over 200,000, then RTP must specifically describe the transportation system envisioned for future years called "horizon years."	Appendix F: • 2008 Eight-Hour Ozone Standard p. 25 • 2015 Eight-Hour Ozone Standard p. 25 • Tables 11, 12, 13, and 14 on pp. 32-53	
§93.106 (a)(2)ii	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	Appendix F: • Tables 11, 12, 13, and 14 on pp. 32-53 • Travel Modeling pp. 7–21 • Model Inputs pp. 21-25	
§93.108	Document the TIP/RTP is fiscally constrained consistent with DOT's metropolitan planning regulations at (23 CFR 450) in order to be found in conformity.	Amendment to the 2021 Regional Plan: • Revenue Assumptions pp. 3-4	

40 CFR	Criteria	P.	Comments
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Appendix F: • Background pp. 2-4 • Motor Vehicle Emissions Modeling pp. 25-26	
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	Appendix F • Regional Emissions Forecast pp. 25-26 • 2008 Eight-Hour Ozone Standard p. 25 • 2015 Eight-Hour Ozone Standard pp. 25-26 • Emissions Modeling Results pp. 25-26	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Appendix F: • Growth Forecasts pp. 5–6 • Travel Modeling pp. 7-21 • Model Inputs pp. 21-25 • Motor Vehicle Emissions Modeling pp. 25-26 • Interagency Consultation Process and Public Input pp. 29-30	
USDOT/EPA guidance	Documents planning assumptions are less than 5 years old at the time the conformity analysis begins. If assumptions are older than 5 years documents justification for not reviewing and updating assumptions at least every 5 years.	Appendix F: • Growth Forecasts pp. 5–6 • Travel Modeling pp. 7-21 • Interagency Consultation Process and Public Input pp. 29-30	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.	Appendix F: • Model Inputs pp. 21-25 • Interagency Consultation Process and Public Input pp. 29-30	
§93.111	Document the use of the latest emissions model approved by EPA.	Appendix F: • Motor Vehicle Emissions Modeling pp. 25-26	

40 CFR	Criteria	P.	Comments
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	Appendix F: • Interagency Consultation Process and Public Input pp. 29-30	
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	Appendix F • Implementation of TCMs p. 29	
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	Appendix F • Motor Vehicle Emissions Modeling • pp. 25-26	
§93.115	Describe how the projects come from a conforming RTP and TIP. If this criterion is not satisfied, the project must satisfy all criteria in Table 1 of §93.109(b) for a project not from a RTP and TIP.	Amendment to the 2021 Regional Plan: • Project Modifications pp. 2-3 Appendix F: • Background p. 4 • Amendment to the 2021 Regional Plan Projects p. 30 • Tables 11, 12, 13, and 14 on pp. 32-53	
§93.118 (a, c, e)	For areas with SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	Appendix F: • Background pp. 2–4 • Motor Vehicle Emissions Modeling pp. 25-26	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Appendix F • Regional Emissions Forecasts pp. 25-26 • Emission Modeling Results pp. 25-26 • Interagency Consultation Process and Public Input pp. 29-30	

40 CFR	Criteria	P.	Comments
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	Appendix F: • Motor Vehicle Emissions Modeling pp. 25-26	
§93.119 [1]	For areas without applicable SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the "Action/Baseline", "Action/1990" and/or "Action/2002" interim emissions tests as applicable.	N/A	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets. The regional emissions analysis must be performed for analysis years that are no more than ten years apart. The first analysis year must be no more than five years beyond the year in which the conformity determination is being made. The last year of the timeframe of the conformity determination (as described under §93.106(d)) must also be an analysis year.	N/A	
§93.119 (h,i)	Document how the baseline and action scenarios are defined for each analysis year.	Appendix F: • pp. 25-26 • Tables 11, 12, 13, and 14 on pp. 32-53	The baseline year is 2016.
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	Appendix F: • Travel Modeling pp. 7-21 • Model Inputs pp. 21-24 • Tables 11, 12, 13, and 14 on pp. 32-53	

40 CFR	Criteria	P.	Comments
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	N/A	
§93.122 (a)(4,5,6)	For nonregulatory measures that are not included in the STIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.	N/A	
§93.122 (b)(1)(i) [2]	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	Appendix F: • Travel Modeling pp. 7-21	
§93.122 (b)(1)(ii) [2]	Document the land use, population, employment, and other network-based travel model assumptions.	Appendix F: • Transportation Conformity: Modeling Procedures pp. 4-24	
§93.122 (b)(1)(iii) [2]	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	Appendix F: • Growth Forecasts pp. 5-6 • Data Sources pp. 23-24	
§93.122 (b)(1)(iv) [2]	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	Appendix F: • Travel Modeling pp. 7-21	

40 CFR	Criteria	P.	Comments
§93.122 (b)(1)(v) [2]	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	Appendix F: • Travel Modeling pp. 7-21	
§93.122 (b)(1)(vi) [2]	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Appendix F: • Travel Modeling pp. 7-21	
§93.122 (b)(2) [2]	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	Appendix F: • Travel Modeling pp. 7-21	
§93.122 (b)(3) [2]	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	Appendix F: • Data Sources pp. 23-24 • Interagency Consultation Process and Public Input pp. 29-30	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	N/A	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM 2.5 as significant pollutants, the inclusion of PM10 and/or PM 2.5 construction emissions in the conformity analysis.	N/A	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	Appendix F: • Exempt Projects pp. 27-29 • Interagency Consultation Process and Public Input pp. 29-30	

Note that some areas are required to complete both interim emissions tests.

[2] **40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population**

Disclaimers This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supersede the Transportation Conformity regulations of 40 CFR Parts 51 and 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and 93 contain additional criteria for project-level conformity determinations contain additional criteria for project-level conformity determinations.

Appendix G

Social Equity Analysis

SANDAG

2025 Regional Transportation Improvement Program
FY 2025-2029

Appendix G
Social Equity Analysis

Social Equity and Environmental Justice

Introduction

Transportation projects have a significant effect on the quality of life for a region's residents by shaping access to jobs, education, housing, services, and recreational opportunities. Without proper planning and development, transportation systems can have a negative impact on the quality of life in communities. The construction of roads, freeways, and rail transit systems have historically placed health burdens on many low-income communities and communities of color. Transportation projects may also physically divide communities, resulting in long-lasting social and economic costs.

Therefore, it is important to understand the impacts of transportation investments on our most vulnerable communities, including low-income communities and communities of color. A social equity analysis for the Regional Transportation Improvement Program (RTIP) will provide an understanding of whether short-term investments are contributing to equitable transportation outcomes in the region.

Purpose

This appendix aims to identify which projects in the 2025 RTIP proportionately allocate investments towards social equity focus/vulnerable communities and the overall proportion of total project funding dedicated to these communities.

The findings in this analysis will create reference points for future iterations of the RTIP social equity analyses.

Background

Through feedback from the Regional Plan Social Equity Working Group in 2021 and other stakeholders, SANDAG initially developed this appendix in the 2023 RTIP to address one of the key recommendations in the U.S. Department of Transportation's (DOT) Equity Action Plan. More specifically, the DOT recommends developing a quantitative social equity screening process for their long-term and short-term improvement plans to uplift the power of community involvement.[1]

A social equity analysis for the RTIP was proposed to provide an understanding of whether short-term investments were contributing to equitable transportation outcomes in the region.

The social equity analysis performed for the 2021 Regional Plan transportation network models projected levels of transportation access for vulnerable populations to key destinations through the build-out horizon year of 2050.

[1] U.S. Department of Transportation (DOT). (2022). Equity Action Plan. Washington, DC: U.S. DOT Equity Action Plan.

The RTIP itself is the short-term five-year program of projects in the San Diego region, which incrementally implements the Regional Plan. The RTIP includes investments from SANDAG, Caltrans, the transit agencies, all 18 member agencies, and the County of San Diego. As most projects are not completed during the development of each RTIP, the metrics examined in this analysis are based only on information we can collect and measure in a five-year timeframe.

Legal Framework

- **Title VI and California Government Code Section 65040.12(e)**

Throughout the last several decades, federal law and guidance have been written to ensure that the spirit and intent of the Civil Rights Act are incorporated into the guiding principles and missions of federal, state, and local public agencies. Title VI of the Civil Rights Act of 1964 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 subject to discrimination under any program or activity receiving federal financial assistance."*

As a recipient of federal funding, SANDAG follows the Caltrans environmental justice guidelines for its transportation planning[2]. The guidelines derive from California Government Code Section 65040.12(e)[3], which defines environmental justice as fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income in respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

- **SANDAG Commitment to Equity Statement and Regional Social Equity Planning Framework**

The Board of Directors adopted a Commitment to Equity Statement to address systemic racism in all its forms and establish a meaningful and relevant equity action plan that will guide SANDAG as it carries out its multifaceted functions. As a component to the agency's early action plan, SANDAG developed a Social Equity Planning Framework composed of five inter-reliant actions geared towards continuous learning, meaningful involvement, and long-term investment in communities that have been and continue to be impacted by systemic inequities.

To learn more about the Commitment to Equity Statement and the Social Equity Planning Framework, please see Appendix H: Social Equity Engagement and Analysis of the 2021 Regional Plan.[4]

[2] Chapter 8 Title VI and Environmental Justice (ca.gov)
[3] California Government Code Section 65040.12 (public.law)
[4] 2021 Regional Plan: Appendix H: Social Equity: Engagement and Analysis.

Methodology Development

To prepare for this analysis, SANDAG formed a cross-disciplined team with staff from programming, planning, modeling, geographic information systems, and diversity and equity. Staff began best practice research of other metropolitan planning organizations (MPOs) that had published an equity analysis of their RTIP. Staff also participated in a nationwide MPO working group to discuss environmental topics and share best practices, analysis tools, and social equity methodologies.

Staff chose an investment analysis based on project location methodology, given the data available at the time. For each RTIP project that is in a vulnerable census tract, the percent of its total area found within vulnerable census tracts were multiplied by the project costs as defined in the RTIP. The 2025 RTIP analysis will focus on projects located within vulnerable census tracts, defined as the top 50% scoring census tracts in CalEnviroScreen 4.0[5], which is inclusive of most vulnerable census tracts, or top 25% scoring census tracts in CalEnviroScreen 4.0.

Staff then compared the sum of these investments in vulnerable census tracts as a percentage of the total investment of the projects evaluated. That yielded a social equity investment percentage that was then compared to the RTIP's overall 5-year programming budget.

In addition to the location-based analysis, additional data relating to social equity was collected for each project through the project database input screens. This data was meant to provide a more in-depth view of the project's equity.

Staff acknowledges there are limitations to the methodology developed, including making broad-based, reasonable assumptions to show investments in vulnerable census tracts. These limitations and assumptions are elaborated on in the Methodology Challenges and Next Steps sections of this appendix.

Selection of Projects to Analyze

The RTIP includes a variety of projects, which are funded with federal, state, and local dollars. The projects programmed in the RTIP include projects from the Regional Transportation Plan as well as operational improvements, maintenance, safety, and operating projects. Because the TransNet Extension Ordinance requires TransNet funds to be programmed in the RTIP, the RTIP includes many projects funded by local agencies, which ordinarily would not be programmed in a Transportation Improvement Program.

Many of these projects come from local agency Capital Improvement Programs (CIPs) to fund annual transportation maintenance and improvement projects such as street overlay, sidewalk repair, and streetlight and drainage improvements. Additionally, the transit agencies program their operations and maintenance dollars with limited location information shared. Some of these projects cannot be assigned to a specific location and therefore the analysis of where the investment is, and which populations are impacted, is not possible. Some cities aggregate their similar CIP projects together on one project ID.

5 CalEnviroScreen 4.0 | Office of Environmental Health Hazard Assessment

For instance, a city may program streetlight upgrades as "various locations throughout the city." Many cities only develop a firm location plan for projects one year at a time, so we often do not have a complete picture of the locations that will be impacted. Some projects programmed in the RTIP are planning in nature and impact an entire city or region, not a specific site. Finally, the RTIP includes programming for project operations, which connect and cross jurisdictions, such as signal interconnections, transit operations, and operations of toll roads. Below are the representative types of projects programmed in the RTIP:

- Projects from the 2021 Regional Plan
    - Capacity Increasing & Regional Arterial
    - Bicycle and Pedestrian
    - Transit (Rail and Bus Rapid Transit)
- Operational Improvements
    - Traffic Calming
    - Signals
    - Streetlights
- Programs
    - Vanpool/Carpool
    - Youth Opportunity Passes
    - Signal Interconnect
- Operating and Maintenance Projects
    - Pavement and Bridge Rehab
    - Drainage Improvements
    - Highway Culvert/Railing/Signage
    - Transit Operations and Maintenance
        - Rideshare
        - Senior Services
        - Transit Equity Pilot (ext. through June 2026)[6]

Table G-1: Types of projects in the 2025 RTIP

Project Types	# of Projects	% of Total
Projects from the 2021 Regional Plan	152	38%
Operational Improvements	62	16%
Programs	20	5%
Operating and Maintenance Projects	161	41%
Total Projects	395	100%

[6] SANDAG Board of Directors Agenda Oct 27., 2023: Proposed FY 2024 Program Budget Amendment

This table illustrates the different types of projects and the incidence of those projects in the 2025 RTIP in its entirety. Note only projects with identifiable locations could be analyzed for the social equity analysis.

In addition to user submitted geographic data, projects that SANDAG staff can assign to a specific location have been mapped in ProjectTrak, the RTIP database software, based on the route and limits indicated in the project description.

Available mapping data for projects in the database with a defined location was imported to SANDAG's geographic information system (GIS).

Methodology

The methodology for this analysis is performed in three steps:

- Define vulnerable and most vulnerable communities in the San Diego region
- Geospatially identify project locations and social equity areas
- Calculate overall RTIP social equity investment with social equity multiplier

Key Terms

Below is a list of key terms and their definitions to better understand the RTIP social equity analysis.

- **Office of Environmental Health Hazard Assessment (OEHHA)**[7]**:** one of six Boards, Departments, and Offices of the California Environmental Protection Agency (EPA). OEHHA's mission is to protect and enhance the state's environment through scientific evaluations that inform, support, and guide regulatory and other actions.
- **Geographical Information System (GIS)**[8]: a database system that connects location based geographic data to illustrative mapping software for data visualization and analysis
- **Social equity census tract**: a census tract that scores within at least the top 50% of CalEnviroScreen 4.0 scores.
- **Vulnerable communities**: census tracts scoring in the top 50% of CalEnviroScreen 4.0 scores
- **Most vulnerable communities**: census tracts scoring in the top 25% of CalEnviroScreen 4.0 scores
- **Total project area**: the entire area of a project that is geospatially populated into mapping software and its area of influence (illustrated by a 1/2-mile buffer)
- **Area of influence**: describes the area within the 1/2-mile buffer of a project boundary where its access and benefits are most impactful
- **Total social equity area**: the total area of social equity census tracts found within the project's area plus the 1/2-mile buffer
- **Social equity ratio**: the ratio of total social equity area to the total project area
- **Social equity investment ratio**: the ratio of project dollars allocated towards vulnerable communities to the total five-year RTIP programming project dollars, also known as the **social equity multiplier**

[7] Organizational Chart - Office of Environmental Health Hazard Assessment (ca.gov)
[8] Chang, K.-t. (2016). *Introduction to Geographic Information Systems.* New York City, NY: McGraw Hill.

- **Total five-year RTIP programming investment**: total project dollars as identified in the 5-year period of the 2025 RTIP
- **Total social equity investment**: total project dollars allocated towards vulnerable communities in comparison to the total five-year RTIP programming investment

2025 RTIP Social Equity Analysis Updates

Low-income and Minority Populations

In accordance with Title VI and California Government Code Section 65040.12(e), SANDAG employed an additional analysis of 2025 RTIP project locations and their geographic distribution towards low-income and minority populations in the region, respectively.

Additionally, one of the limitations identified in the 2023 RTIP social equity analysis is its primary index, CalEnviroScreen 4.0, not incorporating race and ethnicity into its cumulative impact scores due to California's 1996 Proposition 209 on Affirmative Action in 2020. Staff determined an additional analysis of 2025 RTIP project locations and minority populations was necessary to provide a supplemental, racial equity lens to our findings.

Although CalEnviroScreen 4.0 does include low-income populations in its scores, California Government Code Section 65040.12(e) identifies income as a consideration in assessing environmental justice in respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Staff utilized census tract data from SANDAG's Series 15 Forecast[9] to identify the population density of both low-income and minority populations in the region. It is important to note that SANDAG's Series 15 Forecast utilizes 2022 census tract data whereas CalEnviroScreen 4.0 utilizes 2010 census tract data.

Mapping Improvements

The previous 2023 RTIP social equity analysis analyzed 160 of 433 projects, which is less than 40% of total projects. The 2025 RTIP social equity analysis evaluates 276 of 399 projects, which is approximately 70% of total projects in the 2025 RTIP. The improvement in projects mapped is due in large part to staff examination of supporting documents and providing jurisdictions support in supplemental mapping.

Since every RTIP spans a 5-year period and is updated every 2 years, most projects included in the 2023 RTIP were carried over to the 2025 RTIP, unless the project is completed or has no funding programmed within the 5-year period between 2025 and 2029.

Given the estimated 30% difference in the number of projects mapped between the 2023 and 2025 RTIPs, the results of the 2025 RTIP's analysis cannot be reliably compared against the 2023 results. Therefore, staff elected to not conduct a comparative analysis for the 2025 RTIP as was performed for the 2023 RTIP.

[9] SANDAG Series 15 Forecast: What will the San Diego Region look like in 2050?

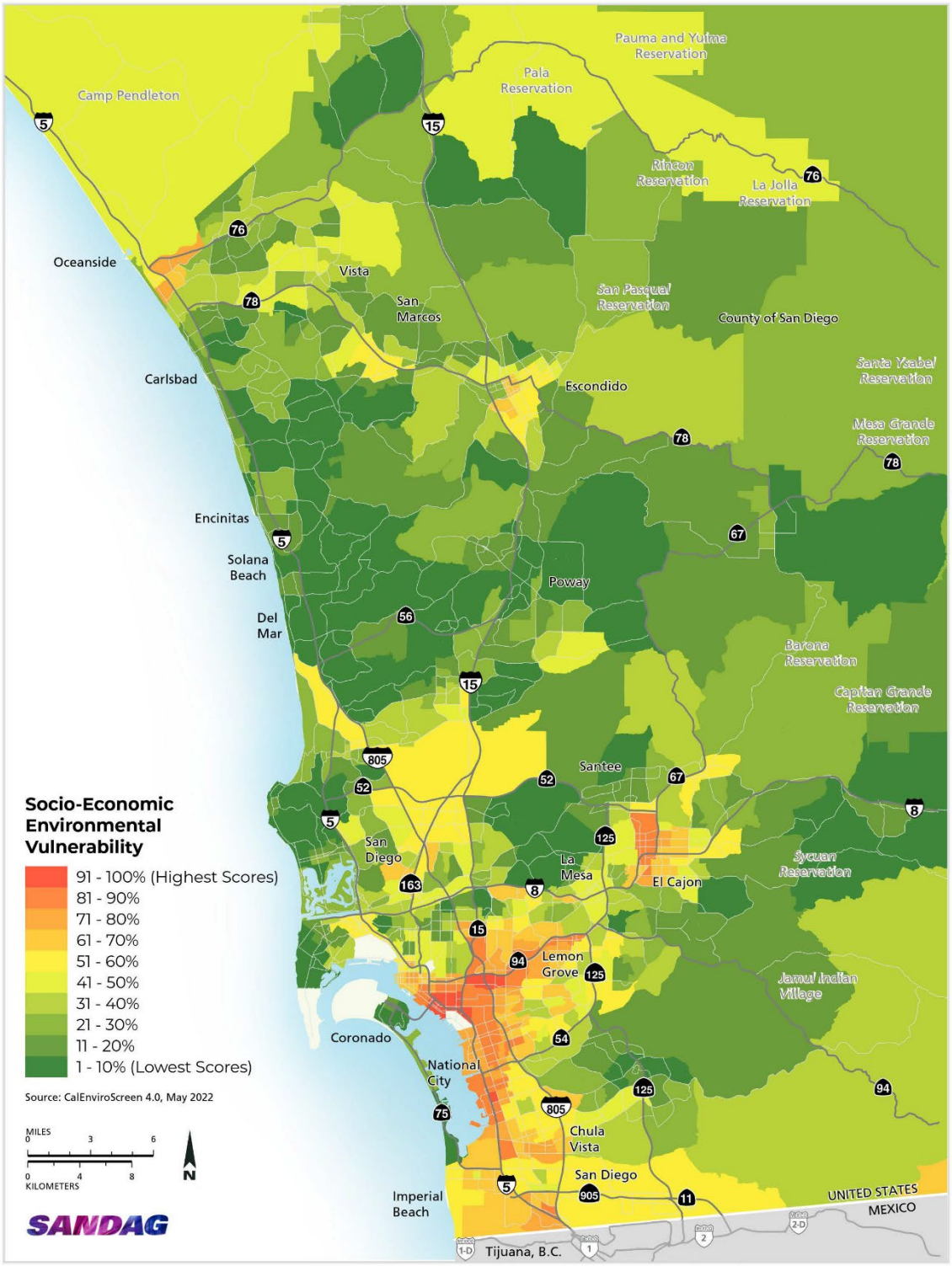
Defining Disadvantaged Communities with CalEnviroScreen 4.0

CalEnviroScreen 4.0 (CES 4.0) was used to identify and overlay vulnerable and most vulnerable communities throughout the region with RTIP project locations.

Developed by the California Office of Environmental Health Hazard Assessment (OEHHA), CalEnviroScreen 4.0 evaluates multiple pollutants and stressors, in addition to low-income status, at the census tract level to evaluate socioeconomic and health factors that may exacerbate adverse impacts and vulnerability. As a cumulative index based on a scale of 100, CalEnviroScreen 4.0 identifies and maps the communities in the state that meet the pollution exposure and demographic characteristics of disadvantaged communities.

Figure G-1 shows the distribution of CalEnviroScreen 4.0 scores in the San Diego region.

Figure G-1: CalEnviroScreen 4.0 Census Tracts in San Diego County



While the OEHHA considers the top 25% of CES 4.0 scores to be the most vulnerable, it is important to note that for programs and projects such as the 2021 Regional Plan, SANDAG identifies communities in the top 50% of CalEnviroScreen scores as vulnerable or disadvantaged.

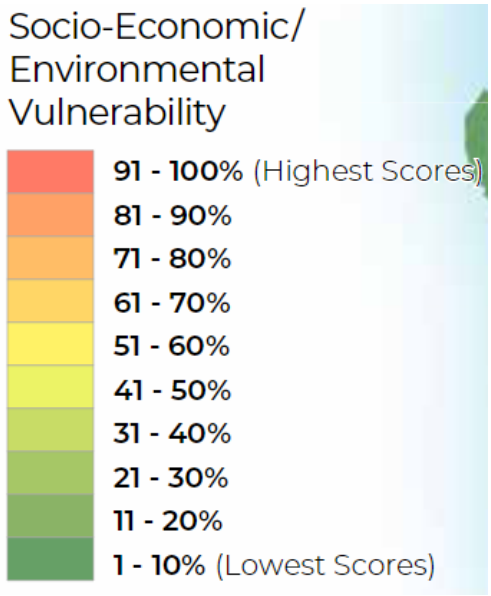
The rationale for using the top 50% of CalEnviroScreen scores as a disadvantaged community comes in two parts:

1. Statewide, out of the 1,984 Census tracts that are considered most vulnerable, only 50 of them are in San Diego County. That is only 3%; therefore, making the 25% cutoff overly limiting.
2. Using a more extensive range will account for varying levels of vulnerability throughout the region and hold SANDAG to a higher standard in addressing environmental and social inequities.

Therefore, for this analysis, a Census tract in the top 50% of CalEnviroScreen 4.0 scores will qualify as social equity (SE) Census tract. Census tracts that score in the top 50% of CalEnviroScreen 4.0 scores will be referred to as vulnerable communities, while tracts that score in the top 25% will be referred to as the region's most vulnerable communities.

Figure G-2 shows a closer look at the color grading of each CalEnviroScreen 4.0 percentage range, with yellow marking the top 50% and the dark red indicating the highest of scores and vulnerability.

Figure G-2:
CalEnviroScreen 4.0 Percentiles



Throughout San Diego, 230,904 San Diego County residents reside the region's most vulnerable census tracts – which is approximately 7% of the total population while 28% reside in vulnerable census tracts.

Table G-2: San Diego County Population Distribution per CalEnviroScreen

CalEnviroScreen 4.0 Percent	Number of Census Tracts Identified as Social Equity in San Diego County	Percentage of Census Tracts Identified as Social Equity in San Diego County	Total Disadvantaged Population in San Diego County	Percentage of Disadvantaged Population in San Diego County
Top 50%	184	30%	946,325	28%
Top 25%	50	8%	230,904	7%

Identifying Project Locations and Social Equity Areas

Having identified the criteria for vulnerable and most vulnerable communities, the next step was to map and overlay these with RTIP project locations. This was done by first locating a project in GIS and placing a 1/2-mile buffer drawn around its project boundary to represent its area of influence. This buffer accounts for the impact a project has on its surroundings, including access to services and other benefits provided by key amenities. In other words, people found within the buffer will have the most access to and are more likely receive greater project benefits.

Figure G-3:
Sample Project Mapping

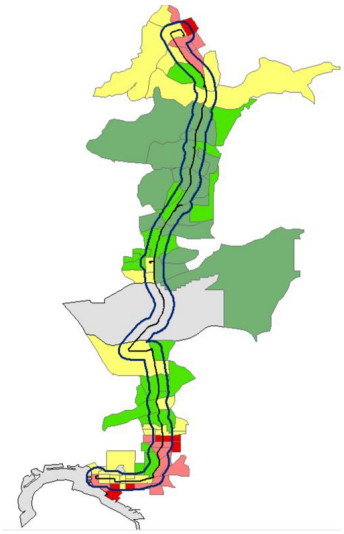


Figure G-3 provides an example of a sample project, illustrated by the black line, with a 1/2-mile buffer and the census tracts it runs through. The entire area found within the 1/2-mile buffer of a project is the total project area. The portions of a total project area that fall within a top 50% or top 25% of CalEnviroScreen 4.0 census tract are called social equity areas. The sum of all social equity areas in any given project is its total social equity area.

Next, staff calculated the social equity ratio, which serves as a multiplier in determining the proportion of vulnerable communities found in a project's total area.

This calculation is done by dividing the total social equity area by the total project area.

$$\frac{Total\ social\ equity\ area}{Total\ project\ area} = Social\ equity\ ratio$$

Once the social equity ratio is identified, the same ratio can be applied to a project's five-year RTIP funding as the social equity investment ratio.

Note that a key assumption of this methodology is that the social equity ratio will equal the social equity investment ratio. In other words, the proportion of a project that encompasses social equity areas is the same proportion of funding going towards these communities.

In terms of project dollars, the total social equity investment of a project is found by multiplying the social equity ratio by the total five-year RTIP programming project dollars.

$$Social\ equity\ ratio \times 5\ yr\ RTIP\ programming\ project\ dollars\ (USD)$$

$$= Total\ 5\ yr\ RTIP\ social\ equity\ investment\ (USD)$$

For example, if the social equity ratio for Project A is 40%, meaning 40% of a project's total area is planned to be located in social equity areas, then we assumed 40% of its total five-year RTIP project dollars are invested in these areas. Therefore, it is assumed that 40% of Project A's benefits are going towards vulnerable communities. An example of how this would be applied is described below:

If Project A's total five-year RTIP investment is $10 million, the sum would be multiplied by the social equity ratio – which was identified to be .4, or 40%.

As a result, $4 million, or 40% of Project A's total five-year RTIP investment goes towards vulnerable communities.

Analyzing San Diego's Most Vulnerable Communities (Top 25%)

The same method can be applied to identify the proportion of five-year RTIP project dollars allocated towards San Diego's most vulnerable communities, or census tracts that score in the top 25% of CalEnviroScreen 4.0 scores. Rather than calculating areas in the top 50%, and therefore into the multiplier, we limited the ratio to only include the top 25%. This is considered the top 25% investment ratio.

Results Analysis

2025 RTIP Projects

Of the 395 total 2025 RTIP projects, 276 were able to be mapped and analyzed. Of those, 89 were found within most vulnerable communities, and 190, inclusive of the 89, were found within vulnerable communities.

The social equity areas of each mapped project were identified to create each project's social equity multiplier. Each multiplier was then applied to their corresponding total dollar amount to identify their total social equity investments. In total, social equity investments of mappable 2025 RTIP projects amount to approximately $5 billion, or 38% of the total funding allocation of mapped projects.

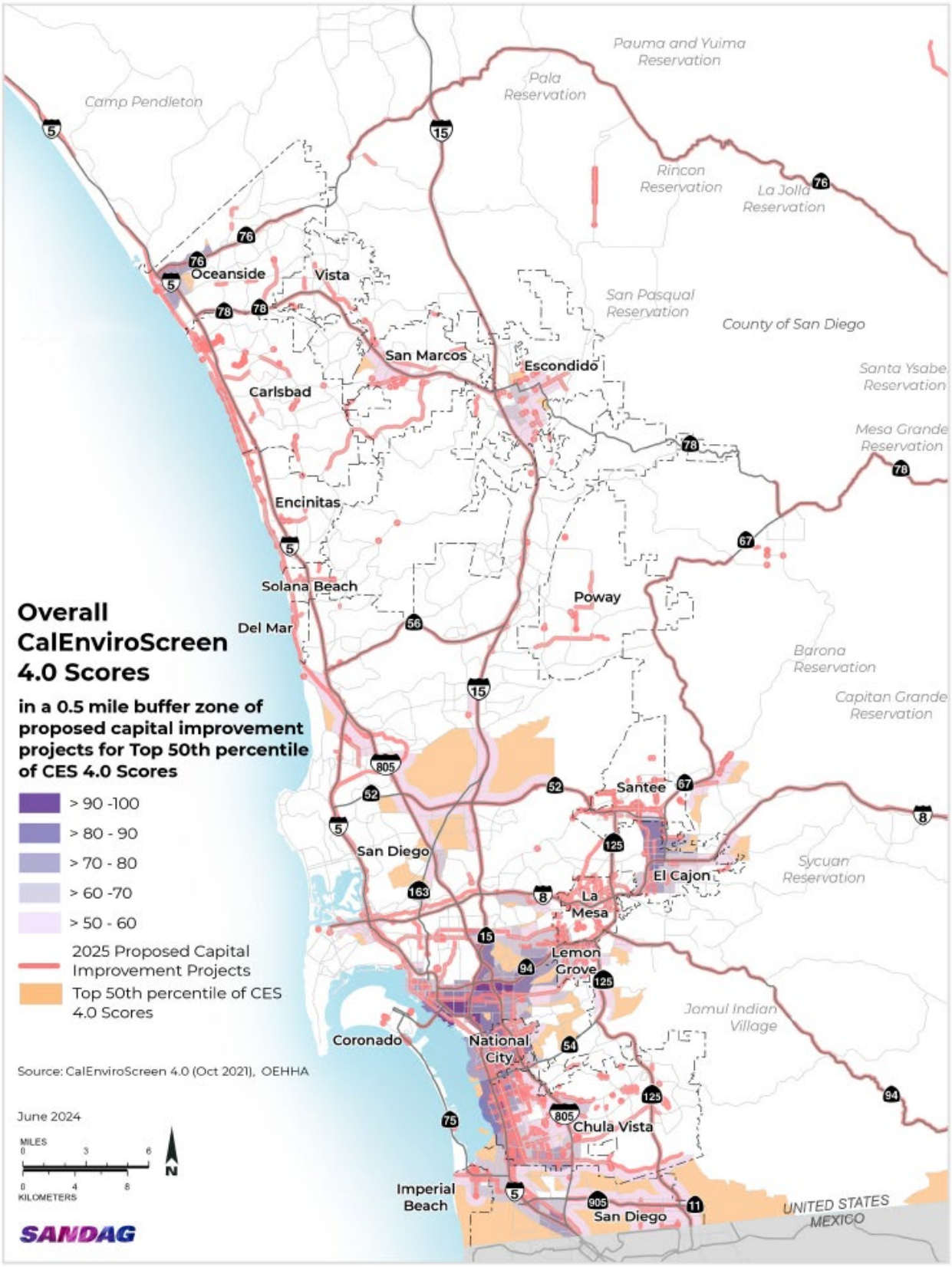
Note the percentage of social equity RTIP investments analyzed in the 2025 RTIP does not include the remaining 119 unmappable projects.

Table G-3: Social Equity Investments in 2025 RTIP

CalEnviroScreen 4.0	Total Mapped Projects	2025 SE RTIP Investments (%)	2025 SE RTIP Investments ($)
Vulnerable	190	38%	$4.9b
Most Vulnerable	89	6%	$830m

Table G-3 illustrates the total mapped projects identified within vulnerable and most vulnerable communities and their corresponding social equity investments.

Figure G-4: 2025 RTIP Projects & CalEnviroScreen 4.0 San Diego Region (Top 50% Composite Scores and above)



Additional Analyses:

Pollution Burden and Population Characteristics

To provide more insight into each Census tract's cumulative CalEnviroScreen 4.0 score, each tract was broken down into its pollution burden and population characteristics percentiles.

The rationale for doing so is to identify the varying factors that make up each census tract's CalEnviroScreen 4.0 cumulative score as some components may contribute more to a tract's vulnerability than others.

For instance, a census tract alongside heavy-use freeways for goods movement and freight may have a higher overall pollution burden score and qualify as a disadvantaged community despite possibly scoring less in the population characteristics.

Each component group is comprised of two categories each:

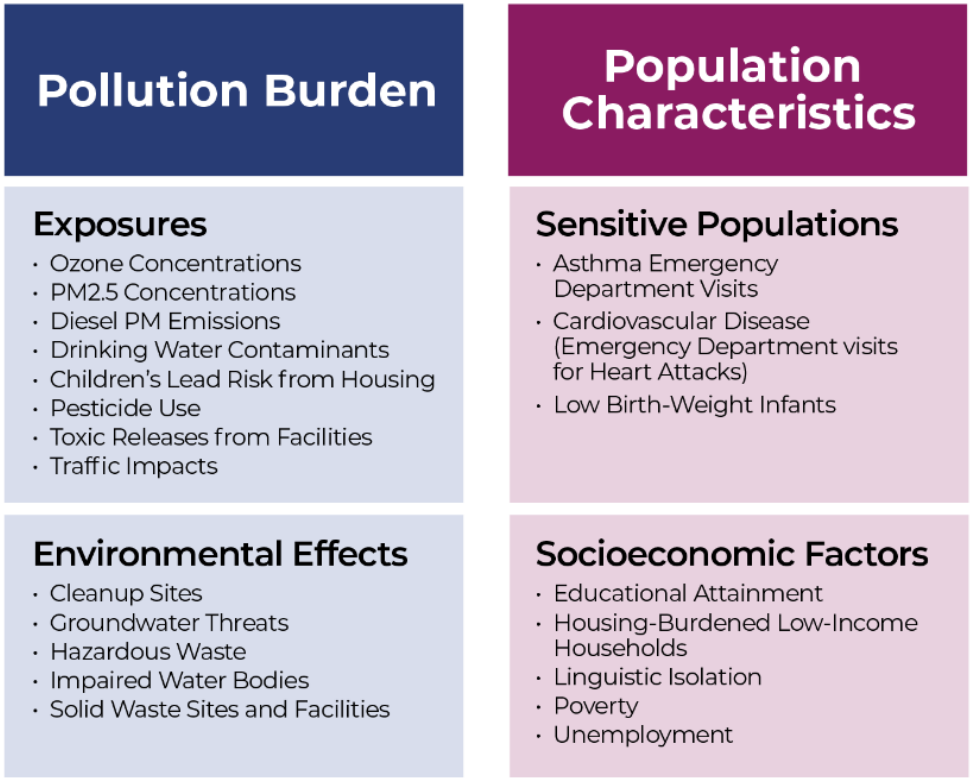
- Exposures and Environmental Effects representing Pollution Burden
- Sensitive Populations and Socioeconomic Factors representing Population Characteristics.

Figure G-5 provides a breakdown of indicators that make up each Pollution Burden and Population Characteristics score, respectively.

For more information of the indicators that make up each category, please see the OEHHA's October 2021 CalEnviroScreen 4.0 report[10].

[10] CalEnviroScreen 4.0 Report 2021

Figure G-5: CalEnviroScreen 4.0 All Indicators & Component Groups



Both component groups are weighted equally with a maximum score of 10 and are multiplied to find the cumulative CalEnviroScreen score.

Figure G-6 provides a visual representation of the formula used to identify each CalEnviroScreen 4.0 score.

Figure G-6: CalEnviroScreen 4.0 Formula



*The Environmental Effects score was weighted half as much as the Exposures score.

Each CalEnviroScreen 4.0 cumulative score is modeled after two component groups multiplied together: Pollution Burden and Population Characteristics.

As with the CalEnviroScreen 4.0 scores, we analyzed the top 25 and 50% of both Pollution Burden scores and Population Characteristics scores in the San Diego region to identify census tracts that are vulnerable and most vulnerable to these component groups.

Figures G-7 and G-8 shows the 2025 RTIP project locations in the region that are in the top 50% of Pollution Burden scores and Population Characteristics scores, respectively.

Figure G-7: Pollution Burden Top 50% Scores and 2025 RTIP Project Locations

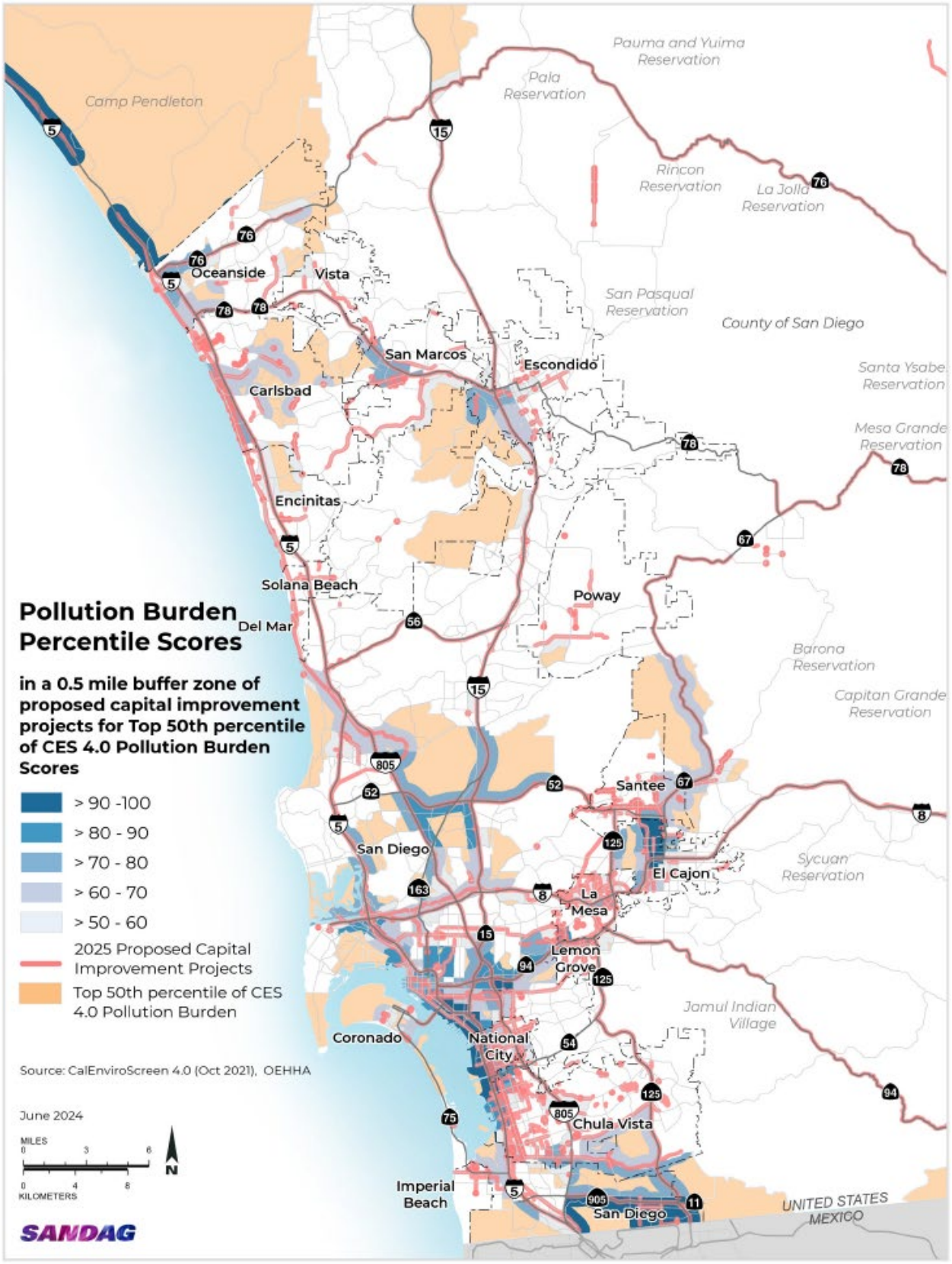
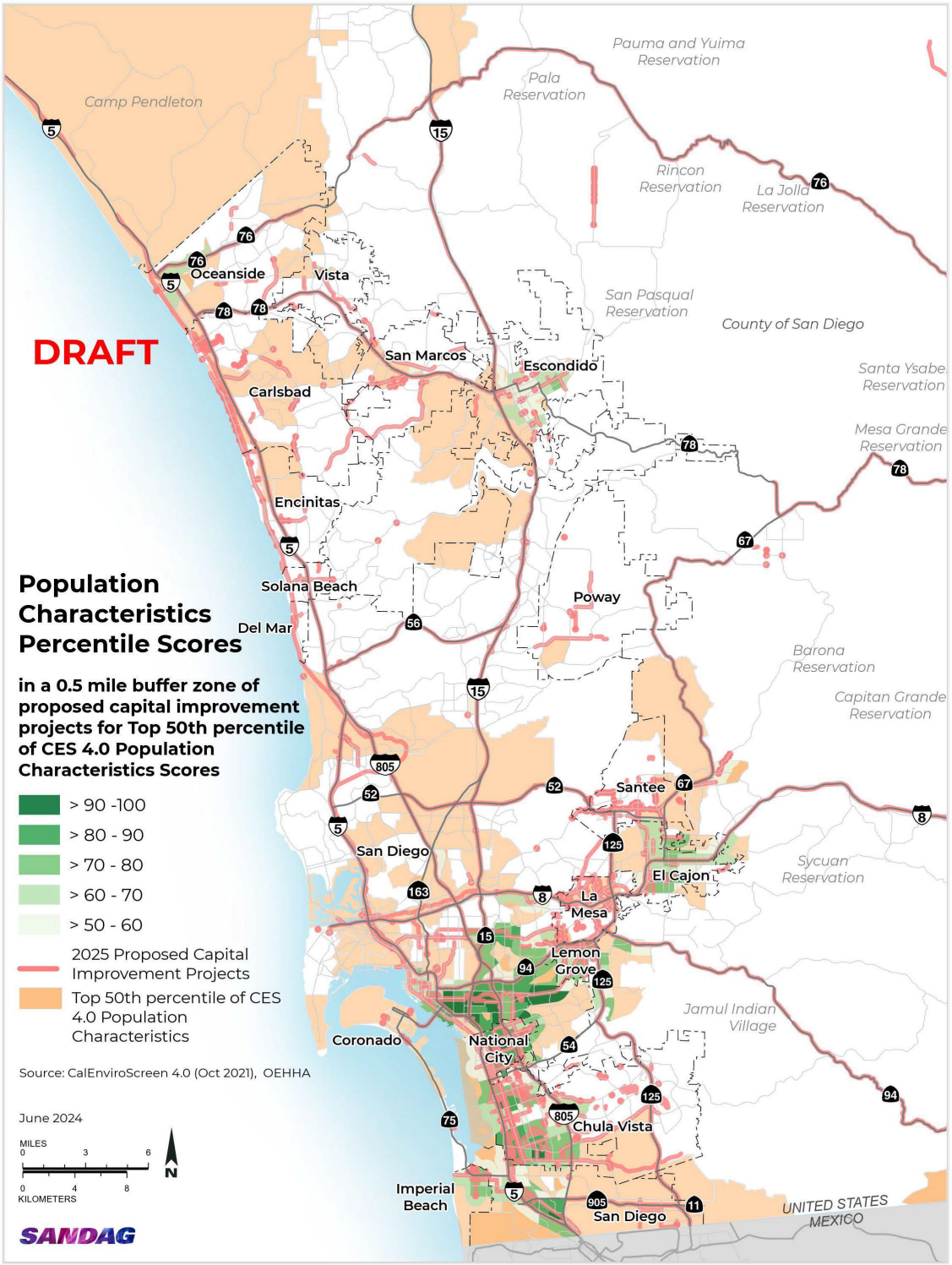


Figure G-8: Population Characteristics Top 50% Scores and 2025 RTIP Project Locations



Low-income and Minority Populations

As forementioned, staff conducted an additional analysis of 2025 RTIP project locations and low-income and minority populations in accordance with Title VI and California Government Code Section 65040.12(e).

Figures G-9 and G-10 illustrate the 2025 RTIP project locations overlaid with the region's population density for low-income and minority groups, respectively.

Figure G-9: Low-Income Population Density and 2025 RTIP Project Locations

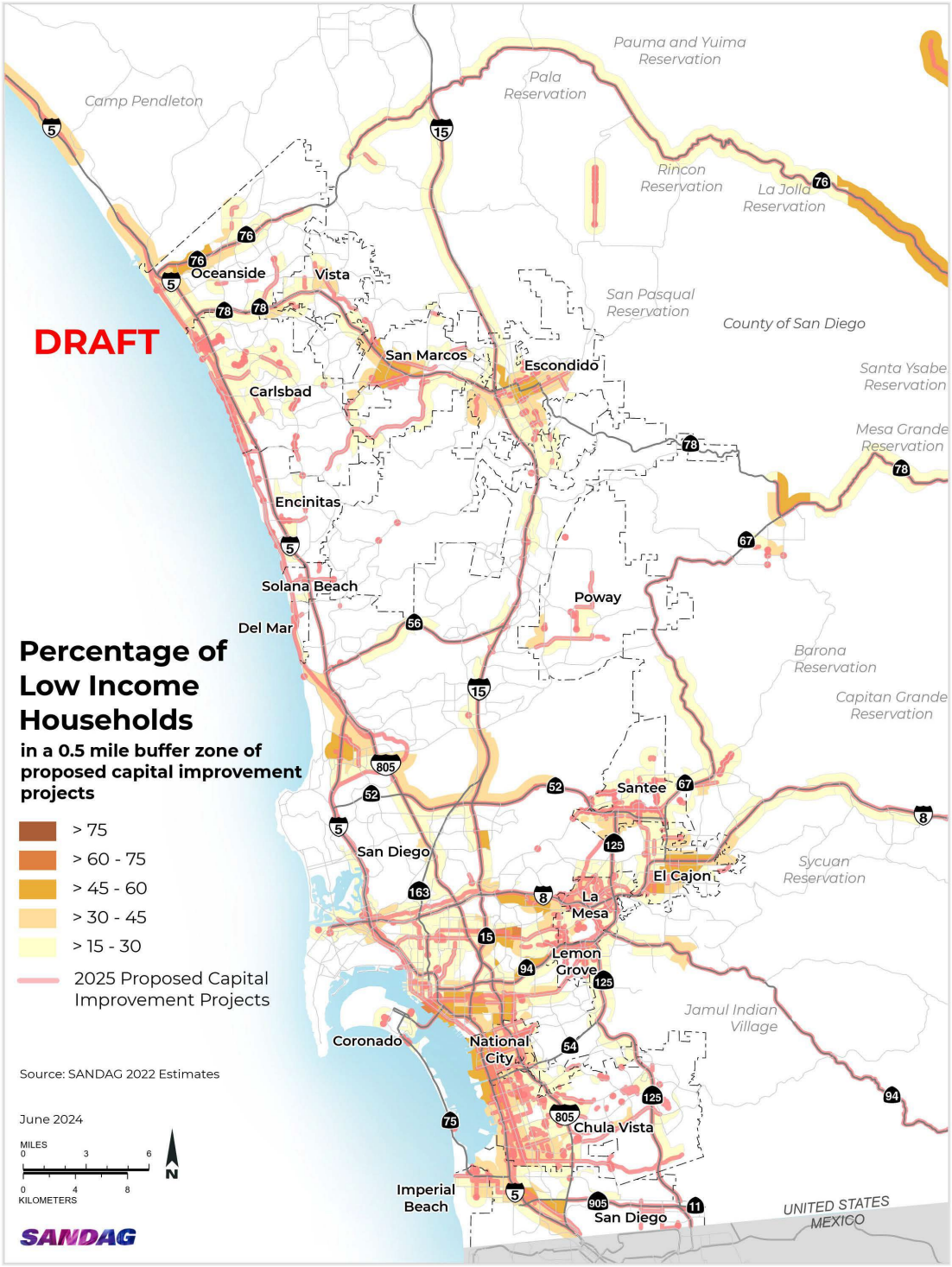
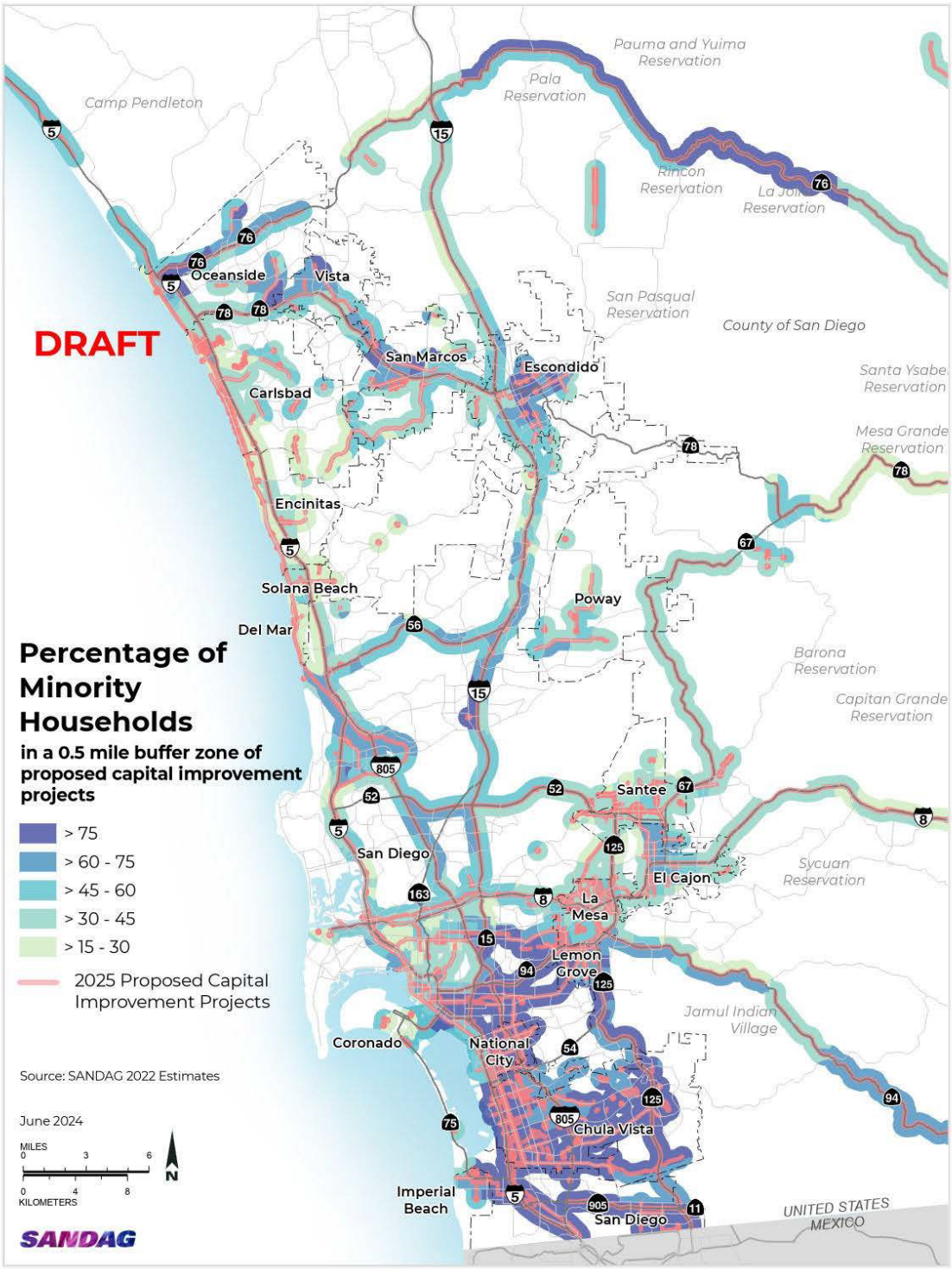


Figure G-10: Minority Population Density and 2025 RTIP Project Locations



Additional Social Equity Data from ProjectTrak

Four questions were added into ProjectTrak for the 2025 RTIP to gauge local planning agencies' understanding of social equity best practices. In doing so, we hope to prompt planning agencies to center social equity in the development of their projects and programs.

Questions Asked

1. Has a Title VI Analysis been performed? Answer choices were either (Yes, No, or Not Required/Not Applicable)

2. As a result of this project's improvements, what benefits are anticipated for SANDAG's priority populations (i.e., minorities, low-income populations, and seniors)? (Open-ended answers)

3. As a result of this project's construction/implementation, how many housing units, businesses, and/or jobs will be displaced (either temporarily or permanently)?

4. As a result of this project's construction/implementation, how many acres of parks, open space, and other public facilities will be converted to transportation uses?

Agency Responses

Table G-4: Question Responses

Social Equity Questions Agency Responses			
Question	**# Projects**	**Agencies Responding**	**Responses**
Has a Title VI Analysis been performed?	160	10	36 - Yes 58 - No 66 - Not Required
As a result of this project's improvements, what benefits are anticipated for SANDAG's minority populations (i.e., minorities, low-income populations, and seniors)?	16 Responses	2	Open-ended response
As a result of this project's construction/implementation, how many housing units, businesses, and/or jobs will be displaced (either temporarily or permanently)?	19 Responses	3	Open-ended response
As a result of this project's construction/implementation, how many acres of parks, open space, and other public facilities will be converted to transportation uses?	19 Responses	3	Open-ended response

Table G-4 shows the questions asked, the number of projects corresponding to the responses, and the number of agencies responding to each respective question.

Key Takeaways

- Most respondents answered Not Required when asked if their project had performed a Title VI analysis.

- Notable project benefits to SANDAG's minority populations include overall resurfacing and roadway safety improvements, improved ADA crossing infrastructures, improved signal and communications at intersections and crosswalks, and evaluation of affordable housing locations and community amenities.
- All respondents answered "None" or "0" when asked about temporary or permanent displacement and conversion acreage.

Limitations

- Answers are self-reported and therefore there is no way to confirm accuracy.
- Quantifiable information such as measuring displacement and conversion acreage may be unable to capture during the planning and construction phase.
- Whether a Title VI analysis resulted in compliance or violation of Title VI legislation.
- Some listed benefits may impact the public at-large and include SANDAG's minority populations, however, whether a benefit proportionately impacts these populations is undetermined.

Local Jurisdiction Interviews

With the help of a consultant, SANDAG conducted interviews with selected jurisdictions to compile initial feedback, identify trends, and inform recommended improvements for the RTIP's project data collection system, or ProjectTrak. The interviews focused on previous experiences with ProjectTrak, methods for collecting and storing project data, and how social equity is mapped in transportation projects. Ten jurisdictions, chosen to represent the diversity of San Diego County with a focus on historically underinvested communities, were interviewed: Cities of Chula Vista, El Cajon, Escondido, Imperial Beach, Lemon Grove, Oceanside, San Diego, Santee, Vista, and the County of San Diego.

Feedback Summary

Below is a summary of overall themes and takeaways gathered from the interviews.

- Jurisdictions generally have a positive experience using ProjectTrak, while employing various methods for project data tracking and differing approaches to social equity.
- Generally, jurisdictions prioritized projects in areas that have been historically excluded from community infrastructure improvements.
- Example methods of tracking social equity include Community Needs Assessments, Environmental Justice Elements, and Community Development Programs.
- In cities with low overall socioeconomic status, mapping specific areas was often unnecessary as the entire city met social equity criteria.
- Understaffed jurisdictions or those facing high staff turnover have difficulty obtaining social equity-related project information.
- Inconsistent data tracking methods and staffing challenges across jurisdictions hinder data management.

Recommendations for Improvements

Below is a list of recommended improvements for project data collection based on the interviews.

- Increase mapping solutions for non-roadway projects. Examples may include but are not limited to city-wide studies.
- Adding a clickable 'question mark' for more background information on questions and data entry fields.
- Create easier access to past project submittals for financial tracking.
- Define technical language and acronyms.
- Provide metrics for requested social equity measurements.
- Provide background information and context on yes/no questions.

What does this tell us?

- Standardizing data management practices across jurisdictions is necessary for planning equitable infrastructure improvements.
- Providing adequate support and resources to jurisdictions, especially those with limited staff or high turnover rates, is necessary to further equitable infrastructure improvements.

Methodology Challenges

As staff continues to improve data collection and strengthen the analysis, certain challenges continue to present themselves as opportunities for improvement during future iterations.

Project Location

Although the 2025 RTIP analysis increased the number of projects mapped, continuing to increase this number will provide more comprehensive results. Continued follow-up with local agencies and evaluation of supplemental project information can help achieve this. However, a dedicated user-friendly GIS system for projects and additional staff support to enter information would greatly benefit the data collection process.

CalEnviroScreen 4.0

CalEnviroScreen 4.0 uses 2010 census tract boundaries made available by the Census Bureau. As this update of CalEnviroScreen was released in 2021, boundaries from the 2020 Census will not be incorporated until the OEHHA updates and releases the next CalEnviroScreen update, presumably CalEnviroScreen 5.0. In contrast, SANDAG's Series 15 Forecast uses 2022 census data with 2020 census tract boundaries and is the geographic unit for the supplemental analyses for low-income and minority populations in the region. Staff will explore alternative indices to CalEnviroScreen 4.0 that are more recent and more frequently updated, including exploring the adoption of an internal social equity index.

As forementioned, due to the repeal of California's 1996 Proposition 209 on Affirmative Action in 2020, CalEnviroScreen 4.0 does not incorporate race and ethnicity into its cumulative impact scores. However, a report released by the OEHHA found that areas with the highest percentages of people of color received the highest pollution burden scores statewide.[11]

Five-Year Investments in RTIP

Due to the nature of the five-year RTIP, there will be variations in the dollars programmed as projects progress through phases. Projects which are in the design phase typically have fewer funds committed than projects in construction despite the project area remaining the same. After construction has been completed, a project's remaining costs accounted for in the RTIP are typically for budget closeout, plant reestablishment, and debt repayment. Programming rules do not allow for the construction phase to be programmed until a project is fully funded. Therefore, as we seek funding for a project's construction phase, major project costs may not be included in the RTIP.

Conversely, because the RTIP is a mechanism by which the federal government authorizes funding, once the work has been and authorized and/or funding has been reimbursed for work, those funds may be reflected in prior years, and not shown in the current five-year element.

Measuring Beneficial and Negative Impacts

This analysis does not account for the social, economic, and environmental impacts of a project on a particular area or specific populations.

Another key assumption within the current methodology is that the project dollars in a specific location are synonymous with a project's benefits. As a result, negative impacts like increased pollution, housing displacement, and overall community disruption are not captured in this analysis. Conversely, this method does not measure the potential benefits of projects which may not fall primarily in a vulnerable community, but nonetheless provide access for vulnerable populations to further destinations, jobs, education, and healthcare.

Next Steps

Staff will continue to refine the social equity analysis for future RTIP updates. In future iterations of this analysis, it is recommended to provide more nuanced understandings of a project's impacts on vulnerable communities beyond solely relying on location and project dollars.

As forementioned, the social, economic, and environmental costs and benefits are not captured through this methodology.

Future goals for this analysis include but are not limited to:

1. Identify factors to measure positive and negative impacts of projects which cannot be assigned to a specific location
2. Explore alternative indices to CalEnviroScreen 4.0
3. Provide local agencies assistance and incentive to provide better location information

[11]Analysis of Race/Ethnicity and CalEnviroScreen 4.0 Scores

4. Measure positive and negative impacts of projects in terms of social, economic, and environmental outcomes
5. Further delineate project locations, project types, and investments by vulnerable populations/demographics both regionally and sub-regionally
6. Secure funding and resources to improve methodology, automate, and improve data collection in future cycles of analyses.

Conclusion

The results of this analysis connected location-based data, planning principles, and financial programming to provide baseline knowledge of investments in our vulnerable communities within a 5-year programming window. More importantly, the results provide insight into the implementation of the 2021 Regional Plan and its strides towards social equity in the San Diego region. The analysis for the 2025 RTIP accomplished two major improvements compared to its predecessor: an increase in geographic data collection and incorporating population-based analyses. Both improvements help build the foundations for a comprehensive and standardized analysis that will continue to inform SANDAG projects and programming. SANDAG is committed to continuously refining this process in the years to come through meaningful stakeholder engagement and cross-departmental collaboration.

Appendix H

Federal Performance Management

SANDAG

2025 Regional Transportation Improvement Program
FY 2025-2029

Appendix H
Federal Performance Management

Transportation Performance Management

Introduction

Signed into law in 2012, the federal surface transportation bill Moving Ahead for Progress in the 21st Century Act (MAP-21) included provisions for the establishment of a performance- and outcome-based program that includes national performance goals for the Federal-Aid Highway Program in seven areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays (23 USC 150[b]). This act significantly advanced the application of performance-based planning and programming in the field of transportation. It established a system to further inform transportation planning and programming with the unified application of observed data, performance measures, and performance targets in the areas of safety, asset condition, and system performance.

The subsequent surface transportation bills, Fixing America's Surface Transportation (FAST) Act and Bipartisan Infrastructure Law (BIL), continued these performance provisions. Starting in 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued a series of Final Rules to implement the performance provisions. These rules establish the protocols, including the timelines, processes, data, and reporting requirements, to comply with the performance provisions.

The rules were designed to be applicable nationwide and to provide meaningful information at regional scales and larger. FHWA released three rules: transportation safety; infrastructure conditions; and system performance, freight movement, and Congestion Mitigation and Air Quality (CMAQ) (23 CFR Part 490). The performance management (PM) rules are also referred to by the order they were released: PM 1 for safety, PM 2 for infrastructure condition, and PM 3 for system performance, freight movement, and Congestion Mitigation and Air Quality (CMAQ) (23 CFR Part 490). FTA released a transit asset management (TAM) rule establishing procedures to help maintain key transit assets in a state of good repair and a public transportation safety rule. A separate transportation planning rule (23 CFR Parts 450 and 771 and 49 CFR Part 613), jointly released by FHWA and FTA, guides how performance is integrated into planning and programming processes and documents. This rule states that the regional Transportation Improvement Program (TIP) shall be designed such that it "makes progress towards achieving performance targets" and that it includes, "to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets."

In support of these rules, SANDAG has entered into data-sharing and target-setting coordination agreements with Caltrans, San Diego Metropolitan Transit System (MTS), and North County Transit District (NCTD). In March 2018, SANDAG and Caltrans signed an addendum to the Memorandum of Understanding (MOU) on Planning and Programming to meet the performance-based planning and programming requirements established in MAP-21. In April 2018, SANDAG and Caltrans entered into a data concurrence agreement to enable the use of mutually agreed-upon datasets for target-setting purposes. In May 2018, SANDAG, MTS, and NCTD signed an addendum to the master MOU adding coordination efforts on data collection and data sharing to support transit asset management regional targets. In February 2021, SANDAG, MTS, and NCTD finalized an MOU addendum on safety data, planning, and programming.

As the Metropolitan Planning Organization (MPO) for the San Diego region, SANDAG is required to set targets for the performance measures in these rules. This appendix includes the targets for each federal performance measure, target-setting process details, and regional investments that help support achievement of the targets. Progress on targets and observed conditions are included in San Diego Forward: the 2021 Regional Plan (2021 Regional Plan), Appendix O: Federal System Performance Report.

Interagency Coordination

SANDAG coordinates and collaborates on performance target setting and monitoring performance updates using a public process. Coordination involves local jurisdictions, Caltrans, public transit providers, public safety agencies, and community members. SANDAG utilizes its public meeting structure of task forces, working groups, and policy advisory committees as the public interagency coordination process. The specific meetings for target setting and performance monitoring vary by performance management content area. Starting November of 2022, SANDAG's Transportation Committee has delegated authority to approve all federal performance management targets.

Transportation Safety (PM 1)

Target Setting Process

Transportation safety performance management, also referred to as PM 1, includes five performance measures. The target-setting process consists of Caltrans, in consultation with California MPOs and the Office of Traffic Safety, establishing statewide safety targets. The statewide safety target-setting process is informed by safety plans including the Caltrans Strategic Highway Safety Plan (SHSP) and Office of Traffic Safety Highway Safety Plan (HSP). Once Caltrans has established statewide targets, SANDAG has 180 days to adopt the statewide targets or develop and adopt regional targets. Adoption of targets includes commitment to support their achievement. PM 1 requires annual target updates.

The Board of Directors approved supporting the statewide targets on the following dates:

- January 26, 2018, for the 2018 statewide safety targets
- January 25, 2019, for the 2019 statewide safety targets
- January 24, 2020, for the 2020 statewide safety targets
- December 18, 2020, for the 2021 statewide safety targets
- January 28, 2022, for the 2022 statewide safety targets

The Transportation Committee approved supporting the statewide targets on the following dates:

- February 3, 2023, for the 2023 statewide safety targets.
- February 16, 2024, for the 2024 statewide safety targets.

To support the statewide safety targets, SANDAG will plan and program projects that contribute to achieving the statewide safety targets. The 2018-2024 statewide safety targets for the transportation safety performance measures are shown in Table H-1.

Table H-1: Statewide Transportation Safety Performance Management Targets

Performance Measure	2018	2019	2020	2021	2022	2023	2024
Number of Fatalities	3,590.8	3,445.4	3,518.0	3,624.8	3,491.8	3,808.2	4,080.6
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.029	0.995	1.023	1.044	1.042	1.216	1.300
Number of Serious Injuries	12,823.4	12,688.1	13,740.4	15,419.4	16,704.2	15,156.2	16,628.1
Rate of Serious Injuries per 100 Million VMT	3.831	3.661	3.994	4.423	4.879	4.904	4.918
Number of Nonmotorized Fatalities and Serious Injuries	4,271.1	3,929.8	4,147.4	4,340.8	4,684.4	4,131.7	4,380.5

Source: Caltrans, 2017-2024

Measures and Methodology

The performance measures included in transportation safety are applicable to all public roads regardless of ownership or maintenance responsibility. Table H-2 provides an overview of the calculations and data sources for each performance measure included in the transportation safety performance management area.

Table H-2: Transportation Safety Performance Measure Methodology

Transportation Safety Performance Measure Methodology		
Performance Measure	**Calculation**	**Data Source**
1. Number of Fatalities	Five-year rolling average	• Fatality Analysis Reporting System (FARS)
2. Rate of Fatalities per 100 million VMT	Five-year rolling average of annual fatality rate	• FARS • Highway Performance Monitoring System (HPMS)
3. Number of Serious Injuries	Five-year rolling average	• Statewide Integrated Traffic Records System (SWITRS)
4. Rate of Serious Injuries per 100 million VMT	Five-year rolling average of annual serious injury rate	• SWITRS • HPMS
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries	Five-year rolling average of the annual sum of non-motorized fatalities and non-motorized serious injuries	• FARS • SWITRS

Source: 23 CFR 490

2021 Regional Plan and 2025 RTIP Investments

SANDAG is taking an active role to advance regional traffic safety goals for the San Diego region. The SANDAG Board of Directors adopted a Regional Vision Zero Resolution with steps toward eliminating all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility options for all. Vision Zero rejects the idea that traffic crashes are inevitable and instead views them as preventable incidents. SANDAG has launched the Traffic Safety Dashboard that includes more than a decade of robust, thoroughly analyzed crash data in an easy to use platform. Data from this dashboard are the foundation of the Vision Zero Action Plan currently being developed that will include data analysis and inform future decision makers about the traffic and safety conditions in their jurisdictions.

The 2021 Regional Plan includes as a policy objective the provision of safe and secure travel choices. This policy is supported by the Regional Plan's Active Transportation Implementation Strategy and Urban Area Transit Study which include safety strategies for active transportation. The RTIP Database (ProjectTrak) includes a Performance Management section wherein project sponsors provide project information related to investments in safety. The 2025 RTIP includes 242 safety-related projects. These projects were identified by the project sponsors and include more than $1.6 billion in investments for the four-year RTIP program (FY 2025–FY 2028). Just over half of these projects are considered categorical safety projects under the conformity rule, with safety improvements being the main project goal. These safety category projects account for approximately 75% of the programmed safety dollars. The remaining projects include a variety of project categories and include projects where only a portion of the overall investment includes safety-related elements such as the addition of bike lanes as part of a roadway widening project. Table H-3 summarizes the 2025 RTIP safety investments by project category.

Table H-3: 2025 RTIP Safety Program Summary by Project Category

2025 RTIP Safety Program Summary by Project Area (FY 25–FY 28)	
Project Category	**Safety Programming ($000)**
Safety-Focused Projects[1]	$1,208,000
Intersection and Interchange Projects[2]	$32,000
Studies, Landscaping, and Enhancement Projects[3]	$110,000
Additional Safety Improvements included in other projects[4]	$26,000
Public Transit[5]	$204
Bicycle and Pedestrian Improvements[6]	$234,000
Total[7]	**$1,609,000**

Source: ProjectTrak, August 2024

Notes: [1]Examples of projects in this category include Safety Improvement Program projects, railroad/highway crossings, pavement resurfacing and/or rehabilitation, non-signalization traffic control, lighting improvements, increasing sight distance, hazard-elimination program, guardrails, median barriers, crash cushions, and adding medians.

[2] Projects in this category include traffic signal synchronization projects, intersection signalization, interchange channelization, and interchange reconfiguration.

[3] Some examples of projects contained within this category include engineering studies, landscaping, and transportation-enhancement projects.

[4] This category includes safety elements that are part of a larger project.

[5] This category includes safety elements related to public transit. Additional transit safety projects are included in the Public Transportation Agency Safety section of this document.

[6] This category includes bicycle and pedestrian projects.

[7] Total may not match due to rounding.

Illustrative Projects

- Regionwide, Caltrans District 11 is delivering the grouped projects for Highway Safety Improvements Program, CAL105. Activities include installation of high visibility crosswalks, streetlights, guard rails, and Leading Pedestrian Interval Signals. This project will also construct sidewalks, bike lanes, and implement Complete Streets measures.

- In the City of San Diego, SAN234 Uptown Bikeways: Eastern Bikeways includes the design and construction of 1.7 miles of on-street bikeway, including design and construction of the Normal Street Promenade, enhancing bike and pedestrian safety in the Uptown neighborhoods.
- Regionwide, Caltrans District 11 is delivering the Grouped Projects for Safety Improvements SHOPP Collision Reduction Program, CAL46B, which widens shoulders, constructs retaining walls with safety barriers, removes boulders, and relocates and reconstructs drainage systems to improve safety.

Interagency Coordination

SANDAG coordinates and collaborates on transportation infrastructure–related concerns and projects with local jurisdictions, Caltrans, and the public through several working groups and committees. The PM 1 safety targets were developed in coordination with the Transportation Committee. For more information see Interagency Coordination in the introduction section.

Target Achievement and Future Target Setting

Final empirical safety data are available approximately two years after a crash occurs. These data are currently available through 2022. When annual final empirical safety data are published, FHWA reviews statewide performance relative to established targets. FWHA defines significant progress as performance that meets or is better than targets or performance is better than baseline for four out of the five safety performance measures. For the years with available data, California has not met FHWA's significant progress definition. As a result, Caltrans developed a Highway Safety Improvement Program Implementation Plan.

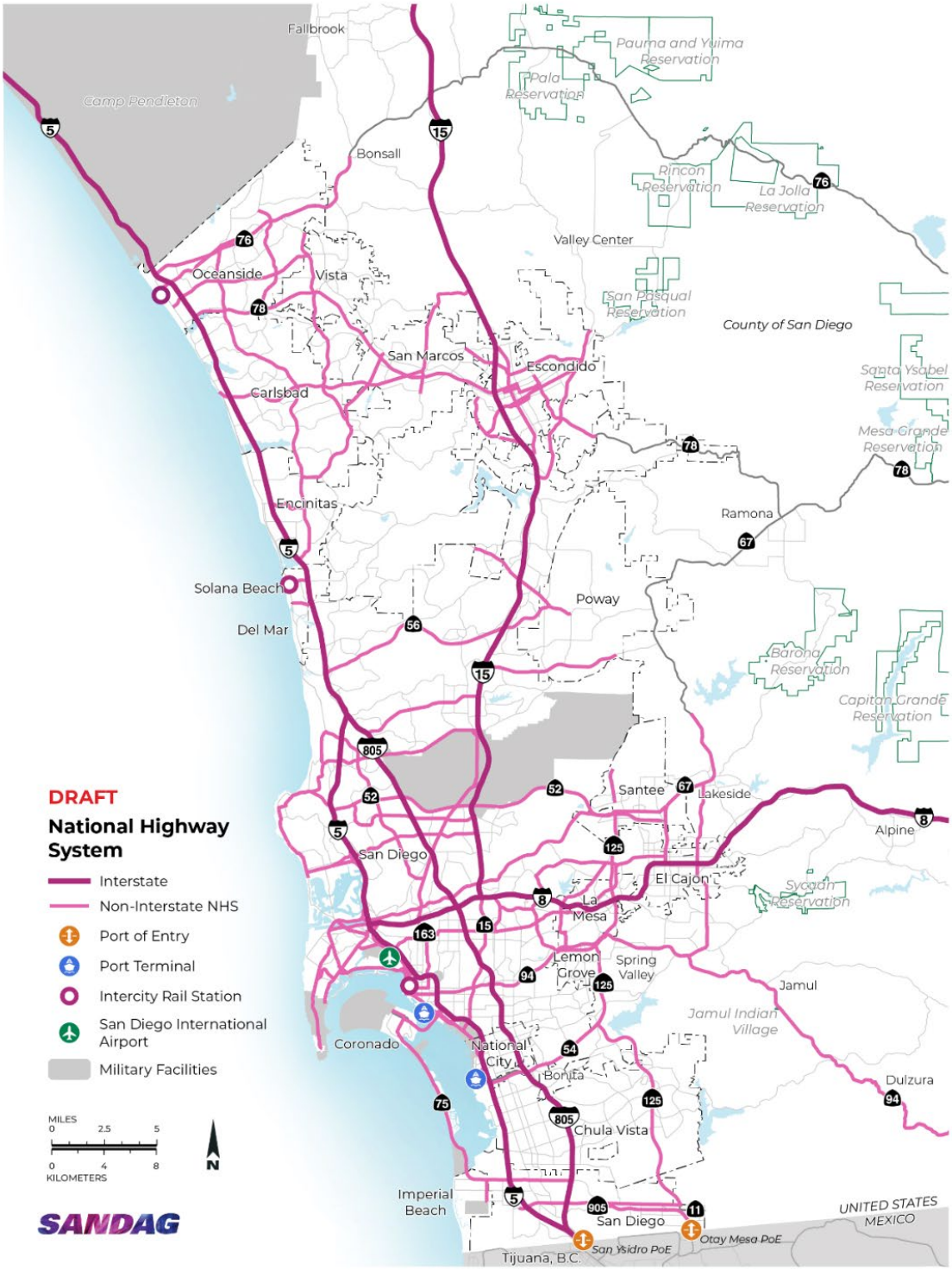
SANDAG will continue to update annual safety targets and collaborate with Caltrans, FHWA, and other California MPOs on future safety targets.

Infrastructure Conditions (PM 2)

Target-Setting Process

The infrastructure conditions performance management area, also referred to as PM 2, includes six performance measures on pavements and bridges. The performance measures included in PM 2 are applicable to the National Highway System (NHS) which is depicted in Figure H-1. In 2022, Caltrans established statewide targets for the PM 2 performance measures, shown in Table H-4. The statewide targets were informed by Caltrans Transportation Asset Management Plan, which considers life-cycle costs, risk, and cost-effectiveness. For this performance management area, MPOs like SANDAG have the option of supporting the state department of transportation's pavement and bridge condition targets or developing and supporting regional targets. On February 3, 2023, the SANDAG Transportation Committee approved supporting the statewide targets for pavement and bridge condition established by Caltrans in accordance with the FAST Act.

Figure H-1: National Highway System



Targets for Infrastructure Conditions (PM 2) are based on a four-year performance period. The current performance period spans from 2022 to 2025. In addition to the four-year target, a midcycle two-year target is established. At the performance period midpoint, agencies can review and update the four-year target. In 2023 Caltrans and MPOs evaluated the progress to the four-year target and elected not to update any of the four-year targets.

Table H-4: Statewide Infrastructure Conditions Performance Management Targets (PM 2)

Statewide Infrastructure Conditions Performance Targets (PM 2)				
Performance Measures	Two-Year NHS Targets		Four-Year NHS Targets	
	2023		2025	
	Good	Poor	Good	Poor
Pavements on the NHS				
Interstate	47.2%	1.9%	49.2%	1.7%
Non-Interstate	21.7%	10.5%	28.2%	9.0%
Bridges on the NHS	49.1%	5.9%	47.3%	4.4%

Source: Caltrans, 2022

Measures and Methodology

Pavement condition is based on roughness, cracking, rutting, and faulting. The pavement measures are aggregated to roadway lane miles and based on measurements taken for curb lane conditions.

Bridge condition is based on engineering assessment of the deck and support structures. The bridge measures are aggregated to the bridge deck area. This section, including Tables H-5 and H-6, summarizes the calculation and data sources for each performance measure included in the Infrastructure Conditions performance rule.

For performance monitoring, pavement is categorized into asphalt, Jointed Concrete Pavement (JCP), and Continuously Reinforced Concrete Pavement (CRCP). Each category of pavement is assessed using various rating systems as listed below. The pavement category rating system is included in Table H-6.

Asphalt: International Roughness Index (IRI), rutting, cracking percent

JCP: IRI, faulting, cracking percent

CRCP: IRI, cracking percent

Table H-5: PM 2 Performance Measure Methodology

PM 2 Performance Measure Methodology		
Performance Measure	**Calculation**	**Data Source**
1. Pavement on the Interstate in good condition	Lane miles with all metrics rated as good	Highway Performance Monitoring System (HPMS)
2. Pavement on the interstate in poor condition	Lane miles with two or more metric rated poor	HPMS
3. Pavement on the non-interstate NHS in good condition	Lane miles with all metrics rated as good	HPMS
4. Pavement on the non-interstate NHS in poor condition	Lane miles with two or more metric rated poor	HPMS
5. Percentage of NHS bridges by deck area in good condition	Deck area of NHS bridges with condition index of 7 or above (deck, superstructure, and substructure) divided by deck area of all NHS bridges	National Bridge Inventory (NBI)
6. Percentage of NHS bridges by deck area in Poor condition	Deck area of NHS bridges with any condition index of below 5 (deck, superstructure, and substructure) divided by deck area of all NHS bridges	NBI

Source: 23 CFR 490

Table H-6: Pavement Category Rating System

	Good	Fair	Poor
IRI (inches/mile)	<95	95–170	>170
Rutting (inches)	<0.20	0.20–0.40	>0.40
Faulting (inches)	<0.10	0.10–0.15	>0.15
Cracking (%)	<5	5–20 (asphalt) 5–10 (CRCP)	>20 (asphalt) >15 (JCP) >10 (CRCP)

Source: FHWA, Transportation Performance Management (TPM)

2021 Regional Plan and 2025 RTIP Investments

The 2021 Regional Plan includes $163 billion dollars[1] in expenditures; approximately 20% of that is established for maintenance and operations on highways and local streets and roads. As projects transition from the Regional Plan and are programmed into the RTIP, project sponsors provide information that allows summary statistics of investments on the NHS. The 2025 RTIP includes investments that are anticipated to help preserve, maintain, or enhance the condition of NHS facilities. This includes 32 pavement and 14 bridge projects on the NHS totaling over $480 million dollars in the first four years of the 2025 RTIP. Tables H-7 and H-8 summarize the investments currently programmed in the 2025 RTIP that support the pavement and bridge performance targets, respectively.

Table H-7: 2025 RTIP Pavement Program Summary

2025 RTIP NHS Pavement Investments (FY 25–FY 28)	
Project Phase	**Investment ($000)**
Environmental / Preliminary Engineering / Design	$62,000
Right-of-Way	$3,000
Construction	$235,000
Total[2]	**$300,000**

Source: ProjectTrak, August 2024

Table H-8: 2023 RTIP Bridge Program Summary

2025 RTIP NHS Bridge Investments (FY 25–FY 28)	
Project Phase	**Investment ($000)**
Environmental / Preliminary Engineering / Design	$25,000
Right-of-Way	$1,000
Construction	$154,000
Total[3]	**$180,000**

Source: ProjectTrak, August 2024

[1] 2021 Regional Plan expenditures based on 2020 dollars.

[2] Total may not match due to rounding

[3] Total may not match due to rounding

Illustrative Projects

- Regionwide, Caltrans District 11 is delivering the Grouped Projects for Pavement Resurfacing and Rehabilitation SHOPP Roadway Preservation Program, CAL46E, which makes drainage system restoration, system enhancements, and pavement rehabilitation to various parts of the county.
- Regionwide, Caltrans District 11 is delivering the Grouped Highway Bridge Program and SHOPP Bridge Rehabilitation and Reconstruction programs. CAL46D upgrades and reconstructs bridges countywide.

Interagency Coordination

SANDAG coordinates and collaborates on transportation infrastructure–related concerns and projects with local jurisdictions, Caltrans, and the public through several working groups and committees. The Infrastructure Conditions performance targets on pavement and bridge conditions were developed in coordination with the Transportation Committee. For more information see Interagency Coordination in the introduction section.

Target Achievement and Future Target Setting

On October 5, 2018, the Transportation Committee approved supporting the two-year and four-year statewide pavement and bridge condition targets established by Caltrans for the first performance period. This performance period spanned from 2018 to 2021. In consultation with MPOs, Caltrans reviewed the statewide data in 2020 and elected not to change the four-year targets. In 2022 FHWA determined that California made significant progress on Interstate and poor condition non-Interstate NHS pavements based on target achievement. Significant progress was not made for non-Interstate good pavements and bridges conditions requiring additional reporting by Caltrans.

The second performance period spans from 2022 to 2025. SANDAG participated in the development of Caltrans' 2022 Transportation Asset Management Plan which informed the second performance period targets. On February 3, 2023, the Transportation Committee approved Caltrans two and four-year targets for statewide pavement and bridge conditions. Once the full performance period has elapsed, FHWA will determine if California has made significant progress toward meeting the pavement and bridge condition targets. SANDAG continues to collaborate with Caltrans, FHWA, and other California MPOs on monitoring progress towards targets.

System Performance, Freight, and Congestion Mitigation and Air Quality (PM 3)

Target-Setting Process

The System Performance, Freight, and Congestion Mitigation and Air Quality performance management area (System Performance), also referred to as PM 3, consists of six performance measures that support three federal programs: National Highway Performance Program (NHPP), freight movement, and CMAQ. The target-setting process and timeframe are specific to each of these programs. This section summarizes the target-setting timeframes, processes, and performance periods for the performance measures included in System Performance.

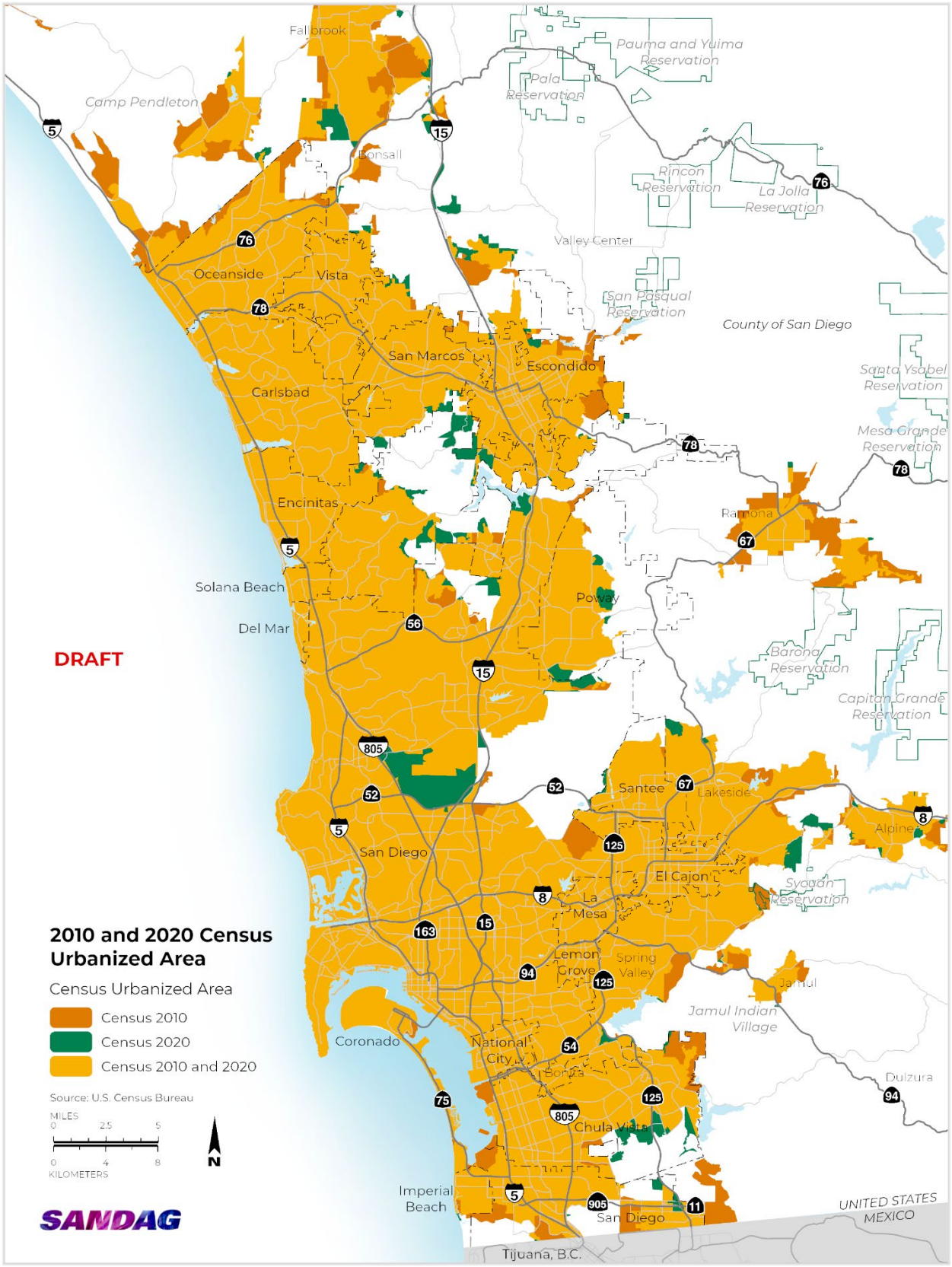
Three of the performance measures included in System Performance allow SANDAG and all MPOs the option of supporting the state department of transportation's targets or developing and supporting regional targets. For these performance measures SANDAG has elected to support the statewide targets. These measures include the percent of reliable person-miles traveled on the interstate, percent of reliable person-miles traveled on the non-interstate NHS, and percent of interstate system mileage providing reliable truck travel time.

The performance measure related to total emissions reductions by applicable pollutants under the CMAQ Program allows MPOs to establish regional targets based on emissions anticipated to be reduced from CMAQ-funded projects.

The following two performance measures require Caltrans and SANDAG to establish a single, unified target for the urbanized area within the SANDAG planning area. Figure H-2 shows Census Urbanized Area.

- Annual Hours of Peak-Hour Excessive Delay per Capita
- Percent of Non-Single-Occupancy Vehicle (SOV) Travel

Figure H-2: 2010 and 2020 Census Urbanized Areas



Source: US Census Bureau, 2010 and 2020 Census

The target-setting timeframes for PM 3 performance measures vary by the associated federal program. Table H-9 summarizes the target-setting dates for each of the PM 3 performance measures. On February 3, 2023, the Transportation Committee approved supporting the statewide targets for system performance, freight, and CMAQ established by Caltrans in accordance with the FAST Act.

The CMAQ emissions-reduction measure's four-year performance period follows the federal fiscal year and spans from October 1, 2022, to September 30, 2025. The remaining performance measures follow the calendar year, starting January 1, 2022, and ending December 31, 2025.

Table H-9: Statewide and Regional System Performance Management Target-Setting Approvals

Performance Measures Target Approval Dates for System Performance		
Program	**Performance Measure**	**Dates Targets Established**
NHPP	Percent of Reliable Person-Miles Traveled on the Interstate	May 18, 2023
	Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	
Freight Movement on the Interstate System	Percent of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index)	
CMAQ	Percent of Non-SOV Travel	September 23, 2022
	Annual Hours of Peak-Hour Excessive Delay per Capita	
	Total Emissions Reductions by Applicable Pollutants under the CMAQ Program	September 23, 2022

Source: 23 CFR 490, SANDAG

Table H-10 includes the adopted target for each PM 3 performance measure and 2022 baseline data where available. The CMAQ total emission-reduction performance target reflects the anticipated cumulative emission reduction to be reported in the CMAQ Public Access System.

Table H-10: Statewide and Regional System Performance Management Targets

Statewide and Regional System Performance Targets			
Performance Measures	**2022 Baseline Data**	**Two-Year Target 2023**	**Four-Year Target 2025**
Percent of Reliable Person-Miles Traveled on the Interstate	73.8%	74.3% (+0.5%)	74.8% (+1%)
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	83.7%	84.2% (+.05)	84.7% (+1%)
Percent of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index)	1.60	1.60 (0.00)	1.60 (0.00)
Total Emissions Reductions by Applicable Pollutants under the CMAQ Program			
San Diego Urban Area (UA)[1]			
VOC (kg/day)		66	137
CO (kg/day)		0	0
NOx (kg/day)		82	168
Statewide			
VOC (kg/day)	2,551.00	2,862.00	5,724.00
CO (kg/day)	21,771.00	12,798.00	25,596.00
NOx (kg/day)	7,213.00	4,317.00	8,635.00
PM10 (kg/day)	3,830.00	2,152.00	4,305.00
PM 2.5 (kg/day)	1,537.00	1,830.00	3,659.00
Annual Hours of Peak-Hour Excessive Delay per Capita[1]			
San Diego UA	11.9 hours	11.9 hours	11.9 hours
Percent of Non-SOV Travel[2]			
San Diego UA	26.0%	36.2%	36.4%

Source: Caltrans, and SANDAG 2023

Notes: [1] Source: NPMRDS Analytics Tool (npmrds.ritis.org/analytics/)

[2] Source: FHWA Transportation Performance Management (https://www.fhwa.dot.gov/tpm/reporting/state/uza.cfm?uacc=78661)

Measures and Methodology

For the reliable person-miles traveled performance measures, the Level of Travel Time Reliability (LOTTR) is first calculated for each applicable roadway segment for four time periods: 6 to 10 a.m., 10 a.m. to 4 p.m., 4 to 8 p.m. on weekdays, and 6 a.m. to 8 p.m. during weekends. The LOTTR is the 80th percentile travel time divided by the 50th percentile travel time. The LOTTR is weighed by the facility segment length, annual traffic volume, and vehicle occupancy value.

Freight movement is assessed by a Truck Travel Time Reliability (TTTR) Index. Reporting is divided into five periods: morning peak (6 to 10 a.m.), midday (10 a.m. to 4 p.m.) and afternoon peak (4 to 8 p.m.) Mondays through Fridays; weekends (6 a.m. to 8 p.m.); and overnights for all days (8 p.m. to 6 a.m.). The TTTR ratio is generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. Then, the TTTR Index is generated by multiplying each segment's largest ratio of the five periods by its length then dividing the sum of all length-weighted segments by the total length of Interstate.

The Annual Hours of Peak Hour Excessive Delay per Capita is the amount of time spent in congested conditions, which are defined as conditions that result in excess delay at speeds of 20 miles per hour (mph) or 60% of the posted speed limit, whichever is greater. Travel time data is aggregated in 15-minute intervals per vehicle. The morning period is 6 to 10 a.m. on weekdays. The afternoon period is 3 to 7 p.m. or 4 to 8 p.m., providing flexibility to state DOTs and MPOs.

Additional details on the methodology used in calculating the six performance measures included in System Performance are summarized in Table H-11.

Table H-11: System Performance Measure Methodology

System Performance Measure Methodology			
	Performance Measure	**Calculation**	**Data Source**
1.	Percent of Reliable Person-Miles Traveled on the Interstate	Percent of Interstate by length with an LOTTR less than 1.5	National Performance Measure Research Data Set (NPMRDS)
2.	Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	Percent of non-Interstate NHS by length with an LOTTR less than 1.5	NPMRDS
3.	Percent of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index)	Weighted sum of reliable segments divided by all segments	NPMRDS
4.	Total Emissions Reductions by Applicable Pollutants under the CMAQ Program	Daily Kilograms of Emission Reductions	CMAQ Public Access System
5.	Annual Hours of Peak-Hour Excessive Delay per Capita	Time of excess delay weighted by average vehicle volume and occupancy by vehicle class	NPMRDS, Highway Performance Monitoring System (HPMS)
6.	Percent of Non-SOV Travel	Commute to work totaled by mode, five-year estimate	American Community Survey (ACS)

Source: 23 CFR 490

2021 Regional Plan and 2025 RTIP Investments

A foundational element of the 2021 Regional Plan is the continued development of a regional transportation system that provides multimodal transportation options to the traveling public. Fostering travel choices between the places where people live, work, and play supports travel time reliability, promotes non-SOV travel, and reduces excessive delay and pollutant emissions. Of the more than $5.9 billion dollars programmed in the first four years of the 2025 RTIP; more than a third, or $2.1 billion dollars, is programmed for multimodal facilities, transit, active transportation, transportation systems, and demand management, including more than $28 million in the region's rideshare programs.

Table H-12 summarizes the program investments anticipated to support each of the System Performance measures. Supporting projects were identified by their project title, description, and type. Sixteen interstate projects such as safety, pavement, and shoulder improvements support both Reliable Person-Miles Traveled on the Interstate and Truck Travel Time Reliability Index. Reliability on the non-Interstate NHS is supported by four projects. CMAQ emission reductions are supported by three projects aimed at managed lane development. Twenty-eight projects support reduction in Annual Hours of Peak-Hour Excessive Delay principally through Intelligent Transportation Systems (ITS) improvement. Percent of Non-SOV Travel is supported by 89 multimodal projects such as pedestrian, bicycle, transit, and managed lane improvements.

Table H-12: 2025 RTIP System Performance Program Summary

2025 RTIP System Performance Program Summary (FY 25–FY 28)	
Performance Measures	**Investment ($000)**
Percent of Reliable Person-Miles Traveled on the Interstate	$450,000
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	$12,000
Percent of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index)	$93,000
Total Emissions Reductions by Applicable Pollutants under the CMAQ Program	$513,000
Annual Hours of Peak-Hour Excessive Delay per Capita	$52,000
Percent of Non-SOV Travel	$952,000
Total[4]	**$2,072,000**

Source: ProjectTrak, August 2024

Illustrative Projects

- In San Diego County, CAL571 funds preliminary engineering of transit priority lanes along Interstate 805 between State Routes 15 and 52.
- Regionwide, SAN54 funds the implementation and deployment of ITS projects such as Intermodal Transportation Management System, 511 Advanced Traveler Information System; activities include data collection, dissemination, and software upgrades.
- Regionwide, SAN11A funds Regional Rideshare Program, a component of the regional Transportation Demand Management program.

[4] Total may not match due to rounding.

Interagency Coordination

SANDAG coordinates and collaborates on transportation infrastructure–related concerns and projects with local jurisdictions, Caltrans, and the public through established working groups and committees. The PM 3 targets on System Performance, Freight, and CMAQ were developed in coordination with the Transportation Committee. For more information see Interagency Coordination in the introduction section.

Target Achievement and Future Target Setting

On October 5, 2018, the Transportation Committee approved supporting the statewide targets established by Caltrans for the three reliability performance measures in accordance with the FAST Act. This performance period covered the years 2018-2021. In consultation with MPOs, Caltrans reviewed the statewide data in 2020 and elected not to change the fourth-year targets. In 2022 FHWA determined that California made significant in the areas of Interstate and non-Interstate travel time reliability and freight reliability. For person hours of excessive delay and non-single occupancy vehicle travel, the San Diego urbanized area met the four-year targets and FHWA noted that the region planned and implemented projects that helped meet their target[5].

On February 3, 2023, the Transportation Committee approved supporting the statewide targets for the three reliability performance measures for the second performance period covering the years 2022-2025. Following the completion of the performance period, FHWA will determine if California has made significant progress toward meeting the targets established for Interstate and non-Interstate NHS travel time reliability and freight reliability measures. SANDAG continues to collaborate with Caltrans, FHWA, and other California MPOs on the monitoring of progress towards targets.

Regional Transit Asset Management

Target-Setting Process

TAM focuses on maintaining transit assets in a state of good repair. The SANDAG planning area includes three providers of public transportation subject to the agency target-setting requirement: MTS, NCTD, and SANDAG. The provider targets are established by each transit agency separately for their service areas during the development of their four-year TAM Plan. The provider targets are updated annually. MPOs, in coordination with providers, are responsible for developing regional TAM targets. MPOs are required to set TAM targets with each update of their Regional Transportation Plan.

The TAM Final Rule includes four asset categories: equipment, facilities, infrastructure, and rolling stock. There is one performance measure for each asset category. Each asset category may contain several asset types, which are calculated separately. Regional TAM targets are required for each asset type. The performance measures are calculated such that a value of zero indicates that the asset type is in a state of good repair. The 2019 and 2020 regional TAM targets are shown in Table H-13.

[5] Source: FHWA Transportation Performance Management website https://www.fhwa.dot.gov/tpm/reporting/state/uza.cfm?uacc=78661

Table H-13: Regional TAM Targets

Regional Transit Asset Management Performance Measures and Targets				
Asset Category	**Performance Measure**	**Asset Type**	**2019 Regional Targets**	**2020 Regional Targets**
Equipment: Non-revenue support-service and maintenance vehicles	Percentage of nonrevenue vehicles met or exceeded Useful Life Benchmark (ULB)[1]	Automobiles	33.3%	61.7%
		Trucks and other Rubber Tire Vehicles	50.5%	50.0%
		Steel Wheel Vehicles	0.0%	0.0%
Facilities: Maintenance and administrative facilities; and passenger stations (buildings) and parking facilities	Percentage of assets with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) Scale[2]	Passenger Facilities	0.0%	0.0%
		Passenger Parking Facilities	0.0%	0.0%
		Maintenance Facilities	0.0%	0.0%
		Administrative Facilities	0.0%	0.0%
Infrastructure: Only rail fixed-guideway, track, signals, and systems	Percentage of track segments with performance restrictions	Commuter Rail	2.0%	1.0%
		Hybrid Rail[3]	0%	0.5%
		Light Rail	1.8%	2.0%
Rolling Stock: Revenue vehicles by mode	Percentage of revenue vehicles met or exceeded Useful Life Benchmark	Articulated bus	0.0%	0.0%
		Over-the-road bus	0.0%	0.0%
		Bus	13.8%	11.7%
		Cutaway Bus	7.2%	3.7%
		Light rail vehicle	0.0%	0.0%
		Minivan	100.0%	100.0%
		Commuter rail locomotive	71.0%	71.4%
		Commuter rail passenger coach	57.0%	57.1%
		Vintage trolley/streetcar[4]	0.0%	100.0%

Source: 49 CFR 625; SANDAG, MTS, and NCTD

Notes: [1] Useful Life Benchmark (ULB) is a value used with lifecycle cost to assess when an asset costs more to maintain than to replace. MTS and NCTD used the same ULB.

[2] TERM is a five-point scale (1–5) with one signifying poor condition and five excellent.

[3] The NCTD SPRINTER rail was reclassified as hybrid rail for 2020. Previously it was classified as light rail.

[4] Vintage rolling stock are older vehicles that are not anticipated to improve in their ULB but are used in limited purposes.

To coordinate the development of regional TAM targets, MTS and NCTD provided SANDAG with their respective target values and inventory quantities by asset type. MTS and NCTD target and inventory values were applied in developing regional TAM targets using a weighted average calculation.[6]

Measures and Methodology

The performance measures and their calculations are specified in the TAM Final Rule. Additionally, the asset types that are included in each asset category are established by FTA and detailed in the FTA Asset Inventory Module. The infrastructure asset category assesses performance restrictions on rail segments. A performance restriction exists when the permissible speed is less than the guideway's full-service speed. For more details on infrastructure performance, refer to the FTA Performance Restriction (Slow Zone) Calculation.

2021 Regional Plan and 2025 RTIP Investments

The 2021 Regional Plan includes $163 billion dollars[7] in transportation investments; 26% of that is for operations and 51% for capital, the majority of which are complete corridor investments that support transit. Transit capital investments include construction of transit facilities and procurement of transit fleet vehicles. Transit operations and maintenance include costs associated with running the transit system, repairs, and preventative maintenance. The 2025 RTIP was reviewed for projects sponsored by SANDAG, MTS, and NCTD that include elements that corresponded to a TAM asset category as shown in Table H-14. The 2025 RTIP includes 38 projects totaling approximately $1.1 billion dollars in support of TAM targets.

Table H-14: 2025 RTIP Regional TAM Programming

2025 RTIP Transit Asset Management Program Summary Category[1] (FY 25–FY 28)				
Project Asset Category	**MTS ($000)**	**NCTD ($000)**	**SANDAG ($000)**	**Total TAM Programming ($000)**
Equipment	$0	$0	$0	$0
Facilities	$14,000	$235,000	$51,000	$300,000
Infrastructure	$263,000	$69,000	$136,000	$468,000
Rolling Stock	$298,000	$50,000	$22,000	$370,000
Total	**$575,000**	**$354,000**	**$209,000**	**$1,138,000**

Source: ProjectTrak, August 2024

Notes: [1] Many projects address multiple TAM priority areas, such as rolling stock replacement and infrastructure upgrades. For Table H-14, each qualifying project was assigned one project asset category that best aligned with the project description.

Illustrative Projects

- In the MTS service area, MTS28 funds the purchase of new buses and rail cars to replace existing vehicles or support minor expansions of the fleet. This project helps ensure that the region's transit assets remain in a state of good repair.

[6] The calculation involved multiplying each provider's target by their inventory. The results were added together, divided by the sum of the inventories, and multiplied by 100.

[7] Year of expenditure dollars

- In the NCTD Service Area, NCTD05 funds the purchase of new buses and rail cars to replace existing vehicles or support minor expansions of the fleet, ensuring that the region's transit assets remain in a state of good repair.

Interagency Coordination

In 2018, SANDAG, MTS, and NCTD updated their master MOU agreements to include provisions on the sharing of TAM and performance data, including targets, inventory, and asset conditions. SANDAG continues to coordinate and collaborate with the MTS, NCTD, and FTA to support TAM objectives. For more information see Interagency Coordination in the introduction section.

Target Achievement and Future Target Setting

The Board approved the 2019 regional TAM targets at its September 28, 2018, meeting and the 2020 targets at the February 28, 2020, meeting. As data is shared by MTS and NCTD, in alignment with their annual updates, SANDAG will continue to work with the providers and FTA to monitor progress on achievement of regional TAM targets.

Regional Public Transportation Safety

Target-Setting Process

Regional public transportation safety focuses on transit safety events. The SANDAG planning area includes two providers of public transportation subject to the agency target-setting requirement: MTS and NCTD. The provider targets are established by each transit agency separately for their service areas during the development of their four-year Public Transportation Agency Safety Plan (PTASP). The provider targets are updated annually. MPOs, in coordination with providers, are responsible for developing regional public transportation safety targets. MPOs are required to set regional public transportation safety targets with each update of their Regional Transportation Plan.

Staff from MTS, NCTD, and SANDAG reviewed transit safety data from 2015 to 2019 to develop the regional targets included in Table H-15. Data from the National Transit Database was reviewed with performance measure calculation processes from FTA's PTASP Technical Assistance Center. Historic trends along with the most current observed data informed target development.

Table H-15: Regional Public Transportation Safety Targets

Regional Public Transportation Safety Performance Measures and Targets			
Performance Measure	**2020 Regional Targets**		
	Fixed Route Bus	**ADA / Paratransit**	**Rail Transit**
Number of fatalities	0	0	0
Fatality rate by 100 thousand vehicle revenue miles (VRM)	0	0	0
Number of injuries	150	6	120
Injury Rate by 100 thousand VRM	0.5	0.1	1.2
Number of safety events	140	7	130
Safety event rate by 100 thousand VRM	0.7	0.1	2.3
System reliability	6,000	20,000	15,000

Source: SANDAG – In coordination with MTS and NCTD

Measures and Methodology

The performance measures and their calculations are specified by FTA's National Public Transportation Safety Plan. Additional information on calculation processes is included in FTA's PTASP Technical Assistance Center. The data used is from the National Transit Database. Performance measures relating to fatalities, injuries, and safety events include all reportable incidents with the exceptions of trespass and suicide. System reliability is the mean distance between major mechanical failure by mode.

2021 Regional Plan and 2025 RTIP Investments

Public transportation safety is embedded into every project that touches the region's transit system. Some projects are explicitly focused on safety outcomes while others include safety benefits through procurement, maintenance, or capital improvements. Procurement of new equipment brings the latest safety features, maintenance extends system reliability and keeps safety features operational, capital improvements include safety elements within project designs. Roadway construction projects that focus on safety or include safety elements will also help public transportation safety where the transit network overlaps with the improvements. Investments in roadway construction projects that benefit safety are summarized in the Transportation Safety (PM 1) section of this appendix.

Projects included in the 2025 RTIP investment for regional public transportation safety included new equipment procurement, vehicle and public facility maintenance, transit specific facility upgrades, and communications projects. In the 2025 RTIP 19 transit safety projects were identified totaling $791 million dollars in investments.

Table H-16: 2025 RTIP Regional Public Transportation Safety Programming

2025 RTIP Public Transportation Safety Funding ($000)			
MTS	**NCTD**	**SANDAG**	**Total programming**
$277,000	$342,000	$172,000	$791,000

Source: ProjectTrak, August 2024

Illustrative Projects

- In Chula Vista, SAN261 funds the installation of railroad and highway crossing warning devices along Palomar Street.
- In the MTS service area, MTS28 procures fixed route bus and light rail vehicle replacements. Light rail vehicle procurement includes replacements of high-floor vehicles with low-floor vehicles.
- In the NCTD service area, NCTD05 procures fixed route buses, and the programmatic rebuild of fixed route bus engines and transmissions.

Interagency Coordination

In 2020 and 2021, SANDAG, MTS, and NCTD updated their master MOU to include provisions on the sharing of public transportation safety performance data, including targets. SANDAG continues to coordinate and collaborate with the MTS, NCTD, and FTA to support public transportation safety objectives. For more information see Interagency Coordination in the introduction section.

Target Achievement and Future Target Setting

The Board approved the 2020 regional public transportation safety targets at its December 18, 2020, meeting. As data is shared by MTS and NCTD, in alignment with their annual updates, SANDAG will continue to work with the providers and FTA to monitor progress on achievement of regional PTASP targets.

Appendix I

SANDAG Funding and Project Selection Process

SANDAG

2025 Regional Transportation Improvement Program
FY 2025-2029

Appendix I
SANDAG Funding and Project Selection Process

1.0 Introduction

Federal Guidelines for Congestion Mitigation and Air Quality (CMAQ) funding state Metropolitan Planning Organizations (MPOs), state Departments of Transportation, (DOTs) and transit agencies *"should develop CMAQ project selection processes in accordance with the metropolitan and/or statewide planning process under 23 U.S.C. 134 and 135."* The project selection process should be transparent, in writing, and publicly available. State DOTs and MPOs should develop an appropriate project list of CMAQ programming priorities that will have the greatest impact on air quality.

This document provides that selection process and describes the agency's strategy for applying Regional Surface Transportation Program (RSTP) also known as Surface Transportation Block Grant (STBG) funding to projects. The process will be updated for new federal formula funding types that will be made available through the Infrastructure Investments and Jobs Act (2021).

2.0 Background

Planning and programming actions for federal formula funded projects and programs are guided by the Board-adopted Regional Plan, the SANDAG Capital Improvement Program (CIP) as included in the SANDAG Program Budget, the Regional Transportation Improvement Program (RTIP), and Federal Performance Management Targets.

The Regional Plan provides the long-term vision and goals for how SANDAG will build and support transformative transportation projects for the region. SANDAG's Regional Plan demonstrates how transportation projects and programs in San Diego County conform to State of California and federal air quality mandates for funding eligibility. It identifies strategies to reduce regional greenhouse gas (GHG) and criteria air pollutant emissions (including ozone, CO, and PM2.5).

Unlike many MPOs, SANDAG funds and builds regional capital projects identified in the long-range transportation plan. SANDAG is governed by a Board 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, North County Transit District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, Mexico, and the San Diego County Regional Airport Authority. The CIP is a ten-year action plan for the investments, policies, and system improvements and capital projects needed to advance the Regional Plan vision. The CIP addresses regional economic growth, while improving regional mobility, air quality, economic resilience, and access to opportunity such as jobs, education, health care and recreation.

The RTIP lists the projects, programs and activities that will be funded during the next five years after receiving federal approval. It includes those projects selected for federal formula funds from both the CIP and the Overall Work Program as approved by the Board. SANDAG must adopt a financially constrained RTIP, which also meets other federal requirements, to remain eligible to receive federal and state funding.

Federal Performance Management Targets, adopted by the Board, provide near and mid-term anticipated outcomes for the transportation network. These inform and are informed by planning and programming actions.

3.0 Funding Principles

The following are the funding principles of SANDAG regarding federal formula funds:

1) SANDAG's long-established practice for project funding is to spend outside funds before local funds and to spend the least flexible funds first with the objective of providing maximum flexibility to complete more transportation projects sooner and more cost-effectively. All projects in the SANDAG budget, which are eligible for federal funding, will be considered for federal formula funds.
    a) Priority for new CMAQ and RSTP allocations will be given in the following order:
        i) Previously approved and underway project phases will be funded to completion with RSTP and CMAQ funds unless additional funds are obtained through a competitive process.
        ii) Future phases of projects already funded with CMAQ and RSTP will be prioritized for funding in the order needed based on project schedules to complete project delivery milestones.
        iii) Other on-going project phases (not currently funded with RSTP or CMAQ) that are eligible for CMAQ and RSTP funding will be evaluated and ranked. Funding will depend on project readiness and ability to timely expend the funds.
        iv) Unfunded and new candidate projects will be evaluated for consideration following project readiness, network connectivity, Board priorities, and evaluation criteria from the adopted Regional Transportation Plan.
2) SANDAG also endeavors to expend as much of its annual appropriation of federal formula funds as possible by obligating funds early and competing for additional Obligation Authority (OA) from the state. If possible, SANDAG will request to obligate more than the annual OA to support California in obtaining additional funds in the August redistribution. SANDAG does not, as a matter of practice, attempt to carry over a reserve of federal formula funds.
3) Program five years of federal formula funds in the RTIP based on estimated apportionment amounts provided by Caltrans, consistent with how they will be obligated and expended as shown in the CIP.

4.0 Project Selection and Funding Process

1) The Board prioritizes the projects, which it will implement through the annual budget process. The budget is guided by the projects in the Regional Plan, which are regional priorities, as well as projects in the TransNet Extension Ordinance, approved by voters in 2004, and amended as needed by the Board.

2) Since SANDAG does not conduct a call for projects for federal formula funds, SANDAG applies regional funds to projects which SANDAG implements for the benefit of the region. These projects are included in the CIP and are selected from projects in the TransNet Ordinance and the Regional Transportation Plan.

   a) TransNet Ordinance - The projects in the TransNet Ordinance can be amended by a 2/3 majority of the Board and the TransNet Ordinance is amended to be consistent with the adopted Regional Plan. The TransNet Ordinance also provides funding to local agencies on a formula basis which is driven by population and maintained miles. Board practice has been to apply 90% of federal formula funds to projects identified in the TransNet Ordinance.

   b) Regional Transportation Plan - Projects are prioritized in the Regional Transportation Plan. The projects in the Regional Plan are evaluated and prioritized in multimodal project bundles using evaluation criteria developed, through a robust public process, to reflect plan goals. The evaluation criteria encompass federal transportation performance management planning objectives for safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduction of delivery delays. The project bundling and evaluation criteria are described in Appendix T of the 2021 Regional Plan in Table T.2. The data sources for the evaluation criteria are included in Attachment 3 of Appendix T and the detailed methodology for each evaluation criteria indicator in included in Attachment 4. Attachment 4 details how federal performance measures, including safety (PM 1) peak delay, congestion, and freight (PM 3) were incorporated in prioritizing projects. The projects selected in the Regional Plan will help the region make progress towards achieving PM targets. Reliability is informed by evaluation criteria Mode Availability and Transit Reliability. Appendix O provides a more detailed discussion of how the Regional Plan is designed to make progress towards achieving PM targets including project selection and funding as well as implementation strategies. This discussion is included for each performance measure.

   c) CIP - The Region's priorities, established in the TransNet Ordinance and the Regional Plan, combined with project phasing, inform the development and inclusion of projects in the annual CIP. Projects are selected to be implemented in the budget based on the Open to Traffic dates modeled for the Regional Plan and the project development plan of the individual project. For instance, if a project needs to open in 2035 and it is expected to take ten years, then it must be included in the budget by 2025. The Board occasionally establishes additional priorities which would give increased weighting to a project.

3) During the budget development cycle, all projects will be evaluated for eligibility for federal funds per the SANDAG funding priorities. Those projects that are eligible will be further evaluated for eligibility for each fund type. If the projects can potentially demonstrate emissions reductions, they will be added to the list of potential CMAQ projects. Recommendations to the Board on funding for projects included in the Capital Improvement Program are made by the Financial Planning, Budgets and Grants department, approved by the Executive Committee and adopted by the Board.

5.0 CMAQ Project Selection

The CMAQ funding program was created under the federal Intermodal Surface Transportation Equity Act (1991) and reauthorized under the Transportation Equity Act for the 21st Century (1998), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, 2005), the Moving Ahead for Progress in the 21st Century Act (2012) and the Fixing Americas Surface Transportation Act (FAST Act, 2015) and the Infrastructure Investment and Jobs Act.

The purpose of the CMAQ program is to fund transportation projects/programs, which will contribute to the attainment or maintenance of the National Ambient Air Quality Standards for ozone, carbon monoxide (CO), and particulate matter (both PM 10 and PM 2.5).

According to the latest guidance (Nov 2013) from the Air Quality and Transportation Conformity Team in FHWA's Office of National Environment, in cooperation with the FTA's Office of Planning and Environment, the CMAQ program supports two important goals of the U.S. DOT: improving air quality and relieving congestion – in other words, reducing pollution and adverse environmental effects of transportation projects and transportation system inefficiencies. The CMAQ program provides funding for a broad array of tools to accomplish these goals while ensuring compliance with the transportation conformity provisions of the Clean Air Act Amendments of 1990.

Project Screening

All capital projects in the SANDAG budget will be screened for CMAQ eligibility. This screening will consider the project type from the list below, its current funding levels and project readiness. Projects which are eligible project types will be considered eligible for CMAQ if they can achieve/expect to achieve National Environmental Policy Act.

1) Eligibility - The following activities are eligible for funding with CMAQ:
    a) Transportation activities in the approved State Implementation Plan
    b) Bicycle and pedestrian programs
    c) Traffic monitoring, management, and control operations
    d) Emission inspection and maintenance programs
    e) Planning and air quality monitoring projects that lead directly to construction or new services or programs that have an air quality benefit
    f) Public-private partnerships which allow limited eligibility for privately owned or operated alternative fuel vehicles and facilities under certain circumstances
    g) Extreme low temperature cold start programs
    h) Other transportation projects or programs not listed above may be considered for funding if endorsed by the air quality control district if the project can be shown to help attain federal air quality standards for the region.

i) Specific transportation control measures listed in the federal Clean Air Act, which include:

Programs for improved public transit; restriction of certain roads or lanes to, or construction of such roads or lanes for use by passenger buses or high occupancy vehicles; employer-based transportation management plans, including incentives; trip-reduction ordinances; traffic flow improvement programs that achieve emission reduction; fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service; programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use; programs for the provision of all forms of high occupancy, shared-ride services; programs to limit portions of road surfaces or certain sections of the urbanized area to the use of non-motorized vehicles or pedestrian use, both as to time and place; programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas; programs to control extending idling of vehicles; employer-sponsored programs to permit flexible work schedules; programs and ordinances to facilitate non-automotive travel, provision and utilization mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity; programs for new construction and major reconstruction of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest.

The guidance document cited above states that MPOs, state DOTs, and transit agencies "*should develop CMAQ project selection processes in accordance with the metropolitan and/or statewide planning process under 23 U.S.C. 134 and 135.*" The project selection process should be transparent, in writing, and publicly available. State DOT's and MPO's should develop an appropriate project list of CMAQ programming priorities that will have the greatest impact on air quality.

Ranking Process

1) Each CMAQ eligible project identified in the capital budget will be scored on five factors. A project will be given one point for each factor below:
   a) provides potential emissions reductions
   b) reduces SOV travel
   c) reduces delay
   d) enhances safety
   e) advances environmental justice
   f) Projects which have been determined by the Board the be priority projects will be given an additional point
2) Next, the rank of each project in the Regional Plan will be determined and the total score will be weighted by the Regional Plan Cost Effectiveness ranking. Projects previously funded with CMAQ, which either have cost increases or have moved to a new phase of work will be assigned the highest ranking.

As the ranking in the Regional Plan incorporates the impact of a project on achieving federal performance management targets, it is anticipated that by funding the highest priority projects, CMAQ funding will support the region in reducing emissions causing Ozone and reducing traffic congestion.

3) Finally, funds will be assigned to the highest-ranking projects based on total project need and appropriation levels.

   In certain cases, the Board may choose to prioritize different criteria, which may move a project ahead of other projects on the list. In addition, if a project is awarded a discretionary grant which CMAQ is eligible to match, that project may be accelerated in priority to meet the requirements of the grant.

4) Once developed, this list will be shared annually with the San Diego Air Pollution Control District (APCD). SANDAG will consult with APCD prior to finalizing the budget to obtain input on the projects selected for CMAQ. This will fulfill SANDAG's requirement to involve the local air quality agency.

   The final approved list will be included in the RTIP with each biannual update and will be posted on the RTIP's webpage sandag.org/rtip. The programming of CMAQ and the project list will be reviewed by the Transportation Committee with the RTIP. The Transportation Committee will recommend that the Board adopt the RTIP.

5) Changes to funding levels or projects on the list will be guided by the policies governing changes to the program budget and will be incorporated in an RTIP amendment as needed. If additional projects are added to the list during an amendment, an updated list will be posted.

Cost-effectiveness

Projects nominated for CMAQ should make effective use of limited state and federal funds. Projects are weighted by the cost effectiveness adjusted ranking in the Regional Plan. Projects which are in the early stages of development, may estimate cost effectiveness based on the cost-effectiveness tables as updated by FHWA in July 2020.

In consultation with the APCD, SANDAG has not set a specific policy for cost effectiveness on the basis of cost/benefit ratio or dollars spent per pound of pollutants reduced, this decision will be revisited in yearly check-ins.

6.0 RSTP Project Selection

Under the FAST Act, the long-standing RSTP was converted into the STBG. The STBG promotes flexibility in state and local transportation decisions and provides flexible funding to best address State and local transportation needs. (FAST Act § 1109(a)).

Per SANDAG's funding principles, a project will be funded with RSTP if it is federally eligible per the guidelines, including NEPA clearance. Per the guidance, a project is eligible based on project location and activity. A project must not be undertaken on a local road or rural minor collector unless listed as an exception in the guidance. Eligible activities include:

6) Construction of highways, bridges, and tunnels; ferry boats and terminals; transit capital projects; infrastructure-based intelligent transportation systems capital improvements; truck parking facilities and border infrastructure projects.

7) Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs. Operational improvement is defined in 23 U.S.C. 101(a)(18).

8) Environmental measures eligible under 23 U.S.C. 119(g), 328, and 329, and transportation control measures listed in Section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).

9) Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.

10) Fringe and corridor parking facilities and programs in accordance with 23 U.S.C. 137 and carpool projects in accordance with 23 U.S.C. 146. Carpool project is defined in 23 U.S.C. 101(a)(3).

11) Recreational trails projects eligible under 23 U.S.C. 206, pedestrian and bicycle projects in accordance with 23 U.S.C. 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)), and the Safe Routes to School Program under Section 1404 of SAFETEA-LU (23 U.S.C. 402 note).

12) Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

13) Development and implementation of a state asset management plan for the National Highway System and a performance-based management program for other public roads.

14) Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.

15) Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under Chapter 5 of Title 23, United States Code.

16) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.

17) Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.

18) Upon request of a state and subject to the approval of the Secretary, if Transportation Infrastructure Finance and Innovation Act credit assistance is approved for an STBG-eligible project, then the state may use STBG funds to pay the subsidy and administrative costs associated with providing federal credit assistance for the projects.

19) The creation and operation by a state of an office to assist in the design, implementation, and oversight of public-private partnerships eligible to receive funding under Title 23 and Chapter 53 of Title 49, United States Code, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.

20) Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the FAST Act was enacted.

Projects included in the CIP will be eligible for RSTP funding as prioritized in the Regional Plan.

The projects in the Regional Plan were evaluated and prioritized in bundles by corridor. These projects will be implemented in the CIP per project schedules to open within the time frames and conformity windows as established in the Regional Plan. Those projects will then be programmed in the RTIP.

In addition, programs and planning efforts in the Overall Work Program may be eligible for RSTP provided that those planning efforts will lead to surface transportation projects.

RSTP will be applied to projects with available match or if needed to provide required match to state funded projects or projects successfully competing for grant funds where RSTP can be used as a match.

Finally, the Board can choose to supersede the priorities set in the Regional Plan and accelerate a project in the CIP and RTIP based on regional needs.

SANDAG 2025 RTIP CMAQ Project Prioritization and Selection

Proposed Projects						Evaluation Criteria and Ranking								CMAQ Funding Programmed
MPO ID	Project Number	Project Name	Project Type	CMAQ Eligible (NEPA)	CMAQ Project Type	RP Project Bundle	Regional Plan Rank w/cost effectiveness or BIKE EAP Ranking	Agency Priority	Reduces SOV Travel	Reduces Delay	Social Justice	Safety Project-Vision Zero	Total Score	Total Score with RP Rank	CMAQ Amount Programmed FY24 CIP
SAN29	1239812	Sorrento to Miramar Phase 2	Transit	Yes	Transit Improvements	10	2	1	1	1	0	1	4	3.58	$ -
CAL09	1200504	I-5 HOV: Manchester Avenue to Palomar Airport Drive	HOV/ML	Yes	Congest Reduction & Traffic Flow Improvements	No Build	1	1	1	1	0	0	3	3.00	$ -
CAL09	1200509	I-5 HOV: San Elijo Bridge Replacement	HOV/ML	Yes	Congest Reduction & Traffic Flow Improvements	No Build	1	1	1	1	0	0	3	3.00	$ -
CAL09	1200510	I-5 HOV: Carlsbad	HOV/ML	Yes	Congest Reduction & Traffic Flow Improvements	No Build	1	1	1	1	0	0	3	3.00	$ 1,217,000
SAN261	1210091	Palomar Street Rail Grade Separation	Rail	Yes	Transit Improvements	3	1	0	0	1	1	1	3	2.84	$ 2,825,000
SAN230	1223079	North Park/Mid-City Bikeways: Howard Bikeway	Bike	Yes	Bike/Ped Facilities Programs	Bike EAP	2	0	1	0	1	1	3	2.79	$ -
SAN153	1223094	Inland Rail Trail: Phase 3	Bike	Yes	Bike/Ped Facilities Programs	Bike EAP	9	0	1	0	1	1	3	2.07	$ -
SAN153	1223095	Inland Rail Trail: Phase 4	Bike	Yes	Bike/Ped Facilities Programs	Bike EAP	9	0	1	0	1	1	3	2.07	$ -
CAL09D	1200514	I-5 HOV Conversion to Express Lanes	HOV/ML	Yes	Congest Reduction & Traffic Flow Improvements	Policy	1	1	0	1	0	0	2	2.00	$ -
CAL09D	1200515	I-5/I-805 HOV Conversion to Express Lanes (study)	HOV/ML	Yes	Congest Reduction & Traffic Flow Improvements	Policy	1	1	0	1	0	0	2	2.00	$ -
CAL09D	1280517	I-805 HOV Conversion to Express Lanes	HOV/ML	Yes	Congest Reduction & Traffic Flow Improvements	Policy	1	1	0	1	0	0	2	2.00	$ 17,590,000
SAN235	1223084	Uptown Bikeways: Washington Street and Mission Valley Bikeway	Bike	Yes	Bike/Ped Facilities Programs	Bike EAP	1	0	1	0	0	1	2	1.93	$ -
SAN236	1223085	Uptown Bikeways: Mission Hills and Old Town Bikeways	Bike	Yes	Bike/Ped Facilities Programs	Bike EAP	1	0	1	0	0	1	2	1.93	$ -
SAN258	1149000	Central Mobility Hub	Transit	Yes	Transit Improvements	5B	1	1	1	0	0	0	2	1.89	$ -
SAN158	1223020	North Park/Mid-City Bikeways: Robinson Bikeway	Bike	Yes	Bike/Ped Facilities Programs	Bike EAP	2	0	1	0	0	1	2	1.86	$ -
SAN232	1223081	North Park/Mid-City Bikeways: University Bikeway	Bike	Yes	Bike/Ped Facilities Programs	Bike EAP	2	0	1	0	0	1	2	1.86	$ -
SAN233	1223082	North Park/Mid-City Bikeways: Georgia-Meade Bikeway	Bike	Yes	Bike/Ped Facilities Programs	Bike EAP	2	0	1	0	0	1	2	1.86	$ -
SAN284	1223087	North Park/Mid-City Bikeways: Orange Bikeway	Bike	Yes	Bike/Ped Facilities Programs	Bike EAP	2	0	1	0	0	1	2	1.86	$ -
CAL278	1207804	SR 78 HOV Lanes: I-5 to I-15	HOV/ML	Yes	Congest Reduction & Traffic Flow Improvements	19	4	0	1	1	0	0	2	1.58	$ -
SAN208	1201515	Clairemont Mesa Blvd BRT Stations	BRT/Bus	Yes	Congest Reduction & Traffic Flow Improvements	11	5	0	1	0	1	0	2	1.47	$ -
SAN64	1239809	Eastbrook to Shell Double Track	Rail	Yes	Transit Improvements	15	12	1	1	1	0	1	4	1.47	$ -
SAN183	1239816	Batiquitos Lagoon Double Track	Rail	Yes	Transit Improvements	15	12	1	1	1	0	1	4	1.47	$ -
SAN30	1239822	San Dieguito Lagoon Double Track Phase 1 Construction	Rail	Yes	Transit Improvements	15	12	1	1	1	0	1	4	1.47	$ -
CAL571	1280519	I-805 Transit Priority Lanes (SR 15 to SR 52)	BRT/Bus	Yes	Congest Reduction & Traffic Flow Improvements	3	6	0	1	1	0	0	2	1.37	$ -
CAL547*	1280520	I-805/SR 94/SR 15 Transit Connection	HOV/ML	Yes	Congest Reduction & Traffic Flow Improvements	5A	7	0	0	1	1	0	2	1.26	$ 4,000,000
SAN195	1223055	Bayshore Bikeway: Barrio Logan	Bike	Yes	Bike/Ped Facilities Programs	Bike EAP	17	0	1	0	1	1	3	1.24	$ -
CAL277A	1207803	SR 78/I-5 Express Lanes Connector	HOV/ML	Yes	Congest Reduction & Traffic Flow Improvements	15	12	1	1	1	0	0	3	1.11	$ -
SAN206	1223058	Downtown to Imperial Avenue Bikeway	Bike	Yes	Bike/Ped Facilities Programs	Bike EAP	19	0	1	0	1	1	3	1.03	$ -
SAN204	1223054	Central Avenue Bikeway	Bike	Yes	Bike/Ped Facilities Programs	Bike EAP	21	0	1	0	1	1	3	0.83	$ -
CAL277	1207802	I-15/SR 78 HOV Connectors	HOV/ML	Yes	Congest Reduction & Traffic Flow Improvements	16	14	1	1	1	0	0	3	0.79	$ -
CAL572	1201519	I-15 Transit Priority Lanes and Direct Access Ramp at Clairemont	BRT/Bus	Yes	Congest Reduction & Traffic Flow Improvements	11	5	0	0	1	0	0	1	0.74	$ -
TBD	1223200	Pacific Coast Highway/Central Mobility Bikeway	Bike	Yes	Bike/Ped Facilities Programs	Bike EAP	29	0	1	0	0	1	2	0.00	$ -
OWP Projects	OWP														
SAN11A	3310500	TDM/Rideshare & Youth Opportunity Passes	Program	Yes	Travel Demand Management	TCM	1	1	1	1	0	0	3	2.84	$ 25,000,000
SAN264	3502000	EV Chargers	Program	Yes	Alt Fuels and Vehicles	EIR	1	1	0	0	0	0	1	0.95	$ -
SAN286	3322500	Purple Line Feasibility	Study	Yes	Transit Improvements	3	6	0	1	1	1	1	4	2.74	$ -
SAN285	3322300	Blue Line Express and San Ysidro Mobility Hub Feas	Study	Yes	Transit Improvements	3	6	0	1	1	1	1	4	2.74	$ -
SAN315	1149100	Airport Transit Connection	Program	Yes	Transit Improvements	5B	1	0	1	1	1	1	4	3.79	$ 28,000,000
SAN317	3401601	Next Gen Rapid R-625 Advanced Planning	Program	Yes	Transit Improvements	5	9	0	1	1	1	1	4	2.11	$ 10,000,000

**$4,000,000 for CAL547 is expected to be obligated at a future date*

Appendix J

Congestion Management Process

SANDAG

2025 Regional Transportation Improvement Program
FY 2025-2029

San Diego Forward: The 2021 Regional Plan Appendix N SANDAG Federal Congestion Management Process

Appendix N: SANDAG Federal Congestion Management Process

Introduction

Federal Highway Administration (FHWA) 23 CFR §450.322 requires that each transportation management area (TMA) address congestion management through a process involving an analysis of multimodal metropolitan-wide strategies. These are to be cooperatively developed to foster safety and integrated management of new and existing transportation facilities that are eligible for federal funding. The requirements specifically state that "in TMAs designated as nonattainment for ozone or carbon monoxide, the congestion management process shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for single-occupancy vehicles (SOVs) is proposed to be advanced with federal funds." Additionally, the guidelines state that "federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for SOVs (i.e., a new general-purpose highway on a new location or adding general-purpose lanes, with the exception of safety improvements or the elimination of bottlenecks), unless the project is addressed through a congestion management process meeting the requirements of this section."

The San Diego Association of Governments (SANDAG) is the designated TMA for the San Diego region. San Diego Forward: The 2021 Regional Plan (2021 Regional Plan) meets the requirements of 23 CFR §450.322 by incorporating the following federal congestion management process (CMP) key points: (1) performance monitoring and measurement of the regional transportation system; (2) multimodal alternatives and non-SOV analysis; (3) the provision of congestion management tools; and (4) integration with the Regional Transportation Improvement Program (RTIP) process. The 2021 Regional Plan serves as the San Diego region's Regional Transportation Plan (RTP).

The 2021 RTIP, adopted by the SANDAG Board of Directors on February 26, 2021, was reviewed following the CMP procedures detailed in this appendix. The 2021 RTIP did not contain any new projects that required additional multimodal analysis due to increasing SOV capacity on the CMP network.

Background

California State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas must prepare and regularly update a Congestion Management Program (State CMP). The requirements within the State CMP were developed to monitor the performance of the transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. SANDAG provided regular updates for the State CMP from 1991 through 2008. In October 2009, the San Diego region elected to be exempt from the State CMP. SANDAG continues to follow federal CMP regulations, which consist of a performance monitoring program and required analysis for projects that increase the carrying capacity of SOVs.

Congestion Management Process Elements

The CMP is cyclical; successive elements inform previous elements in an iterative process. The CMP is reviewed with each update of the Regional Plan for improvements in efficiency, data sources, and strategies. The CMP[1] includes the following elements: regional objectives, multimodal transportation network, performance measures, data collection, analysis of congestion, strategy identification, strategy implementation, and evaluation. Figure N.1 illustrates these elements paired with corresponding SANDAG processes. The following section describes each SANDAG process within the context of the CMP.

[1] Based upon the FHWA Congestion Management Process Guidebook (2011).

Figure N.1: Congestion Management Process Elements – Federal Guidance/ SANDAG Process



SANDAG Process Abbreviations Listed in Figure N.1

RTP: Regional Transportation Plan

CMP: Congestion Management Process

PeMS: Performance Measurement System

MTS: San Diego Metropolitan Transit System (transit operator)

NCTD: North County Transit District (transit operator)

ITS: Intelligent Transportation System

TDM: Transportation Demand Management

TSM: Transportation System Management

AT: Active Transportation

ICMS: Integrated Corridor Management Study

RTIP: Regional Transportation Improvement Program

Develop Regional Objectives

SANDAG updates the Regional Plan every four years, and the SANDAG Board of Directors discusses the Regional Plan's vision, goals, objectives, and challenges (introduced in Chapter 1).

Given the challenges, anticipated growth, and opportunities that technology can provide to transform our region, the 2021 Regional Plan is guided by a Vision and three primary goals:

Vision: A fast, fair, and clean transportation system and a resilient region

Goals: The efficient movement of people and goods

Access to affordable, reliable, and safe mobility options

Healthier air and reduced greenhouse gas emissions

Define the Congestion Management Process Network

The CMP requires a multimodal transportation network that is developed regionally to monitor and analyze performance. The CMP multimodal network of freeways, highways, railways, and select bus routes, illustrated in Figure N.2, was updated with the 2019 Federal RTP and continues in this form for the 2021 Regional Plan. This network was developed with input from Caltrans, the County of San Diego, and the 18 cities in the SANDAG planning area.

The freeway and highway corridors are instrumented with equipment that monitors system performance. Caltrans operates this equipment within its Performance Measurement System (PeMS). This system enables SANDAG to monitor and analyze observed data. More than half of the region's vehicle miles traveled are carried by this network of freeways and highway corridors. All railways and select bus routes that are on or closely parallel to highway corridors are also included. Bus routes include *Rapid* Routes 215, 225, and 235, and *Rapid Express* 280.

Figure N.2: Congestion Management Process Network



Develop Multimodal Performance Measures

The CMP network matches the SANDAG State of the Commute (SOC) network. The SOC is a monitoring program that monitors the performance of the transportation network and provides information on freeway, transit, and local roadway use and performance data collected annually. The SOC includes multimodal performance measures that use observed data to monitor the system's performance over time. These measures were developed with input from Caltrans, local jurisdictions, and transit operators. As new data become available, they are evaluated for new performance measures across this network. Current performance measures that are being monitored include:

- Average Travel Time
- Screenline Average Annual Daily Traffic
- Average Weekday Transit Ridership (screenline, select routes)
- Transit Passengers per Revenue Mile (select routes)
- Active Transportation Counts

Collect Data/Monitor System Performance

Data collected to support the SANDAG CMP include PeMS, transit operations, SANDAG count programs, and travel time data. Routine review of performance measures on the CMP network allows SANDAG to determine if there has been a reduction of service. Early stages of the SOC reporting program compile these datasets and organize them for comparison over time. This enables high-level system monitoring.

Analyze Congestion

SOC reporting presents an in-depth analysis of congestion for the CMP network in addition to larger trends that impact travel demand. The SOC includes economic and demographic data, and it provides context for changes to the San Diego region relative to peer cities across the nation. Detailed reports are generated biennially or as needed. These reports help inform the region's planning and programming processes.

The SOC analysis includes the CMP multimodal performance measures. Each major roadway corridor is evaluated by morning and afternoon peak-period delay, as well as travel time reliability over successive years. Transit is analyzed by load factor and passengers per revenue mile, among other metrics. The regional analysis includes a summary of significant changes in performance, operations, and investments.

The 2020 State of the Commute Report reviews ten years of data to establish regionwide trends in freeway travel, delay, and transit ridership on multiple modes. These and other transportation performance metrics are presented in the context of population, employment, and economic activity growth values. Past SOC reports are available on the SANDAG State of the Commute webpage.

Identify and Assess Strategies

Facilities within the CMP network are guided by comprehensive multimodal corridor plans. These plans help identify strategies appropriate for the corridor. This process begins with understanding the characteristics and performance of the corridor and surrounding network. Land use and future growth are also considered when identifying appropriate strategies. SANDAG has developed a suite of strategies to possibly include in each corridor plan.

Strategies for addressing congestion can focus on transportation system development, transportation system management (TSM), or transportation demand management (TDM) strategies. Improvements that focus on transportation system development are those that focus on improving access, providing priority treatments, or providing dedicated lanes that support and increase the use of multimodal travel options. TSM improvements aim to use the existing or future transportation system more efficiently. TDM reduces congestion by decreasing SOV trips and shifting trips to other modes or off-peak travel periods.

SANDAG has identified several proposed strategies that address congestion that include transportation system development, TSM, and TDM that are foundational to the 5 Big Moves (see Chapter 2 for more details on the 5 Big Moves). These strategies focus on leveraging existing and emerging technologies to optimize system management and operations for the multimodal transportation system while also considering advancements in transportation services to improve TDM services. Historically, the implementation of these strategies was carried out independently and only addressed project-specific needs; rarely were these systems or services designed and operated to meet the needs of multimodal networks and travelers, and rarely were they integrated to make the entire transportation system work optimally.

SANDAG's undertaking of the 5 Big Moves directly addresses the implementation of these strategies as an integrated and multimodal transportation system that offers improved access to transportation alternatives for meeting the need for all transportation users to help address congestion, improve system performance, and increase safety. Together, proposed strategies under the 5 Big Moves will result in a transportation system that is greater than the sum of its parts. Each strategy will tackle an aspect of the total system, but the success of each will rely on the success of the others.

At the heart of the proposed 5 Big Moves congestion management strategies is the implementation of the Next Operating System (Next OS). Next OS will knit together the region's numerous transportation management systems and will enable Complete Corridors, Transit Leap, Mobility Hubs, and Flexible Fleets to work seamlessly and optimize the transportation system for all users. Next OS will be the digital network that analyzes data in real time from the region's physical networks, making them all work better—more integrated, more efficient, and most of all, more responsive to help address congestion.

A menu of proposed strategies that will be considered under the 5 Big Moves is detailed below. This list is not meant to be exhaustive. These strategies are regularly reviewed for updates and improvements.

Transportation System Development Strategies

- Advance traffic signal systems and equipment to provide for advance operations during typical commuting periods; provide priority access for transit services and first responders, and priority treatment to commuters during times of emergency evacuations
- Communications infrastructure to provide fast and reliable access to transportation services, improve and address digital equity, and improve regional communications redundancy
- Curb management to dynamically manage and accommodate different users throughout the day
- Public charging facilities for electric vehicles and hydrogen-fueled vehicles
- Active lane management systems that will improve the convenience, efficiency, and travel speeds for high-occupancy vehicles including transit services
- Transit services that will improve transit in more areas and offer new service types designed to attract new riders to transit
- Transit customer experience to make transit easier, safer, and more enjoyable to use; enhancements can include increased station amenities and low-floor vehicles to improve accessibility
- Active transportation infrastructure such as bike and pedestrian facilities, secure and convenient micromobility parking options, and implementation of the adopted Regional Bike Plan
- Safe Routes to School plans and strategies, including the San Diego Regional Safe Routes to School Strategic Plan[2]
- Electronic payment services including Compass Card, FasTrak® Open Road Tolling, and smart parking systems
- Next OS app providing an integrated platform to plan, book, and pay for a variety of travel options
- Transit infrastructure electrification/regional charger program
- Smart parking solutions at Transit Leap stations and along Complete Corridors

[2] In 2012, the SANDAG Transportation Committee accepted the San Diego Regional Safe Routes to School Strategic Plan to support local communities in establishing new Safe Routes to School programs as well as sustaining and enhancing existing efforts. Regional efforts to implement this strategy are funded as part of the Active Transportation Program.

Transportation System Management Strategies

- Traveler information programs aim to increase awareness and the information available on travel choice and impact so that travelers can actively participate in reducing both network demand and personal trip impact. The program delivers systems and education outreach campaigns to raise awareness of the direct relationship that route choice, personal driving habits, and trip timing have on fuel consumption, vehicle operating expenses, and vehicle emissions.
- Smart arterial management focuses on managing arterial roadways (major streets) to reduce delays, resulting in quicker trips and lower vehicle emissions. Improvements to arterial detection and signal interconnect will provide the ability to create a traffic signal system that is dynamic and coordinated throughout the region. Improving the flow of traffic on arterial roadways is among the most cost-effective TSM strategies for reducing stop-and-go traffic, cutting overall travel times, and lowering fuel consumption and pollution.
- Freeway management is responsible for deploying systems that improve the operational efficiency of freeway control infrastructure; enabling freeway managers to have greater control over vehicle operating speeds; and facilitating the freeway managers' ability to communicate the impact of events, incidents, and congestion to the traveling public. It also provides freeway managers with greater operational visibility of conditions on and off network. Some of the systems included in this program include traffic detection technologies, closed-circuit television cameras, ramp meters, electronic message signs, and the Advanced Transportation Management System, which provides central monitoring and sign control for managing incidents.
- Active Traffic and Demand Management (ATDM) builds on Integrated Corridor Management to dynamically monitor, control, and influence travel demand, traffic demand, and traffic flow of key corridors. ATDM facilitates the use of transportation alternatives through various approaches, including dynamic ridesharing, dynamic speed limits, dynamically priced parking, and predictive traveler information to improve overall highway efficiency.
- The Regional Border Management System serves as the transportation management tool that will manage crossborder traffic and will include border-specific congestion management strategies, including congestion pricing, an approach to lane management, and traveler information strategies.
- Transit management refers to bus and light rail and includes a regional scheduling system, a regional transit management system, positive train control, and centralized train control.

Transportation Demand Management Strategies

- iCommute is the regional TDM program. iCommute coordinates services that increase the number of commuters who carpool, vanpool, take transit, bike, walk, and telework. This includes the SANDAG Vanpool Program, carpool incentive program, employer outreach program, support for teleworking, bike encouragement and education programs, and regional campaigns like Rideshare Week and Bike Month.
- Mobility Hubs are communities with a high concentration of people, destinations, and travel choices. They offer on-demand travel options and supporting infrastructure to enhance connections to high-quality Transit Leap services while helping people make short trips around the community on Flexible Fleets. Mobility Hubs can span one, two, or a few miles based on community characteristics and are uniquely designed to fulfill a variety of travel needs while strengthening a sense of place.
- Flexible Fleets are shared, on-demand transportation services that provide convenient and personalized travel options. While they build on the popularity of services such as rideshare, bikeshare, and scootershare, fleets can also include neighborhood shuttles and delivery services. These fleets provide services for all types of trips, 24/7, which can reduce the need to own a car.

SANDAG supports these strategies with planning resources for local agencies, developers, and mobility operators. The 2019 Mobility Management Toolbox and 2019 San Diego and Western Riverside Interregional Park & Ride Strategy are two planning products supporting these strategies.[3] SANDAG also plays a role in subsidizing and advising on a wide variety of Mobility Hub and Flexible Fleet pilots.

Program and Implementation Strategies

Corridor managers and planning and programming staff review traffic performance data to identify corridors with reduced performance. Strategies to improve the condition must be context-sensitive and fit the corridor's needs. The menu of CMP strategies offers a variety of approaches, and additional strategies are reviewed as requested. Once a strategy is selected, it is programmed through the RTIP. The RTIP is a multi-billion-dollar, five-year program of major highway, transit, arterial, and nonmotorized projects funded by federal and state taxes, *TransNet* local sales tax, and other local and private funding.

The RTIP serves as a prioritized program designed to implement the region's overall strategy for providing mobility and for improving the efficiency and safety of the transportation system while reducing transportation-related air pollution. This supports efforts to attain federal and state air quality standards for the region. SANDAG supports implementation strategies through a variety of programs and tools. These same programs and tools can be used to help select strategies. A list of implementation strategies is included in Appendix B: Implementation Actions, which also establishes the actions' statuses as near-term or continuing.

[3] More SANDAG TDM and TSM planning products can be found at iCommuteSD.com/LocalGov.

Evaluate Strategy Effectiveness

Evaluation of strategy effectiveness relies on locally observed data as well as larger professional studies. Where possible, SANDAG reviews observed data prior to and after the implementation of congestion-reduction strategies. The transition to the instrumented PeMS highway network—and continued collaboration with transit operators—will greatly improve this evaluation process. Professional studies are used to evaluate strategies that are more difficult to isolate. This is often the case with small-scale projects and highly complex projects.

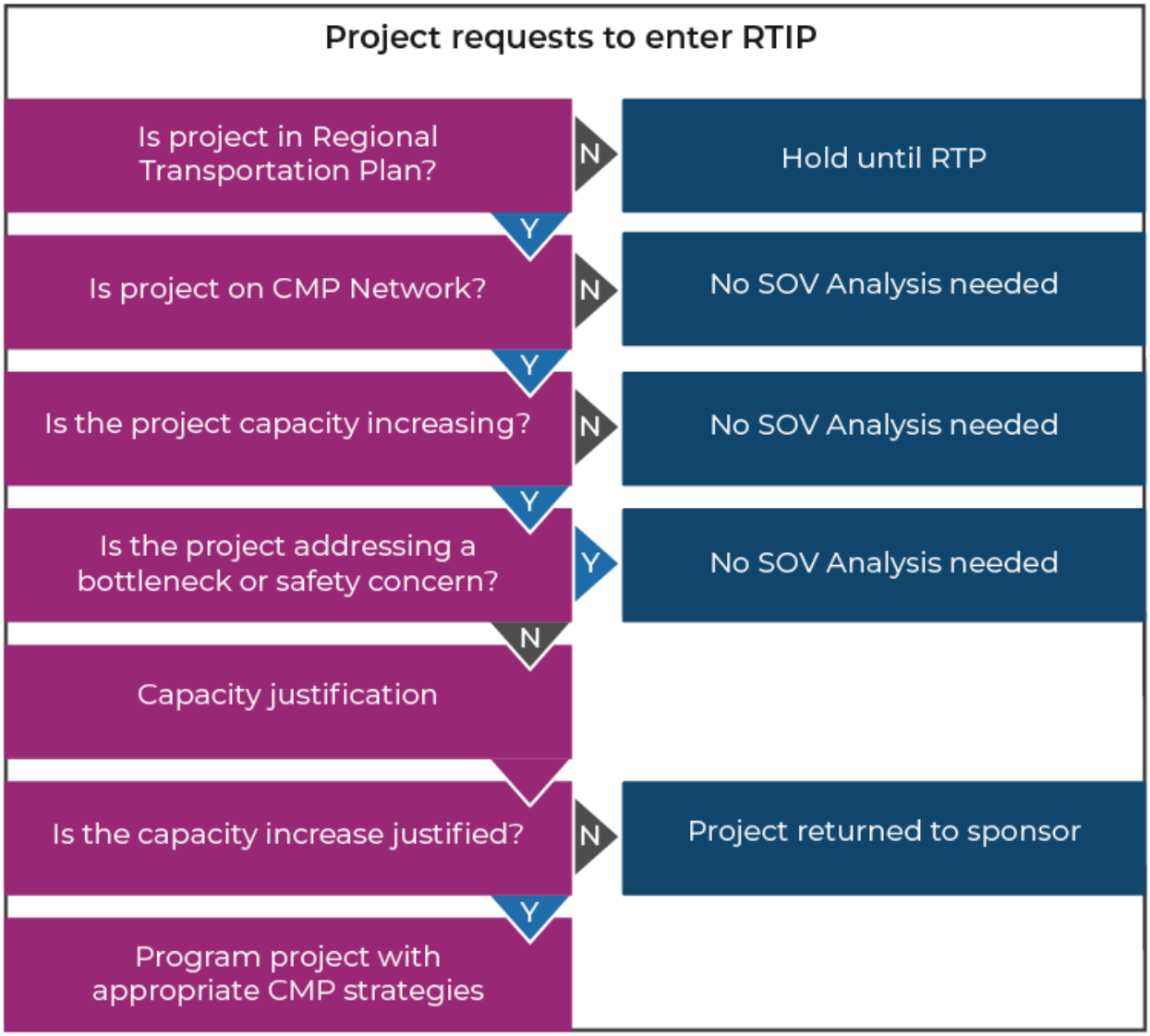
Multimodal Alternatives and Non-Single-Occupancy Vehicle Analysis

In addition to the CMP elements, TMAs that include a nonattainment or maintenance area for air quality are required to conduct additional analysis for projects that add SOV capacity. The SOV Capacity Analysis is limited to projects that add general-purpose lanes on the CMP network that are not addressing an identified safety or bottleneck concern. Projects subject to this analysis are required to demonstrate that appropriate, non-capacity-increasing strategies were evaluated. If this evaluation finds that the strategies do not meet the needs for additional capacity in the corridor, then the project can proceed with adding SOV capacity. This analysis is a requirement to program a capital phase of the project.

SANDAG has implemented CMP checks in its programming process. Project sponsors enter data in an online data portal, ProjectTrak, to request inclusion in the RTIP. Projects that use federal funds and are capacity increasing are flagged for further review. Figure N.3 shows the process for identifying projects that require SOV analysis.

Corridor plans, following the Caltrans Corridor Planning Process Guide and environmental review documentation, have been identified as appropriate SOV Capacity Analysis for the proposed CMP. These documents are uploaded to ProjectTrak for SANDAG review and archival. Projects that advance through this process are to incorporate, per federal regulation, all reasonable TDM and operational strategies into the project.

Figure N.3: Single-Occupancy Vehicle Analysis Process



Appendix K

Public Participation

SANDAG

2025 Regional Transportation Improvement Program
FY 2025-2029

BOARD POLICY NO. 025

PUBLIC PARTICIPATION PLAN POLICY

Purpose

This policy establishes a process for obtaining input from and providing information to the public concerning agency programs, projects, and program funding in order to ensure the public is informed and has the opportunity to provide SANDAG with input so plans can reflect the public's desire. SANDAG will review and update its Public Participation Plan and this policy periodically as required by law, but no less often than every five years. Various federal and state laws and regulations require that an agency such as SANDAG conduct and establish a Public Participation Plan to ensure that the public is involved and that community concerns are addressed. For example, planning of mass transit capital projects, development of short-range service policies and plans, and fare policy and structure changes to public transportation require public participation. The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) also have public information components that require an agency such as SANDAG to conduct public participation programs to ensure that the public is involved and that community concerns are addressed.

A significant component of the SANDAG mission is a strong commitment to public participation and involvement to include all residents and stakeholders in the regional planning process. SANDAG recognizes that the public has a right to expect the business of SANDAG to be conducted with efficiency, fairness, impartiality, and integrity. SANDAG's work carries with it an obligation to the public interest. SANDAG officials and employees are expected to have high standards of honesty and professionalism, as well as a straightforward and transparent communication approach, in order to promote and maintain public confidence and trust.

This policy is consistent with the requirements of Section 450.316(a)(1)(x) of Title 23 in the Code of Federal Regulations and Public Utility Code Section 132360.1, which reads as follows:

(c) The agency shall engage in a public collaborative planning process; recommendations from that process shall be made available and considered for integration into the plan. A procedure to carry out this process including a method of addressing and responding to recommendations from the public shall be adopted.

Social Equity and Environmental Justice

Ensuring the meaningful involvement of low income, minority, disabled, senior, and other traditionally underrepresented communities is a key component of SANDAG public participation activities. SANDAG policies, procedures, and programs are consistent with federal and state environmental justice laws, regulations, and requirements, Title VI, related nondiscrimination requirements, and reflect the principles of social equity and environmental justice. Social equity means ensuring that all people are treated fairly and are given equal opportunity to participate in the planning and decision-making process, with an emphasis on ensuring that traditionally disadvantaged groups are not left behind. Environmental justice means ensuring that plans, policies, and actions do not disproportionately affect low income and minority communities.

Data Collection

SANDAG collects and uses racial and ethnic data showing the extent to which members of minority groups are beneficiaries of programs receiving Federal financial assistance through SANDAG programs and projects. The agency uses the data to confirm that populations protected by Title VI are not subject to discrimination or disparate impacts by SANDAG.

Title VI Training

SANDAG provides training on Title VI, social equity, and environmental justice matters to its employees near the time of hire. Updates to Title VI training are provided periodically thereafter on an as-needed basis.

Complaint Process and Title VI Compliance Officer Contact Information

SANDAG does not discriminate on the basis of race, color, sex, creed, religion, national origin, age, marital status, ancestry, medical condition, disability, veteran status, or sexual orientation in conducting government business. Persons who believe they have been subjected to discrimination or have been denied access to services or accommodations required by law, have the right to use the discrimination complaint procedures in Board Policy No. 009. The SANDAG Office of General Counsel is the Title VI Compliance Officer for this policy and is responsible for administering this complaint procedure. as well as ensuring compliance with applicable laws. The Compliance Officer can be reached at: SANDAG, 401 B Street, Suite 800, San Diego, California 92101; (619) 699-1900.
Scope of Public Participation Efforts

The policy addresses public participation policies and public information efforts in the following areas:

A. Overall Public Participation Plan
B. Short Range Program – Regional Transportation Improvement Program
C. Development Planning
D. Design and Construction
E. Fare Changes
F. Short Range Transit Planning
G. Native American Consultation

A. Overall Public Participation Plan -- *Unless otherwise noted or required, the Public Participation Plan provides SANDAG general policies for public participation for major planning initiatives such as the Regional Plan, Regional Short Range Transit Plan, and other planning and programming projects, including any tailored public involvement plans associated with them.*

1. The SANDAG Public Participation Plan is designed to inform and involve the region's residents in the decision-making process on issues such as growth, transportation, environmental management, housing, open space, air quality, energy, fiscal management, economic development, and public safety.

2. The Public Participation Plan seeks to involve all citizens, including but not limited to low income households, limited English proficient individuals, Hispanic, African American, Asian, Native American, senior, and other communities, persons with disabilities, as well as community and civic organizations, public agencies, business groups and associations, environmental organizations, and other stakeholders.

3. SANDAG Board meetings provide the public forum and decision point for significant regional issues. SANDAG Directors usually hold one or two Board meetings each month: a Board Policy Meeting the second Friday of each month and a Board Business Meeting the fourth Friday of each month. Meetings held at the SANDAG office are accessible by public transit. During these meetings, Directors adopt plans, allocate transportation funds, approve transit construction plans, approve transit fare changes, and establish policies and develop programs that are used by local governments as well as other public and private organizations.

4. The SANDAG Public Participation/Involvement Program shall comply with the Americans with Disabilities Act (ADA). SANDAG shall hold public meetings in buildings, rooms, or locations that are accessible to persons with disabilities. SANDAG shall provide public meeting information in alternate formats and shall provide special accommodations at public meetings with three business days notice.

5. The SANDAG Public Participation Plan is carried out as an integrated work element of the agency's Overall Work Program and Budget and as part of other programming, development, and implementation processes such as the Regional Plan, Regional Short Range Transit Plan, Regional Transportation Improvement Program, Environmental Impact Reports, transit capital project development, project construction, transit fare changes, corridor studies, and other projects.

6. SANDAG shall proactively seek and promote public participation in SANDAG workshops and public hearings, as well as participation and attendance at committees, working groups, and task forces. SANDAG shall follow local, state, and federal guidelines for posting public meeting and hearing notices. Depending upon the specific project, SANDAG shall endeavor to hold meetings at times that can attract as many participants as possible, including evenings and weekends and at locations in communities throughout the region. SANDAG shall endeavor to hold these meetings in locations that are accessible by public transit.

7. SANDAG shall inform the public in a timely manner about regional issues, actions, and pending decisions through a number of efforts. As needed or required, SANDAG shall post public notices in newspapers of general circulation for publication of legal notices. Other publication and distribution efforts can include mail distribution to residents, agencies, and city/county governments, the SANDAG website, email lists, text messaging, the SANDAG social media channels, and Region – the SANDAG monthly electronic newsletter. As needed, SANDAG also shall distribute press releases and media alerts to local, regional, and Mexico border area print and broadcast media.

8. SANDAG shall regularly inform local print, online, and broadcast media about SANDAG decisions, events, research, and other issues. SANDAG shall regularly

distribute press releases to news services, Daily Transcript, East County Californian, El Latino, La Prensa, Los Angeles Times, San Diego Business Journal, San Diego Metropolitan, San Diego Union-Tribune, San Diego Voice & Viewpoint, The Star News, and numerous community newspapers. SANDAG shall also distribute information to local and Mexico radio and television stations.

9. SANDAG shall use its website and social media channels to provide the public with useful and timely information, including: project updates and construction information; meeting schedules and agendas; plans and environmental documents; reports and other publications; demographic profiles and data downloads; and interactive database and mapping applications.

10. As appropriate and as required by local, state, and federal guidelines, SANDAG shall translate into Spanish, and other languages, publications, announcements, and web content. In addition, numerous staff members are bilingual Spanish-English speakers and participate in public outreach and conduct presentations in Spanish. Translators shall be hired as outlined in the SANDAG Language Assistance Plan and as required by local, state, and federal guidelines to provide services in Spanish and other languages as appropriate.

11. SANDAG conducts periodic public opinion surveys as part of the outreach and citizen participation component of the SANDAG work program. These surveys shall be designed to include the San Diego region's residents in the regional planning process and to keep SANDAG officials aware of issues that are of concern to the people who live here.

12. SANDAG will endeavor to respond to general comments received by phone, fax, letter, or email within five (5) business days of receipt. Comments shall be routed to the SANDAG staff person who is responsible for that issue. Comments may be responded to in writing (email or letter) or may be resolved with the initial phone call. Some comments may need to be resolved by another agency or jurisdiction so the customer is referred to the appropriate entity. When a comment is submitted as part of a public review process (e.g., a plan or environmental report) the comment and response is logged into a database. Comments, concerns, and responses received as part of a public review process shall be included in the final plan or report. Comments received via SANDAG social media channels will be addressed as stated in the SANDAG Social Media Policy.

B. Short Range Program – Regional Transportation Improvement Program (RTIP) – *document updated every two years outlining major transportation projects to be implemented during a five-year period*.

1. SANDAG shall follow the latest federal and state regulations regarding participation by interested parties.

2. As the document that implements the long range plan, the RTIP shall be incorporated as part of the Board-adopted public involvement process established for the Regional Plan, including participating in public outreach efforts, providing adequate public notice (legal notice publications), employing visualization techniques, and holding

public meetings at convenient and accessible locations.

3. SANDAG shall respond to any significant public input or comment received during the development of the biennial update and/or during the amendment cycle as part of its report to the Board or Transportation Committee (as appropriate).

4. The biennial RTIP update will be noticed in newspapers of general circulation, including in alternate languages, and a public hearing shall be held prior to final adoption by the Board of Directors.

5. During the amendment cycle, SANDAG will provide a draft of the amendment to all interested parties for a 15-day comment period.

C. Development Planning – *Planning, environmental, preliminary engineering activities on major capital projects.*

1. SANDAG shall follow current federal and state regulations regarding public involvement processes and procedures. SANDAG shall develop public involvement programs tailored to meet specific project needs which address the unique challenges presented by each project. Programs shall be developed using the joint Federal Highway Administration and Federal Transit Administration (FHWA/FTA) guidelines titled "Public Involvement Techniques for Transportation Decision-Making."

2. The public involvement program shall set objectives, identify people to be reached, develop public involvement strategy, and define specific outreach techniques.

3. The public involvement program shall be developed so that critical community concerns and technical issues are identified in the study. The issues need to address the engineering, environmental, economic, and financial analyses that respond effectively to community needs and preferences and satisfy local, state, and federal environmental clearance requirements.

4. To facilitate community participation, lists of individuals, agencies, and organizations shall be developed for distribution of agency materials. These lists will include persons who have indicated an interest in transportation planning projects during previous public information efforts and/or focused on the specific project. Project information will be distributed to the persons on this list in conjunction with public meetings and workshops, to solicit comments and recommendations.

5. Environmental documents shall be prepared in accordance with California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as appropriate, and in coordination and consultation with various federal, state, and local agencies, and with elected officials, community leaders, organizations, and other individuals from the neighborhoods and communities potentially affected by the proposed action. Coordination and public involvement shall be achieved through a variety of means, such as formal public hearings and meetings, circulation of draft documents, mailings, focus group meetings, workshops, and individual/group contacts.

6. Formal scoping meetings, public hearings, and/or other meetings during the comment period and environmental document certification shall be held in accordance with the requisite environmental document. As required, meetings shall be announced in the Federal Register, local publications, and on the SANDAG website. Persons and organizations on the project mailing list and social media channels also will be notified. SANDAG shall endeavor to hold public meetings in locations accessible by public transit.

7. SANDAG shall prepare and distribute appropriate notices and communications to comply with CEQA and NEPA requirements.

8. A public information program shall be developed to inform the community of factors related to the project. The information program may include briefings for the news media, informational meetings, presentations to include community and professional associations and educational institutions, business groups and associations, environmental organizations, outreach via social media, and other public forums.

9. A project working group may be organized to review and comment on the project to build understanding and identify support for feasible alternatives. This group may consist of various elected officials/staff, community and neighborhood organizations, business organizations, property owners, and other stakeholders and interested parties. This group would be formed to provide comment and guidance regarding technical issues, review study alternatives and evaluation results, and provide community input regarding the alternatives. This iterative process would allow for identified issues and concerns to receive follow-up responses. Meeting summaries of project working group activities shall be produced. Meeting notices, agendas, and/or other information shall be posted to the SANDAG website.

10. Other public input opportunities include SANDAG Board of Directors meetings and meetings of SANDAG policy committees: Executive, Transportation, Regional Planning, Borders, and Public Safety. Other opportunities for public participation are at working group meetings, general public meetings, and presentations to planning and community groups.

D. Design and Construction – *Design and construction of capital projects.*

1. For all capital improvement projects with significant community impacts, SANDAG shall provide opportunities for members of the public to provide input and express concerns. SANDAG also shall implement a program designed to inform the public of progress, as well as safety and community impacts in the event of construction.

2. SANDAG shall hold publicly noticed meetings at key stages of project development and implementation in the area(s) being impacted. The location of the meetings shall depend upon the geographic location of the project. Meetings concerning projects exclusively within the North County Transit District (NCTD) service area shall be held in North County locations, and if appropriate, at SANDAG offices. Meetings concerning projects exclusively within the Metropolitan Transit System (MTS) service area shall be held in MTS service areas affected, and if appropriate, at SANDAG offices. Meetings concerning all other projects shall be held at SANDAG offices or other

locations specified in SANDAG agendas. SANDAG, MTS, and NCTD offices are accessible by public transit. SANDAG shall endeavor to hold off-site public meetings at locations accessible by public transit.

3. SANDAG shall solicit input from the representatives of interest groups of the local population, such as community groups, planning groups, business groups and associations, business improvement districts, environmental organizations, neighborhood associations, limited English proficient populations, and senior and disabled riders. These stakeholders will be consulted during the design and construction of capital projects.

4. SANDAG shall work to advise the public regarding actual and perceived disruption during construction of capital projects by distributing informational, educational, and public information materials, and by using other traditional community relations tools.

5. SANDAG shall endeavor to meet citizen concerns as they arise and attempt to resolve those concerns.

6. For all projects requiring environmental review under CEQA and NEPA, such as major capital improvement projects, SANDAG shall provide opportunities for members of the public to provide input and comply with all related legal requirements.

    6.1 SANDAG shall solicit input from the representatives of interest groups of the local population, such as community groups, planning groups, business groups and associations, and neighborhood associations.

    6.2 SANDAG shall incorporate public input into project planning and development where practical and feasible.

    6.3 SANDAG shall hold a public hearing to seek public comment whenever required under CEQA and/or NEPA.

        6.3.1 Published notifications for such hearings shall be published in newspapers of general circulation for publication of legal notices. Notices also may be published in regional, community, or Spanish-language newspapers to reach the affected area.

        6.3.2 Any item subject to a public hearing will be listed and described in the Board's published agenda, which shall be posted at least 72 hours in advance of the meeting at the Board's meeting place and on the SANDAG website.

        6.3.3 Public hearings shall be conducted by SANDAG at the published date, time, and place. The public hearing will allow for interested parties to be heard. The Board also will consider any written comments that were forwarded to the Board prior to the hearing.

E. Fare Changes

1. SANDAG has adopted Board Policy No. 029 to provide policy guidance for fare changes. This section of this policy is designed to inform and involve public transit riders, stakeholders, and the general public about proposed changes in transit fares. It is not intended to apply to transit route changes within the purview of the transit operators.

    1.1 Consistent with Board Policy No. 004, SANDAG staff shall hold one or more public meetings to provide the public an opportunity to comment on proposed fare changes. A minimum of two public meetings shall be held prior to the first reading of any proposed fare change that affects services operating in both the MTS and NCTD service areas. At least one public meeting shall be held in the MTS service area, and at least one public meeting shall be held in the NCTD service area. If one or more public meetings are conducted by a public meeting officer pursuant to Board Policy No. 004, at least one of the public meetings shall be held with a starting time no earlier than 6 p.m. A public meeting for proposed fare changes that do not affect the entire region may be held exclusively within the general geographic area that is being affected by the fare change. Such public meeting shall be held at a time convenient for users and potential users of the affected service. Public meetings at which formal public testimony will be taken shall be held at locations that are accessible by users of public transit. An official transcriber or other means of recording all public input received shall be utilized at all public hearings, meetings, workshops or open-houses at which formal public testimony is taken. A record of the input received shall be provided to the Transportation Committee or Board of Directors at the time of the first and second readings of amendments to the fare ordinance for the purpose of adjusting fare prices.

    1.2 Public comments on proposed fare changes also shall be accepted at the SANDAG Board or Transportation Committee meeting before any final action is taken.

    1.3 *Take One*, Rider Alerts, or other public notices in both English and Spanish will be posted on all affected public transit vehicles within the affected area at least 15 calendar days prior to the public hearing and will include a description of the proposed fare change, the date, time, intent and location of the public meeting, and the deadline for written, email, and phone comments from the public. The notices will be posted to the SANDAG and Transit Agency website(s).

    1.4 Print notice of public meetings at which formal public testimony will be taken will be provided at least 15 calendar days prior to the public meeting date in newspapers of general circulation in the affected area(s), including appropriate minority and community publications. Public notices will be printed in Spanish in Spanish-language newspapers. Such public meeting notices will include a description of proposed fare changes, the date, time,

intent, and location of the public meeting(s), and the deadline for written, email, and phone comments from the public.

1.5 An open phone line will be made available to take public comments at least 15 calendar days prior to adoption of fare changes.

1.6 A Transportation Committee and/or Board report (as appropriate) will be completed and available for public review at least 72 hours prior to the public meeting at which the fare changes are proposed for adoption and posted to the SANDAG website(s).

2. After a fare change is approved by SANDAG:

2.1. The public will be notified via news release(s)

2.2. *Take One*, Rider Alerts, or other public notices in both English and Spanish will be posted on all affected transit vehicles at least 15 calendar days prior to changes going into effect and posted to the SANDAG and Transit Agency website(s).

3. SANDAG shall follow federal Title VI and environmental justice requirements when implementing transit fare changes.

3.1. Residential, employment, and transportation patterns of low-income, limited English speaking, and minority populations shall be identified so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed. SANDAG shall endeavor to involve the affected communities in evaluating the benefits and burdens of transportation investments.

3.2. SANDAG shall evaluate and - where necessary - improve the public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

F. Short Range Transit Planning

1. Public information and involvement programs for the Regional Short Range Transit Plan and the Coordinated Human Resources and Public Transit Transportation Plan shall be the responsibility of SANDAG.

2. Public information and involvement programs for transit service changes will fall under adopted policies of MTS and NCTD.

G. Native American Consultation

1. SANDAG shall establish and adhere to government-to-government relationships when interacting with Tribal Governments, acknowledging these tribes as unique and separate governments within the United States.

2. SANDAG shall recognize and respect important California Native American rights, sites, traditions, and practices.

3. SANDAG engages in "consultation" with Tribal Governments prior to making decisions, taking actions, or implementing programs that may impact their communities.

4. To facilitate effective consultation with Tribal Governments, SANDAG has established a Tribal Government Liaison. The Liaison shall serve as an initial contact for Tribal Governments and communicates with tribal governments regarding SANDAG activities.

    4.1. "Consultation" is the active, affirmative process of: (1) identifying and seeking input from appropriate American Indian government bodies, community groups, and individuals; and (2) considering their interests as a necessary and integral part of the decision-making process.

Adopted November 2004
Amended March 2005
Amended January 2006
Amended December 2007
Amended December 2008
Amended January 2010
Amended November 2012
Amended September 2017
Amended February 2018

Appendix L

Public Comments and Responses

SANDAG

2025 Regional Transportation Improvement Program
FY 2025-2029

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

Comment No.	Agency	Last Name	First Name	Comment	Response	Comment Date	Form
1	Caltrans Federal Programming Group	Kang	Peter	Page 190 (4-1), Chapter 4-Funding Assumptions: Second paragraph states the 2024 STIP FE includes a total estimate of $2.9 billion in program capacity over the five-year FE period and is a 37% increase compared to the 2022 five- year FE period. Page 2-8 (34) paragraph two states the 2024 STIP FE includes total STIP program capacity over the five- year FE period of $1.7 billion including $1.6 billion of new program capacity and it is a 101% increase from the 2022 STIP. Please ensure the STIP funding estimates and increase amounts are accurate and consistent.	Updated reference in Chapter 2 for consistency with Chapter 4 reference	8/28/2024	Email
2	Caltrans Federal Programming Group	Kang	Peter	Page 202 (4-13), Chapter 4-Funding Assumptions: How is SANDAG addressing the projected deficit for the Metropolitan Transit System?	Updated section based on Final Adopted FY2025 MTS Budget; MTS is using reserves to eliminate the deficit in FY 2025, and is weighing various options for eliminating the deficits in FY 2026 through FY 2029.	8/28/2024	Email
3	Caltrans Federal Programming Group	Kang	Peter	Page TBD: Please add a section discussing SANDAGs Federal Land Management Agency (FLMA) Consultation. If there are no federal lands, then please add wording that there are no federal lands that are managed by Federal Land Management Agencies. FTIP Development Guidance states MPOs should include a description in the FTIP about how they coordinate their programming process with FLMAs in the region. Describe projects in the region that are providing better access to federal lands and describe any federal funding sources for projects that are coordinated with FLMAs.	Added paragraph on page 2-12 in Chapter 2.	8/28/2024	Email
4	Caltrans Federal Programming Group	Kang	Peter	Page TBD: Please provide the SANDAG Board Resolution in the final RTIP.	Adoption resolution included in Final 2025 RTIP	8/28/2024	Email
5	Caltrans Federal Programming Group	Kang	Peter	Page 266, Appendix B-Table B-1: HSIP back up list dated 5/7/24 includes the following projects that are not listed in the RTIP: H9-11-006, H9-11-016, H8-11-016; please clarify (see attached HSIP back up list).	The 3 projects are programmed in the 2025 RTIP, but the HSIP project numbers were not visible, have added the HSIP project numbers to the project descriptions	8/28/2024	Email
6	Caltrans Federal Programming Group	Kang	Peter	Pages 192 & 193: Please update the SHOPP revenue and programmed funding per attached latest SHOPP funding report (see attachment). SHOPP funding report and 2025 RTIP show prior SHOPP funding, but no prior funding is listed in 2025 SANDAG Financial Summary template; please clarify. Please ensure all updates are also reflected in the revenue and programmed tables in the 2025 SANDAG Financial Summary template.	SHOPP programming and revenues have been updated to align with listing dated 8/16/2024, except for the Sustainability & Miscellaneous project, as this will be added in the first amendment to the 2025 RTIP. •CAL602/EA 43088x: 4/2024 PCR approved moving CON & R/W from FY25 and FY26 •CAL558/EA 43031x: 6/2024 (8/2024) CTC approved 12-month CON Allocation TE, expires 6/2025, Need all of CON moved to FY25 - RTL anticipated 4/2025, need funding in approved FTIP to submit E76 •CAL564/EA 43034x: 2020 SHOPP – FY24 CON G13 Contingency, 6/2024 (8/2024) CTC approved 14-month CON Allocation TE, expires 8/2025 - CTIPS attached, had to place $1k in FY25 for CON - RTL anticipated 5/2025, need funding in approved FTIP to submit E76 •CAL565/EA 43026x: 2020 SHOPP – FY24 CON G13 Contingency, 6/2024 (8/2024) CTC approved 14-month CON Allocation TE, expires 8/2025, had to place $1k in FY25 for CON - RTL anticipated 6/2025, need funding in approved FTIP to submit E76 •CAL570/EA 43023x: 2020 SHOPP – FY24 CON G13 Contingency, 6/2024 (8/2024) CTC approved 11-month CON Allocation TE, expires 5/2025, had to place $1k in FY25 for CON - RTL anticipated 1/2025, need funding in approved FTIP to submit E76	8/28/2024	Email
7	Caltrans Federal Programming Group	Kang	Peter	Pages 192 & 193: 2025 SANDAG Financial Summary template shows Carbon Reduction Program (CRP) funding, but none is listed in revenue and programmed funding; please clarify.	CRP funding is shown as part of "Federal Tansit Administration (FTA) Other"	8/28/2024	Email
8	Caltrans Federal Programming Group	Kang	Peter	Pages 192 & 193: Please check SANDAGs CMAQ apportionments for the four FYs on the revenue and programmed tab. The apportionments are well under what is provided for SANDAG for FYs 25, 27 and 28; please clarify.	CMAQ apportionments are accurate. The reason for the large balances in FYs 2025, 2027, and 2028 is that we are working to update project budgets to program additional CMAQ funding.	8/28/2024	Email

9	Caltrans Federal Programming Group	Kang	Peter	Page 50, Chapter 3-Table 3-1: CAL26 Detailed project description does not match CTIPS; please clarify if CTIPS should be updated. Please add note from CTIPS that toll credits will be used to match federal funds for the CON phase. Please confirm if STIP funds are programmed correctly as AC.	Toll credit notations should be removed from CTIPS. All STIP funding on this project is in prior years.	8/28/2024	Email
10	Caltrans Federal Programming Group	Kang	Peter	Page 50, Chapter 3-Table 3-1: CAL38 Please confirm if STIP funds are programmed correctly as AC.	All STIP funding on this project is in prior years.	8/28/2024	Email
11	Caltrans Federal Programming Group	Kang	Peter	Page 125, Chapter 3-Table 3-1: SAN29 Please confirm IIP funds are programmed correctly.	All IIP funding on this project is in prior years.	8/28/2024	Email
12	Caltrans Federal Programming Group	Kang	Peter	Page 132, Chapter 3-Table 3-1: SAN 264 Description states toll credits will be used to match federal funds for the CON phase, but the only funding types are TransNet and Local Funds; please clarify.	Will remove Toll credits notation from the project description.	8/28/2024	Email
13	Caltrans Federal Programming Group	Kang	Peter	Page 145, Chapter 3-Table 3-1: MTS28 Total project cost does not match CTIPS; please clarify.	The reason for the difference in total cost is that we omit prior transit ops/maintenance funding from the project tables, as it does not accurately reflect the current work on the project. The total cost (incl. prior ops/maint) of $1,059,120,000 matches CTIPS.	8/28/2024	Email
14	Caltrans Air Quality Branch	Espinosa Araiza	Erika	For the Conformity Analysis Documentation Checklist, the document name and footer both say 2023 RTIP Amendment #13 and Amendment to the Regional Plan. Please correct.	Updated footer and document name	8/28/2024	Email
15	Caltrans Air Quality Branch	Espinosa Araiza	Erika	93.104 (b, c) Include the final board adoption resolution in the final draft of the Conformity Finding. Document the date of the final board adoption resolution in the Conformity Documentation checklist.	Final draft of Board resolution included, date of adoption has been included in the checklist	8/28/2024	Email
16	Caltrans Air Quality Branch	Espinosa Araiza	Erika	93.108 This is documented on p. 5 of the Draft Conformity Finding as well. We recommend including this in the Conformity Documentation Checklist.	Added to the checklist	8/28/2024	Email
17	N/A	Weiss	Shirli	The comment addressed concerns regarding the San Dieguito Double Track and Special Events Platform Project (DM02; CAL44) in relation to the Regional Transportation Improvement Program (RTIP). The commenter argues that it is premature to approve funding for this project because it is part of a larger $4 billion realignment of the LOSSAN corridor, which requires a full environmental review under NEPA. The comment emphasized the need for careful consideration of the project's impacts, especially regarding potential eminent domain and disruptions to Del Mar's economy and residents. Additionally, the commenter pointed out the lack of budgeting for required mitigation measures related to previous Coastal Commission approvals, urging SANDAG to include necessary preconstruction and construction costs for these obligations in the RTIP.	Comment received and documented	9/20/2024	Public Hearing (Email)
18	N/A	Clement	Rita	The comment expressed support for Item number 6 and emphasized the importance of prioritizing health impacts, air quality, and equity in transportation planning. Commenter advocated for investments aimed at reducing traffic, improving crumbling infrastructure, and enhancing the countywide transit system to create a safer and more livable San Diego. They commended the staff for their efforts and stressed the need to encourage fewer cars on the road.	Comment received and documented	9/20/2024	Public Hearing
19	N/A	N/A	The Original Dra	The commenter critiqued the allocation of funding in Social Equity Areas, highlighting a disparity where less is spent on the most vulnerable populations compared to others. The commenter questioned the effectiveness of current traffic reduction strategies, arguing that they may actually contribute to increased traffic and greenhouse gas emissions. They proposed that planting more trees could help mitigate health impacts instead. The comment also raised concerns about the environmental and health risks associated with electric vehicles and their infrastructure, including potential radiation from charging stations and the dangers of lithium batteries.	Comment received and documented	9/20/2024	Public Hearing (Zoom)
20	N/A	Rhodes	Kathryn	The commenter raised two main issues regarding transportation funding and accountability. First, the commenter expressed concerns about allocating $5 million for a bus stop facility without confirming seismic safety issues that have been unresolved for years. They suggested holding off on funding until proper evaluations are completed. Second, the commenter criticized the Airport Authority for allegedly hoarding funds that could be used for transit improvements, particularly transit to the airport. They referenced previous commitments that were not fulfilled and called for SANDAG to take action, including potentially suing the Airport Authority for failing to meet its obligations.	Comment received and documented	9/20/2024	Public Hearing
21	Caltrans Federal Programming Group	Kang	Peter	Update Toll Credit comment and programmed Toll Credits	The following projects were updated, with no change to total project cost: CAL09, CAL29B, CAL38, CAL38C, CAL75, CAL78D, CAL538, CAL550, CAL551, CAL552, CAL553, CAL615, ESC08, NC40, NC44, NC45, SAN254, SAN256, SAN258, SAN259, SAN261, SAN268, SAN299, SAN300, SAN301, SAN302, SAN308, SAN309, SAN316, SB22, SD38, V11, V21, V22, VISTA59	9/23/2024	Email

Appendix M

Caltrans 2025 Federal State Transportation Improvement Program Checklist

SANDAG

2025 Regional Transportation Improvement Program
FY 2025-2029

2025 Federal Transportation Improvement Program (FTIP) Checklist for Caltrans FTIP Coordinator

I. Timeline:

Ensure each Metropolitan Planning Organization (MPO) submits the following items to Caltrans:

- The *Draft* 2025 FTIP at the start of the FTIP public review period but no later than **August 30, 2024**.
- Upload the Final 2025 FTIP, along with any amendments and to the 2025 FTIP in the California Transportation Improvement Program System (CTIPS) by **September 30, 2024**.
- Email web-link to the Final 2025 FTIP and amendments to Caltrans by **September 30, 2024**.

II. FTIP Package Submittal:

Paper copies of the draft or final 2025 FTIPs are not required.

Verify that the draft and final FTIP package includes the following:

- ☑ Project Listings
  - Projects that are Transportation Control Measures (TCMs) are identified
- ☑ Detailed listings for highway and transit grouped projects (back-up listings)
- ☑ Projects consistent with 23 CFR 667 requirements/analysis
- ☑ Board resolution that addresses the following. Include signed board resolution with your final 2025 FTIP.
  - Consistency with the metropolitan transportation planning regulations per Title 23 Code of Federal Regulations (CFR) Part 450
  - Consistency with the Regional Transportation Plan (RTP)__(e.g. RTP 2030)
  - Financial constraint – the enclosed financial summary affirms availability of funding
  - Meets air quality conformity
  - Does not interfere with the timely implementation of the TCMs contained in the State Implementation Plan
  - Compliance with the performance-based planning requirements
  - Completion of the public participation process in accordance with the MPO's Public Participation Plan (PPP)
- ☑ Federal Performance Measures:
  - The FTIP must be designed such that once implemented, it makes progress toward achieving the performance targets established under

23 CFR 450.306(d).

- Include description of the anticipated effect of the FTIP toward achieving the performance targets identified in the metropolitan transportation plan/RTP, linking investment priorities to the performance targets.
- Submit FTIP Performance Measures Reporting Workbook in Excel via email.

- ☑ Financial Summary
  - Includes financial information covering the first four years of the FTIP
  - Excel file submitted electronically using template dated 9/27/2024
- ☑ Include analysis of revenues dedicated for maintaining and operating the federal-aid system
- ☑ Air quality conformity analysis and determination, including the Conformity Analysis Checklist for MPO TIPs/RTPs
- ☑ Public Participation Process/Interagency Consultation
- ☑ Expedited Project Selection Procedures (EPSP) documentation
- ☑ Web link to the CMAQ and STBGP project selection process

Appendix N

Glossary of Terms and Acronyms

SANDAG

2025 Regional Transportation Improvement Program
FY 2025-2029

Appendix N
Glossary of Terms and Acronyms

A

AB	Assembly Bill
ABM	Activity-Based Model
AC	Advanced Construction
ACS	American Communities Survey
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APCB	San Diego Air Pollution Control Board
APCD	San Diego County Air Pollution Control District
ARB	Air Resources Board
ARRA	American Recovery and Reinvestment Act
ATP	Active Transportation Program

B

BIA	Bureau of Indian Affairs
BIL	Bipartisan Infrastructure Law
BIP	Border Infrastructure Program
BPNS	Bicycle, Pedestrian, and Neighborhood Safety Program
BRT	Bus Rapid Transit
BTA	Bicycle Transportation Account

C

CAA	Clean Air Act
CAAA	1990 Clean Air Act Amendments
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CARES	Coronavirus Aid, Relief, and Economic Security Act
CBI	Corridors and Borders Infrastructure
CBO	Community-Based Organizations
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CI	Capacity Increasing
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality Program
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Process
CO	Carbon Monoxide
CON	Construction Phase
CPI	Consumer Price Index
CRP	Carbon Reduction Program

CTAC	Cities/County Transportation Advisory Committee
CTC	California Transportation Commission
CTPP	Census Transportation Planning Package
CWG	Conformity Working Group

D

DAR	Direct Access Ramp
DEFM	Demographic and Economic Forecasting Model
DEMO	Federal Demonstration Funding
DOT	United States Department of Transportation

E

EAP	Early Action Program
EMFAC	Emissions Factors Model
EPA	United States Environmental Protection Agency
EPSP	Expedited Project Selection Process

F

FAST Act	Fixing America's Surface Transportation Act
FE	Fund Estimate
FHWA	Federal Highway Administration
FR	Federal Register
FRA	Federal Railroad Administration
FSP	Freeway Service Patrol or FSP Act
FSTIP	Federal State Transportation Improvement Program
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FWG	Freight Working Group
FY	Fiscal Year

G

GARVEE	Grant Anticipation Revenue Vehicle
GHG	Greenhouse Gas
GIS	Geographic Information System

H

HBP	Highway Bridge Program
HBRR	Highway Bridge Repair and Replacement (TEA-21)
HES	Hazard Elimination Safety
HIRE	Hiring Incentives to Restore Employment
HOV	High-Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HPP	High-Priority Program
HRCSA	Highway-Railroad Crossing Safety Account

HRRR	High-Risk Rural Roads
HSIP	Highway Safety Improvement Program
HUD	Housing and Urban Development

I

ICMI	Integrated Corridor Management Initiative
IIJA	Infrastructure Investment and Jobs Act
IIP	Interregional Improvement Program
IM	Interstate Maintenance
IRR	Indian Reservation Road
ITOC	TransNet Independent Taxpayer Oversight Committee
ITS	Intelligent Transportation System

J

JTOC	Joint Transportation Operations Center

K

KNR	Kiss & Ride (passenger drop-off zone)

L

LBRSA	Local Bridge Seismic Retrofit Account (State Prop. 1B)
LIM	Low-Income/Minority
LOS	Level of Service
LOSSAN	Los Angeles – San Diego – San Luis Obispo Rail Corridor

M

MAP-21	Moving Ahead for Progress in the 21st Century
MGRA	Master Geographic Reference Areas
MPO	Metropolitan Planning Organization
MTS	Metropolitan Transit System

N

NAAQS	National Ambient Air Quality Standards
NCI	Non–Capacity Increasing
NCTD	North County Transit District
NEPA	National Environmental Protection Act
NHS	National Highway System
NOx	Nitrogen Oxide

P

P/PE	Preliminary Engineering Phase
PADT	Person Average Daily Traffic
PeMS	Caltrans Performance Measurement System
PLH	Public Lands Highway
PM	Particulate Matter

PNR	Park & Ride
POF	Plan of Finance
POP	Program of Projects
PPEI	Peak-Period Exposure Index
PPNO	Programming Project Number (Caltrans)
PPP	Public Participation Plan
PTA	Public Transportation Account
PTMISEA	Public Transportation Modernization, Improvement, and Service Enhancement Account

R

RAQS	Regional Air Quality Strategy
RAS	Regional Arterial System
RCEGP	Rail Crossing Elimination Grant Program
RCP	Regional Comprehensive Plan
RHNA	Regional Housing Needs Assessment
RHWG	Regional Housing Working Group
RIP	Regional Improvement Program
ROG	Reactive Organic Gas
ROW	Right-of-Way
RSTP	Regional Surface Transportation Program
RTC	Regional Transportation Commission
RTCIP	Regional Transportation Congestion Improvement Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan or Recreational Trails Program
RTPA	Regional Transportation Planning Agency

S

SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
SANDAG	San Diego Association of Governments
SANTEC	San Diego Regional Traffic Engineers Council
SB	Senate Bill
SB 1	The Road Repair and Accountability Act of 2017
SCAT	Subcommittee for Accessible Transportation
SD&AE	San Diego and Arizona Eastern Railway
SHA	State Highway Account
SHOPP	State Highway Operation and Protection Program
SIP	State Implementation Plan (for air quality)
SLPP	State–Local Partnership Program
SOV	Single-Occupancy Vehicle
SR	State Route (as in SR 52 – State Route 52)
SR2S	Safe Routes to School Program (federal)
SS	Senior Services

STA	State Transit Assistance
STIP	State Transportation Improvement Program
STIP–IIP	State Transportation Improvement Program – Interregional Improvement Program
STIP–RIP	State Transportation Improvement Program – Regional Improvement Program
STP	Surface Transportation Program
SWG	Stakeholders Working Group (Regional Planning)

T

T-1	Transportation T-tactic: Ridesharing
T-2	Transportation T-tactic: Transit
T-3	Transportation T-tactic: Bicycle
T-4	Transportation T-tactic: Traffic Improvement
TAZ	Traffic Analysis Zone
TAP	Transit Access Point
TCI	Transit Capital Improvement
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TCSP	Transportation, Community, and Systems Preservation
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement
TEA-21	Transportation Equity Act for the 21st Century
TIF	Transportation Investment Fund
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPEC	Transportation Project Evaluation Criteria
TransNet	San Diego Region Half-Cent Local Transportation Sales Tax Program
TSGP	Transit Security Grant Program
TSM	Traffic Systems Management
TWG	Technical Working Group

U

UCSD	University of California San Diego
UTC	University Town Center

V

VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds

Y

YOP	Youth Opportunity Passes