



Transportation Committee Agenda

**Friday, April 4, 2025
1 p.m.**

Welcome to SANDAG. The Transportation Committee meeting scheduled for Friday, April 4, 2025, will be held in person in the SANDAG Board Room. While Transportation Committee members will attend in person, members of the public will have the option of participating either in person or virtually.

For public participation via Zoom webinar, click the link to join the meeting: <https://us02web.zoom.us/j/82510808156>

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

Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at clerkoftheboard@sandag.org (please reference Transportation Committee meeting in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. the business day before the meeting will be provided to members prior to the meeting. All comments received prior to the close of the meeting will be made part of the meeting record.

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Vision Statement: Pursuing a brighter future for all

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

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

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

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



Transportation Committee

MEMBERSHIP

The Transportation Committee advises the SANDAG Board of Directors on major policy-level matters related to transportation. The Transportation Committee assists in the preparation of the Regional Transportation Plan and other regional transportation planning and programming efforts. It provides oversight for the major highway, transit, regional arterial, and regional bikeway projects funded under the Regional Transportation Improvement Program, including the *TransNet* Program of Projects. Areas of interest include project schedules, costs, and scope. Members are eligible recipients of salary, per diem, and/or reimbursement of expenses from their associated governmental entity. Members should notify the Clerk of the Board if any information is incomplete or incorrect.

The Transportation Committee generally meets at 9 a.m., on the first and third Friday of the month, and 1 p.m. on the first Friday of every-other month.

Staff contact: Brian Lane, (619) 699-7331, brian.lane@sandag.org

MEMBERS

Jennifer Mendoza

Mayor Pro Tem, City of Lemon Grove
(Representing East County)

David Zito, Chair

Councilmember, City of Solana Beach
(Representing North County Coastal)

Sean Elo-Rivera, Vice-Chair

Councilmember, City of San Diego

John Duncan

Mayor, City of Coronado
(Representing South County)

Monica Montgomery Steppe

Supervisor, County of San Diego

Dane White

Mayor, City of Escondido
(Representing North County Inland)

Patricia Dillard

Metropolitan Transit System

Priya Bhat-Patel

North County Transit District

Esther Sanchez

San Diego County Regional Airport Authority

Michael Zucchet

Commissioner, Port of San Diego

ALTERNATES

Ronn Hall

Councilmember, City of Santee
(Representing East County)

Joy Lyndes

Deputy Mayor, City of Encinitas
(Representing North County Coastal)

Marni von Wilpert

Councilmember, City of San Diego

Cesar Fernandez

Councilmember, City of Chula Vista
(Representing South County)

Joel Anderson

Supervisor, County of San Diego

Mike Sannella

Deputy Mayor, City of San Marcos
(Representing North County Inland)

Cesar Fernandez

Metropolitan Transit System

Jewel Edson/Eric Joyce

North County Transit District

Rafael Perez

San Diego County Regional Airport Authority

Job Nelson

Port of San Diego

ADVISORY MEMBERS

Ann Fox

Caltrans District 11

Erica Pinto (Jamul)

Southern California Tribal
Chairmen's Association

Jim Custeau

Association of Planning Groups

Melina Pereira

Caltrans District 11

Eric LaChappa (La Posta)

Southern California Tribal
Chairmen's Association

Paul Dombkowski

Association of Planning Groups

Transportation Committee

Friday, April 4, 2025

Comments and Communications

1. Non-Agenda Public Comments/Member Comments

Members of the public shall have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Transportation Committee that is not on this agenda. Public speakers are limited to three minutes or less per person. Public comments under this agenda item will be limited to five public speakers. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Transportation Committee members and SANDAG staff also may present brief updates and announcements under this agenda item.

Consent

+2. Approval of Meeting Minutes

Approve

Francesca Webb, SANDAG

The Transportation Committee is asked to approve the minutes from its Friday, March 21, 2025, meeting.

[Meeting Minutes.pdf](#)

+3. FY 2026 Transit Capital Improvement Program

Recommend

Wylenea McCambridge, Richard Radcliff, SANDAG

The Transportation Committee is asked to recommend that the Board of Directors:

1. Approve the submittal of Federal Transit Administration grant applications for the San Diego region; and
2. Adopt Regional Transportation Commission Resolution No. RTC-2025-04, in substantially the same form, approving Amendment No. 4 to the 2025 Regional Transportation Improvement Program.

[FY 2026 Transit Capital Improvement Program Report.pdf](#)

[Att. 1 - FTA Formula Grant Programs.pdf](#)

[Att. 2 - Proposed Transit Capital Imp Program Funding Summaries .pdf](#)

[Att. 3 - Proposed FY 2026 Transit Capital Improvement Program.pdf](#)

[Att. 4 - Table 1 - Summary of Changes Report - Amendment No. 4.pdf](#)

[Att. 5 - Table 2 - 2025 RTIP - Amendment No 4.pdf](#)

[Att. 6 - Federal Requirements Analysis for RTIP Amendment No. 4.pdf](#)

[Att. 7 - Draft RTC Resolution No. RTC-2025-04 Approving Amend No. 4.pdf](#)

[Att. 8 - Tables 3a-3c - Fiscal Constraint Analysis for Amendment No. 4 .pdf](#)

Reports

4. Indian Energy Zero Emissions Vehicle Ring

Information

Omar Peralta, Indian Energy; Craig Reiter, Madaaooz

Omar Peralta and Craig Reiter will present an overview of a Zero Emission Vehicles (ZEV) infrastructure initiative for medium and heavy-duty trucks along the U.S.-Mexico border by implementing multi-modal distribution centers.

[Presentation](#)

+5. Coordinated Plan Update

Information

Tim Garrett, Rubi Morales, SANDAG

Staff will present initial findings from outreach conducted to support the update of the region's Coordinated Plan.

[Coordinated Plan Update.pdf](#)
[Presentation](#)

+6. On the Move: Innovative Transit Priority Solutions for Complete Streets

Discussion

Danielle Kochman, Evan Funk, SANDAG

Staff will present an update on the Caltrans Planning Grant funded study “On the Move” for feedback from Transportation Committee Members.

[On the Move Innovative Transit Priority Solutions.pdf](#)
[Presentation](#)

Adjournment

7. Adjournment

The next Transportation Committee Meeting is scheduled for Friday, April 18, 2025, at 9 a.m.

+ next to an agenda item indicates an attachment

April 4, 2025

March 21, 2025, Meeting Minutes

[View Meeting Video](#)

Chair David Zito (North County Coastal) called the Transportation Committee meeting to order at 9:04 a.m.

Mayor Pro Tem Priya Bhat-Patel (North County Transit District) participated in the meeting remotely, and confirmed it was for “just cause” under AB 2449.

1. Public Comments/Communications/Member Comments

Public Comments: Purita Javier, Cesar Javier, Blair Beekman, The Original Dra.

Member Comments: Senior Director of Regional Planning Antoinette Meier; Melina Pereira, Caltrans.

Consent

2. Approval of Meeting Minutes

The Transportation Committee was asked to approve the minutes from its February 7, 2025, meeting and the February 21, 2025, Joint Policy Advisory Committee meeting.

3. SANDAG Grant Programs: Quarterly Status Update and Specialized Transportation Grant Program Amendment Request

The Transportation Committee was asked to approve a six-month time extension for the Home of Guiding Hands Section 5310 grant agreement.

4. Master Agreement for Transit and Intercity Rail Capital Program with Caltrans

The Transportation Committee was asked to recommend that the Board of Directors adopt Resolution No. 2025-12, authorizing the Chief Financial Officer to execute the Master Agreement for Transit and Intercity Rail Capital Program with Caltrans.

Public Comments: Cesar Javier, The Original Dra, Blair Beekman.

Action: Upon a motion by Mayor Pro Tem Jennifer Mendoza (East County), and a second by Mayor John Duncan (South County), the Transportation Committee voted to approve the consent agenda.

The motion passed.

Yes: Chair Zito, Supervisor Monica Montgomery-Steppe (County of San Diego), Mayor Esther Sanchez (San Diego County Regional Airport Authority), Mayor Pro Tem Mendoza, Vice Mayor Patricia Dillard (Metropolitan Transit System), Mayor Pro Tem Priya Bhat-Patel (North County Transit District), and Mayor Duncan.

No: None.

Abstain: None.

Absent: City of San Diego, North County Inland, Port of San Diego.

Reports

5. TransNet Active Transportation Grant Program Project Amendment

Associate Grants Program Analyst Ben Gembler presented the item. The ITOC recommended that the Board of Directors reject the City of Carlsbad's request for a two-year time extension and a reduced project scope of work for their Active Transportation Grant Program-funded Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project.

Public Comments: Cesar Javier, The Original Dra, Blair Beekman.

Action: Mayor Duncan made a motion, seconded by Mayor Pro Tem Mendoza, to recommend that the Board of Directors reject the City of Carlsbad's request for a two-year time extension and a reduced project scope of work.

Mayor Pro Tem Bhat-Patel made a substitute motion, which was seconded by Mayor Sanchez, that the Transportation Committee recommend that the Board of Directors approve the City of Carlsbad's request for a two-year time extension and a reduced project scope of work.

The motion failed.

Yes: Mayor Sanchez and Mayor Pro Tem Bhat-Patel.

No: Chair Zito, Supervisor Montgomery-Steppe, Mayor Pro Tem Mendoza, Vice Mayor Dillard, and Mayor Duncan.

Abstain: None.

Absent: City of San Diego, North County Inland, Port of San Diego.

The Transportation Committee voted on the original motion made by Mayor Duncan.

The motion passed.

Yes: Supervisor Montgomery-Steppe, Mayor Pro Tem Mendoza, Vice Mayor Dillard, and Mayor Duncan.

No: Chair Zito, Mayor Sanchez, and Mayor Pro Tem Bhat-Patel.

Abstain: None.

Absent: City of San Diego, North County Inland, Port of San Diego.

6. Regional Active Transportation Program Funding Recommendations

Grants Program Manager Jenny Russo presented the item.

Public Comments: Cesar Javier, The Original Dra.

Action: Upon a motion by Supervisor Montgomery Steppe and a second by Mayor Duncan, the Transportation Committee recommended that the Board of Directors:

1. Adopt Resolution No. 2025-13, certifying the results of the San Diego Regional Active Transportation Program (ATP); and
2. Recommend that the California Transportation Commission fund the San Diego Regional ATP projects consistent with Attachment 3.

The motion passed.

Yes: Chair Zito, Supervisor Montgomery-Steppe, Mayor Pro Tem Mendoza, Vice Mayor Dillard, Mayor Pro Tem Bhat-Patel, and Mayor Duncan.

No: Mayor Sanchez.

Abstain: None.

Absent: City of San Diego, North County Inland, Port of San Diego.

7. Flexible Fleets Pilot Grant Program Call for Projects

Jenny Russo and Associate Regional Planner Emily Doss presented an overview of the new grant program and requested feedback on the draft call for projects from Transportation Committee members.

Public Comments: Cesar Javier, The Original Dra.

Action: Discussion

8. Adjournment

The next Transportation Committee meeting is scheduled for Friday, April 4, 2025, at 1 p.m.

Chair Zito adjourned the meeting at 11:20 a.m.

DRAFT

Confirmed Attendance at SANDAG Transportation Meeting

Jurisdiction	Name	Member/ Alternate	Attend
San Diego County Regional Airport Authority	Mayor Esther Sanchez	Member	Yes
	Rafael Perez	Alternate	Yes
City of San Diego	Councilmember Sean Elo-Rivera	Member	No
	Councilmember Marni von Wilpert	Alternate	No
County of San Diego	Supervisor Monica Montgomery Steppe	Member	Yes
	Supervisor Joel Anderson	Alternate	Yes
	Vacant	Alternate	--
East County	Mayor Pro Tem Jennifer Mendoza	Member	Yes
	Councilmember Ronn Hall	Alternate	No
Metropolitan Transit System	Vice Mayor Patricia Dillard	Member	Yes
	Councilmember Cesar Fernandez	Alternate	No
North County Coastal	Councilmember David Zito	Member	Yes
	Deputy Mayor Joy Lyndes	Alternate	No
North County Inland	Mayor Dane White	Member	No
	Councilmember Mike Sannella	Alternate	No
North County Transit District	Mayor Pro Tem Priya Bhat-Patel	Member	Yes - remote
	Deputy Mayor Jewel Edson	Alternate	No
	Deputy Mayor Eric Joyce	Alternate	No
Port of San Diego	Commissioner Michael Zucchet	Member	No
	Job Nelson	Alternate	No
South County	Mayor John Duncan	Member	Yes
	Councilmember Cesar Fernandez	Alternate	No
Advisory Members			
Caltrans	Ann Fox	Member	No
	Melina Pereira	Alternate	Yes
	Vacant	Alternate	--
Southern California Tribal Chairmen's Association	Erica Pinto	Member	No
	Eric LaChappa	Alternate	Yes
Association of Planning Groups	Jim Custeau	Member	Yes
	Paul Dombkowski	Alternate	No

April 4, 2025

FY 2026 Transit Capital Improvement Program

Overview

The regional Transit Capital Improvement Program (CIP) is a rolling five-year plan, which outlines current transit needs and planned investments in transit capital, rehabilitation, and replacement projects. The program is updated annually in partnership with the Metropolitan Transit System (MTS) and North County Transit District (NCTD) and is designed to meet ongoing transit operational and infrastructure needs in a responsive and efficient manner. These CIPs are the basis for the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities formula grant applications and for updating the 2025 Regional Transportation Improvement Program (RTIP). As the Metropolitan Planning Organization (MPO) for the San Diego region, SANDAG is the designated recipient for the FTA formula grant funds and is responsible for approving the grant applications for the San Diego region and programming the FTA funds in the RTIP.

Key Considerations

Three FTA formula programs, Section 5307 Urbanized Area Formula Program, Section 5337 State of Good Repair Program, and Section 5339 Bus and Bus Facilities Program are the primary source of funding for the transit agency CIPs and generally provide 80% of the cost of eligible activities (Attachment 1). Additional state and local funding sources supplement the FTA programs. The combined funding for the regional CIP is \$468.7 million for FY 2026 and \$1.9 billion for the five-year program from FY 2026 to FY 2030. The individual transit agency CIP summaries are in Attachment 2.

After allocating funds to SANDAG for planning, the balance of the Section 5307 funds are allocated to the operators on a 70%/30% basis, with the more populous MTS area receiving 70% and the 30% share going to NCTD. The same 70/30 formula is used to allocate the Sections 5337 and 5339 funds between MTS and NCTD. Funding assumptions used for development of the FY 2026 transit CIP are based on Federal Fiscal Year (FFY) 2025 apportionments. The estimate for FTA formula programs will remain flat for the four final years of the estimate, FFY 2027 through FFY 2030, as approved by the Board on February 14, 2025.

MTS and NCTD reviewed and prioritized capital project submittals to ensure that operationally critical projects were funded. The NCTD Board approved its CIP on January 23, 2025, and the MTS Board approved its CIP on March 13, 2025. NCTD will seek approval of an amended CIP budget based on

Action: **Recommend**

The Transportation Committee is asked to recommend that the Board of Directors:

1. Approve the submittal of Federal Transit Administration grant applications for the San Diego region; and
2. Adopt Regional Transportation Commission Resolution No. RTC-2025-04, in substantially the same form, approving Amendment No. 4 to the 2025 Regional Transportation Improvement Program.

Fiscal Impact:

Pending approval by the Board, the transit CIPs will provide approximately \$468.7 million for capital projects, preventive maintenance, American with Disabilities Act compliance, and planning activities in FY 2026.

Amendment No. 4 reflects an increase of approximately \$72 million to the 2025 Regional Transportation Improvement Program.

Schedule/Scope Impact:

FTA grant applications would be executed in fall 2025.

updated flattened FFY 2027 through FFY 3030 estimates in June 2025. The FY 2026 Transit Capital Program Fiscally Constrained CIPs can be seen in Attachment 3.

Regional Transportation Improvement Program

As the MPO for the San Diego region, SANDAG is the designated recipient for FTA formula funds and is responsible for programming the FTA funds in the RTIP. The RTIP is the multiyear funding program for major transportation projects in the San Diego region. Projects included in the CIP, and subsequently in the FTA grant application, also must be programmed in the RTIP.

Changes in funding are highlighted in Attachment 4, while the proposed amendments are included in Attachment 5. It has been determined that the 2025 RTIP would remain in compliance with federal regulations upon approval of Amendment No. 4 (Attachment 6). Finally, tables 3a through 3c (Attachment 8) provide updated program financial summaries, including a comparison to the previous amendment to the 2025 RTIP. Changes are highlighted in yellow.

Next Steps

Pending approval by the SANDAG Board, SANDAG, MTS, and NCTD will submit the FTA grant applications for the San Diego region, and, pending the Board's adoption of Regional Transportation Commission Resolution No. RTC-2025-04, in substantially the same form as Attachment 7, the 2025 RTIP Amendment No. 4 will be transmitted to Caltrans for review and approval and then forwarded to the Federal Highway Administration and FTA. Upon the approval of both federal agencies, the amendment will be incorporated into the 2025 Federal Statewide Transportation Improvement Program.

Dawn Vettese, Chief Financial Officer

Attachments:

1. FTA Formula Grant Programs
2. Proposed Transit Capital Improvement Program Funding Summaries for FY 2026 to FY 2030
3. Proposed FY 2026 Transit Capital Improvement Program - Fiscally Constrained
4. Table 1 - Summary of Changes Report - Amendment No. 4
5. Table 2 - 2025 Regional Transportation Improvement Program - Amendment No. 4
6. Federal Requirements Analysis for RTIP Amendment No. 4
7. Draft RTC Resolution No. RTC-2025-04: Approving Amendment No. 4 to the 2025 Regional Transportation Improvement Program
8. Tables 3a-3c - Fiscal Constraint Analysis for Amendment No. 4 to the 2025 RTIP

Federal Transit Administration Formula Grant Programs

Section 5307

Section 5307 Urbanized Area Program provides funding for transit capital and operating assistance in urbanized areas and for transportation-related planning. Eligible activities under this program include planning, engineering design, and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses; overhaul and rebuilding of buses; crime prevention and security equipment; construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems, including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. In addition, associated transit improvements and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some American with Disabilities Act complementary paratransit service, while recorded as operating expenditures, are considered capital costs for purposes of eligibility. The Federal Transit Administration defines preventive maintenance as all maintenance costs related to vehicles and non-vehicles. Specifically, it is all the activities, supplies, materials, labor, services, and associated costs required to preserve or extend the functionality and serviceability of the asset in a cost-effective manner, up to and including the current state-of-the-art for maintaining such an asset.

Section 5337

This State of Good Repair program provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity, fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, State of Good Repair grants are eligible for developing and implementing Transit Asset Management plans. This program reflects a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. Eligible activities include projects that maintain, rehabilitate, and replace capital assets as well as projects that implement transit asset management plans

Section 5339

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues the Grants for Buses and Bus Facilities program, which makes funding available to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low- or no-emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. Two sub-programs provide competitive grants for buses and bus facility projects, including one that supports low and zero-emission vehicles.

**METROPOLITAN TRANSIT SYSTEM
TRANSIT CAPITAL PROGRAM SUMMARY
FY 2026 to FY 2030
In \$000's**

	FY 26	FY 27	FY 28	FY 29	FY 30	Five Year Total
Federal Formula Program 5307	65,182	65,182	65,182	65,182	65,182	325,912
Federal Formula Program 5337	47,439	47,439	47,439	47,439	47,439	237,196
Federal Formula Program 5339	4,272	4,272	4,272	4,272	4,272	21,358
Federal FFY24 EPA Community Change Grant	3,906	0	0	0	0	3,906
Federal Compressed Natural Gas (CNG) Rebate	3,601	4,000	0	0	0	7,601
State Transit Assistance (STA)	22,200	22,700	22,700	22,700	22,700	113,000
State STA/ State of Good Repair (SGR) Program	5,816	6,000	6,000	6,000	6,000	29,816
State Cap and Trade: Low Carbon Transit Operations Program (LCTOP)	8,658	8,000	8,000	8,000	8,000	40,658
State Cap and Trade: Transit and Intercity Rail Capital Program (TIRCP) Discretionary	42,000	6,315	0	0	0	48,315
State Zero-Emission Transit Capital Program (ZETCP)	0	9,685	9,685	9,685	0	29,056
Local Transportation Development Act (TDA)	27,726	17,218	5,710	57,202	58,693	166,550
Local Transportation Development Act (TDA) FY25 Pending Transfer	7,126	0	0	0	0	7,126
Local Land Sales Proceeds	3,298	0	0	0	0	3,298
Total Federal Funding (including local match)	241,223	190,812	168,989	220,481	212,287	1,033,791
Less: Preventive Maintenance /ADA/Planning	76,696	78,700	80,704	82,708	84,712	403,519
Less: SANDAG Planning	1,186	1,211	1,236	1,262	1,289	6,185
Total Funding Available For Capital Projects	163,341	110,900	87,049	136,511	126,286	624,088

**NORTH COUNTY TRANSIT DISTRICT
TRANSIT CAPITAL PROGRAM SUMMARY
FY 2025 to FY 2029
In \$000's**

	FY 26	FY 27	FY 28	FY 29	FY 30	Five Year Total
Federal Formula Program 5307	27,935	27,935	27,935	27,935	27,935	139,677
Federal Formula Program 5337	20,331	20,331	20,331	20,331	20,331	101,656
Federal Formula Program 5337 - High Intensity Motorbus	10	10	10	10	10	48
Federal Formula Program 5339	1,831	1,831	1,831	1,831	1,831	9,154
Federal Forumula Program 5311	642	642	642	642	642	3,208
State Transit Assistance (STA)	13,960	13,960	13,960	13,960	13,960	69,802
State STA/ State of Good Repair (SGR) Program	2,089	2,089	2,089	2,089	2,089	10,443
State Cap and Trade: Low Carbon Transit Operations Program (LCTOP)	2,901	2,901	2,901	2,901	2,901	14,506
State Cap and Trade: Transit and Intercity Rail Capital Program (TIRCP) Formula	43,578	4,756	0	0	0	48,334
State Zero-Emission Transit Capital Program (ZETCP)	3,467	3,467	3,467	0	0	10,402
State Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	10,209	0	0	0	0	10,209
State Affordable Housing and Sustainable Communities (AHSC)	12,900	0	0	0	0	12,900
State Rail Assistance (SRA)	3,800	3,800	3,800	3,800	3,800	19,000
Local Transportation Development Act (TDA)	55,990	56,476	57,804	58,937	60,705	289,912
Local TransNet	19,016	19,256	19,806	20,312	20,921	99,311
Local TransNet Senior	504	511	525	539	555	2,634
Local TransNet 8.1%	8,343	8,593	8,851	9,117	9,390	44,294
Total Federal Funding (including local match)	\$227,506	\$166,558	\$163,952	\$162,403	\$165,070	\$885,490
Less: Preventive Maintenance /ADA/Planning	147,060	150,768	162,200	165,253	168,907	794,188
Total Funding Available For Capital Projects	\$80,445	\$15,790	\$1,753	(\$2,850) *	(\$3,836) *	\$91,302

* NCTD will seek approval of an amended CIP budget based on updated flattened FFY 2027 - FFY 2030 estimates in June 2025.

METROPOLITAN TRANSIT SYSTEM
FY 2026 TRANSIT CAPITAL PROGRAM
FISCALLY CONSTRAINED
In \$000's

Implementing Agency			Five Year					
	Agency	PROJECT	FY 26	FY 27	FY 28	FY 29	FY 30	Total
1	MTS	Bus Procurement - FY26	53,906	22,054	16,958	62,000	29,076	\$183,993
2	MTS	OL Improvement Project Phase 2	42,000	0	0	0	0	\$42,000
3	MTS	Substation Replacement	13,000	0	0	333	0	\$13,333
4	MTS	OL Improvement Project Phase 1	12,000	0	0	0	0	\$12,000
5	MTS	Southbay Maintenance Facility Backup Power Charging Infrastructure	6,068	0	0	0	0	\$6,068
6	MTS	Grade Crossing Replacement	3,850	4,243	4,055	4,028	4,710	\$20,886
7	MTS	Special Trackwork Replacement	3,835	3,300	0	1,750	1,200	\$10,085
8	MTS	Elevator Modernization	2,500	1,500	350	2,500	0	\$6,850
9	MTS	Imperial Avenue Division BEB Charging Infrastructure	2,110	0	0	0	0	\$2,110
10	MTS	Station Trackway Replacement	1,975	1,500	100	1,200	1,300	\$6,075
11	SANDAG	Beyer Blvd Track and Slope	1,850	0	0	0	0	\$1,850
12	MTS	Copley Park Division New Admin Building	1,824	0	0	0	0	\$1,824
13	MTS	East County Division BEB Charging Phase I - Design	1,609	0	0	0	0	\$1,609
14	MTS	65th Street Retaining Wall	1,600	0	0	0	0	\$1,600
15	MTS	Substation Siemens 1st Gen Monitoring Devices	1,500	5,000	0	0	0	\$6,500
16	MTS	Washington Pedestrian Enhancements	1,250	0	0	0	0	\$1,250
17	MTS	PRONTO Mobile App Enhancement	1,100	0	0	0	0	\$1,100
18	MTS	Miscellaneous Capital	1,064	0	2,000	0	2,000	\$5,064
19	MTS	Transit Amenity Improvement	1,000	1,000	1,000	1,000	1,000	\$5,000
20	MTS	ERP System Upgrade	1,000	1,000	0	0	0	\$2,000
21	MTS	Downtown Parallel Feeder Cable - Phase 1&2	800	5,000	5,000	5,000	5,000	\$20,800
22	MTS	Drainage Improvements	800	3,750	5,350	4,500	1,000	\$15,400
23	MTS	On-Track Equipment Replacement	625	0	0	0	650	\$1,275
24	MTS	C Building Crane Upgrade	500	5,000	0	0	0	\$5,500
25	MTS	Signal Replacement	500	1,500	2,000	0	685	\$4,685
26	MTS	Network Communication Equipment Replacement	500	600	600	800	950	\$3,450
27	MTS	AC Switchgear Replacement	500	0	0	0	0	\$500
28	MTS	Yard Switch Automation	500	0	0	0	0	\$500
29	MTS	Kearney Mesa & Imperial Avenue Division Roof Hatch Replacement	452	0	0	0	0	\$452
30	MTS	Security Records Management System & Computer Aided Dispatch	402	604	0	0	0	\$1,006
31	MTS	Trolley Station Network Communication Equipment	400	600	800	950	950	\$3,700
32	MTS	Fence Replacement	400	350	350	350	350	\$1,800
33	MTS	MTS Data Storage Replacement	300	540	170	155	45	\$1,210
34	SANDAG	Overhead Catenary System (OCS)	300	0	0	1,500	10,000	\$11,800
35	MTS	Kearney Mesa & Imperial Avenue Division Vacuum Equipment Replacement	284	0	0	0	0	\$284
36	MTS	Signal & Track Inspection Solution Implementation	275	0	0	0	0	\$275
37	MTS	All Division ZEB Rolling Scaffold	212	0	0	0	0	\$212

Implementing								Five Year
Agency	PROJECT		FY 26	FY 27	FY 28	FY 29	FY 30	Total
38	MTS	HVAC Replacement	200	100	100	100	100	\$600
39	MTS	Operation Control Center UPS Replacement	200	0	0	0	0	\$200
40	MTS	Station Cleaning Equipment	150	100	100	100	100	\$550
41	MTS	SD7 LRV Replacement	0	10,566	10,566	10,566	10,566	\$42,264
42	MTS	Copley Park Division Upgrades	0	8,030	250	0	0	\$8,280
43	MTS	Sicas S7 System Wide Replacement	0	6,000	6,000	6,000	6,000	\$24,000
44	MTS	System Sign Upgrades	0	3,500	3,500	3,500	3,500	\$14,000
45	MTS	Sicas S7 System Wide Replacement - BL	0	3,500	2,000	2,000	2,000	\$9,500
46	MTS	Street Trackage Pavement Replacement	0	3,000	1,500	3,000	6,000	\$13,500
47	MTS	Rio Vista Platform Construction	0	3,000	0	0	0	\$3,000
48	MTS	Trolley Onboard Monitors - Systemwide	0	2,000	2,000	0	0	\$4,000
49	MTS	Yard Tower & Paint Booth Upgrade	0	1,600	400	0	0	\$2,000
50	MTS	Imperial Avenue Division Upgrades	0	1,400	7,500	5,450	0	\$14,350
51	MTS	Bus Stop Shelters	0	1,200	1,200	1,300	1,300	\$5,000
52	MTS	Yard Tower Roof Replacement	0	1,200	0	0	0	\$1,200
53	MTS	Building A Roof Replacement	0	1,200	0	0	0	\$1,200
54	MTS	A-yard Catenary Replacement	0	1,000	2,000	0	0	\$3,000
55	MTS	MTS Server Refresh	0	800	800	800	800	\$3,200
56	MTS	RTMS & Hastus Upgrades	0	750	2,100	0	300	\$3,150
57	MTS	Kearney Mesa Division Upgrades	0	650	750	0	0	\$1,400
58	MTS	ADA Bus Stop Improvements	0	500	600	700	0	\$1,800
59	MTS	El Cajon Transit Center Bus Improvements	0	500	500	12,000	0	\$13,000
60	MTS	Substation Replacement Design	0	500	0	0	0	\$500
61	MTS	Bus Yard Wireless Network Equipment	0	400	400	400	400	\$1,600
62	MTS	Yard Tower interior upgrades	0	400	0	0	0	\$400
63	MTS	Building A Rollup Door Replacement	0	350	350	0	0	\$700
64	MTS	BRT Station Network Replacement	0	300	0	0	300	\$600
65	MTS	Southbay Maintenance Facility Upgrades	0	300	0	0	0	\$300
66	MTS	Rail Yard Management System	0	290	0	0	0	\$290
67	MTS	Bus Operations Paperless Shop Implementation	0	225	0	0	0	\$225
68	MTS	Building C Roof Replacement	0	0	2,000	0	0	\$2,000
69	MTS	Social Equity Listening Tour	0	0	2,000	0	0	\$2,000
70	MTS	Davra System Enhancements	0	0	600	0	600	\$1,200
71	MTS	Paint Booth Roof Replacement	0	0	400	0	0	\$400
72	MTS	Fashion Valley Elevator Replacement	0	0	350	2,500	0	\$2,850
73	MTS	Copier Replacement	0	0	200	340	140	\$680
74	MTS	East County Division Upgrades	0	0	150	0	0	\$150
75	MTS	Fare System Analysis: Refresh vs Replace	0	0	0	763	0	\$763
76	MTS	Grade Crossing Warning System	0	0	0	300	2,300	\$2,600
77	MTS	Rail Replacement	0	0	0	250	800	\$1,050
78	MTS	System Wide UPS and Batteries Replacement	0	0	0	200	0	\$200
79	MTS	Paint Booth Blowers	0	0	0	175	0	\$175
80	MTS	SD8 LRV Replacement	0	0	0	0	26,000	\$26,000

Implementing								Five Year
Agency	PROJECT		FY 26	FY 27	FY 28	FY 29	FY 30	Total
81	MTS	Variable Message System Modernization Project	0	0	0	0	2,214	\$2,214
82	MTS	SDSU Underground Station	0	0	0	0	2,200	\$2,200
83	MTS	Morena Linda Vista Shelter Replacement	0	0	0	0	650	\$650
84	MTS	Southbay and East County Garage Genfare Lane Refresh	0	0	0	0	600	\$600
85	MTS	Boardroom and Executive Room Upgrade	0	0	0	0	500	\$500
FIVE YEAR CIP - CONSTRAINED			\$163,341	\$110,901	\$87,049	\$136,511	\$126,286	\$624,088

NORTH COUNTY TRANSIT DISTRICT
FY 2026 TRANSIT CAPITAL PROGRAM
FISCALLY CONSTRAINED

In \$000's

Implementing		PROJECT	FY 26	FY 27	FY 28	FY 29	FY 30	Five Year Total
Agency								
1	SANDAG	San Dieguito Lagoon Double-Track and Fairgrounds Station	36,397	0	0	0	0	\$36,397
2	NCTD	SPRINTER Corridor Service Improvement (Environmental and Design)	12,761	0	0	0	0	\$12,761
3	NCTD	Escondido Signal Modernization - Phase 8	5,675	0	0	0	0	\$5,675
4	NCTD	Escondido Signal Modernization - Phase 9	4,900	0	0	0	0	\$4,900
5	NCTD	Miramar Rail Replacement	2,610	0	0	0	0	\$2,610
6	SANDAG	Bridge 257.2 (Construction)	2,157	1,005	0	0	0	\$3,162
7	NCTD	Non-Revenue Vehicles	1,775	0	0	0	0	\$1,775
8	NCTD	Bridge 209.9 (Construction)	900	0	0	0	0	\$900
9	NCTD	HVAC Various Replacements	885	0	0	0	0	\$885
10	NCTD	Bus Stops Improvements Phase II (Construction)	850	0	0	0	0	\$850
11	NCTD	Wayfinding Master Plan	800	0	0	0	0	\$800
12	NCTD	Oceanside Transit Center Pedestrian Crossing	795	0	0	0	0	\$795
13	NCTD	COASTER Image Recorders (Construction)	750	2,250	0	0	0	\$3,000
14	NCTD	Carlsbad Grade Crossing Safety Improvements	750	0	0	0	0	\$750
15	NCTD	Trapeze Enterprise Asset Management	685	685	0	0	0	\$1,370
16	NCTD	Bus Stop Improvement Phase III (Construction)	625	0	0	0	0	\$625
17	NCTD	HASTUS Scheduling Software	600	150	0	0	0	\$750
18	NCTD	Fire Alarm System (Construction)	550	0	0	0	0	\$550
19	NCTD	Battery Electric and Fuel Cell Electric Buses On-Board Equipment	540	0	0	0	0	\$540
20	NCTD	Maintenance-of-Way Building Improvements (Construction)	540	0	0	0	0	\$540
21	NCTD	COASTER Train Wash (Construction)	500	1,800	0	0	0	\$2,300
22	NCTD	PRONTO Fare Collection Equipment (Convention Center)	500	0	0	0	0	\$500
23	NCTD	Platform Improvements	500	0	0	0	0	\$500
24	NCTD	SPRINTER WiTronix System	380	889	902	0	0	\$2,170
25	NCTD	COASTER Wheelset Refurbishment	280	0	0	0	0	\$280
26	NCTD	BREEZE Operations West Unleaded Dispensers	275	125	0	0	0	\$400
27	NCTD	BREEZE Operations East Conference Room	250	0	0	0	0	\$250
28	NCTD	SPRINTER Fuel Dispenser	205	0	0	0	0	\$205
29	NCTD	Drought Tolerant Landscaping	200	0	0	0	0	\$200
30	NCTD	Oceanside Transit Center Platform Stormwater Improvements	200	0	0	0	0	\$200
31	NCTD	Network Upgrades	175	0	0	0	0	\$175
32	NCTD	BREEZE Operations West Employee Parking (Design)	150	0	0	0	0	\$150
33	NCTD	COASTER Fuel Dispensing System (Design)	150	0	0	0	0	\$150
34	NCTD	Positive Train Control Disaster Recovery	130	20	0	0	0	\$150
35	NCTD	BREEZE Hydrogen Sensors (Construction)	120	0	0	0	0	\$120
36	NCTD	Sorrento Valley Bus Parking (Design)	110	0	0	0	0	\$110
37	NCTD	PRONTO Enhancements	100	400	150	0	0	\$650
38	NCTD	BREEZE Operations East Offices Remodel	100	0	0	0	0	\$100
39	NCTD	COASTER Turntables (Design)	100	0	0	0	0	\$100
40	NCTD	BREEZE Operations West Hydrogen Fueling Station (Design)	85	0	0	0	0	\$85
41	NCTD	Server Upgrades	72	0	0	0	0	\$72

In \$000's

Implementing Agency PROJECT			FY 26	FY 27	FY 28	FY 29	FY 30	Five Year Total
42	NCTD	BREEZE Operations East and West Gate System	70	0	0	0	0	\$70
43	NCTD	COASTER Waste Rigs Carts	61	0	0	0	0	\$61
44	NCTD	BREEZE Operations East and West Signage	52	0	0	0	0	\$52
45	NCTD	Hydro Enhance Elevator Upgrade	51	0	0	0	0	\$51
46	NCTD	RTMS Battery Replacement	45	0	0	0	0	\$45
47	NCTD	Waste Pumping Carts	41	0	0	0	0	\$41
48	NCTD	BREEZE Six (6) Battery Electric Buses	0	4,900	0	0	0	\$4,900
49	NCTD	SPRINTER Engine Overhauls	0	2,200	0	0	0	\$2,200
50	NCTD	Twenty-three (23) Hydrogen Fuel Buses	0	978	2,583	0	0	\$3,561
51	NCTD	Non-Revenue Vehicles	0	710	0	0	0	\$710
52	NCTD	SPRINTER Wheelset Overhauls	0	320	0	0	0	\$320
53	NCTD	SPRINTER Axle Gearbox Overhauls	0	290	0	0	0	\$290
FIVE YEAR CIP - CONSTRAINED			\$80,445	\$16,722	\$3,634	\$0	\$0	\$100,802

Table 1 - Summary of Changes Report (\$000)
2025 RTIP Amendment No. 4

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
<div> LEGEND: ↑ Increase ↓ Reduce ↔ Revise + Add new </div>							
MTS23A	San Diego Metropolitan Transit System	Transit Service Operations	\$35,398	\$74,451	\$39,053	110%	↑ FTA 5307; ↑ FTA 5311; + STA; ↑ TDA
MTS28	San Diego Metropolitan Transit System	Bus & Rail Rolling Stock purchases and Rehabilitations	\$365,427	\$275,719	-\$89,708	-25%	+ CMAQ; ↓ FTA 5307; ↑ FTA 5337; ↑ FTA 5339; ↑ Other State - LCTOP; ↑ SB1 - SGR; ↓ STA; ↓ Local Funds; ↓ TDA
MTS29	San Diego Metropolitan Transit System	Bus and Fixed Guideways Station Stops and Terminals	\$110,932	\$115,032	\$4,100	4%	↑ TDA
MTS30	San Diego Metropolitan Transit System	Bus & Rail Support Facilities and Equipment	\$149,574	\$88,137	-\$61,437	-41%	+ FTA 5307; ↓ STA; ↓ TDA
MTS31	San Diego Metropolitan Transit System	Bus & Rail Electrification and Power	\$206,429	\$173,001	-\$33,429	-16%	↑ FTA 5307; ↓ FTA 5337; ↓ SB1 - TIRCP; ↑ STA; + Local Funds; ↑ TDA
MTS32A	San Diego Metropolitan Transit System	Preventive Maintenance	\$314,472	\$408,472	\$94,000	30%	↑ FTA 5307; ↑ FTA 5337
MTS33A	San Diego Metropolitan Transit System	Senior Disabled Program	\$13,185	\$19,555	\$6,370	48%	↑ TransNet - ADA
MTS34	San Diego Metropolitan Transit System	Bus & Rail Signal and Communications Equipment	\$77,358	\$117,343	\$39,985	52%	↑ FTA 5307; + FTA 5337; + SB1 - SGR; ↑ STA; ↑ TDA
MTS35	San Diego Metropolitan Transit System	Fixed Guideway Transitways/Lines	\$189,595	\$290,504	\$100,909	53%	↑ FTA 5307; ↓ FTA 5337; ↑ SB1 - TIRCP; ↑ STA; ↑ Local Funds; ↓ TDA
NCTD02	North County Transit District	Preventive Maintenance	\$226,248	\$291,001	\$64,753	29%	↑ FTA 5307; ↑ FTA 5337; + FTA 5339; ↓ SB1 - SGR; SB1 - SRA Commuter; ↓ TDA
NCTD03	North County Transit District	ADA Paratransit Services	\$85,108	\$73,108	-\$12,000	-14%	↓ TDA
NCTD05	North County Transit District	Bus Revenue Vehicle Purchases & Related Equipment	\$154,383	\$157,974	\$3,591	2%	↑ FTA 5307; ↓ FTA 5309 (FG); ↑ FTA 5339; ↑ STA
NCTD06	North County Transit District	Bus/Rail Support Equipment & Facilities	\$111,290	\$116,276	\$4,986	4%	↑ FTA 5307; ↓ FTA 5337; ↓ FTA 5339; + Other State - AHSC; ↑ STA
NCTD18	North County Transit District	Rail-Right-of-Way State of Good Repair & Improvements	\$79,014	\$92,226	\$13,212	17%	↑ FTA 5337; + Other State - AHSC; ↑ STA
NCTD20	North County Transit District	Rail Vehicles & Related Equipment	\$38,558	\$9,262	-\$29,296	-76%	↓ FTA 5337; ↓ STA; ↓ FTA 5307
NCTD34	North County Transit District	Transit Service Operating Support	\$455,025	\$473,170	\$18,145	4%	↑ TransNet - BRT/Rail Ops; ↑ FTA 5311; + SB1 - SRA Commuter; ↑ STA; ↑ TDA
SAN40	San Diego Association of Governments	Metropolitan Planning	\$86,863	\$87,300	\$437	1%	↑ FTA 5307; ↑ TDA

Table 1 - Summary of Changes Report (\$000)
2025 RTIP Amendment No. 4

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
SAN290	San Diego Association of Governments	Beyer Track and Slope	\$5,379	\$7,229	\$1,850	34%	↑ TDA

LEGEND:
 ↑ Increase
 ↓ Reduce
 ↔ Revise
 + Add new

Abbreviation

AHSC	Affordable Housing and Sustainable Communities Program
FTA 5307	Federal Transit Administration Urbanized Area Formula Program
FTA 5311	Federal Transit Administration Rural Area Formula Program
FTA 5337	Federal Transit Administration State of Good Repair Grant Program
FTA 5339	Federal Transit Administration Bus and Bus Facilities Grant Program
LCTOP	State Low Carbon Transit Operations Program
Local Funds	Funds available from other sources such as developer fees, fare revenue or general fund
SB1 - SGR	Senate Bill 1 - State Transit Assistance State of Good Repair
SB1 - TIRCP	Senate Bill 1 - Transit and Intercity Rail Capital Program
SRA - Commuter	State Rail Assistance - Commuter
STA	State Transit Assistance
TDA	Transportation Development Act
TransNet - ADA	Prop A Extension - Americans with Disabilities Act
TransNet - BRT/Rail Ops	Prop A Extension - Bus Rapid Transit and Rail Operations

Table 2
2025 Regional Transportation Improvement Program
Amendment No. 4
San Diego Region (in \$000s)

North County Transit District

MPO ID: NCTD02										RTIP #:25-04	
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 Reason: Increase funding, Revise funding between fiscal years											
Capacity Status:NCI Exempt Category:Other - Non construction related activities											
Est Total Cost: \$291,001											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5307	\$138,995		\$25,018	\$24,793	\$29,115	\$29,724	\$30,345		\$138,995		
FTA 5337	\$88,629		\$11,662	\$13,651	\$20,283	\$21,344	\$21,689		\$88,629		
FTA 5339	\$5,546				\$1,749	\$1,889	\$1,908		\$5,546		
SB1 - SGR	\$8,240		\$1,974	\$2,089	\$2,089		\$2,089		\$8,240		
SB1 - SRA Commuter	\$9,364		\$2,798		\$2,767		\$3,800		\$9,364		
SB1 - TIRCP	\$883		\$883						\$883		
SB125 - TIRCP	\$25,095		\$13,258	\$7,081	\$4,756				\$25,095		
TDA	\$14,249					\$6,898	\$7,351		\$14,249		
TOTAL	\$291,001		\$55,593	\$47,614	\$60,759	\$59,855	\$67,182		\$291,001		
PROJECT LAST AMENDED 25-00											
	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		

**2025 Regional Transportation Improvement Program
Amendment No. 4
San Diego Region (in \$000s)**

North County Transit District

MPO ID: NCTD03

RTIP #:25-04

Project Title:

ADA Paratransit Services

Project Description:

NCTD service area - This project supports the operations of the District ADA/paratransit services.

Change Reason:

Reduce funding, Revise funding between fiscal years

Capacity Status:

NCI

Exempt Category:

Other - Non construction related activities

Est Total Cost: \$73,108

	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	\$55,592	\$38,393	\$5,774	\$2,791	\$2,815	\$2,881	\$2,938		\$55,592		
TOTAL	\$73,108	\$53,332	\$6,272	\$3,295	\$3,326	\$3,406	\$3,477		\$73,108		

PROJECT LAST AMENDED 25-00

	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		

**2025 Regional Transportation Improvement Program
Amendment No. 4
San Diego Region (in \$000s)**

North County Transit District

MPO ID: NCTD05			RTIP #:25-04
Project Title:	Bus Revenue Vehicle Purchases & Related Equipment		
Project Description:	NCTD service area - This project funds the programmatic replacement of fixed route buses that have reached the end of their service life, and the programmatic rebuild of fixed route buses engines and transmissions. The twenty-two (22) non-revenue vehicle purchase includes: Five (5) standard cab trucks with service body, One (1) stake bed standard cab truck, One (1) shop truck with combination body and lift gate, One (1) crew cab four-wheel drive truck, Two (2) extended cab, service body, four-wheel drive trucks, Six (6) standard SUVs, Six (6) four-wheel drive, small SUVs. The eight (8) Hydrogen Fuel Cell Electric Bus purchase includes: Eight (8) New Flyer Xcelsior CHARGE H2 40 foot, 37 passenger, hydrogen fuel cell electric buses.		
Change Reason:	Increase funding, Revise funding between fiscal years		
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: **\$157,974**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
<i>TransNet</i> - MC	\$1,509	\$1,509									\$1,509
<i>TransNet</i> - Transit (Cash)	\$1,155	\$1,155									\$1,155
FTA 5307	\$52,262	\$49,104		\$3,158							\$52,262
FTA 5309 (Bus)	\$4,622	\$4,622									\$4,622
FTA 5309 (FG)	\$0										
FTA 5311	\$2,036	\$2,036									\$2,036
FTA 5339	\$14,509	\$13,747		\$762							\$14,509
FTA 5339(c)	\$27,093	\$27,093									\$27,093
FTA Funds - AR-5311	\$578	\$578									\$578
FedDisc.-CPF-TransInfra	\$500	\$500									\$500
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	\$3,865	\$2,885			\$980						\$3,865
TCRP	\$7,700	\$7,700									\$7,700
Local Funds	\$13,060	\$13,060									\$13,060
TDA	\$7,509	\$7,509									\$7,509
TOTAL	\$157,974	\$142,423	\$6,550	\$4,460	\$1,958	\$2,583					\$157,974

PROJECT LAST AMENDED 25-02

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
<i>TransNet</i> - MC	\$1,509	\$1,509									\$1,509
<i>TransNet</i> - 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
FedDisc.-CPF-TransInfra	\$500	\$500									\$500
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	\$154,383	\$142,423	\$7,029	\$1,229	\$1,120	\$2,583					\$154,383

**2025 Regional Transportation Improvement Program
Amendment No. 4
San Diego Region (in \$000s)**

North County Transit District

MPO ID: NCTD06									RTIP #:25-04		
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 Reason:			Add new funding source, Increase funding, Revise funding between fiscal years								
Capacity Status:			NCI		Exempt Category:		Mass Transit - Reconstruction or renovation of transit structures				
Est Total Cost: \$116,276											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5307	\$40,653	\$37,168	\$2,917	\$568							\$40,653
FTA 5309 (Bus)	\$332	\$332									\$332
FTA 5337	\$21,604	\$17,851	\$2,313	\$1,440							\$21,604
FTA 5339	\$10,596	\$5,691	\$3,698	\$1,088	\$120						\$10,596
FedDisc.-CPF-TransInfra	\$1,718	\$1,718									\$1,718
Transit Security (TSGP)	\$1,538	\$1,538									\$1,538
Other State - AHSC	\$2,325			\$2,325							\$2,325
SB1 - TIRCP	\$130	\$130									\$130
SB125 - TIRCP	\$5,505		\$5,405	\$100							\$5,505
SB125 - ZETCP	\$3,060		\$3,060								\$3,060
STA	\$12,742	\$7,543	\$1,666	\$2,730	\$774	\$30					\$12,742
Local Funds	\$10,049	\$10,049									\$10,049
TDA	\$6,024	\$6,024									\$6,024
TOTAL	\$116,276	\$88,044	\$19,059	\$8,251	\$894	\$30					\$116,276
PROJECT LAST AMENDED 25-03											
	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	\$11,663	\$5,691	\$3,148	\$1,281	\$1,230	\$314					\$11,663
FedDisc.-CPF-TransInfra	\$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	\$111,290	\$88,044	\$17,259	\$3,534	\$1,755	\$621	\$78				\$111,290

**2025 Regional Transportation Improvement Program
Amendment No. 4
San Diego Region (in \$000s)**

North County Transit District

MPO ID: NCTD18										RTIP #:25-04	
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 Reason:		Add new funding source, Increase funding, Revise funding between fiscal years									
Capacity Status:		NCI		Exempt Category:Mass Transit - Track rehabilitation in existing right of way							
Est Total Cost: \$92,226											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA5337	\$6,058		\$5,238	\$820							\$6,058
Federal Disc.-CPF-TransInfra	\$10,209		\$10,209								\$10,209
Other State - AHSC	\$10,575			\$10,575							\$10,575
SB1 - TIRCP	\$1,758		\$1,758								\$1,758
SB125 - TIRCP	\$59,497		\$23,100	\$36,397							\$59,497
STA	\$4,129		\$63	\$3,862	\$205						\$4,129
TOTAL	\$92,226		\$40,368	\$51,654	\$205						\$92,226
PROJECT LAST AMENDED 25-02											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA5337	\$5,990		\$4,786	\$1,204							\$5,990
Federal Disc.-CPF-TransInfra	\$10,209		\$10,209								\$10,209
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	\$79,014		\$39,916	\$38,797	\$301						\$79,014

**2025 Regional Transportation Improvement Program
Amendment No. 4
San Diego Region (in \$000s)**

North County Transit District

MPO ID: NCTD20										RTIP #:25-04	
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 Reason:			Reduce funding, Revise funding between fiscal years								
Capacity Status:			NCI		Exempt Category:Mass Transit - Rehabilitation of transit vehicles						
Est Total Cost: \$9,262											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5337	\$6,608		\$1,128	\$4,759	\$721						\$6,608
SB1 - SRA Commuter	\$1,002		\$1,002								\$1,002
STA	\$1,652			\$282	\$1,190	\$180					\$1,652
TOTAL	\$9,262		\$2,130	\$5,041	\$1,911	\$180					\$9,262
PROJECT LAST AMENDED 25-00											
	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

**2025 Regional Transportation Improvement Program
Amendment No. 4
San Diego Region (in \$000s)**

North County Transit District

MPO ID: NCTD34									RTIP #:25-04		
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 Reason: Increase funding, Revise funding between fiscal years											
Capacity Status:NCI			Exempt Category:Mass Transit - Transit operating assistance								
Est Total Cost: \$473,170											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - BRT/Rail Ops	\$42,996		\$8,092	\$8,343	\$8,593	\$8,851	\$9,117		\$42,996		
TransNet - TSI	\$87,931		\$16,941	\$17,166	\$17,406	\$17,956	\$18,462		\$87,931		
FTA 5311	\$3,208		\$642	\$642	\$642	\$642	\$642		\$3,208		
Other State - LCTOP	\$14,506		\$2,901	\$2,901	\$2,901	\$2,901	\$2,901		\$14,506		
SB1 - SRA Commuter	\$4,833			\$3,800	\$1,033				\$4,833		
SB125 - ZETCP	\$8,191		\$1,890	\$2,927	\$2,489	\$885			\$8,191		
STA	\$58,090		\$12,481	\$7,087	\$10,812	\$13,750	\$13,960		\$58,090		
TDA	\$253,415		\$49,882	\$53,199	\$53,661	\$48,025	\$48,648		\$253,415		
TOTAL	\$473,170		\$92,829	\$96,065	\$97,537	\$93,010	\$93,730		\$473,170		
PROJECT LAST AMENDED 25-00											
	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		

**2025 Regional Transportation Improvement Program
Amendment No. 4
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN40									RTIP #:25-04		
Project Title:	Metropolitan Planning							SANDAG ID:			
Project Description:	Countywide - ongoing regional transportation planning as well as administrative oversight for various <i>TransNet</i> and FTA-funded programs. Toll Credits will be used to match federal funds for the PE phase							31020,33201,33203,23000,31007,35040,33107			
Change Reason:	Increase funding										
Capacity Status:		NCI		Exempt Category:Other - Non construction related activities							
Est Total Cost: \$87,300											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$1,007	\$933	\$73						\$1,007		
<i>TransNet</i> - MC	\$395	\$395							\$395		
<i>TransNet</i> - SGIP	\$1,085	\$908	\$178						\$1,085		
<i>TransNet</i> - SS	\$1,080	\$909	\$171						\$1,080		
CBI	\$250	\$250							\$250		
FTA 5307	\$66,162	\$59,240	\$6,922						\$66,162		
FTA 5309TOD	\$239	\$239							\$239		
FTA 5310	\$442	\$442							\$442		
ITS	\$231	\$231							\$231		
RSTP	\$991	\$991							\$991		
Local Funds	\$14,133	\$12,891	\$1,242						\$14,133		
TDA	\$1,285	\$492	\$497	\$297					\$1,285		
TOTAL	\$87,300	\$77,921	\$9,083	\$297					\$87,300		
PROJECT LAST AMENDED 25-01											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$1,007	\$933	\$73						\$1,007		
<i>TransNet</i> - MC	\$395	\$395							\$395		
<i>TransNet</i> - SGIP	\$1,085	\$908	\$178						\$1,085		
<i>TransNet</i> - SS	\$1,080	\$909	\$171						\$1,080		
CBI	\$250	\$250							\$250		
FTA 5307	\$66,021	\$59,240	\$6,781						\$66,021		
FTA 5309TOD	\$239	\$239							\$239		
FTA 5310	\$442	\$442							\$442		
ITS	\$231	\$231							\$231		
RSTP	\$991	\$991							\$991		
Local Funds	\$14,133	\$12,891	\$1,242						\$14,133		
TDA	\$989	\$492	\$497						\$989		
TOTAL	\$86,863	\$77,921	\$8,942						\$86,863		

**2025 Regional Transportation Improvement Program
Amendment No. 4
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN290										RTIP #:25-04	
Project Title: Beyer Track and Slope									SANDAG ID: 1147000		
Project Description: Point location at Beyer Blvd - Design and construct slope and drainage improvements											
Change Reason: Increase funding											
Capacity Status:NCI			Exempt Category:Mass Transit - Track rehabilitation in existing right of way								
Est Total Cost: \$7,229											
	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	\$2,350	\$500		\$1,850					\$2,350		
TOTAL	\$7,229	\$1,582	\$2,882	\$2,675	\$90				\$7,229		
PROJECT LAST AMENDED 25-00											
	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		

**2025 Regional Transportation Improvement Program
Amendment No. 4
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS23A		RTIP #:25-04									
Project Title:	Transit Service Operations										
Project Description:	<p>MTS service area - Within MTS Service Area FY26 CIP 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, 2024 and June 30, 2025. - Maintenance and or Improvements: Miscellaneous capitals - Facility and hardware-software system enhancements: PRONTO Mobile Application Enhancements, ERP System Upgrades, Data Storage Replacement, Security Records Management System and Computer Aided Dispatch, Transit Amenities Improvements. FY27 CIP 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, 2025 and June 30, 2026. - Facility and hardware-software system enhancements: ERP System Upgrades, Data Storage Replacement, Security Records Management System and Computer Aided Dispatch, MTS Server Refresh, Bus Yard Wireless Network Equipment, BRT Station Network Replacement, Bus Operations Paperless Shop Implementation.</p>										
Change Reason:	Increase funding, Revise funding between fiscal years, Revise project description										
	Capacity Status:NCI Exempt Category:Mass Transit - Transit operating assistance										
Est Total Cost: \$74,451											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5307	\$32,933		\$6,400	\$7,357	\$6,395	\$6,392	\$6,389		\$32,933		
FTA 5311	\$2,600		\$650	\$650	\$650	\$650			\$2,600		
STA	\$7,370					\$5,170	\$1,155	\$1,045	\$7,370		
TDA	\$31,548		\$6,615	\$4,866	\$3,384		\$10,043	\$6,640	\$31,548		
TOTAL	\$74,451		\$13,665	\$12,873	\$10,429	\$12,212	\$17,587	\$7,685	\$74,451		
PROJECT LAST AMENDED 25-00											
	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		

**2025 Regional Transportation Improvement Program
Amendment No. 4
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS28											RTIP #:25-04	
Project Title:		Bus & Rail Rolling Stock purchases and Rehabilitations										
Project Description:		MTS service area - Within MTS Service Area: FY26 Projects Include: - Fleet procurement and replacements: - 37 x 40 foot CNG buses - 20 x 60 foot CNG buses - 26 x ADA buses - 13 x 40 foot Battery electric buses FY27 Projects Include: - Fleet procurement and replacements: - 25 x 40 foot CNG buses - 25 x 40 foot Battery electric buses - 6 x 60 foot CNG buses - 7 x 60 foot Battery electric buses - 7 x ADA buses - 8 x ADA Battery electric buses - Light rail vehicles Fleet procurements may include materials and services for the rehabilitation or retrofit of mechanical components and electrical components of buses and or LRVs.										
Change Reason:		Reduce funding, Revise funding between fiscal years, Revise project description										
		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: \$275,719												
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON	
CMAQ	\$5,311			\$5,311							\$5,311	
FTA 5307	\$89,307		\$27,597	\$9,782	\$4,901	\$24,528	\$22,499				\$89,307	
FTA 5337	\$13,714			\$6,439	\$4,351		\$2,923				\$13,714	
FTA 5339	\$21,358		\$4,272	\$4,272	\$4,272	\$4,272	\$4,272				\$21,358	
Other State - LCTOP	\$48,758		\$8,101	\$8,658	\$8,000	\$8,000	\$8,000	\$8,000			\$48,758	
SB1 - SGR	\$27,399		\$5,272		\$4,127	\$6,000	\$6,000	\$6,000			\$27,399	
STA	\$19,383		\$16,930	\$505				\$1,948			\$19,383	
Local Funds	\$10,200		\$6,902	\$3,298							\$10,200	
TDA	\$40,289		\$728	\$360			\$19,200	\$20,000			\$40,289	
TOTAL	\$275,719		\$69,802	\$38,625	\$25,651	\$42,800	\$62,894	\$35,948			\$275,719	
PROJECT LAST AMENDED 25-00												
	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	

**2025 Regional Transportation Improvement Program
Amendment No. 4
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS29									RTIP #:25-04		
Project Title:			Bus and Fixed Guideways Station Stops and Terminals								
Project Description:			MTS service area - Within MTS Service Area - FY26 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 FY27 Projects Include: - Maintenance and-or Improvements at Bus and Trolley Stations and Stops: Washington Pedestrian Enhancements, Rio Vista Platform Construction, Bus Stop Shelters, ADA Bus Stop Improvements, El Cajon Transit Center Bus Improvements								
Change Reason:			Increase funding, Revise funding between fiscal years, Revise project description								
Capacity Status:			NCI		Exempt Category:Mass Transit - Reconstruction or renovation of transit structures						
Est Total Cost: \$115,032											
	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
Prop 1B Transit Sec Grant 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	\$42,893	\$34,960	\$3,833	\$1,250				\$2,850			\$42,893
TOTAL	\$115,032	\$97,247	\$13,685	\$1,250				\$2,850			\$115,032
PROJECT LAST AMENDED 25-00											
	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
Prop 1B Transit Sec Grant 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

**2025 Regional Transportation Improvement Program
Amendment No. 4
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS30										RTIP #:25-04	
Project Title:		Bus & Rail Support Facilities and Equipment									
Project Description:		MTS facilities throughout the MTS service area - Within MTS Service Area - FY26 Projects Include: - Facility Procurement, Planning, and-or Design: Clean Transit Advancement Campus (CTAC) - Maintenance, Replacement, Procurement, or Design of MTS Capital Equipment: Copley Park Division New Admin Building, Kearney Mesa & Imperial Avenue Division Roof Hatch, Replacements and Fall Protection, Kearney Mesa & Imperial Avenue Division Vacuum Equipment Replacement, All Division ZEB Rolling Scaffold, Elevator Modernization, HVAC Replacement, Station Cleaning Equipment, On-Track Equipment Replacement, C Building Crane Upgrade, Trolley Station Network Communication Equipment, Signal & Track Inspection Solution Implementation, Operation Control Center UPS Replacement FY27 Projects Include: - Facility Procurement, Planning, and-or Design: Clean Transit Advancement Campus (CTAC) - Maintenance, Replacement, Procurement, or Design of MTS Capital Equipment: Copley Park Division Upgrades, System Sign Upgrades, Trolley Onboard Monitors-Systemwide, Yard Tower & Paint Booth Upgrade, Imperial Avenue Division Upgrades, Yard Tower Roof Replacement, Building A Roof Replacement, RTMS & Hastus Upgr.....									
Change Reason:		Reduce funding, Revise funding between fiscal years, Revise project description									
		Capacity Status:NCI		Exempt Category:Mass Transit - Purchase of office, shop and operating equipment for existing facilities							
Est Total Cost: \$88,137											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5307	\$14,232			\$8,232	\$6,000						\$14,232
STA	\$22,430		\$4,758	\$2,500	\$2,057	\$7,665	\$3,650	\$1,800			\$22,430
TDA	\$51,475		\$13,434	\$5,122	\$11,405	\$2,050	\$13,450	\$6,014			\$51,475
TOTAL	\$88,137		\$18,192	\$15,854	\$19,462	\$9,715	\$17,100	\$7,814			\$88,137
PROJECT LAST AMENDED 25-00											
	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

**2025 Regional Transportation Improvement Program
Amendment No. 4
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS31											RTIP #:25-04
Project Title: Bus & Rail Electrification and Power Project Description: Along Blue Line Right-Of-Way (ROW) - Within MTS Service Area - FY26 Projects Include: - Zero Emission Charging Infrastructure Design, Construction, and Equipment: IAD, KMD, ECD, SBD; IAD non-revenue vehicle charging; and CPD Overhead Charging Master Plan - Rail Electrification, Replacements, and Design: Substation Replacement, Downtown Parallel Feeder Cable Phase 1 and 2, Substation Siemens 1st Gen Monitoring Devices, Overhead Catenary System (OCS) FY27 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: Substation Replacement Design, A-yard Catenary Replacement, Overhead Catenary System (OCS) Change Reason: Reduce funding, Revise funding between fiscal years, Revise project description Capacity Status:NCI Exempt Category:Mass Transit - Track rehabilitation in existing right of way											
Est Total Cost: \$173,001											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5307	\$5,407	\$1,600			\$3,807						\$5,407
FTA 5337	\$13,257	\$5,817	\$7,439								\$13,257
Federal Disc.-CPF-TransInfra	\$2,630	\$2,630									\$2,630
SB1 - SGR	\$4,462	\$4,462									\$4,462
SB1 - TIRCP	\$20,196	\$8,064	\$12,132								\$20,196
SB125 - ZETCP	\$46,321		\$17,265		\$9,685	\$9,685	\$9,685				\$46,321
STA	\$43,489	\$1,746	\$4,490	\$12,015	\$6,000	\$3,193	\$11,045	\$5,000			\$43,489
Local Funds	\$4,000				\$4,000						\$4,000
TDA	\$33,239	\$12,229	\$9,023	\$5,633	\$1,500		\$4,854				\$33,239
TOTAL	\$173,001	\$36,548	\$50,349	\$17,648	\$24,992	\$12,878	\$25,584	\$5,000			\$173,001
PROJECT LAST AMENDED 25-00											
	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
Federal Disc.-CPF-TransInfra	\$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

**2025 Regional Transportation Improvement Program
Amendment No. 4
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS32A										RTIP #:25-04	
Project Title:	Preventive Maintenance										
Project Description:	MTS service area - Within MTS Service Area - FY26 Projects Include: - Preventive Maintenance for the period between July 1, 2024 and June 30, 2025. FY27 Projects Include: - Preventive Maintenance for the period between July 1, 2025 and June 30, 2026.										
Change Reason:	Increase funding, Revise funding between fiscal years, Revise project description										
	Capacity Status:NCI		Exempt Category:Mass Transit - Transit operating assistance								
Est Total Cost: \$408,472											
	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	\$160,000		\$30,000	\$31,000	\$32,000	\$33,000	\$34,000		\$160,000		
FTA 5337	\$206,000		\$40,000	\$40,000	\$41,000	\$42,000	\$43,000		\$206,000		
TOTAL	\$408,472		\$112,472	\$71,000	\$73,000	\$75,000	\$77,000		\$408,472		
PROJECT LAST AMENDED 25-00											
	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		

MPO ID: MTS33A									RTIP #:25-04		
Project Title: Senior Disabled Program											
Project Description: MTS service area - Within MTS Service Area - Subsidy for senior and disabled as required by <i>TransNet</i>											
Change Reason: Increase funding											
Capacity Status:NCI			Exempt Category:Mass Transit - Transit operating assistance								
Est Total Cost: \$19,555											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - ADA	\$19,143	\$11,764	\$1,179	\$1,183	\$1,200	\$1,231	\$1,271	\$1,315	\$19,143		
TransNet - ADA Carryover	\$412	\$412							\$412		
TOTAL	\$19,555	\$12,176	\$1,179	\$1,183	\$1,200	\$1,231	\$1,271	\$1,315	\$19,555		
PROJECT LAST AMENDED 25-00											
	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		

**2025 Regional Transportation Improvement Program
Amendment No. 4
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS34									RTIP #:25-04		
Project Title:			Bus & Rail Signal and Communications Equipment								
Project Description:			MTS service area - Within MTS Service Area - FY26 Projects Include: - Maintenance, Replacement, or Procurement: Signal Replacement, AC Switchgear Replacement, Yard Switch Automation FY27 Projects Include: - Maintenance, Replacement, or Procurement: Sicas S7 System Wide Replacement, Sicas S7 System Wide Replacement-BL								
Change Reason:			Increase funding, Revise funding between fiscal years, Revise project description								
Capacity Status:NCI			Exempt Category:Mass Transit - Construction or renovation of power, signal, and communications systems								
Est Total Cost: \$117,343											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5307	\$17,116	\$3,116		\$7,600	\$6,400						\$17,116
FTA 5309 (Bus)	\$800	\$800									\$800
FTA 5309 (FG)	\$120	\$120									\$120
FTA 5337	\$1,088				\$1,088						\$1,088
FTA 5339	\$4,303	\$4,303									\$4,303
Federal Disc.-CPF-TransInfra	\$1,354	\$1,354									\$1,354
Prop 1B Transit Sec Grant Prg	\$7,782	\$7,782									\$7,782
SB1 - SGR	\$1,873				\$1,873						\$1,873
SB1 - TIRCP	\$1,200		\$1,200								\$1,200
STA	\$11,135	\$2,826	\$1,891		\$1,500			\$4,918			\$11,135
Local Funds	\$765	\$765									\$765
TDA	\$69,807	\$47,258	\$5,942	\$1,500	\$27	\$2,512	\$6,500	\$6,067			\$69,807
TOTAL	\$117,343	\$68,324	\$9,033	\$9,100	\$10,888	\$2,512	\$6,500	\$10,985			\$117,343
PROJECT LAST AMENDED 25-00											
	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
FederalDisc.-CPF-TransInfra	\$1,354	\$1,354									\$1,354
Prop 1B Transit Sec Grant 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

**2025 Regional Transportation Improvement Program
Amendment No. 4
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS35										RTIP #:25-04	
Project Title:	Fixed Guideway Transitways/Lines										
Project Description:	MTS service area - Within MTS Service Area - FY26 Projects Include: - Rail Infrastructure Maintenance, Replacements, or Design: Fence Replacement, Grade Crossing Replacement, Special Trackwork Replacement, Beyer Blvd Track and Slope, Station Trackway Replacement, Drainage Improvements, Orange Line Improvement Project Phase 1, Orange Line Improvement Project Phase 2, 65th Street Retaining Wall, Network Communication Equipment Replacement FY27 Projects Include: - Rail Infrastructure Maintenance, Replacements, or Design: Orange Line Improvement Project Phase 2, Street Trackage Pavement Replacement										
Change Reason:	Increase funding, Revise funding between fiscal years, Revise project description										
	Capacity Status:NCI		Exempt Category:Mass Transit - Track rehabilitation in existing right of way								
Est Total Cost: \$290,504											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
FTA 5307	\$6,067	\$622			\$4,440		\$1,005				\$6,067
FTA 5337	\$16,413	\$11,457				\$4,439	\$516				\$16,413
Prop 1B - PTMISEA	\$464	\$464									\$464
Prop 1B Transit Sec Grant Prg	\$800	\$800									\$800
SB1 - TIRCP	\$96,204	\$35,569	\$12,320	\$42,000	\$6,315						\$96,204
SB125 - TIRCP	\$26,000		\$26,000								\$26,000
STA	\$60,198	\$5,831	\$12,027	\$7,685	\$13,143	\$6,672	\$6,850	\$7,989			\$60,198
Local Funds	\$19,462	\$8,236	\$500	\$10,726							\$19,462
TDA	\$64,896	\$41,004	\$5,915	\$8,399	\$600	\$839	\$1,339	\$6,800			\$64,896
TOTAL	\$290,504	\$103,983	\$56,762	\$68,810	\$24,498	\$11,950	\$9,710	\$14,789			\$290,504
PROJECT LAST AMENDED 25-00											
	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
Prop 1B Transit Sec Grant 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

**2025 Regional Transportation Improvement Program
Amendment No. 4
San Diego Region (in \$000s)**

RTIP Fund Types

<u>Federal Funding</u>	
BIP/CBI	Border Infrastructure Program/Corridors and Borders Infrastructure Program
CMAQ	Congestion Mitigation and Air Quality
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 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
ITS	Intelligent Transportation System
RSTP	Regional Surface Transportation Program
TSGP	Transit Security Grant Program (Federal Discretionary)
CMAQ/RSTP Conversion	Reimbursement of advanced federal funds which have been advanced with local funds in earlier years
<u>State Funding</u>	
PTMISEA	Public Transportation Modernization, Improvement, and Service Enhancement Account (State Prop 1B)
SB1 - SGR	Senate Bill 1 - State Transit Assistance 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
STA	State Transit Assistance
TCRP	Traffic Congestion Relief Program
TSGP	Transit Security Grant Program (State Prop. 1B)
<u>Local Funding</u>	
Local Funds AC	Local Funds - Advanced Construction; mechanism to advance local funds to be reimbursed at a later fiscal year with federal/state funds
TDA	Transportation Development Act
TransNet-ADA	Prop. A Local Transportation Sales Tax - Transit
TransNet-BPNS	Prop. A Extension Local Transportation Sales Tax - Bicycle, Pedestrian and Neighborhood Safety Program
TransNet-MC	Prop. A Extension Local Transportation Sales Tax - Major Corridors
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

Federal Requirements Analysis for 2025 RTIP Amendment No. 4

Metropolitan Planning and Transportation Conformity

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

The 2025 RTIP meets all six tests required under federal metropolitan planning and transportation conformity regulations. SANDAG made these findings for the 2025 RTIP under the required federal tests on September 27, 2024. On December 16, 2024, Federal Highways and the Federal Transit Administration found that the 2025 RTIP conforms with the provisions of 40 CFR Parts 51 and 93. Amendment No. 4 continues to meet all federal requirements.

Financial Constraint Test

Federal regulations 23 CFR Section 450.326(j) require the 2025 RTIP to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Chapter 4 of the 2025 RTIP discusses in detail the financial capacity analysis of major program areas, including a discussion of available revenues.

Finding: The projects contained within the 2025 RTIP, including Amendment No. 4, are reasonable when considering available funding sources as demonstrated in Tables 3a through 3c, including a comparison from the prior approved version (changes are highlighted in yellow.)

Performance Management Test

Federal regulations 23 CFR Section 450.326(c) require the 2025 RTIP to be designed such that once implemented, it makes progress toward achieving the performance targets established under 450.306(d) and shall include, to the maximum extent practicable, a description of the anticipated effect of the RTIP toward achieving the performance targets identified in the transportation plan, linking investment priorities to those performance targets. Appendix H of the 2025 RTIP provides information on the projects which support safety and transit asset management performance management requirements.

Finding: The projects contained within the 2025 RTIP, including Amendment No. 4, make progress toward achieving the performance targets for all performance-based planning requirements established by the Board of Directors.

Consistency with San Diego Forward: The Regional Plan Test

Finding: The 2025 RTIP, through Amendment No. 4, is consistent with San Diego Forward: The 2021 Regional Transportation Plan (2021 Regional Plan) adopted on December 10, 2021 (policies, programs, and projects). All projects conform to the scope, cost, and schedule included in the 2021 Regional Plan.

Regional Emissions Tests

These findings are based on the regional emissions analyses' tests shown in Table 5-2 in Chapter 5 of the 2025 RTIP.

Finding: The regional emissions analyses for the 2025 RTIP through Amendment No. 4 are consistent with the emissions analyses for the 2021 Regional Plan.

Finding: The proposed amendment does not reflect a change in the design, concept, or scope of the projects or the conformity analysis years as modeled for the regional emissions analysis of the 2021 Regional Plan and the 2025 RTIP, as amended.

Finding: The 2025 RTIP, including Amendment No. 4, remains in conformance with the applicable State Implementation Plan³ (SIP).

Timely Implementation of TCM Test

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

Inter-Agency Consultation and Public Involvement Test

Finding: The 2025 RTIP complies with all federal and state requirements for public involvement by following the strategies described in Board Policy No. 025: Public Participation Plan Policy. Amendment No. 4 was posted for a 15-day public comment period from March 14, 2025, through April 3, 2025.

Finding: The SANDAG Conformity Working Group (CWG), including members from the San Diego County Air Pollution Control District, Caltrans, California Air Resources Board, SANDAG, U.S. DOT, and U.S. EPA, serve as a forum to meet the federal and state requirements for interagency consultation for the 2025 RTIP. All exempt projects in Amendment No. 4 were submitted to the CWG on March 18, 2025, for its review and members concurred with the exempt categorization.

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

² 40 CFR part 93, subpart A

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



401 B Street, Suite 800
San Diego, CA 92101
Phone (619) 699-1900
Fax (619) 699-1905
sandag.org

Regional Transportation Commission
Resolution No. RTC-2025-04

Approving Amendment No. 4 to the 2025 Regional Transportation Improvement Program

WHEREAS, on September 27, 2024, SANDAG adopted the 2025 Regional Transportation Improvement Program (RTIP) and found the 2025 RTIP in conformance with the applicable State Implementation Plan (SIP), and with the 2016 Regional Air Quality Strategy (RAQS), in accordance with California law; and

WHEREAS, on December 16, 2024, the U.S. Department of Transportation (U.S. DOT) determined the 2025 RTIP to be in conformance to the applicable SIP in accordance with the provisions of 40 Code of Federal Regulations (CFR) Parts 51 and 93; and

WHEREAS, this amendment is consistent with the metropolitan transportation planning regulations per 23 CFR Part 450 including the performance-based planning requirements; and

WHEREAS, this amendment is consistent with San Diego Forward: The 2021 Regional Plan (2021 Regional Plan), which conforms to the applicable SIP and to the emissions budgets from the *2020 Plan for Attaining the National Ozone Standards Plan for San Diego County*, which were found adequate for transportation conformity purposes by the U.S. Environmental Protection Agency effective October 2021; and

WHEREAS, the San Diego Metropolitan Transit System, North County Transit District, and SANDAG have requested various changes to existing projects for inclusion into the 2025 RTIP, as shown in Table 2; and

WHEREAS, the regionally significant, capacity increasing projects have been incorporated into the quantitative air quality emissions analysis and conformity findings conducted for the 2021 Regional Plan and the 2025 RTIP; and

WHEREAS, Amendment No. 4 to the 2025 RTIP continues to provide for timely implementation of transportation control measures contained in the adopted RAQS/SIP for air quality and a quantitative emissions analysis demonstrates that the implementation of the RTIP projects and programs meet all the federally required emissions budget targets; and

WHEREAS, projects in Amendment No. 4 satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450 including all performance-based planning requirements; and

WHEREAS, all other projects in Amendment No. 4 are either non-capacity increasing or exempt from the requirements to determine conformity; and

WHEREAS, the projects in 2025 RTIP Amendment No. 4 are fiscally constrained; and

WHEREAS, the projects in 2025 RTIP Amendment No. 4 are consistent with the Public Participation Policy adopted by the SANDAG Board of Directors; NOW THEREFORE

BE IT RESOLVED that the SANDAG Board of Directors, acting as the Regional Transportation Commission, does hereby approve Amendment No. 4 to the 2025 RTIP; and

BE IT FURTHER RESOLVED that the SANDAG Board of Directors, acting as the Regional Transportation Commission, finds the 2025 RTIP, including Amendment No. 4, is consistent with the 2021 Regional Plan, is in conformance with the applicable SIP, and with the 2016 RAQS for the San Diego region, is consistent with SANDAG Intergovernmental Review Procedures, and is consistent with SANDAG Public Participation Policy, as amended.

PASSED AND ADOPTED this 25th of April 2025.

Ayes

Noes

Absent

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

[Seal]

Attest

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

Revenues

San Diego Association of Governments (SANDAG)

2025 Regional Transportation Improvement Program (in \$000s) - Amendment No. 4

Legend

Indicates change from prior amendment

		Prior Years	2024/2025		2025/2026		2026/2027		2027/2028		2028/2029		TOTAL	
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current
LOCAL	Sales Tax	\$5,051,555	\$509,890	\$509,890	\$372,318	\$372,326	\$293,333	\$293,341	\$217,226	\$217,234	\$207,675	\$207,684	\$6,651,996	\$6,652,029
	-- County	\$5,051,555	\$509,890	\$509,890	\$372,318	\$372,326	\$293,333	\$293,341	\$217,226	\$217,234	\$207,675	\$207,684	\$6,651,996	\$6,652,029
	Other Local Funds	\$1,265,210	\$176,226	\$176,226	\$353,997	\$364,022	\$35,678	\$35,678	\$32,598	\$32,598	\$41,030	\$41,030	\$1,904,740	\$1,914,765
	-- City General Funds	\$1,226,644	\$166,359	\$166,359	\$353,997	\$364,022	\$35,678	\$35,678	\$32,598	\$32,598	\$41,030	\$41,030	\$1,856,307	\$1,866,331
	-- Street Taxes and Developer Fees	\$38,566	\$9,867	\$9,867									\$48,434	\$48,434
	-- RSTP Exchange funds													
	Other	\$1,244,627	\$132,392	\$132,392	\$126,311	\$107,998	\$106,266	\$75,480	\$112,007	\$65,583	\$129,717	\$131,142	\$1,851,320	\$1,757,222
Local Total		\$7,561,393	\$818,508	\$818,508	\$852,626	\$844,345	\$435,277	\$404,499	\$361,831	\$315,415	\$378,423	\$379,857	\$10,408,057	\$10,324,016
STATE	State Highway Operations and Protection Program	\$140,906	\$493,949	\$493,949	\$144,057	\$144,057	\$113,169	\$113,169	\$216,447	\$216,447			\$1,108,528	\$1,108,528
	SHOPP (Including Augmentation)	\$140,906	\$493,949	\$493,949	\$144,057	\$144,057	\$113,169	\$113,169	\$216,447	\$216,447			\$1,108,528	\$1,108,528
	SHOPP Prior													
	State Transportation Improvement Program	\$790,044	\$27,393	\$27,393	\$148,813	\$148,813	\$126,182	\$126,182	\$92,000	\$92,000	\$15,100	\$15,100	\$1,199,532	\$1,199,532
	STIP (Including Augmentation)	\$748,295	\$26,893	\$26,893	\$148,813	\$148,813	\$126,182	\$126,182	\$92,000	\$92,000	\$15,100	\$15,100	\$1,157,283	\$1,157,283
	STIP Prior	\$41,749	\$500	\$500									\$42,249	\$42,249
	Proposition 1 A	\$41,843											\$41,843	\$41,843
	Proposition 1 B	\$581,132			\$1,319	\$1,319					\$895	\$895	\$583,346	\$583,346
	Active Transportation Program	\$78,321	\$21,037	\$21,037	\$21,872	\$21,872	\$41,142	\$41,142					\$162,371	\$162,371
	Highway Maintenance (HM)													
	Highway Bridge Program (HBP)	\$201,431	\$20,018	\$20,018	\$65,684	\$65,684	\$8,955	\$8,955	\$10,063	\$10,063	\$108,723	\$108,723	\$414,875	\$414,875
	Road Repair and Accountability Act of 2017 (SBI)	\$674,005	\$420,531	\$420,531	\$64,585	\$59,200	\$10,774	\$18,204	\$10,774	\$6,000	\$10,774	\$11,889	\$1,191,444	\$1,189,829
	Traffic Congestion Relief Program (TCRP)	\$95,298											\$95,298	\$95,298
	State Transit Assistance (e.g., population/revenue based, Prop 42)	\$297,928	\$54,305	\$54,305	\$41,909	\$30,850	\$41,909	\$36,660	\$41,909	\$36,660	\$41,909	\$36,660	\$519,868	\$493,064
	Other	\$361,660	\$267,730	\$267,730	\$120,364	\$109,580	\$21,054	\$28,810	\$21,054	\$24,054	\$7,901	\$20,587	\$799,763	\$812,420
State Total		\$3,262,569	\$1,304,963	\$1,304,963	\$608,602	\$581,374	\$363,185	\$373,122	\$392,247	\$385,225	\$185,302	\$193,853	\$6,116,866	\$6,101,106
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$1,129,128	\$117,987	\$118,129	\$98,748	\$98,854	\$100,811	\$98,854	\$100,811	\$98,854	\$100,811	\$98,854	\$1,641,296	\$1,642,671
	5309a - Fixed Guideway Modernization	\$97,086	\$479										\$97,565	\$97,086
	5309b - New and Small Starts (Capital Investment Grants)	\$1,002,601	\$41,396	\$41,396									\$1,043,997	\$1,043,997
	5309c - Bus and Bus Related Grants	\$59,970											\$59,970	\$59,970
	5310 - Mobility of Seniors and Individuals with Disabilities	\$11,689	\$3,324	\$3,324									\$15,013	\$15,013
	5311 - Nonurbanized Area Formula Program	\$14,461	\$1,265	\$1,292	\$1,265	\$1,292	\$1,265	\$1,292	\$1,142	\$1,292		\$642	\$19,399	\$20,269
	5337 - State of Good Repair	\$527,748	\$67,780	\$67,780	\$68,867	\$68,835	\$69,981	\$67,780	\$71,113	\$67,783	\$71,113	\$68,129	\$876,593	\$868,054
	5339 - Bus and Bus Facilities Program	\$64,473	\$8,107	\$7,969	\$6,305	\$6,121	\$6,371	\$6,141	\$6,371	\$6,160	\$6,371	\$6,180	\$97,998	\$97,045
	Other	\$152,434	\$10,857	\$10,857			\$53,893	\$53,893					\$217,184	\$217,184
	Federal Transit Total	\$3,059,591	\$251,185	\$250,746	\$175,185	\$175,101	\$232,322	\$227,959	\$179,437	\$174,089	\$178,295	\$173,804	\$4,069,015	\$4,061,290
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$523,023	\$38,513	\$19,826	\$43,363	\$43,363	\$44,225	\$44,225	\$45,104	\$45,104	\$45,104	\$45,104	\$739,333	\$720,646
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$332,006	\$71,000	\$71,000									\$403,006	\$403,006
	GARVEE Bonds (Includes Debt Service Payments)													
	Highway Infrastructure Program (HIP)	\$58,446	\$5,166	\$5,166									\$63,612	\$63,612
	High Priority Projects (HPP) and Demo	\$85,414											\$85,414	\$85,414
	Highway Safety Improvement Program (HSIP)	\$1,680	\$2,333	\$2,333	\$7,783	\$7,783							\$11,796	\$11,796
	National Significant Freight & Highway Projects (FASTLANE/INFRA)	\$49,278	\$150,000	\$150,000									\$199,278	\$199,278
	Public Lands Highway	\$9,784	\$816	\$816	\$816	\$816							\$11,417	\$11,417
	Recreational Trails													
	Surface Transportation Program (Regional)	\$699,206	\$25,427	\$25,427	\$23,731	\$23,731	\$37,958	\$37,958	\$46,205	\$46,205	\$56,205	\$56,205	\$888,732	\$888,732
	Tribal Transportation Program													
	Other	\$293,014	\$93,958	\$93,958	\$11,664	\$11,664	\$6,020	\$6,020	\$6,020	\$6,020	\$6,020	\$6,020	\$416,698	\$416,698
Federal Highway Total		\$2,051,852	\$387,213	\$368,526	\$87,357	\$87,357	\$88,204	\$88,204	\$97,330	\$97,330	\$107,330	\$107,330	\$2,819,285	\$2,800,599
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$70,546	\$500	\$500	\$21,510	\$21,510							\$92,556	\$92,556
	Other													
	Federal Railroad Administration Total	\$70,546	\$500	\$500	\$21,510	\$21,510							\$92,556	\$92,056
Federal Total		\$5,181,989	\$638,898	\$619,773	\$284,053	\$283,969	\$320,525	\$316,163	\$276,767	\$271,419	\$285,625	\$281,134	\$6,980,857	\$6,953,945
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$537,484											\$537,484	\$537,484
	Innovative Financing Total												\$537,484	\$537,484
REVENUES TOTAL		\$16,543,434	\$2,762,369	\$2,743,244	\$1,745,280	\$1,709,688	\$1,118,987	\$1,093,783	\$1,030,845	\$972,058	\$849,349	\$854,844	\$24,043,264	\$23,917,052

Reduced CMAQ revenues to reflect CMAQ adjusted estimates released 1/2025, and CMAQ reimbursement of previous negative balance allowances.

Program

San Diego Association of Governments (SANDAG)

2025 Regional Transportation Improvement Program (in \$000s) - Amendment No. 4

Legend

Indicates change from prior amendment

Funding Source		Prior Years	2024/2025		2025/2026		2026/2027		2027/2028		2028/2029		TOTAL	
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current
LOCAL	Sales Tax	\$5,051,555	\$487,396	\$487,565	\$302,678	\$303,868	\$266,252	\$267,460	\$166,299	\$167,539	-\$389,042	-\$387,763	\$5,885,137	\$5,890,225
	-- TransNet	\$5,051,555	\$487,396	\$487,565	\$302,678	\$303,868	\$266,252	\$267,460	\$166,299	\$167,539	-\$389,042	-\$387,763	\$5,885,137	\$5,890,225
	Other Local Funds	\$1,265,210	\$176,226	\$176,226	\$353,997	\$364,022	\$35,678	\$35,678	\$32,598	\$32,598	\$41,030	\$41,030	\$1,904,740	\$1,914,765
	-- City General Funds	\$1,226,644	\$166,359	\$166,359	\$353,997	\$364,022	\$35,678	\$35,678	\$32,598	\$32,598	\$41,030	\$41,030	\$1,856,307	\$1,866,331
	-- Street Taxes and Developer Fees	\$38,566	\$9,867	\$9,867									\$48,434	\$48,434
	Other	\$1,244,627	\$132,392	\$132,392	\$126,311	\$107,998	\$106,266	\$75,480	\$112,007	\$65,583	\$129,717	\$131,142	\$1,851,320	\$1,757,222
	Local Total	\$7,561,393	\$796,014	\$796,183	\$782,986	\$775,888	\$408,196	\$378,618	\$310,904	\$265,720	-\$218,295	-\$215,590	\$9,641,198	\$9,562,212
STATE	State Highway Operations and Protection Program	\$140,906	\$493,949	\$493,949	\$144,057	\$144,057	\$113,169	\$113,169	\$216,447	\$216,447			\$1,108,528	\$1,108,528
	SHOPP (Including Augmentation)	\$140,906	\$493,949	\$493,949	\$144,057	\$144,057	\$113,169	\$113,169	\$216,447	\$216,447			\$1,108,528	\$1,108,528
	State Transportation Improvement Program	\$790,044	\$27,393	\$27,393	\$148,813	\$148,813	\$126,182	\$126,182	\$92,000	\$92,000	\$15,100	\$15,100	\$1,199,532	\$1,199,532
	STIP (Including Augmentation)	\$748,295	\$26,893	\$26,893	\$148,813	\$148,813	\$126,182	\$126,182	\$92,000	\$92,000	\$15,100	\$15,100	\$1,157,283	\$1,157,283
	STIP Prior	\$41,749	\$500	\$500									\$42,249	\$42,249
	Proposition 1 A	\$41,843											\$41,843	\$41,843
	Proposition 1 B	\$581,132			\$1,319	\$1,319					\$895	\$895	\$583,346	\$583,346
	Active Transportation Program	\$78,321	\$21,037	\$21,037	\$21,872	\$21,872	\$41,142	\$41,142					\$162,371	\$162,371
	Highway Maintenance (HM)													
	Highway Bridge Program (HBP)	\$201,431	\$20,018	\$20,018	\$65,684	\$65,684	\$8,955	\$8,955	\$10,063	\$10,063	\$108,723	\$108,723	\$414,875	\$414,875
	Road Repair and Accountability Act of 2017 (SB1)	\$674,005	\$420,531	\$420,531	\$64,585	\$59,200	\$10,774	\$18,204	\$10,774	\$6,000	\$10,774	\$11,889	\$1,191,444	\$1,189,829
	Traffic Congestion Relief Program (TCRP)	\$95,298											\$95,298	\$95,298
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)	\$297,928	\$54,305	\$54,305	\$41,909	\$30,850	\$41,909	\$36,660	\$41,909	\$36,660	\$41,909	\$36,660	\$519,868	\$493,064
	State Emergency Repair Program													
	Other	\$361,660	\$267,730	\$267,730	\$120,364	\$109,580	\$21,054	\$28,810	\$21,054	\$24,054	\$7,901	\$20,587	\$799,763	\$812,420
	State Total	\$3,262,569	\$1,304,963	\$1,304,963	\$608,602	\$581,374	\$363,185	\$373,122	\$392,247	\$385,225	\$185,302	\$193,853	\$6,116,866	\$6,101,106
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$1,129,128	\$117,987	\$118,129	\$93,852	\$92,491	\$95,814	\$93,057	\$97,816	\$93,644		\$94,239	\$1,527,597	\$1,620,687
	5309a - Fixed Guideway Modernization	\$97,086	\$479										\$97,565	\$97,086
	5309b - New and Small Starts (Capital Investment Grants)	\$1,002,601	\$41,396	\$41,396									\$1,043,997	\$1,043,997
	5309c - Bus and Bus Related Grants	\$59,970											\$59,970	\$59,970
	5310 - Elderly & Persons with Disabilities Formula Program	\$11,689	\$3,324	\$3,324									\$15,013	\$15,013
	5311 - Nonurbanized Area Formula Program	\$14,461	\$1,265	\$1,292	\$1,265	\$1,292	\$1,265	\$1,292	\$1,142	\$1,292		\$642	\$19,339	\$20,269
	5337 - State of Good Repair	\$527,748	\$67,770	\$67,780	\$68,867	\$67,109	\$69,981	\$67,444	\$71,113	\$67,783		\$68,129	\$805,480	\$865,992
	5339 - Bus and Bus Facilities Program	\$64,473	\$8,107	\$7,969	\$6,166	\$6,121	\$5,591	\$6,141	\$4,721	\$6,160		\$6,180	\$89,058	\$97,045
	Other	\$152,434	\$10,857	\$10,857			\$53,893	\$53,893					\$217,184	\$217,184
	Federal Transit Total	\$3,059,591	\$251,185	\$250,746	\$170,151	\$167,013	\$226,544	\$221,826	\$174,792	\$168,879		\$169,189	\$3,875,263	\$4,037,244
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$523,023	\$16,825	\$16,825	\$36,506	\$41,817	\$32,000	\$32,000					\$608,354	\$613,665
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$332,006	\$71,000	\$71,000									\$403,006	\$403,006
	GARVEE Bonds (Includes Debt Service Payments)													
	Highway Infrastructure Program (HIP)	\$58,446	\$5,166	\$5,166									\$63,612	\$63,612
	High Priority Projects (HPP) and Demo	\$85,414											\$85,414	\$85,414
	Highway Safety Improvement Program (HSIP)	\$1,680	\$2,333	\$2,333	\$7,783	\$7,783							\$11,796	\$11,796
	Public Lands Highway	\$9,784	\$816	\$816	\$816	\$816							\$11,417	\$11,417
	National Significant Freight & Highway Projects (FASTLANE/INFRA)	\$49,278	\$150,000	\$150,000									\$199,278	\$199,278
	Recreational Trails													
	Surface Transportation Program (Regional)	\$699,206	\$15,707	\$15,707	\$22,731	\$22,731	\$21,867	\$21,867					\$759,511	\$759,511
	Other	\$293,014	\$93,537	\$93,537	\$9,702	\$9,702							\$396,253	\$396,253
	Federal Highway Total	\$2,051,852	\$355,385	\$355,385	\$77,538	\$82,848	\$53,867	\$53,867					\$2,538,641	\$2,543,952
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$70,546	\$500	\$500	\$21,510	\$21,510							\$92,556	\$92,556
	Other													
	Federal Railroad Administration Total	\$70,546	\$500	\$500	\$21,510	\$21,510							\$92,556	\$92,556
Federal Total		\$5,181,989	\$607,070	\$606,631	\$269,198	\$271,371	\$280,411	\$275,693	\$174,792	\$168,879		\$169,189	\$6,506,460	\$6,673,752
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$537,484											\$537,484	\$537,484
	Innovative Financing Total	\$537,484											\$537,484	\$537,484
PROGRAM TOTAL		\$16,543,434	\$2,708,047	\$2,707,777	\$1,660,786	\$1,628,633	\$1,051,792	\$1,027,433	\$877,943	\$819,824	-\$32,994	\$147,452	\$22,802,009	\$22,874,554

FY28/29 includes programming for future years and is included here for reference only

Revenues versus Program

San Diego Association of Governments (SANDAG)

2025 Regional Transportation Improvement Program (in \$000s) - Amendment No. 4

Legend

Indicates change from prior amendment

Funding Source		2024/2025		2025/2026		2026/2027		2027/2028		2028/2029		TOTAL	
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current
LOCAL	Local Total	\$22,494	\$22,324	\$69,640	\$68,457	\$27,081	\$25,881	\$50,926	\$49,695	\$596,718	\$595,447	\$766,859	\$761,805
STATE	State Highway Operations and Protection Program												
	SHOPP (Including Augmentation)												
	SHOPP Prior												
	State Transportation Improvement Program												
	STIP (Including Augmentation)												
	STIP Prior												
	Proposition 1 A												
	Proposition 1 B												
	Active Transportation Program												
	Highway Maintenance (HM)												
	Highway Bridge Program (HBP)												
	Road Repair and Accountability Act of 2017 (SB1)												
	Traffic Congestion Relief Program (TCRP)												
	State Transit Assistance (STA)(e.g., population/revenue based, Prop Other												
	State Total												
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program			\$4,896	\$6,363	\$4,997	\$5,796	\$2,995	\$5,210	\$100,811	\$4,615	\$113,699	\$21,984
	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				\$1,726		\$336			\$71,113		\$71,113	\$2,062
	5339 - Bus and Bus Facilites Program			\$139		\$780		\$1,650		\$6,371		\$8,940	
	Other												
	Federal Transit Total			\$5,035	\$8,089	\$5,777	\$6,133	\$4,645	\$5,210	\$178,295	\$4,615	\$193,753	\$24,046
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$21,688	\$3,001	\$6,857	\$1,546	\$12,225	\$12,225	\$45,104	\$45,104	\$45,104	\$45,104	\$130,979	\$106,982
	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)	\$9,720	\$9,720	\$1,000	\$1,000	\$16,091	\$16,091	\$46,205	\$46,205	\$56,205	\$56,205	\$129,221	\$129,221
	Other	\$420	\$420	\$1,963	\$1,963	\$6,020	\$6,020	\$6,020	\$6,020	\$6,020	\$6,020	\$20,444	\$20,444
	Federal Highway Total	\$31,828	\$13,142	\$9,820	\$4,509	\$34,337	\$34,337	\$97,330	\$97,330	\$107,330	\$107,330	\$280,644	\$256,647
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)												
	Other												
	Federal Railroad Administration Total												
Federal Total		\$31,828	\$13,142	\$14,854	\$12,598	\$40,114	\$40,470	\$101,975	\$102,539	\$285,625	\$111,945	\$474,397	\$280,693
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)												
	Innovative Financing Total												
REVENUES - PROGRAM TOTAL		\$54,322	\$35,466	\$84,495	\$81,055	\$67,195	\$66,350	\$152,901	\$152,235	\$882,343	\$707,391	\$1,241,256	\$1,042,498

FY28/29 includes programming for future years and is included here for reference only



THE INDIAN ENERGY ZEV RING

Tribes making ZEV Goods and People Movement a Reality



1. The ZEV Ring objectives and benefits

2. Stimulate economic growth and ZEV adoption in the region
3. Increase cross-border relations for manufacturing and goods movement
4. Challenges and next steps

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The Indian Energy Group



100% Native American-owned
Energy and Microgrid Developer
and Integrator



Native American-Owned
Energy & Environmental Services
Distribution, Logistics, and Maintenance



Native and Tribal Joint Venture
Zero Emission Vehicle (ZEV) Centers



Native American and Indigenous-owned
Energy Developer in Mexico

With key development partners:



Center for
Sustainable
Energy®



MHA
MICHELLE HOLIDAY & ASSOCIATES



THE INDIAN ENERGY ZEV RING is the:

1. **Native American and Tribally-owned Joint Venture (JV)** partnering with local, state and federal governmental agencies to launch Zero Emission Vehicles (ZEV) goods and people movement in Southern California;
2. transformational infrastructure plan for **medium and heavy-duty ZEV** to get transport from the shipping ports and the US/Mexico border crossings out to the multi-modal distribution centers and out to delivery points and back;
3. integration of **ZEV CENTERS that provide transport and distribution companies with fast-charging electric and hydrogen refueling options**, as well as other services to support ZEV adoption;
4. development of **hydrogen production plants** in the region to meet hydrogen demands for the ZEV Ring, gas utilities, and other hydrogen consumers;
5. utilization of **renewable energy generation and storage to power The ZEV Ring** and associated operational services;
6. driver for **social and environmental justice** by creating community benefits in each region; and
7. expansion of ZEV Centers throughout **California and the US over the next 10 years**.

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PROGRESS OVER THE PAST YEAR

Research and Development

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1. Met with industry-leading companies and professionals to vet out the plan
2. Collaboration with leaders in Mexico to gain support and alignment
3. Met with unions, manufacturers, and suppliers to better understand the technologies and the outlook for the next 5-20 years
4. Presented to numerous financial institutions for potential investments
5. Discussions with the California Energy Commission and the Department of Energy
6. Developed a plan for pre-development, including a draft business model and proforma



THE INDIAN ENERGY ZEV RING

Native Americans Taking Action

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The State of California and the Federal government have set aggressive goals for sustainability, ZEV adoption, fleet conversion, and decarbonization. The goals are as follows:

Federal:

- ❑ 2030: 52% reduction in U.S. GHG emissions from 2005 levels
- ❑ 2035: 100% carbon pollution-free electricity
- ❑ 2050: Net zero GHG emissions
- ❑ 40% of the benefits of Federal climate investments are delivered to disadvantaged communities

California:

- ❑ 2025: 200 hydrogen fueling stations and 250,000 electric vehicle (EV) chargers, including 10,000 direct current fast chargers
- ❑ 2026: 35% of the new cars sold be plug-in hybrid electric (PHEV), EVs or hydrogen fuel cell
- ❑ 2030: 5 million zero-emission vehicles (ZEVs) on the road
- ❑ 2035: All in-state sales of new passenger cars and trucks to be zero-emission
- ❑ 2045: 71% reduction in air pollution, 85% reduction in GHG emissions, and create 4 million new jobs

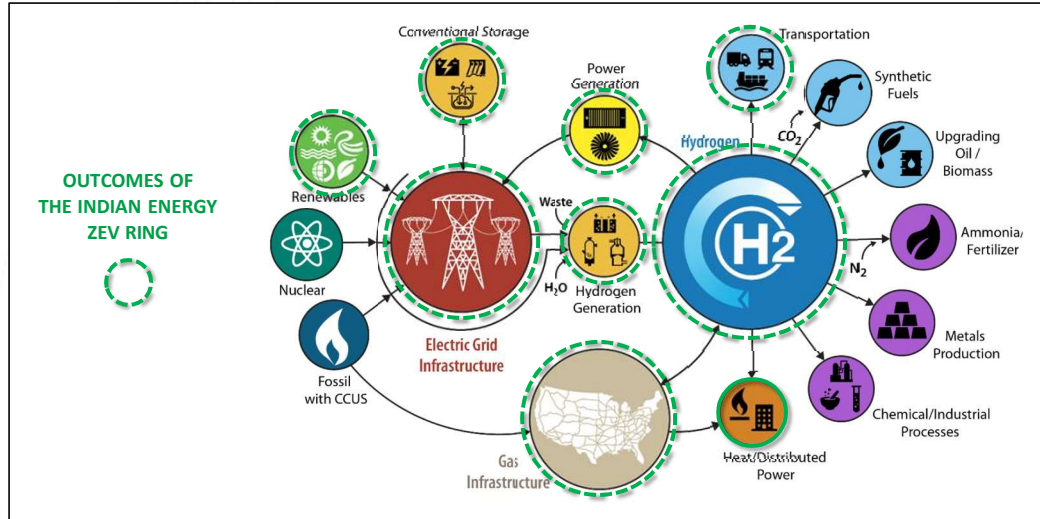
To meet these goals, California and the US need to take bold action to install ZEV infrastructure.

THE INDIAN ENERGY ZEV RING is the action needed to meet these goals. Together, Tribes will make ZEV goods and people movement a reality!

THE INDIAN ENERGY ZEV RING

Alignment with DOE's Plan for Deep Decarbonization

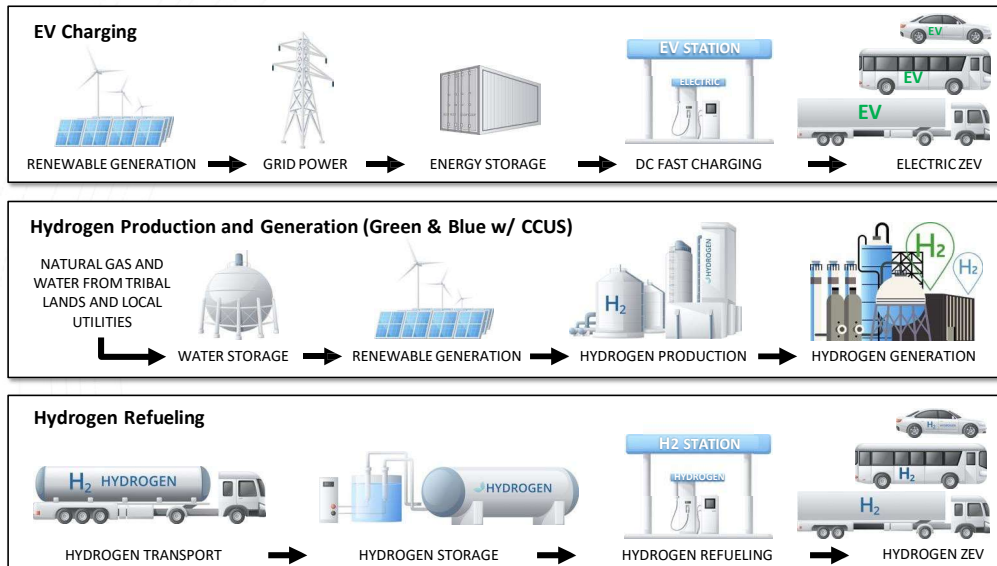
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THE INDIAN ENERGY ZEV RING

Lifecycle End-to-End Solutions on Tribal Lands

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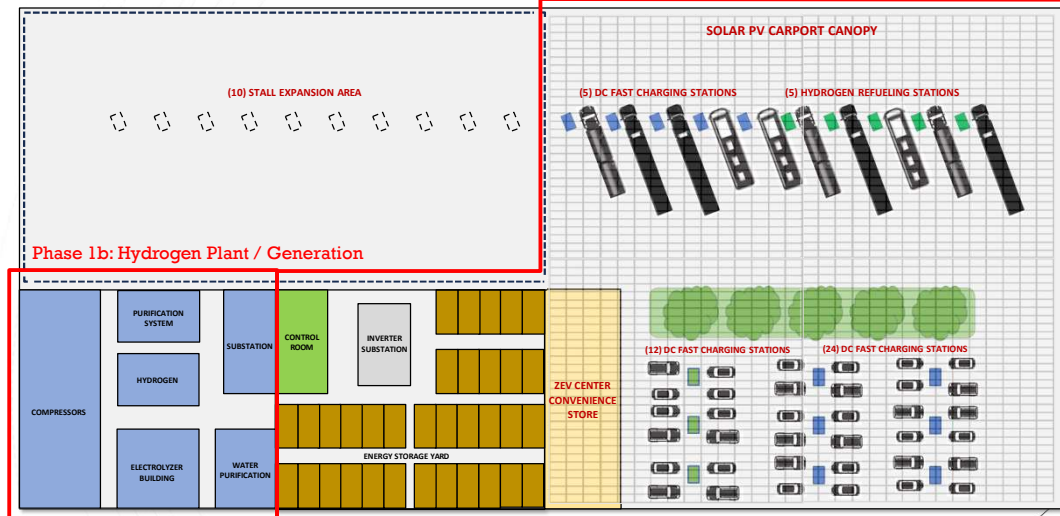




THE INDIAN ENERGY ZEV RING Phase 1 - Typical Site Plan

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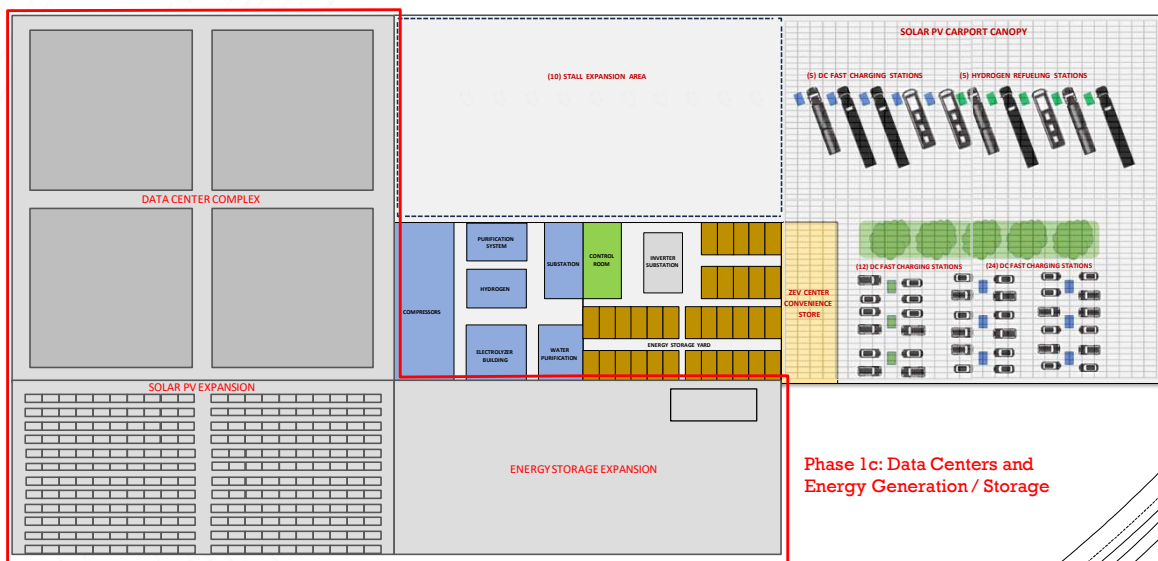
Phase 1a: EV / Hydrogen Refueling and Storage



THE INDIAN ENERGY ZEV RING Phase 1c - Typical Site Plan

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Phase 1c: Data Centers and
Energy Generation / Storage



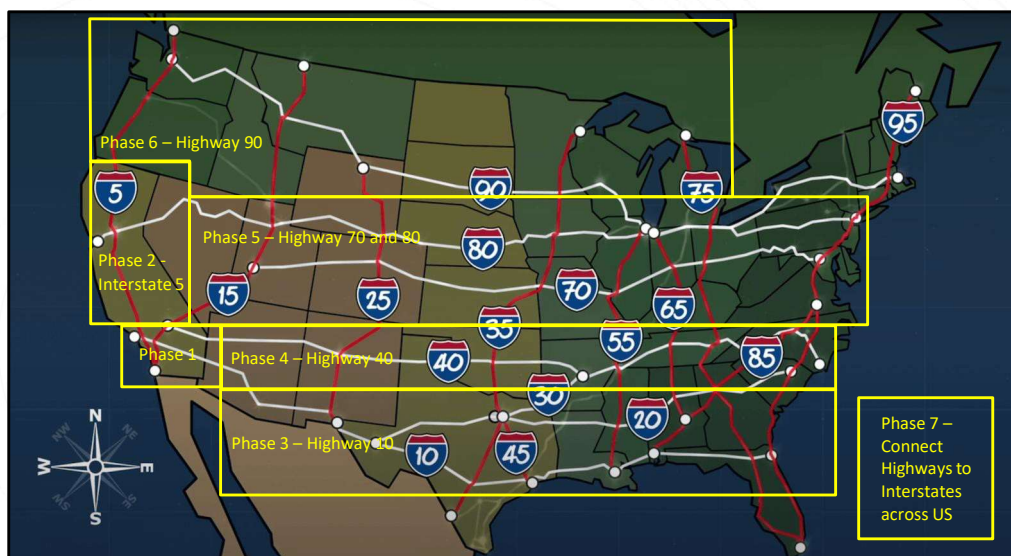
THE INDIAN ENERGY ZEV RING Phase 1: Southern California Pilot

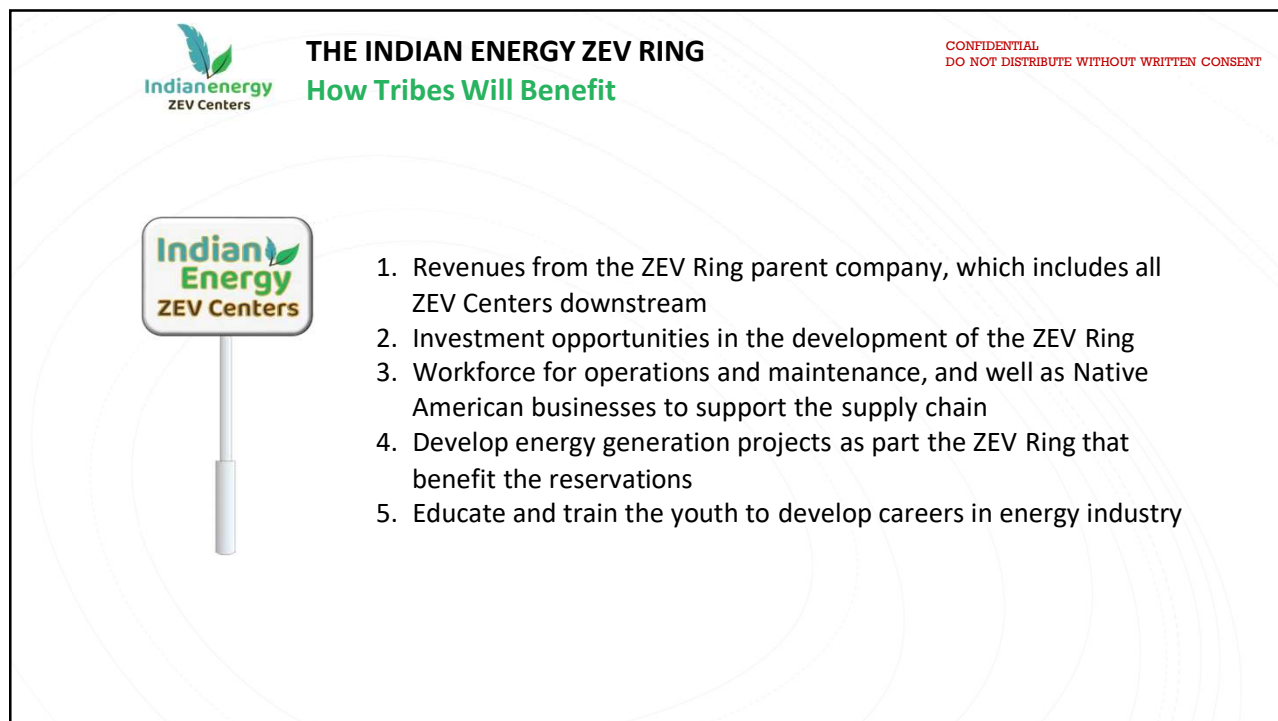
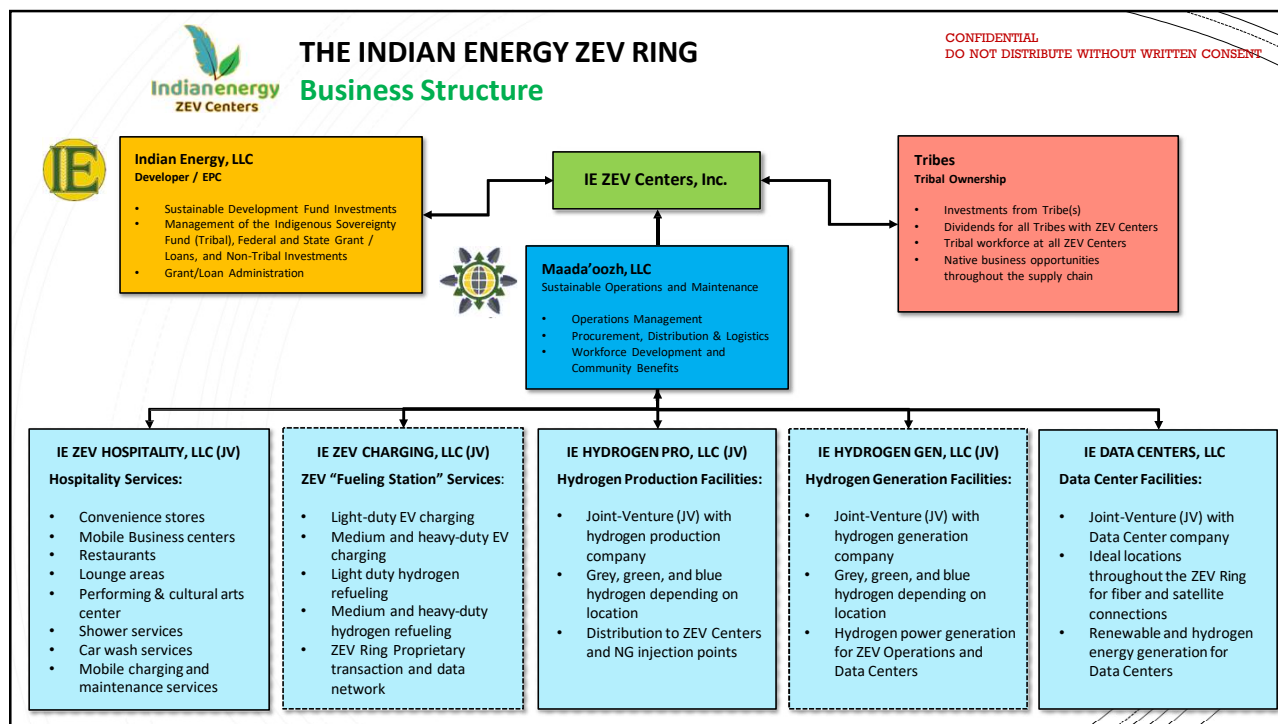
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THE INDIAN ENERGY ZEV RING Expansion Phases – On Tribal Lands

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1. The ZEV Ring objectives and benefits
2. **Stimulate economic growth and ZEV adoption in the region**
3. Increase cross-border relations for manufacturing and goods movement
4. Challenges and next steps

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THE INDIAN ENERGY ZEV RING

Business Model and Diversified Revenue Streams

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Business Model:

- Establish a prominent Tribal ZEV and Sustainability “Modernized Fueling Station” Brand across North America
- Launch the ZEV Revolution and provide services for medium and heavy-duty long-haul transport
- Provide end-to-end solutions for commercial sales, supply of power, and hydrogen production
- Workforce Development for Native Americans and other underserved communities

Diversified Revenue Streams:

- EV Charging for light, medium, and heavy-duty electric transport
- Hydrogen Refueling for light, medium, and heavy-duty hydrogen transport
- Contracted services for major distributors/freight companies
- Energy from renewable generation/storage/hydrogen
- Hydrogen from green/brown hydrogen production
- Mobile charging/refueling and maintenance services
- Convenience store, restaurant and telecommuting services



THE INDIAN ENERGY ZEV RING True Workforce Development

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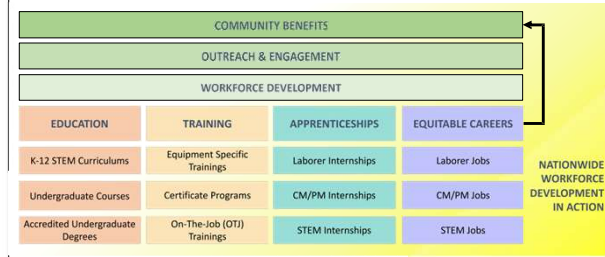
The Indian Energy ZEV Ring will provide ~3,000 new jobs for Phase 1 in Southern California. In expansion phases throughout California and the United States, The ZEV Ring will create 10,000+ new jobs in development and operations.

The Indian Energy ZEV Ring will deploy an Equity, Engagement, and Education program in partnership with Native American schools and universities focused on creating equitable careers for people from underserved communities.

ZEV Ring

Planning & Design:	150 new jobs
Supply Chain Development:	75 new jobs
Procurement & Logistics:	100 new jobs
Training & Workforce Development:	100 new jobs
Engineering & Construction:	1500 new jobs
Operations & Maintenance:	1000 new jobs

The Indian Energy ZEV Ring: Equity, Engagement, & Education



THE INDIAN ENERGY ZEV RING Opportunities for All

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- Tribes on the ZEV Ring Route**
Participating Tribes in the ZEV Ring will have a stake in the revenue stream from all ZEV Centers in Southern California and the expansion throughout the US.
- Tribal Investments in the ZEV Ring**
In addition to State and Federal grants, investments from Tribal Nations is the preferred method for funding the company. This venture should be kept in Indian Country.
- Tribes/Native American Companies**
The development and operations of this company will require a significant workforce. Native Americans and Tribally-owned companies are needed to make this happen.
- EV Charging Station Manufacturers**
A state-of-the-art EV charging station technology will be selected for the ZEV Ring. The EV station manufacturer will be a long-term partnership for large scale deployment.
- Hydrogen Station Manufacturers**
A state-of-the-art hydrogen station technology will be selected for the ZEV Ring. The H₂ station manufacturer will be a long-term partnership for large scale deployment.
- Hydrogen Production Facilities**
Securing a consistent and cost-controlled supply of hydrogen for the ZEV Ring is critical. The H₂ producer will be a long-term partnership for large scale deployment.
- Hydrogen Energy Generation Facilities**
Generating power from hydrogen is part of our renewable energy solution for the ZEV Ring. The H₂ generator will be a long-term partnership for large scale deployment.
- Renewable Energy / Storage Manufacturers**
Generating and storing solar energy is part of our power solution for the ZEV Ring. The solar and storage company will be a long-term partnership for large scale deployment.
- People and Goods Movement Companies**
Medium and heavy-duty ZEV transport companies will contractually reserve timeslots on their routes to schedule charging and refueling at ZEV Centers.
- Data Center Facilities**
The locations on the ZEV Ring are ideal for Data Centers powered by our renewable energy. The Data Company will be a long-term partnership for large scale deployment.



1. The ZEV Ring objectives and benefits
2. Stimulate economic growth and ZEV adoption in the region
- 3. Increase cross-border relations for manufacturing and goods movement**
4. Challenges and next steps

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THE INDIAN ENERGY ZEV RING Cross Border Developments

1. Developed the Union of the Ejidos, both North and South of the Border, to unify efforts that benefits the Ejidos and their land.
2. Signed a treaty with 78 tribes and 10 indigenous groups in Mexico to develop an economic development plan for the region.
3. Developing projects in Mexico to help economic development and energy resiliency, including agriculture, fishing, and education industries.
4. Focused on securing sovereignty for marginalized and rural communities
5. Zoned for energy projects that will meet the demands of the United States for the next 100 years



Photos: Tribes, Indigenous, and Ejidos people of Mexico

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THE INDIAN ENERGY ZEV RING

Jacumba ZEV Border Crossing

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1. Native Americans used to live and work on both sides of the border, long before the border was ever established.
2. The Jacumba border crossing was a historical crossing on Tribal land that was closed for National security reasons after the 911 terrorist attack.
3. Proposing a new modern border crossing in Jacumba that will be strictly a Zero Emission Vehicle (ZEV) Border Crossing.
4. Limiting the Jacumba Border Crossing to just ZEVs will incentivize manufacturers, distributors, and transport companies in Mexico to transition to ZEV fleets for the convenience of crossing and the availability of The Indian Energy ZEV Ring.
5. This will also re-establish a secure boarder crossing for the local indigenous community.
6. The Jacumba ZEV Border Crossing will be a new gateway into the United States and a bold statement about America's commitment to sustainability.



THE INDIAN ENERGY ZEV RING

Social and Environmental Justice

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- Unwavering commitment to Native Americans and Tribal sovereignty
- Triple Bottom Line company in alignment with Native American culture
- Sustainability-driven with clear and concise goals for climate, environment, equity, and equality
- Lifecycle end-to-end solutions that provide greater opportunities for Native Americans and people in the region
- *Keep it Local program* with supply chain sourcing from local regional suppliers
- Circular economy with reuse and regeneration of materials, products, and services
- Renewable energy generation and energy storage to offset utility power and reduce emissions
- Fair and equitable jobs and business opportunities for people in the community
- Feature local, fresh, and healthy Native American cuisine
- Showcase local Native American artists and musicians



1. The ZEV Ring objectives and benefits
2. Stimulate economic growth and ZEV adoption in the region
3. Increase cross-border relations for manufacturing and goods movement
4. **Challenges and next steps**

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THE INDIAN ENERGY ZEV RING Challenges

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- Changing geo-political environment in the United States and abroad creates uncertainty but also opportunity
- “Build it and they will come” risk model
- Support and alignment with Tribal and Non-Tribal Governments, on both side of the border
- Funding to stand up the company, engage Tribes, and complete pre-development
- Vision for Indian Country



THE INDIAN ENERGY ZEV RING Pre-Development Funding

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Secure \$15M for planning and pre-development of The Indian Energy ZEV Ring: Phase 1 Southern California Pilot

Planning and Pre-Development Activities (February 2025 – August 2025)

- Financial partner to develop business and investment strategy
- Develop an Indigenous Investment Fund for Native American Tribes
- Finalize Business model and proforma with industry partner insight
- Tribal and non-tribal business partnerships
- Tribal and non-tribal investments
- Governmental agency funding opportunities
- Site controls, preliminary engineering, and environmental assessments
- Technology integration planning and utility coordination
- Sustainable supply chain framework and partnerships
- New business planning and development
- Marketing and public relations planning
- Community engagement and workforce development planning



Indianenergy
ZEV Centers

Thank you for supporting Tribes and Indigenous people!

For inquiries, please contact:
Dr. Craig Reiter
Chief Sustainability Officer, Maada'oozh
714-448-7516
csreiter@maadaoozh.com
www.maadaoozh.com

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April 4, 2025

Coordinated Plan Update

Overview

SANDAG is in the process of updating the region's Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). Coordinated Plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes; provide strategies for meeting these needs; and prioritize transportation services for funding and implementation. Federal transit law requires that Coordinated Plans are developed with participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public utilizing transportation services. Staff recently completed outreach to inform the Coordinated Plan and will present key takeaways from focus groups and a regional survey.

Action: Information

Staff will present initial findings from outreach conducted to support the update of the region's Coordinated Plan.

Fiscal Impact:

Development of the Coordinated Plan is funded through Overall Work Program Project No. 3320100.

Schedule/Scope Impact:

The updated Coordinated Plan will be developed by summer 2025.

Key Considerations

The Coordinated Plan combines the federal requirement in 49 U.S.C. 5310 for a Coordinated Public Transit-Human Services Transportation Plan, the state requirement for transit operations performance monitoring through the Transportation Development Act, and the regional requirement in [SANDAG Board Policy No. 018](#) for a Regional Short-Range Transit Plan into one document. The Coordinated Plan facilitates the distribution of local funding for our region's Specialized Transportation Grant Program, including the federal Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310), which can fund services in the region's urbanized areas, and the TransNet Senior Mini Grant Program, which can fund services in both urban and rural areas across the entire region. Developing a plan consistent with applicable federal, state, and local requirements ensures the availability of funding for specialized transportation providers in the San Diego Region.

A critical element of the Coordinated Plan is to identify transportation needs and gaps for older adults, people with disabilities, and people with low incomes. Understanding these gaps allows SANDAG to prioritize Specialized Transportation Grant Program funding for projects best suited to address the specific travel needs of each identified population. This cycle, SANDAG conducted a scientific survey of older adults and people with disabilities from across the region to assess their transportation needs. The survey was conducted online over a one-month period from December 2, 2024 to January 2, 2025. Participants were recruited via a randomized selection of postcards, email invitations, and an open survey link on the SANDAG Coordinated Plan project website. The survey administration effort yielded 1,544 valid responses, with statistically significant results that reliably reflect the populations' behaviors. In addition to a survey, SANDAG conducted three focus groups for more detailed feedback: one group composed of transportation providers (eight participants) and the other two of riders (13 total participants).

The final survey report will be shared once it is finalized in spring 2025. Key takeaways are:

- Driving, walking/using a wheelchair, getting rides from friends and family members, and fixed route transit are the most common means of transportation among the survey population;
- Respondents expressed a desire for more transit coverage and higher-frequency service;
- Specialized transportation can help but many residents lacked awareness of these services; and
- People are comfortable using technology for trip planning but need access to better information.

Next Steps

The next step in the development process of the Coordinated Plan is to incorporate feedback from stakeholders, including the Social Services Transportation Advisory Council, and community members that was obtained from recent working group presentations. SANDAG will also analyze transit operations and the Coordinated Transportation Service Agency function to assess the availability and quality of transit and specialized transportation services. Recommendations from outreach and data analysis will be presented at a future Transportation Committee presentation.

Antoinette Meier, Senior Director of Regional Planning



Coordinated Plan Update

Transportation Committee | Item 5
Tim Garrett, Associate Regional Planner
Rubi Morales, Associate Regional Planner
April 4, 2025

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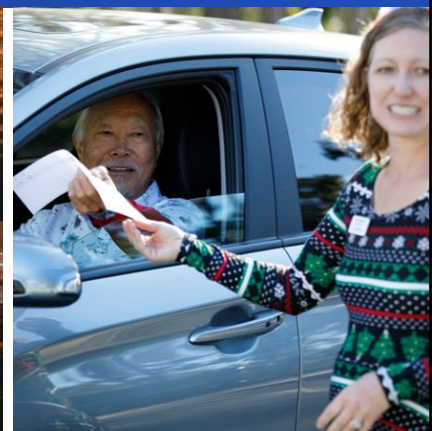
Coordinated Plan Overview



**Transit and Specialized
Transportation**



**Identify Needs of
Disadvantaged Populations**



Fulfill Requirements
Ensure Access to Funding

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Plan Requirements Review

	Federal	State	Local
Source	Federal Transit Law	Transportation Development Act (TDA)	SANDAG Board Policy 018
Components	<ul style="list-style-type: none"> • Transportation needs of: <ul style="list-style-type: none"> • Individuals with disabilities • Older adults • People with low incomes • Strategies to meet needs • Priorities for funding 	<ul style="list-style-type: none"> • Potential public transit productivity improvements, including those recommended in the triennial TDA performance audit 	<ul style="list-style-type: none"> • Public transit service gaps and deficiencies • Evaluation of existing services and programs • Methodology for near-term future service adjustments
Outcomes	Distribute funding through Specialized Transportation Grant Program	Ongoing Performance Monitoring	Regional Short Range Transit Plan, Service Changes

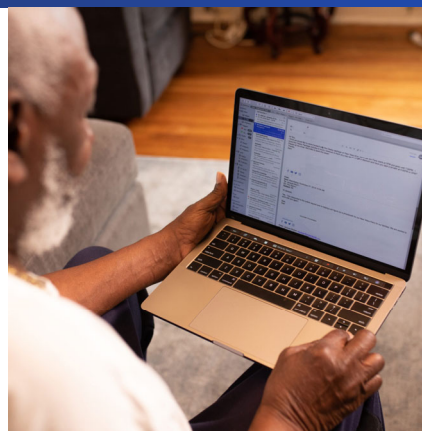
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Outreach Strategy



Focus Groups



Survey



Presentations and Public Hearing

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DRAFT Survey Results

| 5

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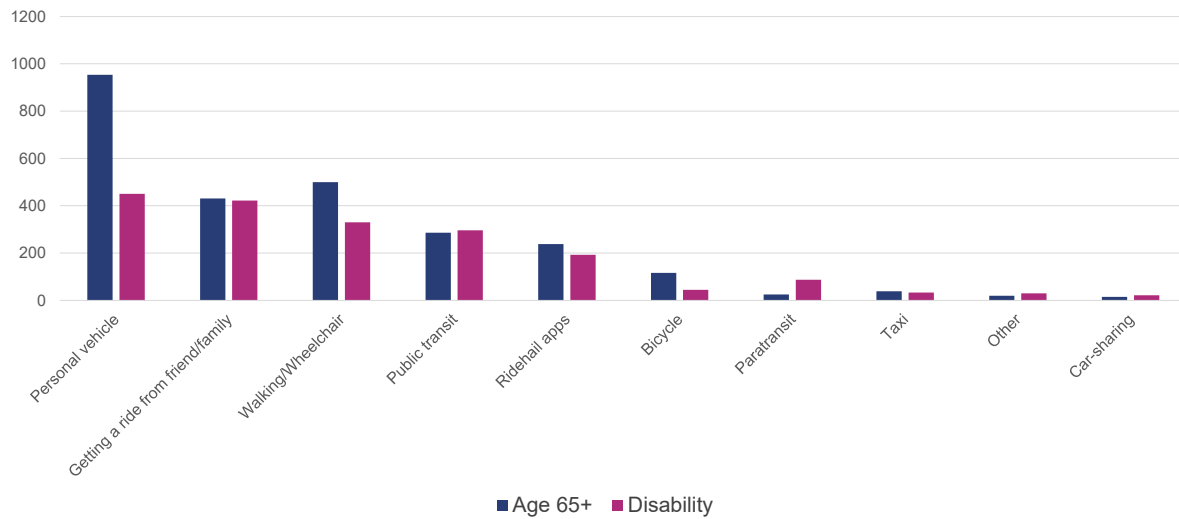
Survey Update

- Survey conducted in December 2024
- 1,544 responses from across San Diego region
- Self-reported age and disability status

Disability Status	Age Under 65	Age 65+	Total
Disability	228	492	720
No Disability	0	824	824
Total	228	1,316	1,544

6

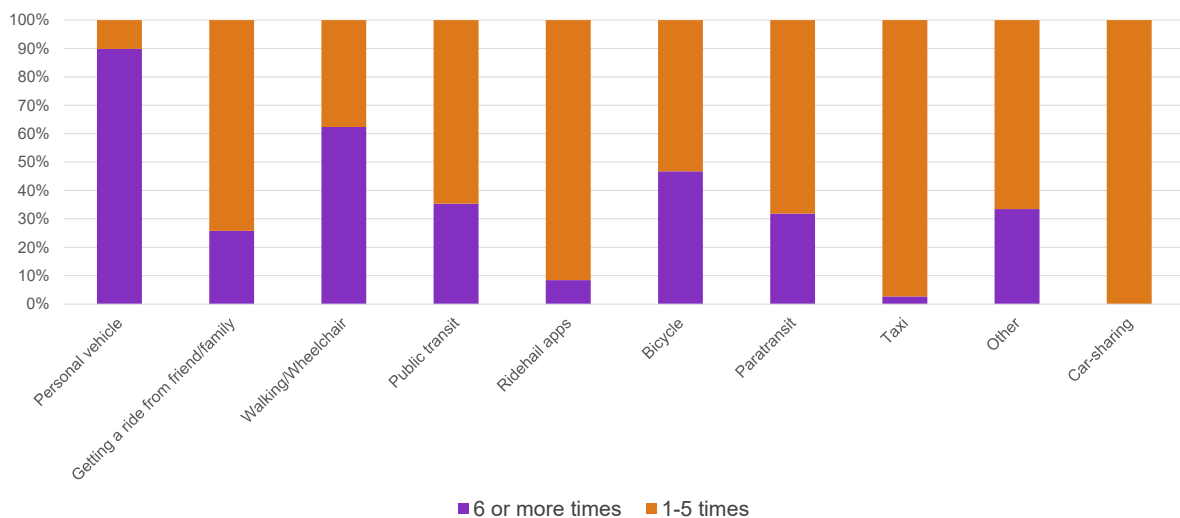
Modes Used in the Past Month (DRAFT) Age 65+ and Disability



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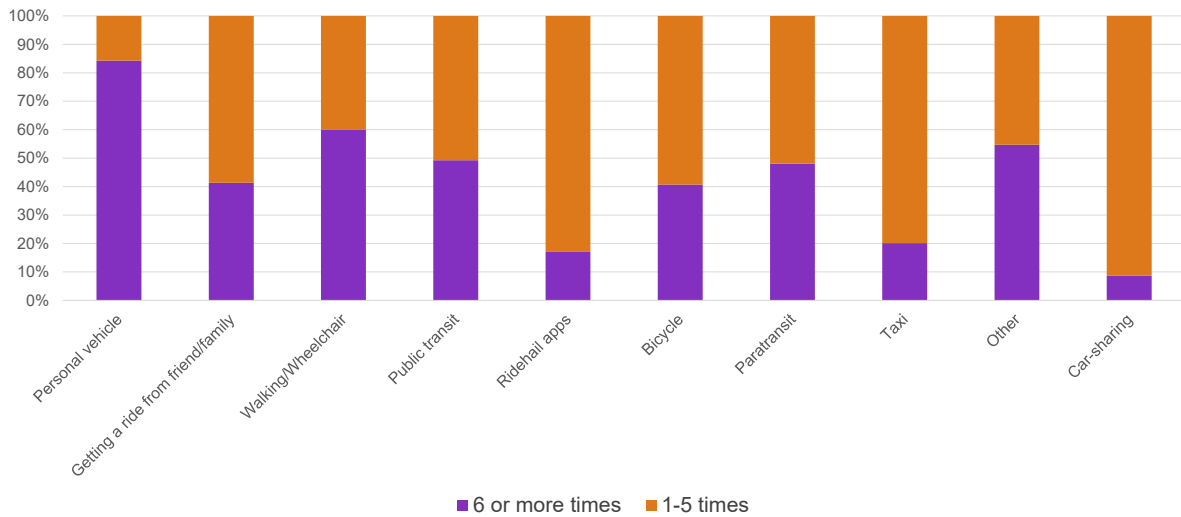
Frequency of Modes Used in the Past Month (DRAFT) Age 65+ Only



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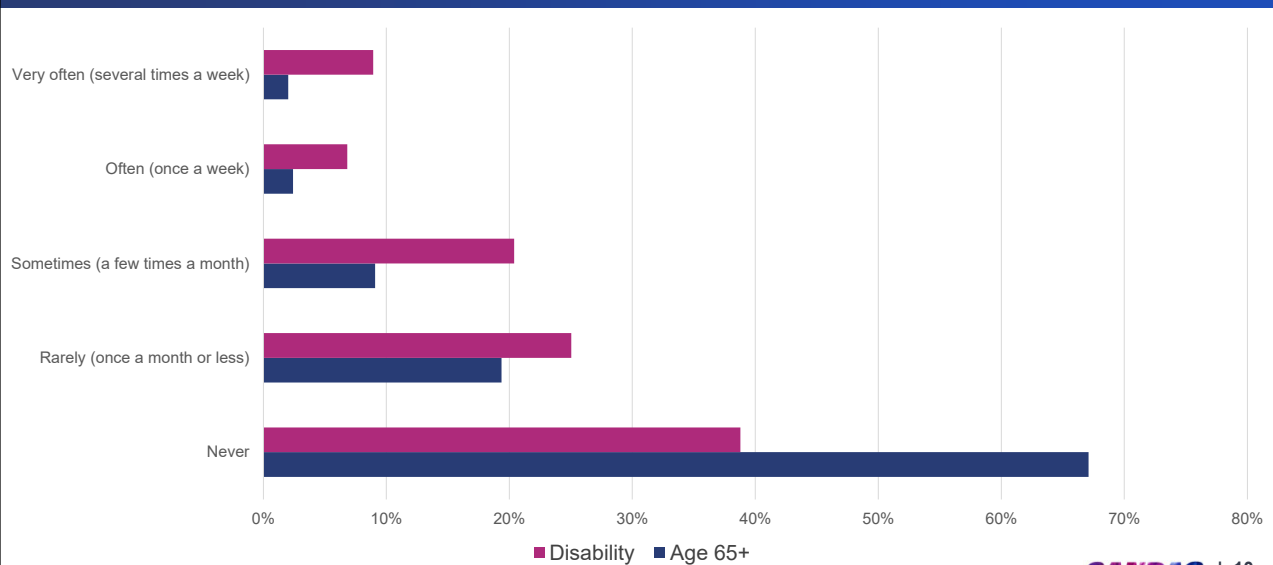
Frequency of Modes Used in the Past Month (DRAFT) Disability Only



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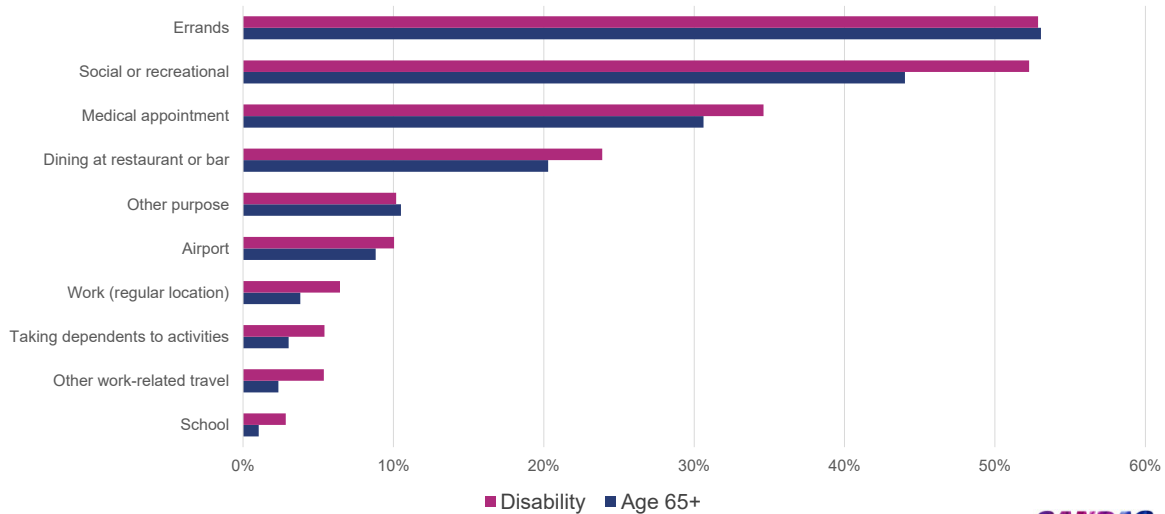
Frequency of Missed Trips (DRAFT) Age 65+ and Disability



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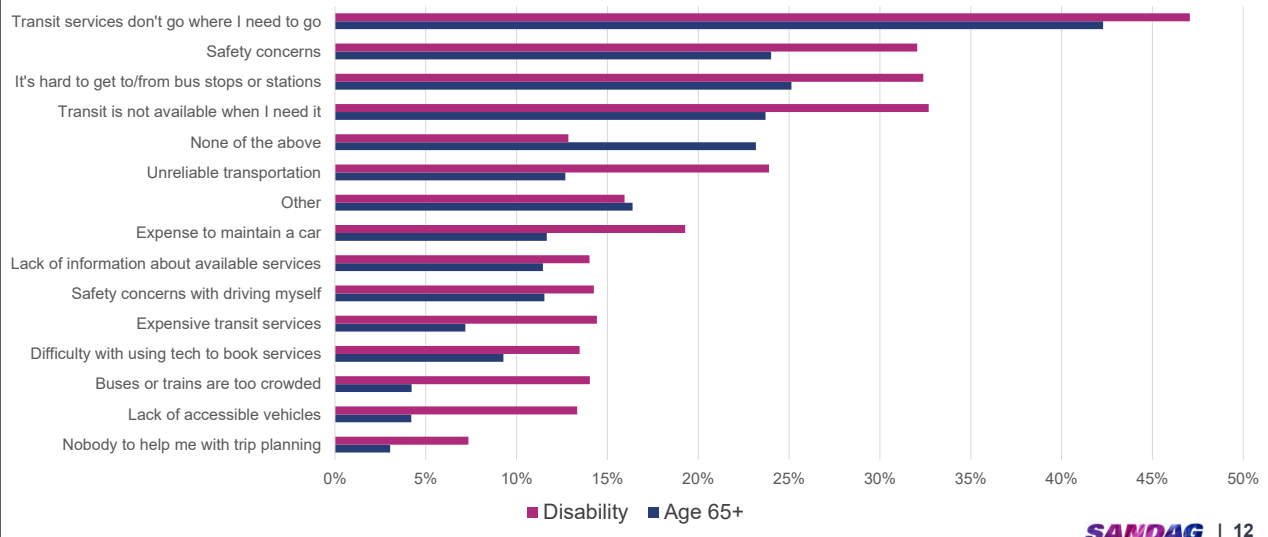
10

Purpose of Missed Trips (DRAFT) Age 65+ and Disability



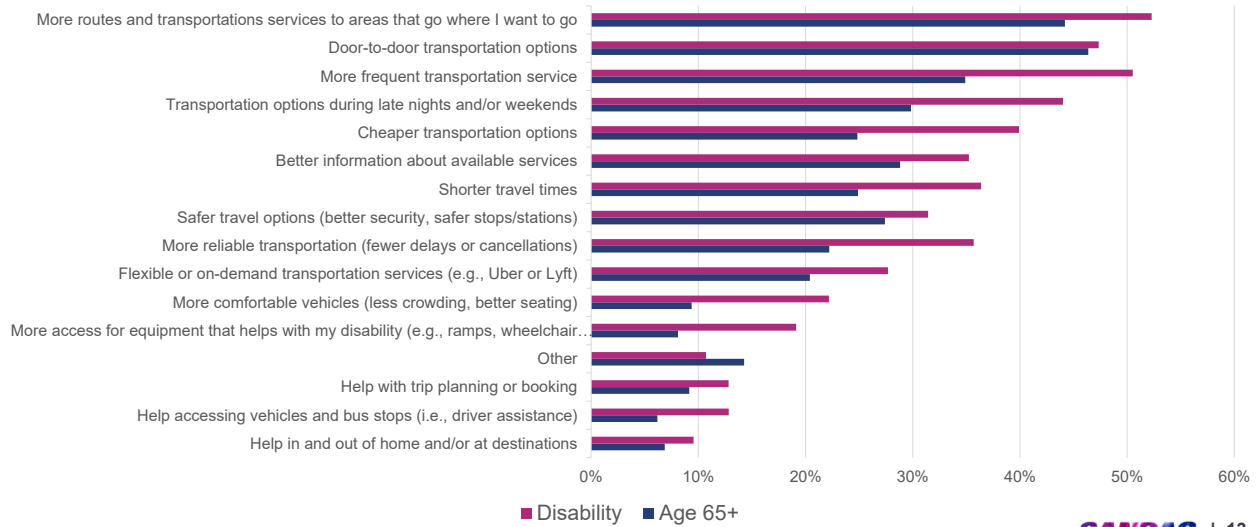
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Transportation Challenges (DRAFT) Age 65+ and Disability



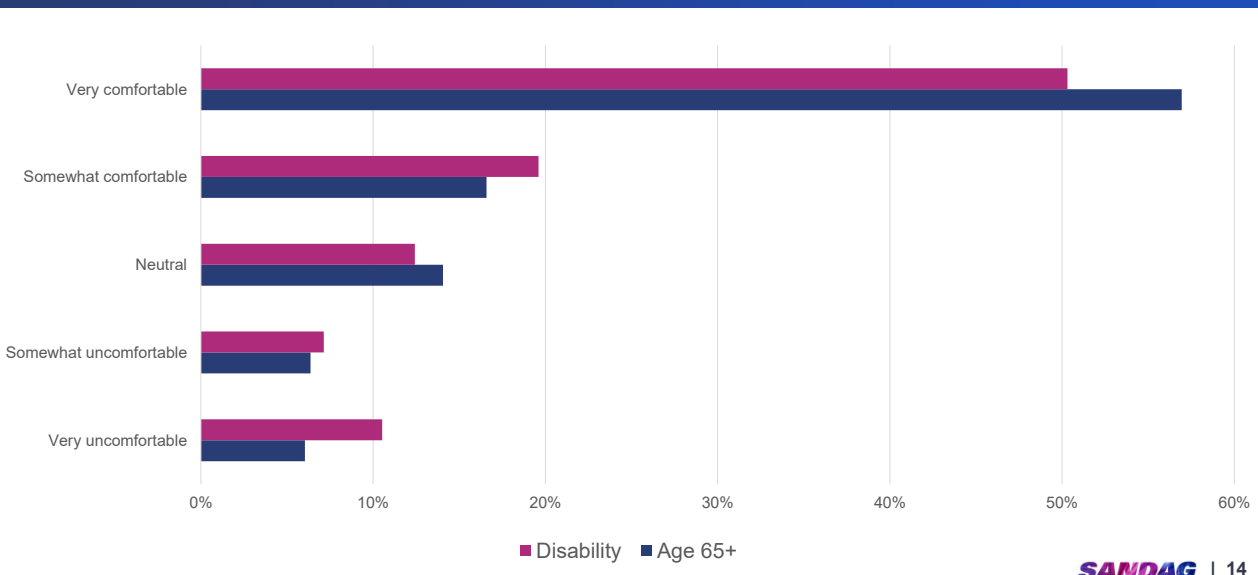
12

Transportation Solutions (DRAFT) Age 65+ and Disability



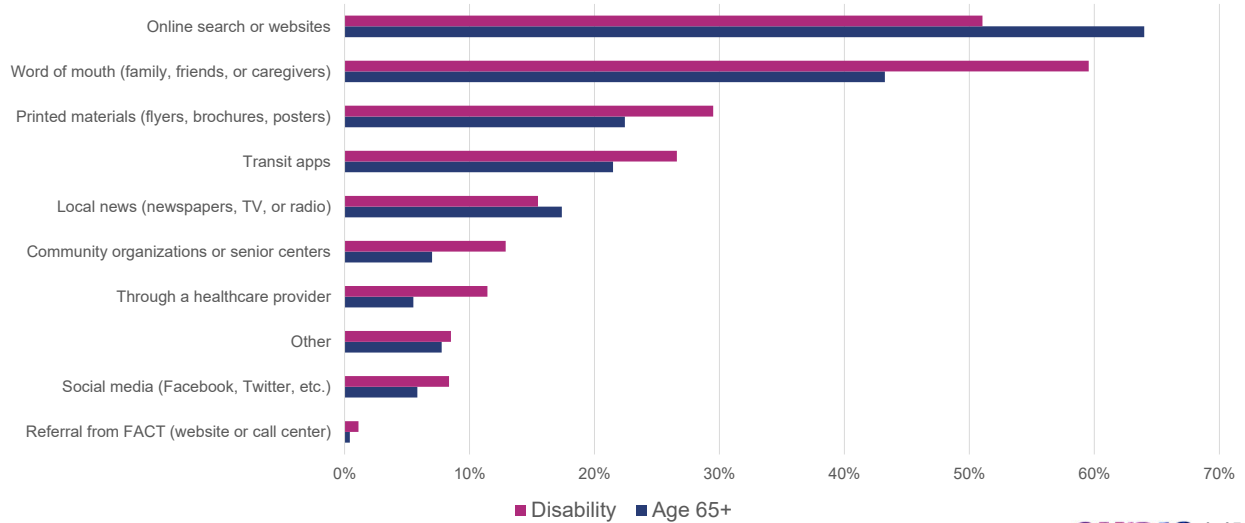
13

Use of Technology to Plan Trips (DRAFT) Age 65+ and Disability



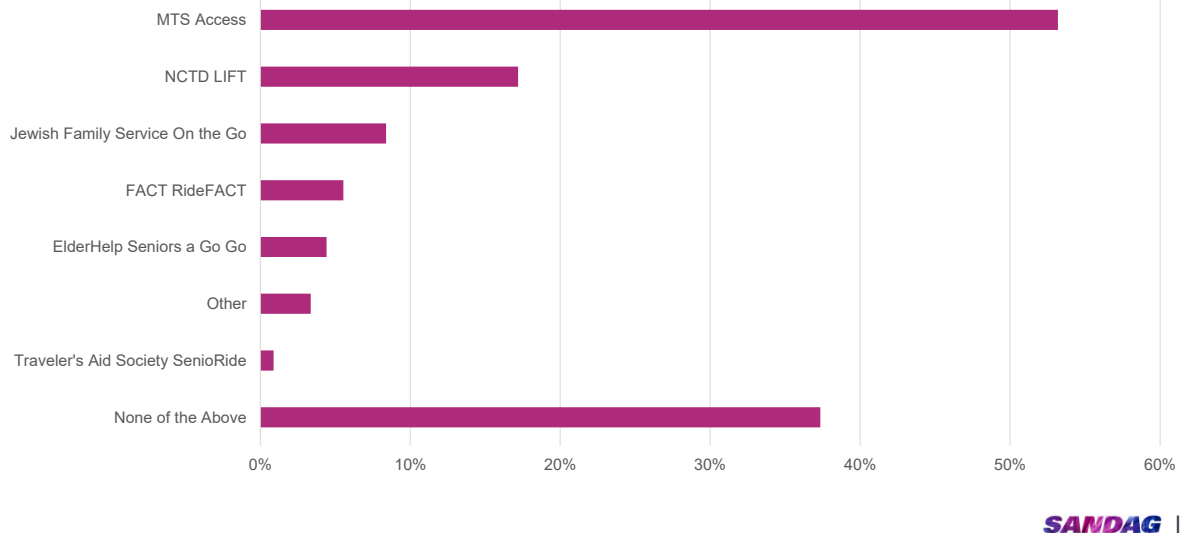
14

Information Source (DRAFT) Age 65+ and Disability



15

Awareness of Specialized Transportation (DRAFT) Disability Only



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Key Takeaways

- Driving, walking/using a wheelchair, getting rides from friends and family members, and fixed route transit are the most common means of transportation among the survey population
- Respondents expressed a desire for more transit coverage and higher-frequency service
- Specialized transportation can help but respondents lack awareness
- People are comfortable using technology for trip planning but need better information

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Coordinated Plan Document Update

- Survey and focus group results
- Performance measurement
 - Transit, paratransit, neighborhood electric vehicles, and microtransit
 - Consolidated Transportation Services Agency
 - Specialized Transportation Grant Program
- Unmet transportation needs and cost
- Goals and objectives
- Funding priority recommendations
- Draft plan release anticipated June 2025

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Questions/Discussion

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Email: coordinatedplan@sandag.org
tim.garrett@sandag.org
rubi.morales@sandag.org

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April 4, 2025

On the Move: Innovative Transit Priority Solutions for Complete Streets

Background

On the Move is a Caltrans funded study to evaluate low-cost, near-term treatments that can improve regional bus service. The interventions will focus on enhancing accessibility, safety, reliability, and efficiency in major bus corridors.

Overview

The On the Move study includes four phases of work:

System Evaluation and Priority Improvement Corridor (PIC) Identification

The system evaluation and identification of PICs will identify challenges facing San Diego's bus corridors today and identify select priority PICs to advance to the next phase. The evaluation criteria include social equity, safety, transit performance, and feasibility.

Transportation Assessment and Recommendations

This phase of work will create an inventory of quick-build (0–2 years) and near-term (2–5 years) solutions to enhance operations and improve bus travel times. The recommendations will focus on low-cost, impactful improvements. Project profiles will discuss costs, design considerations, community needs, and potential regional benefits.

Complete Corridor Quick-Build Pilots

Staff will develop conceptual design for two selected PICs. SANDAG will collaborate with the respective jurisdictions and transit operators to understand opportunities and barriers to implementation.

Implementation Strategies

The study will outline implementation strategies for successfully deploying quick-build and near-term treatments. This section will highlight best practices and funding models to assist jurisdictions with implementation.

Stakeholder engagement is a critical element supporting all phases of work. SANDAG has recently solicited input from the Social Equity Working Group, Mobility Working Group, and two stakeholder workshops. The stakeholder workshops were attended by representatives from the transit agencies and planners, traffic engineers, and program managers from many of the region's jurisdictions. The feedback provided at these meetings provided critical insights into opportunities and challenges for implementation.

Next Steps

SANDAG is working with MTS, NCTD, and local jurisdictions to finalize the prioritized PICs. Next steps will focus on the development of recommended improvements for the selected corridors and the development of the conceptual designs. The final recommendations, conceptual designs, and implementation strategies are expected to be completed this summer.

Action: Discussion

Staff will present an update on the Caltrans Planning Grant funded study "On the Move" for feedback from Transportation Committee Members.

Fiscal Impact:

This report is funded by Overall Work Program Project No. 3401900

Schedule/Scope Impact:

On the Move will be completed summer 2025.



On the Move

Innovative Transit Solutions for Complete Streets

Transportation Committee | Item 6
Evan Funk, Regional Planner
Danielle Kochman, Planning Program Manager
April 4, 2025

1

On The Move

Project Goal

Improve the efficiency, safety, accessibility, and reliability of our bus systems and transit investments by leveraging Quick Build projects.

Project Outputs:

- Provide a toolbox of near-term, quick-build infrastructure options.
- Create a replicable process and guidelines for implementing quick-build bus projects in the region.
- Identify priority improvement corridors and opportunities for collaboration.



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2

Quick-Build Demonstration Projects

Quick-build treatments can promote near-term improvement:

- Lower costs materials
- Shorter implementation timeframes
- Temporary installations can later become permanent

Public Engagement: Quick-builds allow for adjustments to design elements in response to public feedback.



Queue-jumps



Bus-bulbs



Pedestrian safety improvements

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3

Local Example: El Cajon Boulevard Busway

- 2.7-mile bus priority lane (Park Ave to Fairmount)
 - 18-month pilot initiated in 2019
 - Evaluated operational benefits and public acceptance
- Improved travel times for Rapid 215
 - Helped promote later improvements to corridor



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On the Move Overview

System Evaluation and Corridor Identification

Analyze regional bus system and identify Corridor Improvement Opportunities (CIOs)



Transportation Assessment and Recommendations

Create an inventory of near-term, quick-build infrastructure recommendations



Corridor Quick-Build Project Designs

Develop conceptual designs of two selected CIOs



Implementation Strategies

Identify strategies for successfully deploying quick-build, near-term projects



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Quick-Build Options

Road Improvements

- Pedestrian Improvements
- Queue Jumps

Stop Improvements

- Alternative Seating
- Temporary Bus Platforms
- Solar-Powered Lighting

Bus Operations

- Transit Signal Timing
- Bus Stop Consolidation
- Far Side Stop Placement



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What We've Heard

Social Equity Working Group, Mobility Working Group, Stakeholder Workshops

- Opportunities:
 - Bundling with other roadway or pipeline projects can facilitate implementation
 - Coordination between agencies is essential for success
- Challenges:
 - Maintenance of improvements must be considered early
 - Funding and right-of-way constraints are challenges
 - Liability concerns exist when implementing temporary infrastructure
 - Repurposing general purpose capacity for bus facilities only warranted on very specific transit corridors (where capacity allows)

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Timeline and Milestones

Winter

- System Evaluation and Corridor Improvement Opportunities

Summer

- Conceptual designs
- Implementation strategies
- Final report and presentations

Spring

- Stakeholder engagement
- Quick-build recommendations

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