



Transportation Committee Agenda

Friday, January 17, 2025

9 a.m.

Welcome to SANDAG. The Transportation Committee meeting scheduled for Friday, January 17, 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.

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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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ជំនួយភាសាឥតគិតថ្លៃ | ఉచిత భాషా సహాయం | ການຊ່ວຍເຫຼືອກັບພາສາຟຣີ | Kaalmada Luqadda ee Bilaashka ah |

Безкоштовна мовна допомога | sandag.org/LanguageAssistance | (619) 699-1900

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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

Friday, January 17, 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 November 15, 2024, meeting.

[Meeting Minutes](#)

+3. 2025 Regional Transportation Improvement Program: Amendment No. 1

Adopt

Richard Radcliffe, SANDAG

The Transportation Committee is asked to adopt Resolution No. 2025-10, adopting Amendment No. 1 to the 2025 the Regional Transportation Improvement Program.

[2025 Regional Transportation Improvement Program: Amendment No. 1](#)

[Att. 1 - Resolution 2025-10.](#)

[Att. 2 - Table 1 - Summary of Changes Report - Amendment No. 1](#)

[Att. 3 - Table 2 - Amendment No. 1](#)

[Att. 4 - Tables 3a-3c Financial Summary - Amendment No. 1](#)

[Att. 5A - Changes During Public Comment](#)

[Att. 5B - 25-01 Caltrans Comments and Responses](#)

[Att. 6 - Federal Requirements Analysis](#)

+4. 2025 Performance Management Rule 1 Safety Target Setting

Approve

Samual Sanford, Jacqueline Sisk, SANDAG

The Transportation Committee is asked to approve supporting the 2025 statewide safety targets established by Caltrans.

[2025 Performance Management Rule 1 Safety Target Setting](#)

[Att. 1 - California Safety Performance Management Targets for 2025](#)

Reports

+5. Access for All Grant Program: Cycle 2 Call for Projects Funding Recommendations

Recommend

Ben Gembler, SANDAG

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

approve the funding recommendation for the Access for All Cycle 2 Call for Projects.

[AFA Cycle 2 CFP Funding Recommendations](#)

[Att. 1 - AFA Cycle 2 Discussion Memo](#)

[Att. 2 - AFA Cycle 2 Funding Recommendations Presentation](#)

+6. Purple Line Planning Overview

Discussion

Cecily Taylor, SANDAG

Staff will present an overview of the Purple Line Conceptual Planning Study findings, and next steps in project planning.

[Purple Line Overview Presentation](#)

+7. Planning and Preliminary Design for Six Next Gen Rapid Routes

Information

Brian Lane, Mimi Morisaki, SANDAG

Staff will present an update on the initial planning for six new Rapid routes.

[Planning and Preliminary Design for Six Next Gen Rapid Routes Presentation](#)

Adjournment

8. Adjournment

The next Transportation Committee meeting is scheduled for Friday, February 7, 2025, at 1 p.m.

+ next to an agenda item indicates an attachment

January 17, 2025

November 15, 2024, Meeting Minutes

[View Meeting Video](#)

Transportation Committee Chair Jack Shu (East County) called the Transportation Committee meeting to order at 9:02 a.m.

1. Public Comments/Communications/Member Comments

Chair Shu expressed his appreciation to staff for their support during his tenure as the Transportation Committee chair.

Public Comments: Alex Wong, Blair Beekman, and Katheryn Rhodes.

Member Comments: Chief Executive Officer Mario Orso and Chair Shu.

Consent

2. Approval of Meeting Minutes

The Transportation Committee was asked to approve the minutes from its October 18, 2024, meeting.

3. Federal Performance Target Setting

The Military Working Group recommended that the Transportation Committee adopt the Federal Performance Management Targets.

4. Annual Public Transit Report

The Transportation Committee was asked to recommend that the Board of Directors approve the report for submission to the state legislature.

Public Comments: Katheryn Rhodes and Blair Beekman.

Action: Upon a motion by Councilmember Vivan Moreno (Metropolitan Transit System), and a second by Supervisor Monica Montgomery Steppe (County of San Diego), the Transportation Committee voted to approve the Consent Agenda.

The motion passed.

Yes: Chair Shu, Rafael Perez (Airport Authority), Supervisor Monica Montgomery Steppe (County of San Diego), Councilmember Moreno, Councilmember David Zito (North County Coastal), Councilmember Priya Bhat-Patel (North County Transit District), Job Nelson, Port of San Diego, and Councilmember John Duncan (South County).

No: None.

Abstain: None.

Absent: City of San Diego and North County Inland.

Reports

5. Regional Safety Planning Updates

Senior Regional Planner Samuel Sanford and Senior Communications Officer Rachel Forseth presented an update on regional safety efforts in developing the Regional Vision Zero Action Plan.

Public Comments: Katheryn Rhodes and Blair Beekman.

Action: Information.

6. TransNet Major Corridor Projects Update: State Route 67

Caltrans staff Sam Amen, Tracey D'Aoust Roberts, and Karina Cantero-Angel presented an update on the State Route 67 Highway Improvements Project.

Public Comments: Blair Beekman and Katheryn Rhodes.

Action: Information.

7. Airport Transit Connection Update

Senior Regional Planner Marisa Mangan presented an update on advanced planning and outreach for the Airport Transit Connection Project.

Public Comments: Janet Rogers, Alex Wong, Katheryn Rhodes, Leif Gensert, Adian, and Blair Beekman.

Action: Information.

8. Adjournment

The Transportation Committee meeting scheduled for Friday, December 13, 2024, was canceled.

The Special Transportation Committee meeting scheduled for Friday, December 20, 2024, has been canceled.

The next meeting of the Transportation Committee is tentatively scheduled for January 17, 2025; the Board is scheduled to approve the 2025 legislative calendar at its meeting on November 22, 2024.

Chair Shu adjourned the meeting at 11:21 a.m.

Confirmed Attendance at SANDAG Transportation Meeting

| Jurisdiction | Name | Member/ Alternate | Attend |
|--|-------------------------------------|----------------------|-------------|
| Airport Authority | Mayor Esther Sanchez | Member | No |
| | Rafael Perez | Alternate | Yes |
| City of San Diego | Raul Campillo | Member | No |
| | Councilmember Marni von Wilpert | Alternate | No |
| County of San Diego | Supervisor Monica Montgomery Steppe | Member | Yes |
| | Supervisor Joel Anderson | Alternate | No |
| | Chairwoman Nora Vargas | Alternate | No |
| East County | Chair Jack Shu | Member | Yes |
| | Councilmember Alysson Snow | Alternate | No |
| MTS | Councilmember Vivian Moreno | Member | Yes |
| | Councilmember Marcus Bush | Alternate | No |
| North County Coastal | Vice Chair Tony Kranz | Member | No |
| | Councilmember David Zito | Alternate | Yes |
| North County Inland | Mayor Dane White | Member | No |
| | Councilmember Ed Musgrove | Alternate | No |
| NCTD | Councilmember Priya Bhat-Patel | Member | Yes-virtual |
| | Deputy Mayor Jewel Edson | Alternate | No |
| | Councilmember Corinna Contreras | Alternate | No |
| Port of San Diego | Chairman Frank Urtasun | Member | No |
| | Job Nelson | Alternate | Yes |
| South County | Councilmember John Duncan | Member | Yes |
| | Councilmember Jose Rodriguez | Alternate | No |
| Advisory Members | | | |
| Caltrans | Everett Townsend | Member | Yes |
| | Ann Fox | Alternate | No |
| | Roy Abboud | Alternate | No |
| Southern California Tribal Chairmen's Association | Erica Pinto | Member | No |
| | James Hill | Member | No |

January 17, 2025

2025 Regional Transportation Improvement Program: Amendment No. 1

Overview

The Regional Transportation Improvement Program (RTIP) is a five-year document that reflects funding sources, project phases, and fiscal years of implementation for all transportation-related projects in the San Diego region that: (1) use federal, state, or TransNet funds; (2) increase capacity of the transportation system; or (3) are regionally significant. SANDAG develops the RTIP based on projects included in the 2021 Regional Plan, as submitted by member agencies (local jurisdictions, transit agencies, Caltrans).

The [2025 RTIP](#) covers FY 2025 – FY 2029 and is fiscally constrained, meaning that enough revenue is committed or reasonably assumed to be available from local, state, and/or federal sources for each phase of the project that is included in the RTIP. Amendments are made to the RTIP on a quarterly (or as-needed) basis to reflect funding or scope changes.

Action: Adopt

The Transportation Committee is asked to adopt Resolution No. 2025-10, adopting Amendment No. 1 to the 2025 the Regional Transportation Improvement Program.

Fiscal Impact:

Amendment No. 1 reflects an increase of \$88 million to the amount programmed in the 2025 Regional Transportation Improvement Program.

Schedule/Scope Impact:

Amendment No. 1 reflects the addition of 1 new standalone project, 49 new projects added to grouped listings, and 1 completed project.

Key Considerations

The changes are summarized in the attached Draft Resolution (Attachment 1), and Attachment 2 with explanations for the significant changes, and the proposed amendments are detailed in Attachment 3.

Key changes in Amendment No. 1 include:

- The replacement of \$285.9 million of Transportation Infrastructure Finance and Innovation Act (TIFIA) funding with \$285.9 million of Local Funds on State Route 11 (V11)
- The addition of 49 new projects to the Caltrans Minor Program (CAL213) grouped listing
- The addition of 1 new project: ESC59 - Escondido General Plan Amendments and Environmental Review (Part of V10)
- Programming updates requested by Local Agencies

Tables 3a through 3c (Attachment 4) provide updated program financial summaries. Attachment 5 summarizes changes made during the public comment period. Attachment 6 summarizes the federal requirements analysis for projects contained in Amendment No. 1. The 2025 RTIP can be found in its entirety at sandag.org/RTIP.

The Independent Taxpayer Oversight Committee reviewed the TransNet projects included in this amendment at its meeting on January 8, 2025. Any significant comments received will be brought to the Transportation Committee.

Next Steps

Pending Transportation Committee adoption, the Board of Directors will be asked to ratify the Transportation Committee's action at its meeting on January 24, 2025. TransNet funds will be made available following the Board's ratification.

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

- Attachments:
1. Resolution 2025-10
 2. Table 1 – Summary of Changes Report – Amendment No. 1
 3. Table 2 - Amendment No. 1
 4. Tables 3a-3c – Financial Summary - Amendment No. 1
 5. Changes During Public Comment
 6. Federal Requirements Analysis



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Resolution No. 2025-10

Approving Amendment No. 1 to the 2025 Regional Transportation Improvement Program

WHEREAS, on September 27, 2024, SANDAG adopted the 2025 Regional Transportation Improvement Program (2025 RTIP) and found the 2025 RTIP in conformance with the applicable State Implementation Plan (SIP), and with the 2022 Regional Air Quality Strategy (2022 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 with the applicable SIP in accordance with the provisions of 40 Code of Federal Regulations (CFR) Parts 51 and 93; and

WHEREAS, Caltrans, the cities of Carlsbad, Imperial Beach, National City, San Diego, and San Marcos, and SANDAG have requested various changes to existing projects for inclusion into the 2025 RTIP, as shown in Table 2; and

WHEREAS, Amendment No. 1 is consistent with the metropolitan transportation planning regulations per 23 CFR Part 450 including the performance-based planning requirements; and

WHEREAS, Amendment No. 1 is consistent with San Diego Forward: The 2021 Regional Plan, as amended, (Amended 2021 Regional Plan), which conforms with the applicable SIP and with the emissions budgets from the *2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County*, which were approved by the U.S. Environmental Protection Agency effective April 1, 2024; and

WHEREAS, Amendment No. 1 to the 2025 RTIP continues to provide for timely implementation of transportation control measures contained in the adopted RAQS/SIP for air quality. and

WHEREAS, projects in Amendment No. 1 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, the projects in Amendment No. 1 are either non-capacity increasing or exempt from the requirements to determine conformity and do 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 for the Amended 2021 Regional Plan and the 2025 RTIP; and

WHEREAS, the projects in 2025 RTIP Amendment No. 1 are fiscally constrained; and

WHEREAS, the projects in 2025 RTIP Amendment No. 1 are consistent with the Public Participation Plan Policy adopted by the SANDAG Board of Directors and the state and federal interagency consultation requirements; and

WHEREAS, the SANDAG Board of Directors has delegated the approval of RTIP amendments to the Transportation Committee; NOW THEREFORE

BE IT RESOLVED that SANDAG finds the 2025 RTIP, including Amendment No. 1, is consistent with the Amended 2021 Regional Plan, is in conformance with the applicable SIP, and with the

2022 RAQS for the San Diego region, is consistent with SANDAG Intergovernmental Review Procedures, and is consistent with SANDAG Public Participation Plan Policy, as amended.

BE IT FURTHER RESOLVED that the SANDAG Transportation Committee, does hereby approve Amendment No. 1 to the 2025 RTIP; and

PASSED AND ADOPTED this 17th of January 2025.

Attest:

Chair

Secretary

Member Agencies: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

Advisory Members: California Department of Transportation and Southern California Tribal Chairmen's Association. **Advisory Members:** California Department of Transportation and Southern California Tribal Chairmen's Association.

Attachment 2

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

LEGEND:
 ↑ Increase
 ↓ Reduce
 ↔ Revise
 + Add new

| Project ID | Lead Agency | Project Title | Total Programmed Before | Total Programmed Revised | Cost Difference | Percent Change | Change Description |
|------------|-------------------------|--|-------------------------|--------------------------|-----------------|----------------|--|
| CAL09 | Caltrans | Interstate 5 - HOV/Managed Lanes | \$915,540 | \$915,540 | \$0 | 0% | ↑ TransNet - MC; ↓ TransNet - MC (AC) |
| CAL09D | Caltrans | Interstate 5 and 805 - Convert HOV lanes to Express lanes. | \$193,603 | \$193,603 | \$0 | 0% | ↑ CMAQ; ↓ RSTP |
| CAL26 | Caltrans | State Route 52 Freeway (E&F) | \$452,117 | \$452,117 | \$0 | 0% | ↔ RSTP between fiscal years |
| CAL29 | Caltrans | SR 76 Middle | \$152,078 | \$151,029 | -\$1,049 | -1% | ↓ TransNet - MC and revised between fiscal years |
| CAL44 | Caltrans | Grouped Projects for Bridge Rehabilitation and Reconstruction - Highway Bridge Program | \$218,472 | \$233,865 | \$15,393 | 7% | ↑ Local Funds; ↓ HBP and revised between fiscal years to align with HBP listing dated 10/18/2024 |
| CAL46A | Caltrans | Grouped Projects for Safety Improvements - SHOPP Mobility Program | \$111,016 | \$139,037 | \$28,021 | 25% | ↑ TransNet - MC; ↑ SHOPP (AC) Mobility; + STIP-RIP AC |
| CAL68 | Caltrans | SR 94/125 Interchange and Arterial Operational Improvements | \$135,240 | \$135,240 | \$0 | 0% | ↔ RSTP between fiscal years |
| CAL78D | Caltrans | I-805 South Soundwalls - Unit 1 | \$87,461 | \$87,461 | \$0 | 0% | + TransNet - MC (AC) |
| CAL213 | Caltrans | Grouped Projects for the State Minor Program | \$1,705 | \$26,206 | \$24,501 | 1437% | + 49 new projects per CT Minor Program listing dated 8/12/2024; carried Grouped Listing over from 2014 RTIP; ↑ SHOPP - CT Minor Program (AC) |
| CAL277A | Caltrans | I-5 HOV/SR 78 Connector | \$66,118 | \$66,118 | \$0 | 0% | ↔ STIP State Cash-Augmn RIP between fiscal years |
| CAL278 | Caltrans | SR78 HOV/Managed Lanes | \$40,683 | \$40,683 | \$0 | 0% | + CMAQ; + TransNet - MC (AC); ↓ TransNet - MC |
| CB32 | Carlsbad, City of | El Camino Real Widening - Poinsettia to Camino Vida Roble | \$4,595 | \$4,595 | \$0 | 0% | ↔ TransNet - LSI Carry Over and Earmark Repurposing between fiscal years |
| CB43 | Carlsbad, City of | ADA Improvements | \$4,935 | \$5,623 | \$688 | 14% | ↑ TransNet - LSI Carry Over |
| CB59 | Carlsbad, City of | El Camino Real Widening - Sunny Creek to Jackspar | \$5,010 | \$5,610 | \$600 | 12% | ↑ TransNet - LSI; ↑ TransNet - LSI Carry Over |
| IB21 | Imperial Beach, City of | SR-75 Signal Interconnection Project | \$600 | \$600 | \$0 | 0% | ↔ TransNet - CP between fiscal years |

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2025 RTIP Amendment No. 1

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 ↑ Increase
 ↓ Reduce
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 + Add new

| Project ID | Lead Agency | Project Title | Total Programmed Before | Total Programmed Revised | Cost Difference | Percent Change | Change Description |
|------------|--------------------------------------|---|-------------------------|--------------------------|-----------------|----------------|---|
| NC03 | National City, City of | Street Resurfacing Project | \$30,437 | \$35,405 | \$4,968 | 16% | ↑ TransNet - LSI |
| NC04 | National City, City of | Traffic Signal Install/Upgrade | \$4,970 | \$4,494 | -\$476 | -10% | ↓ TransNet - LSI |
| NC15 | National City, City of | Citywide Safe Routes to Schools | \$4,375 | \$4,571 | \$196 | 4% | ↑ TransNet - LSI and revised between fiscal years |
| SAN11A | San Diego Association of Governments | Regional Rideshare Program | \$10,449 | \$110,449 | \$0 | 0% | ↔ CMAQ between fiscal years |
| SAN26B | San Diego Association of Governments | Downtown BRT Stations | \$20,880 | \$20,882 | \$2 | 1% | ↑ TransNet - MC and revised between fiscal years |
| SAN40 | San Diego Association of Governments | Metropolitan Planning | \$86,692 | \$86,863 | \$171 | 1% | ↔ TransNet - BPNS between fiscal years; ↔ TransNet - SGIP between fiscal years; ↑ TransNet - SS and revised between fiscal years; ↔ FTA 5307 between fiscal years; ↔ Local Funds between fiscal years; ↔ TDA between fiscal years |
| SAN46 | San Diego Association of Governments | Super Loop | \$35,186 | \$35,187 | \$1 | 1% | ↑ TransNet - MC |
| SAN114 | San Diego Association of Governments | Grouped Projects for Rehabilitation or Reconstruction of Track Structures, Track, and Trackbed in Existing Rights-of-Way: Coastal Rail Corridor | \$533,637 | \$630,208 | \$96,571 | 18% | ↑ TransNet - MC; ↑ CMAQ; ↑ FTA-5307; ↑ RSTP |
| SAN147 | San Diego Association of Governments | Grouped Projects for Bicycle and Pedestrian Facilities - Bayshore Bikeway | \$80,855 | \$80,855 | \$0 | 0% | ↑ TransNet - BPNS and revised between fiscal years; ↑ CRP |
| SAN148 | San Diego Association of Governments | Grouped Projects for Bicycle and Pedestrian Facilities - Coastal Rail Trail | \$46,457 | \$46,457 | \$0 | 0% | ↔ CRP between fiscal years |
| SAN153 | San Diego Association of Governments | The Inland Rail Trail | \$97,405 | \$94,193 | -\$3,212 | -3% | ↓ RSTP |
| SAN163 | San Diego Association of Governments | Los Penasquitos Lagoon Bridge Replacement | \$46,004 | \$45,394 | -\$610 | -1% | ↓ TransNet - MC and revised between fiscal years |
| SAN214 | San Diego Association of Governments | Grouped Projects for Capital Purchase - FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities | \$7,282 | \$12,896 | \$5,614 | 77% | + TransNet - SS; ↑ FTA 5310 |
| SAN227 | San Diego Association of Governments | Grouped Projects for Bicycle and Pedestrian Facilities - North Park/Mid-City Bikeways | \$92,111 | \$92,111 | \$0 | 0% | ↓ TransNet - BPNS and revised between fiscal years; ↑ CRP and revised between fiscal years |

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

LEGEND:
 ↑ Increase
 ↓ Reduce
 ↔ Revise
 + Add new

| Project ID | Lead Agency | Project Title | Total Programmed Before | Total Programmed Revised | Cost Difference | Percent Change | Change Description |
|------------|--------------------------------------|--|-------------------------|--------------------------|-----------------|----------------|--|
| SAN265 | San Diego Association of Governments | Flexible Fleet Pilots | \$9,736 | \$9,736 | \$0 | 0% | ↔ RSTP between fiscal years (Project is included for information only) |
| SAN285 | San Diego Association of Governments | Blue Line and San Ysidro Mobility Hub | \$5,021 | \$4,777 | -\$244 | -5% | + FTA AOPP; ↓ Local Funds |
| SAN289 | San Diego Association of Governments | San Dieguito to Sorrento Valley Double-Track | \$302,718 | \$302,718 | \$0 | 0% | ↑ TransNet - MC |
| SD34 | San Diego, City of | El Camino Real | \$65,973 | \$65,973 | \$0 | 0% | ↔ HBP between fiscal years; ↔ Local Funds between fiscal years |
| SD70 | San Diego, City of | West Mission Bay Drive Bridge over San Diego River | \$152,414 | \$141,754 | -\$10,660 | -7% | ↓ TransNet - LSI Carry Over |
| SD96 | San Diego, City of | Street Resurfacing and Reconstruction Citywide | \$162,623 | \$163,283 | \$660 | 0% | ↑ TransNet - LSI Carry Over |
| SD166 | San Diego, City of | Bicycle Facilities | \$48,925 | \$48,925 | \$0 | 0% | ↔ CPF Highway Infra between fiscal years |
| SD190 | San Diego, City of | Palm Avenue/Interstate 805 Interchange | \$44,115 | \$44,115 | \$0 | 0% | ↔ BIP between fiscal years |
| SM59 | San Marcos, City of | Annual Street Overlay Project #86009 | \$138 | \$138 | \$0 | 0% | Complete project |
| V10 | Various Agencies | Grouped Projects for TransNet Smart Growth Incentive Program | \$39,733 | \$45,109 | \$5,376 | 14% | ↑ TransNet - SGIP; ↑ Local Funds |
| V11 | Various Agencies | State Route 11 | \$1,208,187 | \$1,208,187 | \$0 | 0% | Removed TIFIA funding |
| V12 | Various Agencies | Grouped Projects for Bicycle and Pedestrian Facilities. | \$56,125 | \$56,125 | \$0 | 0% | ↓ TransNet - BPNS; ↑ CRP |
| V14 | Various Agencies | Grouped Projects for Bicycle and pedestrian facilities - Active Transportation Program (ATP) | \$88,769 | \$93,624 | \$4,855 | 5% | ↑ ATP - S |
| V16 | Various Agencies | Grouped Projects for Operating Assistance - TransNet Senior Mini-Grant Program | \$5,146 | \$7,484 | \$2,338 | 45% | ↑ TransNet - SS; ↑ Local Funds |

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

LEGEND:
↑ Increase
↓ Reduce
↔ Revise
+ Add new

| Project ID | Lead Agency | Project Title | Total Programmed Before | Total Programmed Revised | Cost Difference | Percent Change | Change Description |
|------------|------------------|--|-------------------------|--------------------------|-----------------|----------------|-------------------------|
| V20 | Various Agencies | Grouped Projects for Engineering - Complete Corridor Studies | \$25,927 | \$29,043 | \$3,116 | 12% | ↑ TransNet - MC; ↑ RSTP |

Table 1 - Summary of Changes Report (contd.) (\$000)

Lump Sum Listing Backup

2025 RTIP Amendment No. 1

LEGEND:
 ↑ Increase
 ↓ Reduce
 ↔ Revise
 + Add new

| Project ID | Lead Agency | Project Title | Total Programmed Before | Total Programmed Revised | Cost Difference | Percent Change | Change Description |
|---------------|-----------------|--|-------------------------|--------------------------|-----------------|----------------|--|
| CAL46A | Caltrans | SHOPP Mobility Program | | | | | |
| CAL614 | Caltrans | I-805 North Construct Operational Improvements | \$27,345 | \$28,021 | \$676 | 2% | ↑ TransNet - MC |
| CAL213 | Caltrans | State Minor Program | | | | | |
| CAL634 | Caltrans | Census System Component Replacement - San Diego County | \$0 | \$543 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL635 | Caltrans | Pavement Rehabilitation - Chula Vista | \$0 | \$530 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL636 | Caltrans | Carlsbad Maintenance Station - Fuel tank and component installation | \$0 | \$550 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL637 | Caltrans | Signal Backplate and Tape Upgrades - San Diego | \$0 | \$384 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL638 | Caltrans | Chula Vista Maintenance Station - Fuel tank and component installation | \$0 | \$550 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL639 | Caltrans | Guardrail Upgrades | \$0 | \$381 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL640 | Caltrans | Guardrail Installation | \$0 | \$249 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL641 | Caltrans | Sidewalks and ADA Ramps | \$0 | \$511 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL642 | Caltrans | Guardrail Installation | \$0 | \$445 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |

Table 1 - Summary of Changes Report (contd.) (\$000)

Lump Sum Listing Backup
2025 RTIP Amendment No. 1

LEGEND:
 ↑ Increase
 ↓ Reduce
 ↔ Revise
 + Add new

| Project ID | Lead Agency | Project Title | Total Programmed Before | Total Programmed Revised | Cost Difference | Percent Change | Change Description |
|------------|-------------|--|-------------------------|--------------------------|-----------------|----------------|--|
| CAL643 | Caltrans | High Friction Surface Treatment (HFST) | \$0 | \$202 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL644 | Caltrans | Sign Upgrades | \$0 | \$455 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL645 | Caltrans | Right Shoulder Repairs | \$0 | \$644 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL646 | Caltrans | Crash Cushion Upgrades | \$0 | \$644 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL647 | Caltrans | Sign and Stripe Upgrades | \$0 | \$280 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL648 | Caltrans | Pavement Rehabilitation | \$0 | \$644 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL649 | Caltrans | Pavement Rehabilitation - India Street and Washington Street | \$0 | \$644 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL650 | Caltrans | Pavement Rehabilitation - Carlsbad Maintenance Station | \$0 | \$530 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL651 | Caltrans | Census System Lifecycle Reset | \$0 | \$646 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL652 | Caltrans | Boulevard Maintenance Station - Fuel tank installation | \$0 | \$550 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL653 | Caltrans | ADA Curb ramps and pavement markings | \$0 | \$328 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL654 | Caltrans | Traffic signal and census replacements | \$0 | \$646 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |

Table 1 - Summary of Changes Report (contd.) (\$000)

Lump Sum Listing Backup
2025 RTIP Amendment No. 1

LEGEND:
 ↑ Increase
 ↓ Reduce
 ↔ Revise
 + Add new

| Project ID | Lead Agency | Project Title | Total Programmed Before | Total Programmed Revised | Cost Difference | Percent Change | Change Description |
|------------|-------------|---|-------------------------|--------------------------|-----------------|----------------|--|
| CAL655 | Caltrans | Rock Slope Protection (RSP) Installation | \$0 | \$429 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL656 | Caltrans | Tunnel Lighting Upgrades | \$0 | \$543 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL657 | Caltrans | Route 15 Guardrail Upgrades | \$0 | \$434 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL658 | Caltrans | Grading Restoration | \$0 | \$644 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL659 | Caltrans | Census System Lifecycle Reset - San Diego County | \$0 | \$646 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL660 | Caltrans | Irrigation System Upgrades | \$0 | \$406 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL661 | Caltrans | Drainage System Upgrades | \$0 | \$644 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL662 | Caltrans | Irrigation System Upgrades - Camino del Sur Interchange | \$0 | \$490 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL663 | Caltrans | Irrigation System Upgrades - Carmel Valley Interchange | \$0 | \$490 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL664 | Caltrans | Trunk Line Repair - Carmel Creek Road | \$0 | \$644 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL665 | Caltrans | Pavement Rehabilitation - Black Mountain Road Offramp | \$0 | \$644 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL666 | Caltrans | Pavement Rehabilitation - Black Mountain Road Onramp | \$0 | \$644 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL667 | Caltrans | Pavement Rehabilitation - Santee Maintenance Station | \$0 | \$530 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |

Table 1 - Summary of Changes Report (contd.) (\$000)

Lump Sum Listing Backup
2025 RTIP Amendment No. 1

LEGEND:
 ↑ Increase
 ↓ Reduce
 ↔ Revise
 + Add new

| Project ID | Lead Agency | Project Title | Total Programmed Before | Total Programmed Revised | Cost Difference | Percent Change | Change Description |
|------------|-------------|---|-------------------------|--------------------------|-----------------|----------------|--|
| CAL668 | Caltrans | Signal Backplate Upgrades | \$0 | \$644 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL669 | Caltrans | SR 75 Backplate and Crosswalk Upgrades | \$0 | \$644 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL670 | Caltrans | Pavement Reconstruction - Couser Canyon Road | \$0 | \$644 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL671 | Caltrans | Guardrail Installation - Deer Canyon Drive | \$0 | \$277 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL672 | Caltrans | Pavement Rehabilitation - Woodland Parkway | \$0 | \$644 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL673 | Caltrans | Pavement Repair - Japacha Fire Road | \$0 | \$644 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL674 | Caltrans | Signal Backplate Upgrade and Tape | \$0 | \$189 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL675 | Caltrans | Concrete Barrier Upgrades | \$0 | \$644 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL676 | Caltrans | Slot Drain and Culvert Replacement | \$0 | \$644 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL677 | Caltrans | Census System Lifecycle Reset - San Diego County | \$0 | \$646 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL678 | Caltrans | Pipe Crossing Mainline Repairs - Genesee Avenue | \$0 | \$644 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL679 | Caltrans | Pavement Repairs - Route 282 and Route 75 | \$0 | \$644 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL680 | Caltrans | Irrigation System Upgrades - La Jolla Village Drive and Nobel Interchange | \$0 | \$574 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |

Table 1 - Summary of Changes Report (contd.) (\$000)

Lump Sum Listing Backup

2025 RTIP Amendment No. 1

LEGEND:
 ↑ Increase
 ↓ Reduce
 ↔ Revise
 + Add new

| Project ID | Lead Agency | Project Title | Total Programmed Before | Total Programmed Revised | Cost Difference | Percent Change | Change Description |
|---|--------------------------------------|--|-------------------------|--------------------------|-----------------|----------------|--|
| CAL681 | Caltrans | Sign Upgrades - San Diego County | \$0 | \$644 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| CAL682 | Caltrans | Sign Upgrades and Safety Enhancements - Carroll Canyon DAR | \$0 | \$536 | N/A | N/A | + New project per CT Minor Program listing dated 8/12/2024 |
| SAN114 SANDAG Rehabilitation or Reconstruction of Track Structures, Track, and Trackbed in Existing Rights-of-Way: Coastal Rail Corridor | | | | | | | |
| SAN182 | San Diego Association of Governments | San Diego River Bridge | \$91,640 | \$91,642 | \$2 | 1% | ↑ TransNet - MC |
| SAN259 | San Diego Association of Governments | LOSSAN Corridor Improvements | \$4,919 | \$4,929 | \$10 | 1% | ↑ TransNet - MC |
| SAN147 SANDAG Bayshore Bikeway | | | | | | | |
| SAN195 | San Diego Association of Governments | Bayshore Bikeway: Barrio Logan | \$51,650 | \$51,650 | \$0 | 0% | ↓ SB1-LPP; ↑ CRP |
| SAN203 | San Diego Association of Governments | Border to Bayshore Bikeway | \$29,204 | \$29,204 | \$0 | 0% | ↓ CRP; ↑ TransNet - BPNS |
| SAN148 SANDAG Coastal Rail Trail | | | | | | | |
| SAN156 | San Diego Association of Governments | Coastal Rail Trail - Encinitas | \$18,854 | \$18,854 | \$0 | 0% | ↔ RSTP between fiscal years |

Table 1 - Summary of Changes Report (contd.) (\$000)

Lump Sum Listing Backup

2025 RTIP Amendment No. 1

LEGEND:
 ↑ Increase
 ↓ Reduce
 ↔ Revise
 + Add new

| Project ID | Lead Agency | Project Title | Total Programmed Before | Total Programmed Revised | Cost Difference | Percent Change | Change Description |
|---------------|--------------------------------------|--|-------------------------|--------------------------|-----------------|----------------|---|
| SAN214 | SANDAG | FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities | | | | | |
| SAN168 | San Diego Association of Governments | FACT Mobility Management | \$5,600 | \$5,614 | \$14 | 1% | ↑ TransNet - SS |
| SAN227 | SANDAG | North Park/Mid-City Bikeways | | | | | |
| SAN158 | San Diego Association of Governments | North Park/Mid-City Bikeways: Robinson Bikeway | \$9,873 | \$9,873 | \$0 | 0% | + CRP; ↓ TransNet - BPNS |
| V10 | Various Agencies | TransNet Smart Growth Incentive Program (SGIP) | | | | | |
| ESC59 | Escondido, City of | Escondido General Plan Amendments and Environmental Review | \$0 | \$175 | N/A | N/A | + New project for 1224070 |
| SAN306 | San Diego, City of | Mid-City Communities Smart Growth Study Areas | \$500 | \$598 | \$98 | 20% | ↔ Lead Agency from SANDAG to City of San Diego; ↑ TransNet - SGIP |
| SD262 | San Diego, City of | East Village Green Park Phase 1 | \$4,603 | \$4,603 | \$0 | 0% | ↔ TransNet - SGIP between fiscal years |
| V12 | Various Agencies | Bicycle and Pedestrian Facilities | | | | | |
| SAN204 | San Diego Association of Governments | Central Avenue Bikeway | \$5,299 | \$5,299 | \$0 | 0% | ↓ TransNet - BPNS; ↑ CRP |

Table 1 - Summary of Changes Report (contd.) (\$000)

Lump Sum Listing Backup

2025 RTIP Amendment No. 1

LEGEND:
 ↑ Increase
 ↓ Reduce
 ↔ Revise
 + Add new

| Project ID | Lead Agency | Project Title | Total Programmed Before | Total Programmed Revised | Cost Difference | Percent Change | Change Description |
|------------|--------------------------------------|---|-------------------------|--------------------------|-----------------|----------------|--------------------------------------|
| V14 | Various Agencies | Active Transportation Projects | | | | | |
| CAL392 | Caltrans | La Jolla Band of Luiseno Indians - Active Transportation Project 2014 | \$4,110 | \$4,855 | \$745 | 18% | ↑ ATP - Statewide |
| V16 | Various Agencies | TransNet Senior Mini-Grant Program (SMG) | | | | | |
| SAN185 | San Diego Association of Governments | FACT - RideFact | \$2,312 | \$2,337 | \$26 | 1% | ↑ TransNet - SS |
| V20 | Various Agencies | Comprehensive Multimodal Corridor Plans (CMCPs) | | | | | |
| SAN254 | Various Agencies | Corridor System Management Plan - High Speed Transit/I-8 | \$3,116 | \$3,116 | \$0 | 0% | ↔ TransNet - MC between fiscal years |
| SAN255 | Various Agencies | Corridor System Management Plan (CSMP) - High Speed Transit/SR 56 | \$1,100 | \$1,100 | \$0 | 0% | ↔ RSTP between fiscal years |

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

| Abbreviation | Fund Type |
|---------------------------------|---|
| ATP-S | Active Transportation Program - Statewide |
| BIP/CBI | Border Infrastructure Program/Corridors and Borders Infrastructure Program |
| CMAQ | Congestion Mitigation and Air Quality |
| CRP | Carbon Reduction Program |
| Fed Disc. - CPF - Highway Infra | Community Planning Earmark Funds |
| FTA 5307 | Federal Transit Administration Urbanized Area Formula Program |
| FTA 5310 | Federal Transit Administration Elderly & Disabled Program |
| FTA AOPP | Federal Transit Administration Areas of Persistent Poverty Program |
| HBP | Highway Bridge Program under SAFETEA-LU |
| Local Funds | Funds available from other sources such as developer fees, fare revenue or general fund |
| RSTP | Regional Surface Transportation Block Grant |
| SHOPP - CT Minor Program (AC) | State Highway Operation and Protection Program - Caltrans Minor Program |
| STIP-RIP-AC | STIP - Regional Improvement Program AC |
| TIFIA | Transportation Infrastructure Finance and Innovation Act |
| TransNet - BPNS | Prop A Extension - Bicycle, Pedestrian and Neighborhood Safety Program |
| TransNet - LSI | Prop A Extension - Local System Improvements |
| TransNet - MC | Prop A Extension - Major Corridors |
| TransNet - SGIP | Prop A Extension - Smart Growth Incentive Program |
| TransNet - SS | Prop A Extension - Senior Services Program |

Table 1
2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)

Caltrans

| MPO ID: CAL09 | | | | | | | | RTIP #:25-01 | | | |
|-----------------------------|-----------|---|------------------------------------|----------------------------|-------|-------------------|-------|---|-----------|----------|-----------|
| Project Title: | | Interstate 5 - HOV/Managed Lanes | | | | | | EA NO: 235800, 2T217, 2T218, 2T35U, 2T257, 2T258, 2T359, 2T170, 2T171, 2T172, 2T210, 2T211, 2T212, 2T358 PPNO: 0615CDE, 0615 RTP REF: A-51 (2019) SANDAG ID: 1200511, 1200501, 1200504, 1200510, 1200509 | | | |
| Project Description: | | Interstate 5 - construct High Occupancy Vehicle (HOV)/Managed Lanes on I-5; construct Phase 1: Construct HOV from Lomas Santa Fe to Birmingham and replace San Elijo Bridge; Construct Phase 2: construct HOV lanes and soundwall on private property from Birmingham to Palomar Airport Rd; Construct Phase 3: Construct HOV lanes and soundwalls on private property from Palomar Airport Rd to SR-78 | | | | | | | | | |
| Change Reason: | | Revise Fund Source | | | | | | | | | |
| RT:5 | | Capacity Status:CI | | Exempt Category:Non-Exempt | | | | | | | |
| Est Total Cost: \$1,007,102 | | | Open to Traffic: Phase 1: Mar 2022 | | | Phase 2: Mar 2022 | | Phase 3: Dec 2022 | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - MC | \$171,026 | \$160,012 | \$6,899 | \$2,627 | \$988 | \$254 | \$246 | | \$121,313 | \$33,766 | \$15,947 |
| CBI | \$416 | \$416 | | | | | | | \$416 | | |
| CMAQ | \$173,751 | \$173,750 | | | | | | | \$27,721 | \$3,645 | \$142,385 |
| Earmark Repurposing | \$5,718 | \$5,718 | | | | | | | \$1,220 | | \$4,498 |
| IM | \$3,886 | \$3,886 | | | | | | | \$3,886 | | |
| Other Fed - HIP | \$25,654 | \$25,654 | | | | | | | | | \$25,654 |
| RSTP | \$102,520 | \$102,519 | | | | | | | \$48,169 | \$10,118 | \$44,233 |
| STP | \$751 | \$751 | | | | | | | \$751 | | |
| SB1 - SCCP | \$195,000 | \$195,000 | | | | | | | | | \$195,000 |
| STIP-RIP AC | \$229,084 | \$229,084 | | | | | | | \$9,561 | | \$219,523 |
| STIP-RIP State Cash | \$6,328 | \$628 | \$5,700 | | | | | \$628 | \$15 | \$5,685 | |
| Local Funds | \$1,406 | \$1,406 | | | | | | | | \$1,406 | |
| TOTAL | \$915,540 | \$898,824 | \$12,599 | \$2,627 | \$988 | \$254 | \$246 | | \$213,665 | \$47,544 | \$654,331 |

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

| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
|----------------------------|------------------|------------------|-----------------|----------------|--------------|--------------|--------------|--------|------------------|-----------------|------------------|
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - MC | \$167,411 | \$160,012 | \$6,899 | | | \$254 | \$246 | | \$121,313 | \$33,766 | \$12,332 |
| TransNet - MC AC | \$3,615 | | | \$2,627 | \$988 | | | | | | \$3,615 |
| CBI | \$416 | \$416 | | | | | | | \$416 | | |
| CMAQ | \$173,751 | \$173,750 | | | | | | | \$27,721 | \$3,645 | \$142,385 |
| Earmark Repurposing | \$5,718 | \$5,718 | | | | | | | \$1,220 | | \$4,498 |
| IM | \$3,886 | \$3,886 | | | | | | | \$3,886 | | |
| Other Fed - HIP | \$25,654 | \$25,654 | | | | | | | | | \$25,654 |
| RSTP | \$102,520 | \$102,519 | | | | | | | \$48,169 | \$10,118 | \$44,233 |
| STP | \$751 | \$751 | | | | | | | \$751 | | |
| SB1 - SCCP | \$195,000 | \$195,000 | | | | | | | | | \$195,000 |
| STIP-RIP AC | \$229,084 | \$229,084 | | | | | | | \$9,561 | | \$219,523 |
| STIP-RIP State Cash | \$6,328 | \$628 | \$5,700 | | | | | | \$628 | \$15 | \$5,685 |
| Local Funds | \$1,406 | \$1,406 | | | | | | | | | \$1,406 |
| TOTAL | \$915,540 | \$898,824 | \$12,599 | \$2,627 | \$988 | \$254 | \$246 | | \$213,665 | \$47,544 | \$654,331 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

Caltrans

| MPO ID: CAL09D | | | | | | | | | RTIP #:25-01 | | |
|----------------------------|-----------|---|----------|--|-----------|-------|-------|--------|--|---------|-----------|
| Project Title: | | Interstate 5 and 805 - Convert HOV lanes to Express lanes. | | | | | | | EA NO: 2T367x | | |
| Project Description: | | Interstate 5, Interstate 805 - Construct infrastructure to convert HOV lanes to Express lanes on I-805 from SR-52 to the I-5/I805 merge and on I-5/I805 merge to SR-78. | | | | | | | RTP REF: CC046 SANDAG ID: 1200514, 1200515, 1280517 | | |
| Change Reason: | | Revise Fund Source, Revise funding between fiscal years | | | | | | | | | |
| RT:5 | | Capacity Status:NCI | | Exempt Category:Safety - Non signalization traffic control and operating | | | | | | | |
| Est Total Cost: \$193,603 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - MC | \$6,403 | \$1,516 | \$384 | \$1,700 | \$1,178 | \$700 | \$925 | | \$3,473 | | \$2,930 |
| CMAQ | \$32,590 | | | \$17,590 | \$15,000 | | | | | | \$32,590 |
| RSTP | \$32,060 | | | \$16,213 | \$15,847 | | | | | | \$32,060 |
| STIP-RIP AC | \$122,550 | \$18,350 | | | \$104,200 | | | | \$17,100 | \$1,250 | \$104,200 |
| TOTAL | \$193,603 | \$19,866 | \$384 | \$35,503 | \$136,225 | \$700 | \$925 | | \$20,573 | \$1,250 | \$171,780 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - MC | \$6,403 | \$1,516 | \$384 | \$1,700 | \$1,178 | \$700 | \$925 | | \$3,473 | | \$2,930 |
| CMAQ | \$17,590 | | | \$17,590 | | | | | | | \$17,590 |
| RSTP | \$47,060 | | \$12,721 | \$16,113 | \$18,226 | | | | | | \$47,060 |
| STIP-RIP AC | \$122,550 | \$18,350 | | | \$104,200 | | | | \$17,100 | \$1,250 | \$104,200 |
| TOTAL | \$193,603 | \$19,866 | \$13,105 | \$35,403 | \$123,604 | \$700 | \$925 | | \$20,573 | \$1,250 | \$171,780 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

Caltrans

| MPO ID: CAL26 | | | | | | | | RTIP #:25-01 | | | |
|---------------------------|-----------|---|-------|----------------------------|-------|-------|-------|--------------------------------------|----------|-----------|-----------|
| Project Title: | | State Route 52 Freeway (E&F) | | | | | | EA NO: 010611 | | | |
| Project Description: | | In San Diego, Santee and Lakeside, from SR 125 to Cuyamaca Street to SR 67 - construct 4 lane freeway | | | | | | PPNO: 0260 | | | |
| | | | | | | | | RTP REF: T-5 | | | |
| | | | | | | | | SANDAG ID: 1205203 | | | |
| | | | | | | | | EARMARK NO: CA424/604, HPP 1134/2735 | | | |
| Change Reason: | | Revise funding between fiscal years | | | | | | | | | |
| RT:52 | | Capacity Status:CI | | Exempt Category:Non-Exempt | | | | | | | |
| Est Total Cost: \$460,509 | | | | Open to Traffic: Mar 2011 | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - H | \$44,945 | \$44,945 | | | | | | | \$671 | \$44,274 | |
| TransNet - MC | \$65,029 | \$64,773 | \$256 | | | | | | \$14,007 | \$31,954 | \$19,068 |
| DEMO | \$2,234 | \$2,234 | | | | | | | | \$2,234 | |
| HPP | \$10,409 | \$10,409 | | | | | | | | | \$10,409 |
| RSTP | \$54,738 | \$53,238 | | | | | | \$1,500 | \$110 | \$24,426 | \$30,202 |
| TCSP | \$1,228 | \$1,228 | | | | | | | | \$1,228 | |
| STIP-IIP NHS | \$3,010 | \$3,010 | | | | | | | \$2,125 | \$885 | |
| STIP-IIP State Cash | \$5,355 | \$5,355 | | | | | | | \$4,732 | \$623 | |
| STIP-RIP NHS | \$26,558 | \$26,558 | | | | | | | \$5,848 | \$20,710 | |
| STIP-RIP Prior NHS | \$16,375 | \$16,375 | | | | | | | | \$16,375 | |
| STIP-RIP Prior State Cash | \$802 | \$802 | | | | | | | | \$802 | |
| STIP-RIP State Cash | \$177,501 | \$177,501 | | | | | | | \$10,825 | \$19,274 | \$147,402 |
| TCRP | \$43,700 | \$43,700 | | | | | | | | \$43,700 | |
| Local Funds | \$233 | \$233 | | | | | | | | \$233 | |
| TOTAL | \$452,117 | \$450,361 | \$256 | | | | | \$1,500 | \$38,318 | \$206,718 | \$207,081 |

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

| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
|----------------------------|------------------|------------------|--------------|-------|----------------|-------|-------|--------|-----------------|------------------|------------------|
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - H | \$44,945 | \$44,945 | | | | | | | \$671 | \$44,274 | |
| TransNet - MC | \$65,029 | \$64,773 | \$256 | | | | | | \$14,007 | \$31,954 | \$19,068 |
| DEMO | \$2,234 | \$2,234 | | | | | | | | \$2,234 | |
| HPP | \$10,409 | \$10,409 | | | | | | | | | \$10,409 |
| RSTP | \$54,738 | \$53,238 | | | \$1,500 | | | | \$110 | \$24,426 | \$30,202 |
| TCSP | \$1,228 | \$1,228 | | | | | | | | \$1,228 | |
| STIP-IIP NHS | \$3,010 | \$3,010 | | | | | | | \$2,125 | \$885 | |
| STIP-IIP State Cash | \$5,355 | \$5,355 | | | | | | | \$4,732 | \$623 | |
| STIP-RIP NHS | \$26,558 | \$26,558 | | | | | | | \$5,848 | \$20,710 | |
| STIP-RIP Prior NHS | \$16,375 | \$16,375 | | | | | | | | \$16,375 | |
| STIP-RIP Prior State Cash | \$802 | \$802 | | | | | | | | \$802 | |
| STIP-RIP State Cash | \$177,501 | \$177,501 | | | | | | | \$10,825 | \$19,274 | \$147,402 |
| TCRP | \$43,700 | \$43,700 | | | | | | | | \$43,700 | |
| Local Funds | \$233 | \$233 | | | | | | | | \$233 | |
| TOTAL | \$452,117 | \$450,361 | \$256 | | \$1,500 | | | | \$38,318 | \$206,718 | \$207,081 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

Caltrans

| MPO ID: CAL29 | | | | | | | | | | RTIP #:25-01 | |
|--|-----------|--------------------|---|----------------------------|-------|-------|-------|------------------------|----------|--------------|----------|
| Project Title: | | | SR 76 Middle | | | | | EA NO: 08010, 08017 | | | |
| Project Description: | | | SR 76 from Melrose Dr. to So. Mission Rd. Milepost begins at 7.5 ends at 12.5 (4.8 miles) - in San Diego County in and near Oceanside - widen from 2 to 4 lanes | | | | | PPNO: 0759 | | | |
| | | | | | | | | RTP REF: A-9 | | | |
| | | | | | | | | SANDAG ID: 1207602 | | | |
| | | | | | | | | EARMARK NO: CA603/2719 | | | |
| Change Reason: | | | Reduce funding | | | | | | | | |
| RT:76 | | Capacity Status:CI | | Exempt Category:Non-Exempt | | | | | | | |
| Est Total Cost: \$165,531 Open to Traffic: Nov 2012 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - H | \$3,000 | \$3,000 | | | | | | | | | \$3,000 |
| TransNet - MC | \$46,968 | \$46,967 | \$1 | | | | | | \$9,737 | \$29,737 | \$7,494 |
| TransNet - REMP | \$6,146 | \$6,146 | | | | | | | | | \$6,146 |
| DEMO - TEA 21 | \$5,519 | \$5,519 | | | | | | | | \$2,680 | \$2,839 |
| HPP | \$4,006 | \$4,006 | | | | | | | | \$4,006 | |
| Other Fed - ARRA-RSTP | \$76,613 | \$76,613 | | | | | | | | | \$76,613 |
| RSTP | \$6,314 | \$6,314 | | | | | | | \$6,314 | | |
| STP | \$949 | \$949 | | | | | | | \$949 | | |
| Local Funds | \$1,513 | \$1,513 | | | | | | | | | \$1,513 |
| TOTAL | \$151,028 | \$151,027 | \$1 | | | | | | \$17,000 | \$36,423 | \$97,605 |

* State contribution of \$13.452M outside of RTIP

| PROJECT LAST AMENDED 18-30 | | | | | | | | | | | |
|----------------------------|------------------|------------------|-------|-------|-------|-------|-------|--------|-----------------|-----------------|-----------------|
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - H | \$3,000 | \$3,000 | | | | | | | | | \$3,000 |
| TransNet - MC | \$48,018 | \$48,018 | | | | | | | \$9,737 | \$29,737 | \$8,544 |
| TransNet - REMP | \$6,146 | \$6,146 | | | | | | | | | \$6,146 |
| DEMO - TEA 21 | \$5,519 | \$5,519 | | | | | | | | \$2,680 | \$2,839 |
| HPP | \$4,006 | \$4,006 | | | | | | | | \$4,006 | |
| Other Fed - ARRA-RSTP | \$76,613 | \$76,613 | | | | | | | | | \$76,613 |
| RSTP | \$6,314 | \$6,314 | | | | | | | \$6,314 | | |
| STP | \$949 | \$949 | | | | | | | \$949 | | |
| Local Funds | \$1,513 | \$1,513 | | | | | | | | | \$1,513 |
| TOTAL | \$152,078 | \$152,078 | | | | | | | \$17,000 | \$36,423 | \$98,655 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

Caltrans

| MPO ID: CAL44 | | | | | | | | RTIP #:25-01 | | | |
|----------------------------------|--|----------|---|----------|----------|----------|-----------|--------------|----|----|-----------|
| Project Title: | Grouped Projects for Bridge Rehabilitation and Reconstruction - Highway Bridge Program | | | | | | | | | | |
| Project Description: | Countywide - projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - widen narrow pavements or reconstructing bridges (no additional travel lanes)Toll Credits will be used to match federal funds for the CON phase | | | | | | | | | | |
| Change Reason: | Increase funding | | | | | | | | | | |
| Capacity Status:NCI | | | Exempt Category:Safety - Non capacity widening or bridge reconstruction | | | | | | | | |
| Est Total Cost: \$233,865 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| HBP | \$210,666 | \$58,823 | \$18 | \$24,084 | \$8,955 | \$10,063 | \$108,723 | | | | \$210,666 |
| Prop 1B - LBSRA | \$2,214 | | | \$1,319 | | | \$895 | | | | \$2,214 |
| Local Funds | \$20,985 | \$4,219 | \$1,321 | \$131 | \$1,291 | \$462 | \$13,561 | | | | \$20,985 |
| TOTAL | \$233,865 | \$63,042 | \$1,339 | \$25,534 | \$10,246 | \$10,525 | \$123,179 | | | | \$233,865 |

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

| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
|----------------------------|------------------|-----------------|-----------------|-----------------|------------------|-------|-------|--------|----|----|------------------|
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| HBP | \$212,639 | \$61,672 | \$10,199 | \$19,600 | \$121,168 | | | | | | \$212,639 |
| Prop 1B - LBSRA | \$2,214 | | \$1,319 | | \$895 | | | | | | \$2,214 |
| Local Funds | \$3,619 | \$3,619 | | | | | | | | | \$3,619 |
| TOTAL | \$218,472 | \$65,291 | \$11,518 | \$19,600 | \$122,063 | | | | | | \$218,472 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

Caltrans

| MPO ID: CAL46A | | | | | | | | | | RTIP #:25-01 | |
|----------------------------------|---|----------|--|----------|----------|----------|-------|--------|--------------------|--------------|-----------|
| Project Title: | Grouped Projects for Safety Improvements - SHOPP Mobility Program | | | | | | | | SANDAG ID: 1280516 | | |
| Project Description: | Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers | | | | | | | | | | |
| Change Reason: | Increase funding | | | | | | | | | | |
| RT:Var | Capacity Status:NCI | | Exempt Category:Safety - Shoulder Improvements | | | | | | | | |
| Est Total Cost: \$139,037 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - MC | \$721 | \$115 | \$606 | | | | | | | | \$721 |
| SHOPP (AC)-Mobility | \$49,137 | \$25,496 | | \$23,641 | | | | | | | \$49,137 |
| SHOPP-SB1-RMRA | \$76,701 | | \$4,472 | \$5,533 | \$54,072 | \$12,624 | | | | | \$76,701 |
| SHOPP-State Cash-Mobility | \$8,278 | \$1,746 | \$6,532 | | | | | | | | \$8,278 |
| STIP-RIP AC | \$4,200 | \$4,200 | | | | | | | | | \$4,200 |
| TOTAL | \$139,037 | \$31,557 | \$11,610 | \$29,174 | \$54,072 | \$12,624 | | | | | \$139,037 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| SHOPP (AC)-Mobility | \$26,037 | \$2,396 | | \$23,641 | | | | | | | \$26,037 |
| SHOPP-SB1-RMRA | \$76,701 | | \$4,472 | \$5,533 | \$54,072 | \$12,624 | | | | | \$76,701 |
| SHOPP-State Cash-Mobility | \$8,278 | \$1,746 | \$6,532 | | | | | | | | \$8,278 |
| TOTAL | \$111,016 | \$4,142 | \$11,004 | \$29,174 | \$54,072 | \$12,624 | | | | | \$111,016 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

Caltrans

| MPO ID: CAL68 | | | | | | | | | RTIP #:25-01 | | |
|----------------------------|-----------|--|---------------------------|----------------------------|-------|---------|-------|--------|--|----------|----------|
| Project Title: | | SR 94/125 Interchange and Arterial Operational Improvements | | | | | | | EA NO: 14665 | | |
| Project Description: | | Interchange on SR 94 at SR 94 and SR125 Milepost begins at 1 ends at 2 - In San Diego County in and near La Mesa on Route 94 from Spring Street Undercrossing to Kenwood Drive Undercrossing and on Route 125 from Spring Street Undercrossing to 0.1 mile north of Murray Drive Undercrossing. Design and Right-Of-Way of southbound 125 to eastbound SR 94 direct connector. | | | | | | | PPNO: 0356 RTP REF: CC108; T-3 (2021) SANDAG ID: 1212501 | | |
| Change Reason: | | Revise funding between fiscal years, Revise funding between phases | | | | | | | | | |
| RT:94 | | Capacity Status:CI | | Exempt Category:Non-Exempt | | | | | | | |
| Est Total Cost: \$135,240 | | | Open to Traffic: Jan 2028 | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - MC | \$3,914 | \$3,528 | \$66 | \$90 | \$102 | \$83 | \$16 | \$29 | \$2,373 | \$1,541 | |
| RSTP | \$6,000 | \$4,000 | \$2,000 | | | | | | \$3,373 | \$2,627 | |
| SB1 - LPP Formula | \$4,000 | \$4,000 | | | | | | | | \$4,000 | |
| STIP-RIP Augmentation | \$114,948 | \$13,948 | | \$101,000 | | | | | \$29,948 | | \$85,000 |
| State Cash | \$26 | \$26 | | | | | | | | \$26 | |
| TCRP | \$6,352 | \$6,352 | | | | | | | \$5,000 | \$1,352 | |
| TOTAL | \$135,240 | \$31,854 | \$2,066 | \$101,090 | \$102 | \$83 | \$16 | \$29 | \$40,694 | \$9,546 | \$85,000 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - MC | \$3,914 | \$3,528 | \$66 | \$90 | \$102 | \$83 | \$16 | \$29 | \$2,373 | \$1,541 | |
| RSTP | \$6,000 | \$4,000 | | | | \$2,000 | | | \$1,673 | \$4,327 | |
| SB1 - LPP Formula | \$4,000 | \$4,000 | | | | | | | | \$4,000 | |
| STIP-RIP Augmentation | \$114,948 | \$13,948 | | \$101,000 | | | | | \$29,948 | | \$85,000 |
| State Cash | \$26 | \$26 | | | | | | | | \$26 | |
| TCRP | \$6,352 | \$6,352 | | | | | | | \$5,000 | \$1,352 | |
| TOTAL | \$135,240 | \$31,854 | \$66 | \$101,090 | \$102 | \$2,083 | \$16 | \$29 | \$38,994 | \$11,246 | \$85,000 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

Caltrans

| MPO ID: CAL78D | | | | | | | | RTIP #:25-01 | | | |
|---------------------------|----------|---|-----------|---|---------|-------|-------|--|----------|---------|----------|
| Project Title: | | I-805 South Soundwalls - Unit 1 | | | | | | EA NO: 2T260, 43018, 2T343 | | | |
| Project Description: | | Palomar to SR 54 - construct soundwalls (phase 1 and 2) and design Sweetwater River Bridge improvements.. Toll Credits will be used to match federal funds for the PE phase, ROW phase, and the CON phase | | | | | | RTP REF: A-5 (2019) SANDAG ID: 1280515 EARMARK NO: CA643; CA604 | | | |
| Change Reason: | | Revise Fund Source, Revise funding between fiscal years | | | | | | | | | |
| RT:805 | | Capacity Status:NCI | | Exempt Category:Other - Noise attenuation | | | | | | | |
| Est Total Cost: \$113,810 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - MC | \$14,388 | \$9,076 | \$3,062 | \$571 | \$1,549 | \$71 | \$59 | | \$6,111 | \$549 | \$7,728 |
| TransNet - MC AC | \$0 | \$1,659 | \$(1,659) | | | | | | | | |
| HPP Conversion | \$1,080 | \$1,080 | | | | | | | | | \$1,080 |
| RSTP | \$71,993 | \$70,334 | \$1,659 | | | | | | \$14,961 | \$2,402 | \$54,630 |
| TOTAL | \$87,461 | \$82,149 | \$3,062 | \$571 | \$1,549 | \$71 | \$59 | | \$21,072 | \$2,951 | \$63,438 |

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

| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
|----------------------------|-----------------|-----------------|----------------|--------------|----------------|-------------|-------------|--------|-----------------|----------------|-----------------|
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - MC | \$14,388 | \$9,076 | \$3,062 | \$571 | \$1,549 | \$71 | \$59 | | \$6,111 | \$549 | \$7,728 |
| HPP Conversion | \$1,080 | \$1,080 | | | | | | | | | \$1,080 |
| RSTP | \$71,993 | \$71,993 | | | | | | | \$14,961 | \$2,402 | \$54,630 |
| TOTAL | \$87,461 | \$82,149 | \$3,062 | \$571 | \$1,549 | \$71 | \$59 | | \$21,072 | \$2,951 | \$63,438 |

| MPO ID: CAL213 | | | | | | | | | | RTIP #:25-01 | | |
|---------------------------------|----------|--|----------|---|-------|-------|-------|--------|----|--------------|----------|--|
| Project Title: | | Grouped Projects for the State Minor Program | | | | | | | | | | |
| Project Description: | | Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 - railroad/highway crossing, safer non-federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, emergency truck pullovers | | | | | | | | | | |
| Change Reason: | | Added new projects, Increase funding | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | Capacity Status:NCI | | Exempt Category:Safety - Pavement resurfacing and/or rehabilitation | | | | | | | | |
| Est Total Cost: \$26,206 | | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON | |
| SHOPP (AC)-CT Minor Pgm | \$26,206 | | \$26,206 | | | | | | | | \$26,206 | |
| TOTAL | \$26,206 | | \$26,206 | | | | | | | | \$26,206 | |

| PROJECT LAST AMENDED 14-14 | | | | | | | | | | | |
|----------------------------|----------------|----------------|-------|-------|-------|-------|-------|--------|----|----|----------------|
| SHOPP (AC)-CT Minor Pgm | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| | \$1,705 | \$1,705 | | | | | | | | | \$1,705 |
| TOTAL | \$1,705 | \$1,705 | | | | | | | | | \$1,705 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

Caltrans

| MPO ID: CAL277A | | | | | | | | | RTIP #:25-01 | | |
|----------------------------------|----------|---|---------|---|---------|---------|----------|----------|--------------------|----|-----|
| Project Title: | | I-5 HOV/SR 78 Connector | | | | | | | SANDAG ID: 1207803 | | |
| Project Description: | | In Oceanside and Carlsbad, Intersection of SR 78 and I-5 - environmental studies and preliminary engineering for High-Occupancy Vehicle (HOV)/managed lanes direct connectors at SR 78 to I-5 | | | | | | | | | |
| Change Reason: | | Revise funding between fiscal years | | | | | | | | | |
| RT:78 | | Capacity Status:NCI | | Exempt Category:Other - Engineering studies | | | | | | | |
| Est Total Cost: \$554,100 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - MC | \$16,118 | \$3,197 | \$4,668 | \$3,846 | \$1,976 | \$1,198 | \$657 | \$576 | \$16,118 | | |
| STIP State Cash-Augmn RIP | \$50,000 | | | | | | | \$50,000 | \$50,000 | | |
| TOTAL | \$66,118 | \$3,197 | \$4,668 | \$3,846 | \$1,976 | \$1,198 | \$657 | \$50,576 | \$66,118 | | |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - MC | \$16,118 | \$3,197 | \$4,668 | \$3,846 | \$1,976 | \$1,198 | \$657 | \$576 | \$16,118 | | |
| STIP State Cash-Augmn RIP | \$50,000 | | | | | | \$50,000 | | \$50,000 | | |
| TOTAL | \$66,118 | \$3,197 | \$4,668 | \$3,846 | \$1,976 | \$1,198 | \$50,657 | \$576 | \$66,118 | | |

| MPO ID: CAL278 | | | | | | | | | RTIP #:25-01 | | |
|---------------------------------|----------|--|----------|---|----------|---------|-------|-----------|-----------------------------|----|-----|
| Project Title: | | SR78 HOV/Managed Lanes | | | | | | | EA NO: 2T241 | | |
| Project Description: | | SR 78 from I-5 to I-15 Milepost begins at 0 ends at 16.54 (16.54 miles) - environmental studies and preliminary engineering for high-occupancy vehicle/managed lanes | | | | | | | SANDAG ID: 1207801, 1207804 | | |
| Change Reason: | | Add new funding source, Revise funding between fiscal years | | | | | | | | | |
| RT:78 | | Capacity Status:NCI | | Exempt Category:Other - Engineering studies | | | | | | | |
| Est Total Cost: \$40,683 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - MC | \$20,559 | \$2,979 | \$1,600 | \$10,036 | \$5,944 | | | | \$20,559 | | |
| TransNet - MC AC | \$0 | | \$11,124 | | | | | \$-11,124 | | | |
| CMAQ | \$11,124 | | | | | | | \$11,124 | \$11,124 | | |
| RSTP | \$4,000 | \$4,000 | | | | | | | \$4,000 | | |
| SB1 - LPP Formula | \$5,000 | | \$5,000 | | | | | | \$5,000 | | |
| TOTAL | \$40,683 | \$6,979 | \$17,724 | \$10,036 | \$5,944 | | | | \$40,683 | | |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - MC | \$31,683 | \$2,979 | \$1,600 | \$10,036 | \$12,987 | \$3,245 | \$836 | | \$31,683 | | |
| RSTP | \$4,000 | \$4,000 | | | | | | | \$4,000 | | |
| SB1 - LPP Formula | \$5,000 | | \$5,000 | | | | | | \$5,000 | | |
| TOTAL | \$40,683 | \$6,979 | \$6,600 | \$10,036 | \$12,987 | \$3,245 | \$836 | | \$40,683 | | |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

Carlsbad, City of

| MPO ID: CB32 | | RTIP #:25-01 | | | | | | | | | |
|----------------------------------|---|----------------------------|---------|-------|-------|-------|-------|--------|---|----|---------|
| Project Title: | El Camino Real Widening - Poinsettia to Camino Vida Roble | | | | | | | | RTP REF: A-60; C-49 (2021) | | |
| Project Description: | El Camino Real from Cassia Road to Camino Vida Roble (.5 miles) - in Carlsbad, along El Camino Real from Poinsettia Lane to Camino Vida Roble, re-stripe from Poinsettia Lane to Cinnabar Way and widen El Camino Real from Cinnabar Way to Camino Vida Roble, along the northbound/east side of the roadway to provide three travel lanes, sidewalk, and a bike lane in accordance with arterial street standards. | | | | | | | | RAS (T2-2) <i>TransNet</i> - LSI: CR | | |
| Change Reason: | Other, Revise funding between fiscal years, Changed OTT date, no change to funding, no change to scope | | | | | | | | | | |
| Capacity Status:CI | | Exempt Category:Non-Exempt | | | | | | | | | |
| Est Total Cost: \$4,595 | | Open to Traffic: Jun 2024 | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| <i>TransNet</i> - LSI Carry Over | \$3,155 | \$582 | \$2,573 | | | | | | \$582 | | \$2,573 |
| Earmark Repurposing | \$1,440 | \$378 | \$1,062 | | | | | | \$378 | | \$1,062 |
| TOTAL | \$4,595 | \$960 | \$3,635 | | | | | | \$960 | | \$3,635 |

* Demo ID CA366 repurposed to FHWA transfer number CAT 16-063

| PROJECT LAST AMENDED 23-00 | | | | | | | | | | | |
|----------------------------|----------------|----------------|-------|-------|-------|-------|-------|--------|----------------|--------------|----------------|
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - LSI Carry Over | \$3,155 | \$3,155 | | | | | | | \$650 | \$500 | \$2,005 |
| Earmark Repurposing | \$1,440 | \$1,440 | | | | | | | \$690 | | \$750 |
| TOTAL | \$4,595 | \$4,595 | | | | | | | \$1,340 | \$500 | \$2,755 |

| MPO ID: CB43 | | | | | | | | RTIP #:25-01 | | | |
|--------------------------------|---------|---|---------|---|-------|-------|-------|--------------------|---------|----|---------|
| Project Title: | | ADA Improvements | | | | | | TransNet - LSI: CR | | | |
| Project Description: | | Roadways in the northwest quadrant of the City of Carlsbad adjacent to public facilities including: Carlsbad Blvd, State Street, Roosevelt Street, Carlsbad Village Drive, Oak Ave., Chestnut Ave, Harding Street - in Carlsbad, construct Priority Level 1 and Priority Level 2 ADA Improvements per the City of Carlsbad Transition Plan for Public Rights-of-way | | | | | | | | | |
| Change Reason: | | Increase funding | | | | | | | | | |
| | | | | | | | | | | | |
| | | Capacity Status:NCI | | Exempt Category:Air Quality - Bicycle and pedestrian facilities | | | | | | | |
| Est Total Cost: \$5,623 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - LSI Carry Over | \$5,623 | \$2,715 | \$1,000 | \$400 | \$715 | \$175 | \$618 | | \$1,200 | | \$4,423 |
| TOTAL | \$5,623 | \$2,715 | \$1,000 | \$400 | \$715 | \$175 | \$618 | | \$1,200 | | \$4,423 |
| PROJECT LAST AMENDED 23-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - LSI Carry Over | \$4,935 | \$3,155 | \$175 | \$715 | \$175 | \$715 | | | \$1,185 | | \$3,750 |
| TOTAL | \$4,935 | \$3,155 | \$175 | \$715 | \$175 | \$715 | | | \$1,185 | | \$3,750 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

Carlsbad, City of

| MPO ID: CB59 | | | | | | | | | RTIP #:25-01 | | |
|----------------------------------|--|----------------------------|---------------------------|-------|-------|-------|-------|--------|---|-------|---------|
| Project Title: | El Camino Real Widening - Sunny Creek to Jackspar | | | | | | | | RTP REF: A-60; C-49 (2021) RAS (T2-2) <i>TransNet</i> - LSI: CR | | |
| Project Description: | El Camino Real from Sunny Creek to Jackspar (.3 miles) - In Carlsbad, on El Camino Real from Sunny Creek to Jackspar, widen along the northbound side of the El Camino Real to provide three travel lanes (currently two lanes northbound), sidewalk, and a bike lane. | | | | | | | | | | |
| Change Reason: | Increase funding | | | | | | | | | | |
| Capacity Status:CI | | Exempt Category:Non-Exempt | | | | | | | | | |
| Est Total Cost: \$5,610 | | | Open to Traffic: Oct 2025 | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| <i>TransNet</i> - LSI | \$1,300 | | \$1,300 | | | | | | | | \$1,300 |
| <i>TransNet</i> - LSI Carry Over | \$4,310 | \$557 | \$3,753 | | | | | | \$467 | \$90 | \$3,753 |
| TOTAL | \$5,610 | \$557 | \$5,053 | | | | | | \$467 | \$90 | \$5,053 |
| PROJECT LAST AMENDED 23-13 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| <i>TransNet</i> - LSI | \$2,484 | \$2,484 | | | | | | | \$700 | \$100 | \$1,684 |
| <i>TransNet</i> - LSI Carry Over | \$2,526 | \$2,526 | | | | | | | \$411 | | \$2,115 |
| TOTAL | \$5,010 | \$5,010 | | | | | | | \$1,111 | \$100 | \$3,799 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

Imperial Beach, City of

MPO ID: IB21

RTIP #:25-01

| | | | | | | | | | | | | |
|----------------------------|---|-------|---|-------|-------|-------|-------|--------|-------|----|-------|--|
| Project Title: | SR-75 Signal Interconnection Project | | | | | | | | | | | |
| Project Description: | SR-75 from Rainbow Drive to I-5 (2 miles) - Installation of a fiber optic traffic signal communication system (including installation of conduit, cable, radios, controllers, and related communication equipment) to improve safety and operations via optimized traffic signal timing and coordination on SR-75 from the I-5 Freeway to the Navy installations in Coronado. | | | | | | | | | | | |
| Change Reason: | Revise funding between fiscal years | | | | | | | | | | | |
| | Capacity Status:NCI | | Exempt Category:Other - Traffic signal synchronization projects | | | | | | | | | |
| Est Total Cost: \$600 | | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON | |
| TransNet - CP | \$600 | \$499 | \$101 | | | | | | \$171 | | \$429 | |
| TOTAL | \$600 | \$499 | \$101 | | | | | | \$171 | | \$429 | |
| PROJECT LAST AMENDED 23-15 | | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON | |
| TransNet - CP | \$600 | \$303 | \$297 | | | | | | \$171 | | \$429 | |
| TOTAL | \$600 | \$303 | \$297 | | | | | | \$171 | | \$429 | |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

National City, City of

| MPO ID: NC03 | | | | | | | | | | RTIP #:25-01 | |
|---------------------------------|---|---|---------|---------|---------|---------|---------|--------|------------------------|--------------|----------|
| Project Title: | Street Resurfacing Project | | | | | | | | EARMARK NO: CAT 16-065 | | |
| Project Description: | Various Streets in the City of National City as attached - provide roadway rehabilitation (grinding and new overlay 1 inch thick or greater) and repair of concrete sidewalks, curb and gutters at multiple locations throughout the City | | | | | | | | TransNet - LSI: CR | | |
| Change Reason: | Increase funding | | | | | | | | | | |
| Capacity Status:NCI | | Exempt Category:Safety - Pavement resurfacing and/or rehabilitation | | | | | | | | | |
| Est Total Cost: \$35,405 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - CP | \$4,500 | \$4,500 | | | | | | | | | \$4,500 |
| TransNet - L | \$5,313 | \$5,313 | | | | | | | | | \$5,313 |
| TransNet - L (Cash) | \$629 | \$629 | | | | | | | | | \$629 |
| TransNet - LSI | \$17,349 | \$8,407 | \$2,028 | \$1,662 | \$1,688 | \$1,755 | \$1,809 | | | | \$17,349 |
| TransNet - LSI (Cash) | \$2,402 | \$2,402 | | | | | | | | | \$2,402 |
| TransNet - LSI Carry Over | \$333 | \$239 | \$94 | | | | | | | | \$333 |
| Earmark Repurposing | \$612 | \$612 | | | | | | | | | \$612 |
| Local Funds | \$4,267 | \$4,267 | | | | | | | | | \$4,267 |
| TOTAL | \$35,405 | \$26,369 | \$2,122 | \$1,662 | \$1,688 | \$1,755 | \$1,809 | | | | \$35,405 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - CP | \$4,500 | \$4,500 | | | | | | | | | \$4,500 |
| TransNet - L | \$5,313 | \$5,313 | | | | | | | | | \$5,313 |
| TransNet - L (Cash) | \$629 | \$629 | | | | | | | | | \$629 |
| TransNet - LSI | \$12,381 | \$7,907 | \$1,498 | \$1,459 | \$1,517 | | | | | | \$12,381 |
| TransNet - LSI (Cash) | \$2,402 | \$2,402 | | | | | | | | | \$2,402 |
| TransNet - LSI Carry Over | \$333 | \$239 | \$94 | | | | | | | | \$333 |
| Earmark Repurposing | \$612 | \$612 | | | | | | | | | \$612 |
| Local Funds | \$4,267 | \$4,267 | | | | | | | | | \$4,267 |
| TOTAL | \$30,437 | \$25,869 | \$1,592 | \$1,459 | \$1,517 | | | | | | \$30,437 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

National City, City of

| MPO ID: NC04 | | | | | | | | | RTIP #:25-01 | | |
|----------------------------------|--|---------|---|-------|-------|-------|-------|--------|---------------------------|----|---------|
| Project Title: | Traffic Signal Install/Upgrade | | | | | | | | RAS (T2-4) | | |
| Project Description: | National City Boulevard (1st Street to 35th Street), Plaza Boulevard (Roosevelt Avenue to Paradise Valley Road), Euclid Avenue (Division Street to Sweetwater Road), 30th Street (National City Boulevard to Euclid Avenue), Harbor Drive (Civic Center Drive to 8th Street), Highland Avenue (Division Street to 30th Street), 8th Street (Harbor Drive to Paradise Valley Road), Division Street (Highland Avenue to Harbison Avenue), DD Avenue (8th Street to 30th Street), Palm Avenue (Division Street to 18th Street), 18th Street (National City Boulevard to Euclid Avenue), 24th Street (Tidelands Avenue to Highland Avenue), Sweetwater Road (Euclid Avenue to Plaza Bonita Center Way) - install and/or upgrade traffic signal/coordination at locations identified by the City's Traffic Monitoring Program in order to reduce congestion and intersection delays; coordinate regional traffic through the Regional Arterial Management System. <i>TransNet</i> - LSI RAMS of \$8 is programmed in FY 2026, <i>TransNet</i> - LSI RAMS of \$8 is programmed in FY 2027 | | | | | | | | <i>TransNet</i> - LSI: CR | | |
| Change Reason: | Reduce funding | | | | | | | | | | |
| | Capacity Status:NCI | | Exempt Category:Other - Intersection signalization projects | | | | | | | | |
| Est Total Cost: \$4,494 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| <i>TransNet</i> - L | \$297 | \$297 | | | | | | | | | \$297 |
| <i>TransNet</i> - LSI | \$3,647 | \$2,823 | \$8 | \$208 | \$208 | \$200 | \$200 | | \$92 | | \$3,555 |
| <i>TransNet</i> - LSI Carry Over | \$500 | \$500 | | | | | | | | | \$500 |
| Local Funds | \$50 | \$50 | | | | | | | | | \$50 |
| TOTAL | \$4,494 | \$3,670 | \$8 | \$208 | \$208 | \$200 | \$200 | | \$92 | | \$4,402 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| <i>TransNet</i> - L | \$297 | \$297 | | | | | | | | | \$297 |
| <i>TransNet</i> - LSI | \$4,123 | \$3,323 | \$200 | \$300 | \$300 | | | | \$92 | | \$4,031 |
| <i>TransNet</i> - LSI Carry Over | \$500 | \$500 | | | | | | | | | \$500 |
| Local Funds | \$50 | \$50 | | | | | | | | | \$50 |
| TOTAL | \$4,970 | \$4,170 | \$200 | \$300 | \$300 | | | | \$92 | | \$4,878 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

National City, City of

| MPO ID: NC15 | | | | | | | | | RTIP #:25-01 | | |
|--------------------------------|--|---------|---|-------|-------|-------|-------|--------|--------------------|----|---------|
| Project Title: | Citywide Safe Routes to Schools | | | | | | | | TransNet - LSI: CR | | |
| Project Description: | Various locations throughout the City of National City - traffic calming and pedestrian safety/access enhancements for several schools on the eastside of the City | | | | | | | | | | |
| Change Reason: | Increase funding, Revise funding between fiscal years | | | | | | | | | | |
| Capacity Status:NCI | | | Exempt Category:Air Quality - Bicycle and pedestrian facilities | | | | | | | | |
| Est Total Cost: \$4,571 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - LSI | \$4,071 | \$3,271 | | \$200 | \$200 | \$200 | \$200 | | \$900 | | \$3,171 |
| TransNet - LSI Carry Over | \$500 | \$500 | | | | | | | \$500 | | |
| TOTAL | \$4,571 | \$3,771 | | \$200 | \$200 | \$200 | \$200 | | \$1,400 | | \$3,171 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - LSI | \$3,875 | \$3,271 | \$204 | \$200 | \$200 | | | | \$900 | | \$2,975 |
| TransNet - LSI Carry Over | \$500 | \$500 | | | | | | | \$500 | | |
| TOTAL | \$4,375 | \$3,771 | \$204 | \$200 | \$200 | | | | \$1,400 | | \$2,975 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Association of Governments

| MPO ID: SAN11A | | | | | | | | | RTIP #:25-01 | | |
|----------------------------------|---|----------|----------------------|---------|---------|-------|-------|--------|--|----|-----------|
| Project Title: | Regional Rideshare Program | | | | | | | | SANDAG ID: 3310703, 3310704, 3310711, 3505000, 3501001 | | |
| Project Description: | Countywide - component of overall regional Transportation Demand Management | | | | | | | | | | |
| Change Reason: | Revise funding between fiscal years | | | | | | | | | | |
| Capacity Status: | | | NCI Exempt Category: | | | | | | Air Quality - Ride-sharing and van-pooling program | | |
| Est Total Cost: \$110,449 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| CMAQ | \$108,949 | \$97,032 | | \$2,916 | \$9,000 | | | | | | \$108,949 |
| Local Funds | \$1,500 | \$1,500 | | | | | | | | | \$1,500 |
| TOTAL | \$110,449 | \$98,532 | | \$2,916 | \$9,000 | | | | | | \$110,449 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| CMAQ | \$108,949 | \$83,949 | \$7,000 | \$9,000 | \$9,000 | | | | | | \$108,949 |
| Local Funds | \$1,500 | \$1,500 | | | | | | | | | \$1,500 |
| TOTAL | \$110,449 | \$85,449 | \$7,000 | \$9,000 | \$9,000 | | | | | | \$110,449 |

| MPO ID: SAN26B | | | | | | | | | | RTIP #:25-01 | |
|---|----------|---|-------|----------------------------|-------|-------|-------|--------|--------------------|--------------|----------|
| Project Title: | | Downtown BRT Stations | | | | | | | SANDAG ID: 1201509 | | |
| Project Description: | | Broadway corridor; Park Blvd, 11th Ave, Kettner Street and India Street - construct new and modify existing transit stations in downtown San Diego for Bus Rapid Transit (BRT) services | | | | | | | | | |
| Change Reason: | | Increase funding | | | | | | | | | |
| | | Capacity Status:CI | | Exempt Category:Non-Exempt | | | | | | | |
| Est Total Cost: \$20,882 Open to Traffic: Oct 2016 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - MC | \$20,882 | \$20,879 | \$2 | | | | | | \$4,551 | | \$16,331 |
| TOTAL | \$20,882 | \$20,879 | \$2 | | | | | | \$4,551 | | \$16,331 |
| | | | | | | | | | | | |
| PROJECT LAST AMENDED 23-14 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - MC | \$20,880 | \$20,879 | | | | | | | \$4,551 | | \$16,329 |
| TOTAL | \$20,880 | \$20,879 | | | | | | | \$4,551 | | \$16,329 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Association of Governments

| MPO ID: SAN40 | | | | | | | | | RTIP #:25-01 | | |
|---------------------------------|----------|--|---------|---------|-------|-------|-------|--------|---|----|-----|
| 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, Revise funding between fiscal years | | | | | | | | | |
| | | Capacity Status:NCI Exempt Category:Other - Non construction related activities | | | | | | | | | |
| Est Total Cost: \$86,863 | | | | | | | | | | | |
| | 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 | | |
| PROJECT LAST AMENDED 23-11 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| <i>TransNet</i> - BPNS | \$1,007 | \$851 | \$155 | | | | | | \$1,007 | | |
| <i>TransNet</i> - MC | \$395 | \$395 | | | | | | | \$395 | | |
| <i>TransNet</i> - SGIP | \$1,085 | \$825 | \$260 | | | | | | \$1,085 | | |
| <i>TransNet</i> - SS | \$909 | \$809 | \$100 | | | | | | \$909 | | |
| CBI | \$250 | \$250 | | | | | | | \$250 | | |
| FTA 5307 | \$66,021 | \$52,459 | \$6,781 | \$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 | \$11,649 | \$1,242 | \$1,242 | | | | | \$14,133 | | |
| TDA | \$989 | \$213 | \$279 | \$497 | | | | | \$989 | | |
| TOTAL | \$86,692 | \$69,354 | \$8,817 | \$8,520 | | | | | \$86,692 | | |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Association of Governments

| MPO ID: SAN46 | | | | | | | | | RTIP #:25-01 | | |
|---------------------------------|----------|--|-------|----------------------------|-------|-------|-------|--------|--------------------|-------|----------|
| Project Title: | | Super Loop | | | | | | | SANDAG ID: 1041502 | | |
| Project Description: | | In University City along Voigt Drive, Genesee Avenue, Nobel Drive, Gilman Drive, and Executive Drive - new Rapid bus service, traffic signal priority measures, signalized intersections, street modifications, rapid bus vehicles, and enhanced transit stops | | | | | | | | | |
| Change Reason: | | Increase funding | | | | | | | | | |
| | | Capacity Status:CI | | Exempt Category:Non-Exempt | | | | | | | |
| Est Total Cost: \$35,187 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - MC | \$33,149 | \$33,149 | \$1 | | | | | | \$9,930 | \$595 | \$22,624 |
| TransNet - Transit | \$699 | \$699 | | | | | | | \$699 | | |
| FTA 5309 (NS) | \$617 | \$617 | | | | | | | \$617 | | |
| Local Funds | \$722 | \$722 | | | | | | | | | \$722 |
| TOTAL | \$35,187 | \$35,187 | \$1 | | | | | | \$11,246 | \$595 | \$23,346 |
| PROJECT LAST AMENDED 23-30 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - MC | \$33,148 | \$33,149 | | | | | | | \$9,930 | \$595 | \$22,623 |
| TransNet - Transit | \$699 | \$699 | | | | | | | \$699 | | |
| FTA 5309 (NS) | \$617 | \$617 | | | | | | | \$617 | | |
| Local Funds | \$722 | \$722 | | | | | | | | | \$722 |
| TOTAL | \$35,186 | \$35,187 | | | | | | | \$11,246 | \$595 | \$23,345 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Association of Governments

| MPO ID: SAN114 | | | | | | | | | RTIP #:25-01 | | |
|----------------------------------|--|-----------|--|----------|----------|----------|---------|--|--------------|----|-----------|
| Project Title: | Grouped Projects for Rehabilitation or Reconstruction of Track Structures, Track, and Trackbed in Exisiting Rights-of-Way: Coastal Rail Corridor | | | | | | | SANDAG ID: 1239805, 1239810, 1239813, 1239813, 1239822, 1239824, 1239814, 1239815, 1239816, 1239819, 1239821 | | | |
| Project Description: | Projects are consistent with 40 CFR Parts 93.126 and 93.127 Exempt Tables 2 and 3 categories: rehabilitation or reconstruction of track structures, track, and trackbed in existing right-of-way (non-capacity increasing)- from Oceanside to San Diego along the Coastal Rail Corridor; design track improvements | | | | | | | | | | |
| Change Reason: | Increase funding | | | | | | | | | | |
| Capacity Status:NCI | | | Exempt Category:Mass Transit - Track rehabilitation in existing right of way | | | | | | | | |
| Est Total Cost: \$630,208 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - MC | \$72,485 | \$48,619 | \$2,210 | \$1,949 | \$11,996 | \$4,514 | \$2,584 | \$614 | | | \$72,485 |
| CMAQ | \$76,754 | \$76,754 | | | | | | | | | \$76,754 |
| FTA 5307 | \$24,266 | \$18,002 | \$6,264 | | | | | | | | \$24,266 |
| FTA 5339 | \$2,600 | \$2,600 | | | | | | | | | \$2,600 |
| Fed Rail Admin (FRA-PRIIA) | \$7,085 | \$7,085 | | | | | | | | | \$7,085 |
| FederalDisc.-CPF-TransInfra | \$54,893 | \$1,000 | | | \$53,893 | | | | | | \$54,893 |
| RSTP | \$28,136 | \$28,136 | | | | | | | | | \$28,136 |
| CAP-TRADE | \$4,617 | \$4,617 | | | | | | | | | \$4,617 |
| Coastal Conservancy | \$103,300 | \$103,300 | | | | | | | | | \$103,300 |
| SB1 - LPP Formula | \$4,831 | \$4,831 | | | | | | | | | \$4,831 |
| SB1 - TCEP | \$30,528 | \$30,528 | | | | | | | | | \$30,528 |
| SB1 - TIRCP | \$100,200 | \$200 | \$100,000 | | | | | | | | \$100,200 |
| SB125 - TIRCP | \$36,397 | | | \$36,397 | | | | | | | \$36,397 |
| STIP State Cash-Augmn RIP | \$82,800 | | | | \$20,800 | \$62,000 | | | | | \$82,800 |
| Local Funds | \$1,316 | \$1,316 | | | | | | | | | \$1,316 |
| TOTAL | \$630,208 | \$326,988 | \$108,474 | \$38,346 | \$86,689 | \$66,514 | \$2,584 | \$614 | | | \$630,208 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - MC | \$59,014 | \$35,160 | \$2,196 | \$1,949 | \$11,996 | \$4,514 | \$2,584 | \$614 | | | \$59,014 |
| CMAQ | \$17,600 | \$17,600 | | | | | | | | | \$17,600 |
| FTA 5307 | \$19,320 | \$13,056 | \$6,264 | | | | | | | | \$19,320 |
| FTA 5339 | \$2,600 | \$2,600 | | | | | | | | | \$2,600 |
| Fed Rail Admin (FRA-PRIIA) | \$7,085 | \$7,085 | | | | | | | | | \$7,085 |
| Federal Disc.-CPF-TransInfra | \$53,893 | | | | \$53,893 | | | | | | \$53,893 |
| RSTP | \$10,136 | \$10,136 | | | | | | | | | \$10,136 |
| CAP-TRADE | \$4,617 | \$4,617 | | | | | | | | | \$4,617 |
| Coastal Conservancy | \$103,300 | \$103,300 | | | | | | | | | \$103,300 |
| SB1 - LPP Formula | \$4,831 | \$4,831 | | | | | | | | | \$4,831 |
| SB1 - TCEP | \$30,528 | \$30,528 | | | | | | | | | \$30,528 |
| SB1 - TIRCP | \$100,200 | \$200 | \$100,000 | | | | | | | | \$100,200 |
| SB125 - TIRCP | \$36,397 | | | \$36,397 | | | | | | | \$36,397 |
| STIP State Cash-Augmn RIP | \$82,800 | | | | \$20,800 | \$62,000 | | | | | \$82,800 |
| Local Funds | \$1,316 | \$1,316 | | | | | | | | | \$1,316 |
| TOTAL | \$533,637 | \$230,429 | \$108,460 | \$38,346 | \$86,689 | \$66,514 | \$2,584 | \$614 | | | \$533,637 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Association of Governments

| MPO ID: SAN147 | | | | | | | | | | RTIP #:25-01 | |
|---------------------------------|---|----------|---|---------|-------|-------|-------|--------------------------------------|----|--------------|----------|
| Project Title: | Grouped Projects for Bicycle and Pedestrian Facilities - Bayshore Bikeway | | | | | | | SANDAG ID: 1223055, 1223096, 1223056 | | | |
| Project Description: | Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized) | | | | | | | | | | |
| Change Reason: | Reduce funding | | | | | | | | | | |
| Capacity Status:NCI | | | Exempt Category:Air Quality - Bicycle and pedestrian facilities | | | | | | | | |
| Est Total Cost: \$80,855 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - BPNS | \$20,892 | \$16,129 | \$2,351 | \$2,009 | \$378 | \$25 | | | | | \$20,892 |
| CRP | \$6,501 | \$3,543 | | \$2,958 | | | | | | | \$6,501 |
| CRRSAA | \$10,895 | \$10,895 | | | | | | | | | \$10,895 |
| Federal Disc.-CPF-Hwylnfra | \$5,650 | \$5,650 | | | | | | | | | \$5,650 |
| RSTP | \$11,683 | \$11,683 | | | | | | | | | \$11,683 |
| ATP - R | \$21,509 | \$21,509 | | | | | | | | | \$21,509 |
| Coastal Conservancy | \$350 | \$350 | | | | | | | | | \$350 |
| Local Funds | \$711 | \$10 | \$701 | | | | | | | | \$711 |
| TDA - Bicycles | \$2,664 | \$2,664 | | | | | | | | | \$2,664 |
| TOTAL | \$80,855 | \$72,433 | \$3,052 | \$4,967 | \$378 | \$25 | | | | | \$80,855 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - BPNS | \$20,392 | \$16,129 | \$2,351 | \$1,509 | \$378 | \$25 | | | | | \$20,392 |
| CRP | \$5,425 | \$3,543 | | \$1,882 | | | | | | | \$5,425 |
| CRRSAA | \$10,895 | \$10,895 | | | | | | | | | \$10,895 |
| Federal Disc.-CPF-Hwylnfra | \$5,650 | \$5,650 | | | | | | | | | \$5,650 |
| RSTP | \$11,683 | \$11,683 | | | | | | | | | \$11,683 |
| ATP - R | \$21,509 | \$21,509 | | | | | | | | | \$21,509 |
| Coastal Conservancy | \$350 | \$350 | | | | | | | | | \$350 |
| SB1 - LPP Formula | \$1,576 | | \$1,576 | | | | | | | | \$1,576 |
| Local Funds | \$711 | \$10 | \$701 | | | | | | | | \$711 |
| TDA - Bicycles | \$2,664 | \$2,664 | | | | | | | | | \$2,664 |
| TOTAL | \$80,855 | \$72,433 | \$4,628 | \$3,391 | \$378 | \$25 | | | | | \$80,855 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Association of Governments

| MPO ID: SAN148 | | | | | | | | | RTIP #:25-01 | | |
|----------------------------|----------|--|-------|---|-------|-------|-------|--------------------------------------|--------------|----|----------|
| Project Title: | | Grouped Projects for Bicycle and Pedestrian Facilities - Coastal Rail Trail | | | | | | SANDAG ID: 1223016, 1223017, 3301100 | | | |
| Project Description: | | Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized) | | | | | | | | | |
| Change Reason: | | Revise funding between fiscal years | | | | | | | | | |
| Capacity Status: | | NCI | | Exempt Category:Air Quality - Bicycle and pedestrian facilities | | | | | | | |
| Est Total Cost: \$46,457 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - BPNS | \$31,220 | \$31,153 | \$36 | \$31 | | | | | | | \$31,220 |
| CRP | \$238 | | | | | | | \$238 | | | \$238 |
| ATP - R | \$1,025 | \$1,025 | | | | | | | | | \$1,025 |
| STIP-RIP Augmentation | \$9,000 | | | \$9,000 | | | | | | | \$9,000 |
| STIP-RIP STP TE | \$587 | \$587 | | | | | | | | | \$587 |
| STIP-RIP State Cash | \$47 | \$47 | | | | | | | | | \$47 |
| Local Funds | \$219 | \$219 | | | | | | | | | \$219 |
| TDA - Bicycles | \$4,121 | \$4,121 | | | | | | | | | \$4,121 |
| TOTAL | \$46,457 | \$37,152 | \$36 | \$9,031 | | | | \$238 | | | \$46,457 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - BPNS | \$31,220 | \$31,153 | \$36 | \$31 | | | | | | | \$31,220 |
| CRP | \$238 | | \$238 | | | | | | | | \$238 |
| ATP - R | \$1,025 | \$1,025 | | | | | | | | | \$1,025 |
| STIP-RIP Augmentation | \$9,000 | | | \$9,000 | | | | | | | \$9,000 |
| STIP-RIP STP TE | \$587 | \$587 | | | | | | | | | \$587 |
| STIP-RIP State Cash | \$47 | \$47 | | | | | | | | | \$47 |
| Local Funds | \$219 | \$219 | | | | | | | | | \$219 |
| TDA - Bicycles | \$4,121 | \$4,121 | | | | | | | | | \$4,121 |
| TOTAL | \$46,457 | \$37,152 | \$274 | \$9,031 | | | | | | | \$46,457 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Association of Governments

| MPO ID: SAN153 | | | | | | | | | | RTIP #:25-01 | |
|---------------------------------|---|----------|---------|---|-------|---------|-------|--|----------|--------------|----------|
| Project Title: | The Inland Rail Trail | | | | | | | PPNO: 7421W | | | |
| Project Description: | On and along the North County Transit District rail corridor from North Melrose Drive in Oceanside to North Pacific Street in San Marcos - environmental clearance for 7.0 miles of new bike path. Construction of 4.0 miles of new bike path; and final design and construct one new mile of Class I bike path (Phase 3). Construction is funded through phase 3 (3.0 miles in Vista). Phase 4 (Oceanside) will be constructed when funding is identified.. Toll Credits will be used to match federal funds for the CON phase | | | | | | | RTP REF: AT003 (2021) SANDAG ID: 1223023, 1223094, 1223095 EARMARK NO: CA832 | | | |
| Change Reason: | Reduce funding | | | | | | | | | | |
| Capacity Status: | | NCI | | Exempt Category:Air Quality - Bicycle and pedestrian facilities | | | | | | | |
| Est Total Cost: \$94,193 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - BPNS | \$25,464 | \$22,851 | \$793 | \$1,099 | \$721 | | | | \$10,178 | \$1,880 | \$13,406 |
| CRP | \$3,882 | \$3,882 | | | | | | | | | \$3,882 |
| Earmark Repurposing | \$92 | \$92 | | | | | | | | | \$92 |
| RSTP | \$6,940 | \$6,940 | | | | | | | | | \$6,940 |
| ATP - R | \$17,660 | \$6,509 | \$330 | \$10,821 | | | | | \$1,236 | | \$16,424 |
| SB1 - LPP Formula | \$7,126 | \$6,201 | \$925 | | | | | | | | \$7,126 |
| STIP-RIP AC | \$16,322 | \$16,322 | | | | | | | | | \$16,322 |
| STIP-RIP STP TE | \$1,414 | \$1,414 | | | | | | | \$1,414 | | |
| STIP-RIP State Cash | \$2,298 | \$2,298 | | | | | | | \$183 | | \$2,115 |
| Local Funds | \$2,541 | \$2,541 | | | | | | | \$2,541 | | |
| TDA - Bicycles | \$10,454 | \$10,454 | | | | | | | \$2,025 | | \$8,429 |
| TOTAL | \$94,193 | \$79,504 | \$2,048 | \$11,920 | \$721 | | | | \$17,577 | \$1,880 | \$74,736 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - BPNS | \$25,464 | \$22,851 | \$793 | \$1,099 | \$721 | | | | \$10,178 | \$1,880 | \$13,406 |
| CRP | \$4,394 | \$3,882 | | | | \$512 | | | | | \$4,394 |
| Earmark Repurposing | \$92 | \$92 | | | | | | | | | \$92 |
| RSTP | \$9,640 | \$6,940 | | | | \$2,700 | | | | | \$9,640 |
| ATP - R | \$17,660 | \$6,509 | \$330 | \$10,821 | | | | | \$1,236 | | \$16,424 |
| SB1 - LPP Formula | \$7,126 | \$6,201 | \$925 | | | | | | | | \$7,126 |
| STIP-RIP AC | \$16,322 | \$16,322 | | | | | | | | | \$16,322 |
| STIP-RIP STP TE | \$1,414 | \$1,414 | | | | | | | \$1,414 | | |
| STIP-RIP State Cash | \$2,298 | \$2,298 | | | | | | | \$183 | | \$2,115 |
| Local Funds | \$2,541 | \$2,541 | | | | | | | \$2,541 | | |
| TDA - Bicycles | \$10,454 | \$10,454 | | | | | | | \$2,025 | | \$8,429 |
| TOTAL | \$97,405 | \$79,504 | \$2,048 | \$11,920 | \$721 | \$3,212 | | | \$17,577 | \$1,880 | \$77,948 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Association of Governments

| MPO ID: SAN163 | | | RTIP #:25-01 | | | | | | | | | |
|---------------------------------|---|----------|---|-------|-------|-------|-------|--------------------|----|----|----------|--|
| Project Title: | Los Penasquitos Lagoon Bridge Replacement | | | | | | | SANDAG ID: 1145000 | | | | |
| Project Description: | Bridges 246.1, 246.9, 247.1, and 247.7 in the Los Penasquitos Lagoon. - replace three aging timber trestle railway bridges in order to maintain compliance with Federal Railroad Administration (FRA) standards and support intercity, commuter and freight rail services in the second busiest rail corridor in the nation | | | | | | | | | | | |
| Change Reason: | Reduce funding | | | | | | | | | | | |
| Capacity Status:NCI | | | Exempt Category:Mass Transit - Reconstruction or renovation of transit structures | | | | | | | | | |
| Est Total Cost: \$45,394 | | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON | |
| TransNet - MC | \$4,756 | \$4,755 | \$1 | | | | | | | | \$4,756 | |
| FTA 5307 | \$12,672 | \$12,672 | | | | | | | | | \$12,672 | |
| TIGER13 | \$14,000 | \$14,000 | | | | | | | | | \$14,000 | |
| STA | \$3,049 | \$3,049 | | | | | | | | | \$3,049 | |
| TDA | \$10,917 | \$10,917 | | | | | | | | | \$10,917 | |
| TOTAL | \$45,394 | \$45,393 | \$1 | | | | | | | | \$45,394 | |
| PROJECT LAST AMENDED 23-30 | | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON | |
| TransNet - MC | \$5,366 | \$5,366 | | | | | | | | | \$5,366 | |
| FTA 5307 | \$12,672 | \$12,672 | | | | | | | | | \$12,672 | |
| TIGER13 | \$14,000 | \$14,000 | | | | | | | | | \$14,000 | |
| STA | \$3,049 | \$3,049 | | | | | | | | | \$3,049 | |
| TDA | \$10,917 | \$10,917 | | | | | | | | | \$10,917 | |
| TOTAL | \$46,004 | \$46,004 | | | | | | | | | \$46,004 | |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Association of Governments

| MPO ID: SAN214 | | | RTIP #:25-01 | | | | | | | | |
|----------------------------|--|----------|---|-------|-------|-------|-------|--------------------------------------|----|----|----------|
| Project Title: | Grouped Projects for Capital Purchase - FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities | | | | | | | SANDAG ID: 1271900, 3321400, 3321400 | | | |
| Project Description: | Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories: purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet - purchase of vehicles and various capital equipment for the provision of transit service | | | | | | | | | | |
| Change Reason: | Increase funding | | | | | | | | | | |
| | Capacity Status:NCI | | Exempt Category:Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet | | | | | | | | |
| Est Total Cost: \$12,896 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - SS | \$2,317 | \$2,303 | \$13 | | | | | | | | \$2,317 |
| FTA 5310 | \$8,302 | \$6,124 | \$2,178 | | | | | | | | \$8,302 |
| FTA 5317 - NF | \$580 | \$580 | | | | | | | | | \$580 |
| Local Funds | \$1,485 | \$1,016 | \$469 | | | | | | | | \$1,485 |
| TDA | \$212 | \$212 | | | | | | | | | \$212 |
| TOTAL | \$12,896 | \$10,235 | \$2,660 | | | | | | | | \$12,896 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| FTA 5310 | \$5,648 | \$3,470 | \$2,178 | | | | | | | | \$5,648 |
| Local Funds | \$1,485 | \$1,016 | \$469 | | | | | | | | \$1,485 |
| TDA | \$149 | \$149 | | | | | | | | | \$149 |
| TOTAL | \$7,282 | \$4,635 | \$2,647 | | | | | | | | \$7,282 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Association of Governments

| MPO ID: SAN227 | | | | | | | | RTIP #:25-01 | | | |
|---------------------------------|---|----------|---|---------|-------|-------|-------|--|----|----|----------|
| Project Title: | Grouped Projects for Bicycle and Pedestrian Facilities - North Park/Mid-City Bikeways | | | | | | | SANDAG ID: 1223020, 1223079, 1223081, 1223082, 1223087 | | | |
| Project Description: | Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized) | | | | | | | | | | |
| Change Reason: | Revise funding between fiscal years | | | | | | | | | | |
| Capacity Status:NCI | | | Exempt Category:Air Quality - Bicycle and pedestrian facilities | | | | | | | | |
| Est Total Cost: \$92,111 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - BPNS | \$36,637 | \$34,265 | \$1,580 | \$544 | \$144 | \$80 | \$24 | | | | \$36,637 |
| CRP | \$6,100 | | \$5,600 | \$500 | | | | | | | \$6,100 |
| RSTP | \$8,590 | \$3,182 | \$5,408 | | | | | | | | \$8,590 |
| ATP - R | \$26,187 | \$20,474 | \$5,713 | | | | | | | | \$26,187 |
| SB1 - LPP Formula | \$2,000 | | \$2,000 | | | | | | | | \$2,000 |
| SB1 - TIRCP | \$9,990 | \$9,990 | | | | | | | | | \$9,990 |
| TDA - Bicycles | \$2,607 | \$2,607 | | | | | | | | | \$2,607 |
| TOTAL | \$92,111 | \$70,518 | \$20,301 | \$1,044 | \$144 | \$80 | \$24 | | | | \$92,111 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - BPNS | \$37,137 | \$34,710 | \$1,492 | \$587 | \$348 | | | | | | \$37,137 |
| CRP | \$5,600 | | \$5,600 | | | | | | | | \$5,600 |
| RSTP | \$8,590 | \$3,182 | \$5,408 | | | | | | | | \$8,590 |
| ATP - R | \$26,187 | \$20,474 | \$5,713 | | | | | | | | \$26,187 |
| SB1 - LPP Formula | \$2,000 | | \$2,000 | | | | | | | | \$2,000 |
| SB1 - TIRCP | \$9,990 | \$9,990 | | | | | | | | | \$9,990 |
| TDA - Bicycles | \$2,607 | \$2,607 | | | | | | | | | \$2,607 |
| TOTAL | \$92,111 | \$70,963 | \$20,213 | \$587 | \$348 | | | | | | \$92,111 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Association of Governments

| MPO ID: SAN265 | | | | | | | | | | RTIP #:25-01 | |
|--|--|---------|-------|-------|-------|-------|-------|--------|--------------------|--------------|---------|
| Project Title: | Flexible Fleet Pilots | | | | | | | | SANDAG ID: 3501000 | | |
| Project Description: | In key employment centers in the San Diego Region - plan, deploy, operate, and monitor flexible fleet pilot projects aimed to test new shared mobility services enabled by new technologies. Pilot areas will be identified that are an optimal testing environment for flexible fleet services, and different options such as microtransit and ridehailing will be considered. Toll Credits will be used to match federal funds for the CON phase | | | | | | | | | | |
| Change Reason: | Revise funding between fiscal years, Other, Including project for information only | | | | | | | | | | |
| Capacity Status:NCI Exempt Category:Air Quality - Ride-sharing and van-pooling program | | | | | | | | | | | |
| Est Total Cost: \$9,736 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| RSTP | \$9,736 | \$9,736 | | | | | | | | | \$9,736 |
| TOTAL | \$9,736 | \$9,736 | | | | | | | | | \$9,736 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| RSTP | \$9,736 | \$9,077 | \$659 | | | | | | | | \$9,736 |
| TOTAL | \$9,736 | \$9,077 | \$659 | | | | | | | | \$9,736 |

| MPO ID: SAN285 | | | | | | | | | | RTIP #:25-01 | |
|--------------------------------|---------|---|---------|---|-------|-------|-------|--------|-----------------------------|--------------|-----|
| Project Title: | | Blue Line and San Ysidro Mobility Hub | | | | | | | SANDAG ID: 3322300, 3322301 | | |
| Project Description: | | San Ysidro Trolley Station to 12th and Imperial - Study analyze the feasibility of implementing a Blue Line Express service between San Ysidro and Downtown San Diego as as well as to advance implementation of the future San Ysidro Mobility Hub per the Regional Mobility Hub Strategy and the 2021 Regional Plan.. Toll Credits will be used to match federal funds for the PE phase | | | | | | | | | |
| Change Reason: | | Reduce funding | | | | | | | | | |
| | | Capacity Status:NCI | | Exempt Category:Other - Engineering studies | | | | | | | |
| Est Total Cost: \$4,777 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| FTA 5309TOD | \$405 | \$405 | | | | | | | \$405 | | |
| FTA AOPP | \$785 | | \$785 | | | | | | | \$785 | |
| RSTP | \$2,717 | \$2,717 | | | | | | | \$2,717 | | |
| Local Funds | \$870 | \$870 | | | | | | | \$870 | | |
| TOTAL | \$4,777 | \$3,992 | \$785 | | | | | | | \$4,777 | |
| PROJECT LAST AMENDED 23-30 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| FTA 5309TOD | \$405 | \$405 | | | | | | | \$405 | | |
| RSTP | \$2,717 | \$2,717 | | | | | | | \$2,717 | | |
| Local Funds | \$1,899 | \$659 | \$1,240 | | | | | | | \$1,899 | |
| TOTAL | \$5,021 | \$3,781 | \$1,240 | | | | | | | \$5,021 | |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Association of Governments

| MPO ID: SAN289 | | | | | | | | | RTIP #:25-01 | | |
|----------------------------------|---|-----------|---|-------|-------|-------|-------|--------------------|--------------|-------|-----------|
| Project Title: | San Dieguito to Sorrento Valley Double-Track | | | | | | | SANDAG ID: 1239823 | | | |
| Project Description: | Near tracks in Del Mar - Completion of Project Approval and Environmental Document (PA&ED) phase re-aligning the LOSSAN rail corridor away from the Del Mar Bluffs with a double track system, and the advancement of the design and right-of-way phases. | | | | | | | | | | |
| Change Reason: | Revise funding between fiscal years | | | | | | | | | | |
| Capacity Status:NCI | | | Exempt Category:Safety - Hazard elimination program | | | | | | | | |
| Est Total Cost: \$302,718 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - MC | \$2,718 | \$211 | \$780 | \$550 | \$947 | \$230 | | | \$211 | \$650 | \$1,857 |
| CAP-TRADE | \$300,000 | \$152,000 | \$148,000 | | | | | | \$152,000 | | \$148,000 |
| TOTAL | \$302,718 | \$152,211 | \$148,780 | \$550 | \$947 | \$230 | | | \$152,211 | \$650 | \$149,857 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - MC | \$2,718 | \$211 | \$650 | \$550 | \$947 | \$360 | | | \$211 | \$650 | \$1,857 |
| CAP-TRADE | \$300,000 | \$152,000 | \$148,000 | | | | | | \$152,000 | | \$148,000 |
| TOTAL | \$302,718 | \$152,211 | \$148,650 | \$550 | \$947 | \$360 | | | \$152,211 | \$650 | \$149,857 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego, City of

| MPO ID: SD34 | | | | | | | | | RTIP #:25-01 | | |
|----------------------------|----------|--|---------|----------|-------|-------|-------|--------|---------------------------|---------|----------|
| Project Title: | | El Camino Real | | | | | | | RAS (M - 46) | | |
| Project Description: | | Bridge 57C0042 - In San Diego on El Camino Real from San Dieguito Road to Via de la Valle - reconstruct & widen from 2 to 4 lanes and extend transition lane and additional grading to avoid biological impacts (CIP 52-479.0/S-00856) | | | | | | | TransNet - LSI: CR | | |
| Change Reason: | | Revise funding between fiscal years | | | | | | | | | |
| Capacity Status:CI | | Exempt Category:Non-Exempt | | | | | | | | | |
| Est Total Cost: \$65,973 | | | | | | | | | Open to Traffic: Jul 2025 | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - LSI | \$491 | \$491 | | | | | | | \$491 | | |
| TransNet - LSI Carry Over | \$334 | \$334 | | | | | | | \$334 | | |
| HBP | \$36,220 | \$3,420 | | \$32,800 | | | | | \$1,420 | \$2,000 | \$32,800 |
| HBRR | \$1,700 | \$1,700 | | | | | | | \$1,700 | | |
| RSTP | \$2,560 | \$2,560 | | | | | | | \$2,560 | | |
| Local Funds | \$23,668 | \$19,418 | | \$4,250 | | | | | \$1,955 | \$2,165 | \$19,548 |
| Local Funds AC | \$0 | | | | | | | | | | |
| Local RTCIP | \$1,000 | \$1,000 | | | | | | | | | \$1,000 |
| TOTAL | \$65,973 | \$28,923 | | \$37,050 | | | | | \$8,460 | \$4,165 | \$53,348 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - LSI | \$491 | \$491 | | | | | | | \$491 | | |
| TransNet - LSI Carry Over | \$334 | \$334 | | | | | | | \$334 | | |
| HBP | \$36,220 | \$3,420 | | \$32,800 | | | | | \$1,420 | \$2,000 | \$32,800 |
| HBRR | \$1,700 | \$1,700 | | | | | | | \$1,700 | | |
| RSTP | \$2,560 | \$2,560 | | | | | | | \$2,560 | | |
| Local Funds | \$23,668 | \$19,418 | \$4,250 | | | | | | \$1,955 | \$2,165 | \$19,548 |
| Local Funds AC | \$0 | | | | | | | | | | |
| Local RTCIP | \$1,000 | \$1,000 | | | | | | | | | \$1,000 |
| TOTAL | \$65,973 | \$28,923 | \$4,250 | \$32,800 | | | | | \$8,460 | \$4,165 | \$53,348 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego, City of

| MPO ID: SD70 | | | | | | | | | RTIP #:25-01 | | |
|----------------------------|--|----------------------------|-------|-------|-------|-------|-------|--------------------|---------------------------|---------|-----------|
| Project Title: | West Mission Bay Drive Bridge over San Diego River | | | | | | | RAS (M - 41) | | | |
| Project Description: | West Mission Bay Drive bridge over San Diego River - In San Diego, this project provides for replacing the existing four-lane West Mission Bay Drive bridge with a six-lane bridge, sidewalk, bike lanes, and shoulder improvements. (CIP #52-643/S00871). | | | | | | | TransNet - LSI: CR | | | |
| Change Reason: | Reduce funding | | | | | | | | | | |
| Capacity Status:CI | | Exempt Category:Non-Exempt | | | | | | | | | |
| Est Total Cost: \$151,754 | | | | | | | | | Open to Traffic: Jun 2023 | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - L | \$650 | \$650 | | | | | | | \$650 | | |
| TransNet - LSI | \$1,228 | \$1,228 | | | | | | | \$100 | | \$1,128 |
| TransNet - LSI Carry Over | \$2,987 | \$2,987 | | | | | | | \$140 | \$494 | \$2,353 |
| HBP | \$88,215 | \$88,215 | | | | | | | \$4,720 | \$1,815 | \$81,680 |
| HBRR | \$2,600 | \$2,600 | | | | | | | \$2,600 | | |
| Other Fed - HIP | \$32,792 | \$32,792 | | | | | | | | | \$32,792 |
| Local Funds | \$10,444 | \$10,443 | \$1 | | | | | | \$1,040 | \$62 | \$9,342 |
| Local RTCIP | \$12,838 | \$12,838 | | | | | | | | | \$12,838 |
| TOTAL | \$151,754 | \$151,753 | \$1 | | | | | | \$9,250 | \$2,371 | \$140,133 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - L | \$650 | \$650 | | | | | | | \$650 | | |
| TransNet - LSI | \$1,228 | \$1,228 | | | | | | | \$100 | | \$1,128 |
| TransNet - LSI Carry Over | \$3,647 | \$2,987 | \$660 | | | | | | \$140 | \$494 | \$3,013 |
| HBP | \$88,215 | \$88,215 | | | | | | | \$4,720 | \$1,815 | \$81,680 |
| HBRR | \$2,600 | \$2,600 | | | | | | | \$2,600 | | |
| Other Fed - HIP | \$32,792 | \$32,792 | | | | | | | | | \$32,792 |
| Local Funds | \$10,444 | \$10,443 | \$1 | | | | | | \$1,040 | \$62 | \$9,342 |
| Local RTCIP | \$12,838 | \$12,838 | | | | | | | | | \$12,838 |
| TOTAL | \$152,414 | \$151,753 | \$661 | | | | | | \$9,250 | \$2,371 | \$140,793 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego, City of

| MPO ID: SD96 | | | | | | | | RTIP #:25-01 | | | |
|----------------------------------|--|----------|----------|------------------|----------|---|----------|--------------------|----|----|-----------|
| Project Title: | Street Resurfacing and Reconstruction Citywide | | | | | | | TransNet - LSI: CR | | | |
| Project Description: | Citywide - This provides for roadway resurfacing, repair, and reconstruction including the repair and reconstruction of concrete streets greater than 1 inch on city streets (CIP # AID00005 and S23006) | | | | | | | | | | |
| Change Reason: | Increase funding | | | | | | | | | | |
| Capacity Status: | | NCI | | Exempt Category: | | Safety - Pavement resurfacing and/or rehabilitation | | | | | |
| Est Total Cost: \$163,283 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - L | \$4,000 | \$4,000 | | | | | | | | | \$4,000 |
| TransNet - L (Cash) | \$149 | \$149 | | | | | | | | | \$149 |
| TransNet - LSI | \$121,712 | \$42,731 | \$16,118 | \$14,126 | \$15,309 | \$16,270 | \$17,157 | | | | \$121,712 |
| TransNet - LSI (Cash) | \$1,340 | \$1,340 | | | | | | | | | \$1,340 |
| TransNet - LSI Carry Over | \$18,835 | \$9,118 | \$9,716 | | | | | | | | \$18,835 |
| Local Funds | \$17,247 | \$17,247 | | | | | | | | | \$17,247 |
| TOTAL | \$163,283 | \$74,585 | \$25,834 | \$14,126 | \$15,309 | \$16,270 | \$17,157 | | | | \$163,283 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - L | \$4,000 | \$4,000 | | | | | | | | | \$4,000 |
| TransNet - L (Cash) | \$149 | \$149 | | | | | | | | | \$149 |
| TransNet - LSI | \$121,712 | \$42,731 | \$16,118 | \$14,126 | \$15,309 | \$16,270 | \$17,157 | | | | \$121,712 |
| TransNet - LSI (Cash) | \$1,340 | \$1,340 | | | | | | | | | \$1,340 |
| TransNet - LSI Carry Over | \$18,175 | \$9,118 | \$9,056 | | | | | | | | \$18,175 |
| Local Funds | \$17,247 | \$17,247 | | | | | | | | | \$17,247 |
| TOTAL | \$162,623 | \$74,585 | \$25,174 | \$14,126 | \$15,309 | \$16,270 | \$17,157 | | | | \$162,623 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego, City of

| MPO ID: SD166 | | | | | | | | | | RTIP #:25-01 | |
|--|---|----------|---------|----------|---------|---------|---------|--------------------|-------|--------------|----------|
| Project Title: | Bicycle Facilities | | | | | | | EARMARK NO: 317/90 | | | |
| Project Description: | Citywide including:El Camino Real/State Route 56 Bike Path Connector (S00981); SR56 Bike Interchanges (S00955) Downtown Bicycle Loop; Bikeway Striping Improvements Citywide (AIA00001)including Cycle Tracks - Throughout the City of San Diego, installation of bike facilities including Class I, Class II, Class III, and Class IV bike facilities that are capital in nature (CIP AIA00001) as well as non-capital work related to Bicycle Facilities (various internal orders). | | | | | | | TransNet - LSI: CR | | | |
| Change Reason: | Revise funding between fiscal years | | | | | | | | | | |
| Capacity Status:NCI Exempt Category:Air Quality - Bicycle and pedestrian facilities | | | | | | | | | | | |
| Est Total Cost: \$48,925 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - L | \$15 | \$15 | | | | | | | | | \$15 |
| TransNet - L (Cash) | \$136 | \$136 | | | | | | | | | \$136 |
| TransNet - LSI | \$37,902 | \$5,879 | \$1,823 | \$7,550 | \$7,550 | \$7,550 | \$7,550 | | \$15 | | \$37,887 |
| TransNet - LSI Carry Over | \$7,068 | \$4,163 | \$2,904 | | | | | | \$241 | | \$6,827 |
| FederalDisc.-CPF-HwyInfra | \$3,144 | | | \$3,144 | | | | | | | \$3,144 |
| HPP | \$360 | \$360 | | | | | | | \$53 | | \$307 |
| Local Funds | \$300 | \$300 | | | | | | | | | \$300 |
| TOTAL | \$48,925 | \$10,853 | \$4,727 | \$10,694 | \$7,550 | \$7,550 | \$7,550 | | \$309 | | \$48,616 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - L | \$15 | \$15 | | | | | | | | | \$15 |
| TransNet - L (Cash) | \$136 | \$136 | | | | | | | | | \$136 |
| TransNet - LSI | \$37,902 | \$5,879 | \$1,823 | \$7,550 | \$7,550 | \$7,550 | \$7,550 | | \$15 | | \$37,887 |
| TransNet - LSI Carry Over | \$7,068 | \$4,163 | \$2,904 | | | | | | \$241 | | \$6,827 |
| FederalDisc.-CPF-HwyInfra | \$3,144 | | \$3,144 | | | | | | | | \$3,144 |
| HPP | \$360 | \$360 | | | | | | | \$53 | | \$307 |
| Local Funds | \$300 | \$300 | | | | | | | | | \$300 |
| TOTAL | \$48,925 | \$10,853 | \$7,871 | \$7,550 | \$7,550 | \$7,550 | \$7,550 | | \$309 | | \$48,616 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego, City of

| MPO ID: SD190 | | | | | | | | | | RTIP #:25-01 | |
|--|--|----------|----------------------------|-------|-------|-------|-------|--------|-------------|--------------|----------|
| Project Title: | Palm Avenue/Interstate 805 Interchange | | | | | | | | RAS (T2-10) | | |
| Project Description: | On Palm Avenue at Interstate 805; - In San Diego, this project provides for improving the Palm Avenue/Interstate 805 Interchange in three phases. The first phase has been completed which included restriping of travel lanes and signal modification. The second phase consists of environmental determination and design of the project, construction repairs to the bridge approaches and abutments; bridge widening to the south, installation of sidewalk and signals; restriping; and signage modifications. The second phase will also add a Class IV bicycle facility along Palm Avenue within the project's limits. The third phase, which will be completed in a separate project once funding is identified, consists of construction of the bridge widening to the north, relocation of north bound on/off ramps and widening of the two on-ramps. All phases of the project improvements are included in the Otay Mesa Public Facility Financing Plan (Projects T1.1, 1.2, 1.3, and 1.4). (CIP 52-640.0/ S-00869). | | | | | | | | | | |
| Change Reason: | Revise funding between fiscal years | | | | | | | | | | |
| | | | | | | | | | | | |
| Capacity Status:CI | | | Exempt Category:Non-Exempt | | | | | | | | |
| Est Total Cost: \$44,115 Open to Traffic: Phase 1: Jun 2008 Phase 2: Mar 2026 Phase 3: Aug 2032 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| Bridge Investment Program | \$24,000 | | \$24,000 | | | | | | | | \$24,000 |
| Local Funds | \$13,615 | \$8,719 | \$4,896 | | | | | | \$6,619 | \$250 | \$6,746 |
| Local RTCIP | \$6,500 | \$6,500 | | | | | | | \$500 | | \$6,000 |
| TOTAL | \$44,115 | \$15,219 | \$28,896 | | | | | | \$7,119 | \$250 | \$36,746 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| Bridge Investment Program | \$24,000 | \$24,000 | | | | | | | | | \$24,000 |
| Local Funds | \$13,615 | \$8,719 | \$4,896 | | | | | | \$6,619 | \$250 | \$6,746 |
| Local RTCIP | \$6,500 | \$6,500 | | | | | | | \$500 | | \$6,000 |
| TOTAL | \$44,115 | \$39,219 | \$4,896 | | | | | | \$7,119 | \$250 | \$36,746 |

2025 Regional Transportation Improvement Program

Amendment No. 1

San Diego Region (in \$000s)

San Marcos, City of

COMPLETED

| MPO ID: SM59 | | | | | | | | | | RTIP #:25-01 | |
|------------------------------|-------|---|-------|---|-------|-------|-------|--------|--------------------|--------------|------|
| Project Title: | | Annual Street Overlay Project #86009 | | | | | | | TransNet - LSI: CR | | |
| Project Description: | | Various streets throughout the City, potentially including Rancho Santa Fe Rd., Mulberry Dr. and San Marcos Blvd. - Street overlay greater than 1-inch thick to various streets throughout the city | | | | | | | | | |
| Change Reason: | | Complete project | | | | | | | | | |
| | | Capacity Status:NCI | | Exempt Category:Safety - Pavement resurfacing and/or rehabilitation | | | | | | | |
| Est Total Cost: \$138 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - LSI | \$0 | | | | | | | | | | |
| TransNet - LSI (Cash) | \$99 | \$99 | | | | | | | \$99 | | |
| TransNet - LSI Carry Over | \$39 | \$39 | | | | | | | | | \$39 |
| Local Funds | \$0 | | | | | | | | | | |
| TOTAL | \$138 | \$138 | | | | | | | \$99 | | \$39 |
| PROJECT LAST AMENDED 21-03 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - LSI (Cash) | \$99 | \$99 | | | | | | | \$99 | | |
| TransNet - LSI Carry Over | \$39 | \$39 | | | | | | | | | \$39 |
| TOTAL | \$138 | \$138 | | | | | | | \$99 | | \$39 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

Various Agencies

| MPO ID: V10 | | | | | | | | RTIP #:25-01 | | | |
|----------------------------------|--|----------|---|---------|-------|-------|-------|---|----|----|----------|
| Project Title: | Grouped Projects for <i>TransNet</i> Smart Growth Incentive Program | | | | | | | SANDAG ID: 1224060, 1224065, 1224067, 1224068, 1224069, 1224070, 1224072, 1224073 | | | |
| Project Description: | Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) | | | | | | | | | | |
| Change Reason: | Increase funding | | | | | | | | | | |
| Capacity Status:NCI | | | Exempt Category:Other - Transportation enhancement activities | | | | | | | | |
| Est Total Cost: \$45,109 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| <i>TransNet</i> - LSI | \$5,035 | \$185 | \$1,250 | \$1,750 | \$850 | \$500 | \$500 | | | | \$5,035 |
| <i>TransNet</i> - LSI Carry Over | \$1,715 | \$653 | \$1,062 | | | | | | | | \$1,715 |
| <i>TransNet</i> - SGIP | \$16,213 | \$8,177 | \$6,011 | \$2,025 | | | | | | | \$16,213 |
| Local Funds | \$22,146 | \$8,413 | \$13,633 | \$100 | | | | | | | \$22,146 |
| TOTAL | \$45,109 | \$17,428 | \$21,956 | \$3,875 | \$850 | \$500 | \$500 | | | | \$45,109 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| <i>TransNet</i> - LSI | \$5,035 | \$185 | \$1,250 | \$1,750 | \$850 | \$500 | \$500 | | | | \$5,035 |
| <i>TransNet</i> - LSI Carry Over | \$1,715 | \$653 | \$1,062 | | | | | | | | \$1,715 |
| <i>TransNet</i> - SGIP | \$14,397 | \$7,419 | \$5,856 | \$1,122 | | | | | | | \$14,397 |
| Local Funds | \$18,586 | \$4,853 | \$13,633 | \$100 | | | | | | | \$18,586 |
| TOTAL | \$39,733 | \$13,110 | \$21,801 | \$2,972 | \$850 | \$500 | \$500 | | | | \$39,733 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

Various Agencies

| MPO ID: V11 | | | | | | | | | RTIP #:25-01 | | | | | | |
|-----------------------------|-------------|---|-----------|----------------------------|-------|-------|-------|--------|---|-----------|-----------|-------------------|--|-------------------|--|
| Project Title: | | State Route 11 | | | | | | | EA NO: 05631, 05632, 05633, 05634, 05638, 05639 PPNO: 0999 RTP REF: A-5; A-30; B-24 SANDAG ID: 1201101, 1201102, 1201103, 1201105 EARMARK NO: CA393/740 | | | | | | |
| Project Description: | | On new alignment from SR 125 to the U.S.-Mexico Border - Construction of four-lane toll highway facility, CVEF and POE in three segments: Segment 1: SR-11/905 to Enrico Fermi; Segment 2: SR-11 from Enrico Fermi to Siempre Viva; Segment 3: POE from Siempre Viva to Mexico Border. | | | | | | | | | | | | | |
| Change Reason: | | Revise Fund Source | | | | | | | | | | | | | |
| RT:11 | | Capacity Status:CI | | Exempt Category:Non-Exempt | | | | | | | | | | | |
| Est Total Cost: \$1,208,187 | | | | | | | | | Open to Traffic: Phase 1: Mar 2016 | | | Phase 2: Sep 2021 | | Phase 3: Nov 2022 | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON | | | | |
| TransNet - Border | \$33,498 | \$5,150 | \$13,348 | \$15,000 | | | | | \$15,709 | \$2,789 | \$15,000 | | | | |
| TransNet - MC | \$9,141 | \$7,039 | \$2,102 | | | | | | \$7,612 | \$1,529 | | | | | |
| CBI | \$281,287 | \$210,287 | \$71,000 | | | | | | \$67,139 | \$104,091 | \$110,057 | | | | |
| HPP | \$800 | \$800 | | | | | | | \$800 | | | | | | |
| INFRA | \$199,278 | \$49,278 | \$150,000 | | | | | | | | \$199,278 | | | | |
| ITS | \$439 | \$439 | | | | | | | \$439 | | | | | | |
| RSTP | \$32,500 | \$32,500 | | | | | | | \$32,500 | | | | | | |
| Prop 1B - TCIF | \$73,385 | \$73,385 | | | | | | | | | \$73,385 | | | | |
| SB1 - TCEP | \$276,345 | \$84,688 | \$191,657 | | | | | | \$14,610 | \$37,770 | \$223,965 | | | | |
| STIP-IIP NHS | \$6,882 | \$6,882 | | | | | | | \$6,882 | | | | | | |
| STIP-IIP Prior State Cash | \$5,200 | \$5,200 | | | | | | | \$5,200 | | | | | | |
| STIP-IIP State Cash | \$919 | \$919 | | | | | | | \$919 | | | | | | |
| Local Funds | \$288,513 | \$2,600 | | \$285,913 | | | | | \$2,600 | | \$285,913 | | | | |
| Local Funds AC | \$0 | | | | | | | | | | | | | | |
| TOTAL | \$1,208,187 | \$479,167 | \$428,107 | \$300,913 | | | | | \$154,410 | \$146,179 | \$907,598 | | | | |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON | | | | |
| TransNet - Border | \$33,498 | \$5,150 | \$13,348 | \$15,000 | | | | | \$15,709 | \$2,789 | \$15,000 | | | | |
| TransNet - MC | \$9,141 | \$7,039 | \$2,102 | | | | | | \$7,612 | \$1,529 | | | | | |
| CBI | \$281,287 | \$210,287 | \$71,000 | | | | | | \$67,139 | \$104,091 | \$110,057 | | | | |
| HPP | \$800 | \$800 | | | | | | | \$800 | | | | | | |
| INFRA | \$199,278 | \$49,278 | \$150,000 | | | | | | | | \$199,278 | | | | |
| ITS | \$439 | \$439 | | | | | | | \$439 | | | | | | |
| Other Fed -TIFIA | \$285,913 | | | \$285,913 | | | | | | | \$285,913 | | | | |
| RSTP | \$32,500 | \$32,500 | | | | | | | \$32,500 | | | | | | |
| Prop 1B - TCIF | \$73,385 | \$73,385 | | | | | | | | | \$73,385 | | | | |
| SB1 - TCEP | \$276,345 | \$84,688 | \$191,657 | | | | | | \$14,610 | \$37,770 | \$223,965 | | | | |
| STIP-IIP NHS | \$6,882 | \$6,882 | | | | | | | \$6,882 | | | | | | |
| STIP-IIP Prior State Cash | \$5,200 | \$5,200 | | | | | | | \$5,200 | | | | | | |
| STIP-IIP State Cash | \$919 | \$919 | | | | | | | \$919 | | | | | | |
| Local Funds | \$2,600 | \$2,600 | | | | | | | \$2,600 | | | | | | |
| Local Funds AC | \$0 | | | | | | | | | | | | | | |
| TOTAL | \$1,208,187 | \$479,167 | \$428,107 | \$300,913 | | | | | \$154,410 | \$146,179 | \$907,598 | | | | |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

Various Agencies

| MPO ID: V12 | | | | | | | | | | RTIP #:25-01 | |
|---|--|----------|---------|-------|-------|-------|-------|--------|--------------------------------------|--------------|----------|
| Project Title: | Grouped Projects for Bicycle and Pedestrian Facilities. | | | | | | | | SANDAG ID: 1223054, 1223057, 1223058 | | |
| Project Description: | Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized) | | | | | | | | | | |
| Change Reason: | Revise funding between fiscal years | | | | | | | | | | |
| Capacity Status:NCI Exempt Category:Air Quality - Bicycle and pedestrian facilities | | | | | | | | | | | |
| Est Total Cost: \$56,125 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - BPNS | \$26,161 | \$24,404 | \$1,475 | \$266 | \$16 | | | | | | \$26,161 |
| CRP | \$9,143 | \$8,543 | | \$600 | | | | | | | \$9,143 |
| CRRSAA | \$4,100 | \$4,100 | | | | | | | | | \$4,100 |
| RSTP | \$2,813 | \$2,813 | | | | | | | | | \$2,813 |
| ATP - R | \$4,450 | \$4,450 | | | | | | | | | \$4,450 |
| ATP - S | \$2,834 | | \$2,834 | | | | | | | | \$2,834 |
| CAP-TRADE | \$791 | \$791 | | | | | | | | | \$791 |
| TDA - Bicycles | \$5,833 | \$5,813 | \$20 | | | | | | | | \$5,833 |
| TOTAL | \$56,125 | \$50,914 | \$4,329 | \$866 | \$16 | | | | | | \$56,125 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - BPNS | \$26,761 | \$24,404 | \$1,475 | \$555 | \$327 | | | | | | \$26,761 |
| CRP | \$8,543 | \$8,543 | | | | | | | | | \$8,543 |
| CRRSAA | \$4,100 | \$4,100 | | | | | | | | | \$4,100 |
| RSTP | \$2,813 | \$2,813 | | | | | | | | | \$2,813 |
| ATP - R | \$4,450 | \$4,450 | | | | | | | | | \$4,450 |
| ATP - S | \$2,834 | | \$2,834 | | | | | | | | \$2,834 |
| CAP-TRADE | \$791 | \$791 | | | | | | | | | \$791 |
| TDA - Bicycles | \$5,833 | \$5,813 | \$20 | | | | | | | | \$5,833 |
| TOTAL | \$56,125 | \$50,914 | \$4,329 | \$555 | \$327 | | | | | | \$56,125 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

Various Agencies

| MPO ID: V14 | | | | | | | | RTIP #:25-01 | | | |
|---------------------------------|---|----------|----------|---|----------|-------|-------|-----------------------------|----|----|----------|
| Project Title: | Grouped Projects for Bicycle and pedestrian facilities - Active Transportation Program (ATP) | | | | | | | SANDAG ID: 1223093, 1223097 | | | |
| Project Description: | Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized) | | | | | | | | | | |
| Change Reason: | Increase funding | | | | | | | | | | |
| Capacity Status: | | NCI | | Exempt Category:Air Quality - Bicycle and pedestrian facilities | | | | | | | |
| Est Total Cost: \$93,624 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - BPNS | \$1,126 | \$548 | \$98 | \$40 | \$440 | | | | | | \$1,126 |
| TransNet - LSI | \$4,866 | \$4,278 | \$588 | | | | | | | | \$4,866 |
| TransNet - LSI (Cash) | \$50 | \$50 | | | | | | | | | \$50 |
| TransNet - LSI Carry Over | \$3,735 | \$3,543 | \$193 | | | | | | | | \$3,735 |
| TransNet - MC | \$2,000 | | \$1,000 | \$1,000 | | | | | | | \$2,000 |
| ATP - R | \$27,435 | \$7,332 | \$2,240 | \$9,756 | \$8,108 | | | | | | \$27,435 |
| ATP - S | \$40,079 | \$10,395 | \$5,039 | | \$24,645 | | | | | | \$40,079 |
| Local Funds | \$14,033 | \$11,403 | \$2,080 | \$550 | | | | | | | \$14,033 |
| Local RTCIP | \$300 | \$300 | | | | | | | | | \$300 |
| TOTAL | \$93,624 | \$37,849 | \$11,238 | \$11,346 | \$33,193 | | | | | | \$93,624 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - BPNS | \$1,126 | \$548 | \$98 | \$40 | \$440 | | | | | | \$1,126 |
| TransNet - LSI | \$4,866 | \$4,278 | \$588 | | | | | | | | \$4,866 |
| TransNet - LSI (Cash) | \$50 | \$50 | | | | | | | | | \$50 |
| TransNet - LSI Carry Over | \$3,735 | \$3,543 | \$193 | | | | | | | | \$3,735 |
| TransNet - MC | \$2,000 | | \$1,000 | \$1,000 | | | | | | | \$2,000 |
| ATP - R | \$27,435 | \$7,332 | \$2,240 | \$9,756 | \$8,108 | | | | | | \$27,435 |
| ATP - S | \$35,224 | \$6,285 | \$4,294 | | \$24,645 | | | | | | \$35,224 |
| Local Funds | \$14,033 | \$11,403 | \$2,080 | \$550 | | | | | | | \$14,033 |
| Local RTCIP | \$300 | \$300 | | | | | | | | | \$300 |
| TOTAL | \$88,769 | \$33,739 | \$10,493 | \$11,346 | \$33,193 | | | | | | \$88,769 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

Various Agencies

| MPO ID: V16 | | | | | | | | | RTIP #:25-01 | | |
|--------------------------------|---|---------|---|-------|-------|-------|-------|---|--------------|----|---------|
| Project Title: | Grouped Projects for Operating Assistance - <i>TransNet</i> Senior Mini-Grant Program | | | | | | | SANDAG ID: 1271300, 1272700, 3321400, 1270800 | | | |
| Project Description: | Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories: operating assistance to transit operators - non profit agencies providing transportation programs specializing in services for seniors | | | | | | | | | | |
| Change Reason: | Increase funding | | | | | | | | | | |
| Capacity Status:NCI | | | Exempt Category:Mass Transit - Transit operating assistance | | | | | | | | |
| Est Total Cost: \$7,484 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| <i>TransNet</i> - SS | \$5,471 | \$5,054 | \$417 | | | | | | | | \$5,471 |
| FTA 5310 | \$760 | \$760 | | | | | | | | | \$760 |
| FTA 5317 - NF | \$125 | \$125 | | | | | | | | | \$125 |
| Local Funds | \$1,128 | \$1,030 | \$98 | | | | | | | | \$1,128 |
| TOTAL | \$7,484 | \$6,969 | \$515 | | | | | | | | \$7,484 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| <i>TransNet</i> - SS | \$4,098 | \$3,707 | \$391 | | | | | | | | \$4,098 |
| Local Funds | \$1,048 | \$950 | \$98 | | | | | | | | \$1,048 |
| TOTAL | \$5,146 | \$4,657 | \$489 | | | | | | | | \$5,146 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

Various Agencies

| MPO ID: V20 | | | | | | | | RTIP #:25-01 | | | |
|---------------------------------|---|----------|---------|------------------|---------|-----------------------------|-------|---|----|----|----------|
| Project Title: | Grouped Projects for Engineering - Complete Corridor Studies | | | | | | | SANDAG ID: 1600101, 1600501, 1600503, 1600504, 1600505, 1600801, 1601501, 1605201, 1605601, 1607801, 1609401, 1612501 | | | |
| Project Description: | Projects are consistent with 40 CFR part 93.126 Exempt Tables 2 and Table 3 categories - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action; non-capacity increasing. Toll credits are used for the match in the PE Phase. | | | | | | | | | | |
| Change Reason: | Increase funding | | | | | | | | | | |
| Capacity Status: | | NCI | | Exempt Category: | | Other - Engineering studies | | | | | |
| Est Total Cost: \$29,043 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - MC | \$4,413 | \$4,061 | \$189 | \$114 | \$50 | | | | | | \$4,413 |
| FTA 5307 | \$1,097 | | \$1,097 | | | | | | | | \$1,097 |
| Fed Rail Admin (FRA-PRIIA) | \$500 | | \$500 | | | | | | | | \$500 |
| RSTP | \$22,635 | \$19,395 | \$640 | \$1,500 | \$1,100 | | | | | | \$22,635 |
| TDA | \$98 | \$98 | | | | | | | | | \$98 |
| Toll - Managed Lanes | \$300 | | \$239 | \$61 | | | | | | | \$300 |
| TOTAL | \$29,043 | \$23,554 | \$2,665 | \$1,675 | \$1,150 | | | | | | \$29,043 |
| PROJECT LAST AMENDED 25-00 | | | | | | | | | | | |
| | TOTAL | PRIOR | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | FUTURE | PE | RW | CON |
| TransNet - MC | \$4,218 | \$3,872 | \$183 | \$114 | \$50 | | | | | | \$4,218 |
| FTA 5307 | \$1,097 | | \$1,097 | | | | | | | | \$1,097 |
| Fed Rail Admin (FRA-PRIIA) | \$500 | | \$500 | | | | | | | | \$500 |
| RSTP | \$19,714 | \$16,474 | \$640 | \$2,600 | | | | | | | \$19,714 |
| TDA | \$98 | \$98 | | | | | | | | | \$98 |
| Toll - Managed Lanes | \$300 | | \$239 | \$61 | | | | | | | \$300 |
| TOTAL | \$25,927 | \$20,444 | \$2,659 | \$2,775 | \$50 | | | | | | \$25,927 |

**2025 Regional Transportation Improvement Program
Amendment No. 1
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 |
| DEMO - TEA 21 | High Priority Demonstration Program under TEA-21 |
| DEMO-Sec 115 | High Priority Demonstration Program under FY 2004 Appropriations |
| DEMO-Sec 117/STP | Surface Transportation Program under FHWA Administrative Program (congressionally directed appropriations) |
| EARREPU | Earmark Repurposing |
| INFRA/FASTLANE | Infrastructure for Rebuilding America (INFRA) Grant |
| FRA-PRIIA | Federal Railroad Administration Passenger Rail Investment and Improvement Act of 2008 |
| FTA Section 5307 | Federal Transit Administration Urbanized Area Formula Program |
| FTA Section 5309 (NS) | Federal Transit Administration Discretionary - New Starts Program |
| FTA Section 5310 | Federal Transit Administration Elderly & Disabled Program |
| FTA Section 5317 (NF) | Federal Transit Administration New Freedom |
| FTA Section 5339 | Federal Transit Administration Bus and Bus Facilities Formula Grant Program |
| HBP | Highway Bridge Program under SAFETEA-LU |
| HPP | High Priority Program under SAFETEA-LU |
| ITS | Intelligent Transportation System |
| NHS | National Highway System (administered by Caltrans) |
| CRRSAA | Other Fed - Coronavirus Response and Relief Supplemental Appropriations Act |
| RSTP | Regional Surface Transportation Program |
| STP-RL | Surface Transportation Program - Highway Railway Crossings Program (Section 130) |
| TCSP | Transportation, Community & System Preservation |
| TE | Transportation Enhancement Program |
| TIFIA | Transportation Infrastructure Finance and Innovation Act (Federal Loan Program) |
| TIGER | Transportation Investment Generating Economic Recovery (Federal Stimulus) |
| CMAQ/RSTP Conversion | Reimbursement of advanced federal funds which have been advanced with local funds in earlier years |
| <u>State Funding</u> | |
| ATP | Active Transportation Program (Statewide and Regional) |
| Coastal Conservancy | California Coastal Conservancy Fund |
| LBSRA | Local Bridge Seismic Retrofit Account (State Prop. 1B) |
| SB1 - TCEP | Senate Bill 1 - Trade Corridor Enhancement Program |
| SB1 - LPP Formula | Senate Bill 1 - Local Partnership Formula Program |
| SB1 - TIRCP | Senate Bill 1 - Transit and Intercity Rail Program |
| SHOPP (AC) | State Highway Operation & Protection Program |
| STA | State Transit Assistance |

**2025 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

| | |
|--------------------------------|--|
| STIP-IIP | State Transportation Improvement Program - Interregional Program |
| STIP-RIP | State Transportation Improvement Program - Regional Improvement Program |
| TCIF | Trade Corridor Improvement Fund (State Prop. 1B) |
| TIRCP | Transit and Intercity Rail Capital Program |
| TCRP | Traffic Congestion Relief Program |
| <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 |
| RTCIP | Regional Transportation Congestion Improvement Program |
| TDA | Transportation Development Act |
| <i>TransNet-Border</i> | Prop. A Extension Local Transportation Sales Tax - Border |
| <i>TransNet-BPNS</i> | Prop. A Extension Local Transportation Sales Tax - Bicycle, Pedestrian and Neighborhood Safety Program |
| <i>TransNet-CP</i> | Prop. A Local Transportation Sales Tax - Commercial Paper |
| <i>TransNet-H</i> | Prop. A Local Transportation Sales Tax - Highway |
| <i>TransNet-L</i> | Prop. A Local Transportation Sales Tax - Local Streets & Roads |
| <i>TransNet-L (Cash)</i> | TransNet - L funds which agencies have received payment, but have not spent |
| <i>TransNet-LSI</i> | Prop. A Extension Local Transportation Sales Tax - Local System Improvements |
| <i>TransNet-LSI Carry Over</i> | TransNet - LSI funds previously programmed but not requested/paid in year of allocation |
| <i>TransNet-LSI (Cash)</i> | TransNet - LSI funds which agencies have received payment, but have not spent |
| <i>TransNet-MC</i> | Prop. A Extension Local Transportation Sales Tax - Major Corridors |
| <i>TransNet-MC AC</i> | TransNet - Major Corridors - Advanced Construction; mechanism to advance TransNet funds to be reimbursed at a later fiscal year with federal/state funds |
| <i>TransNet-REMP</i> | Prop. A Extension Local Transportation Sales Tax - Regional Environmental Mitigation Program |
| <i>TransNet-SGIP</i> | Prop. A Extension Local Transportation Sales Tax - Regional Smart Growth Incentive Program |
| <i>TransNet-SS</i> | Prop. A Extension Local Transportation Sales Tax - Senior Services |

Revenues
San Diego Association of Governments (SANDAG)
2025 Regional Transportation Improvement Program (in \$000s) - Amendment No.1

| | | 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 | \$489,744 | \$506,890 | \$371,246 | \$372,318 | \$300,892 | \$293,333 | \$225,751 | \$217,226 | \$220,885 | \$207,675 | \$6,520,126 | \$6,648,996 |
| | -- County | \$5,051,555 | \$489,744 | \$506,890 | \$371,246 | \$372,318 | \$300,892 | \$293,333 | \$225,751 | \$217,226 | \$220,885 | \$207,675 | \$6,520,126 | \$6,648,996 |
| | Other Local Funds | \$1,265,210 | \$177,912 | \$176,226 | \$63,703 | \$353,997 | \$34,387 | \$35,678 | \$32,136 | \$32,598 | \$27,469 | \$41,030 | \$1,580,670 | \$1,904,740 |
| | -- City General Funds | \$1,226,644 | \$168,045 | \$166,359 | \$63,703 | \$353,997 | \$34,387 | \$35,678 | \$32,136 | \$32,598 | \$27,469 | \$41,030 | \$1,533,305 | \$1,856,307 |
| | -- Street Taxes and Developer Fees | \$38,566 | \$9,867 | \$9,867 | | | | | | | | | \$47,366 | \$48,434 |
| | -- RSTP Exchange funds | | | | | | | | | | | | | |
| | Other | \$1,244,627 | \$131,895 | \$132,392 | \$126,311 | \$126,311 | \$106,266 | \$106,266 | \$112,007 | \$112,007 | \$129,717 | \$129,717 | \$1,839,264 | \$1,851,320 |
| Local Total | | \$7,561,393 | \$799,551 | \$815,508 | \$561,261 | \$852,626 | \$441,544 | \$435,277 | \$369,895 | \$361,831 | \$378,071 | \$378,423 | \$9,940,060 | \$10,405,057 |
| STATE | State Highway Operations and Protection Program | \$131,206 | \$152,625 | \$178,831 | \$144,057 | \$144,057 | \$113,169 | \$113,169 | \$216,447 | \$216,447 | | | \$734,404 | \$783,710 |
| | SHOPP (Including Augmentation) | \$131,206 | \$152,625 | \$178,831 | \$144,057 | \$144,057 | \$113,169 | \$113,169 | \$216,447 | \$216,447 | | | \$734,404 | \$783,710 |
| | SHOPP Prior | | | | | | | | | | | | | |
| | State Transportation Improvement Program | \$790,044 | \$56,256 | \$56,256 | \$148,813 | \$148,813 | \$126,182 | \$126,182 | \$92,000 | \$92,000 | \$65,100 | \$15,100 | \$1,274,195 | \$1,228,395 |
| | STIP (Including Augmentation) | \$748,295 | \$55,756 | \$55,756 | \$148,813 | \$148,813 | \$126,182 | \$126,182 | \$92,000 | \$92,000 | \$65,100 | \$15,100 | \$1,231,946 | \$1,186,146 |
| | 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 | \$20,292 | \$21,037 | \$21,872 | \$21,872 | \$41,142 | \$41,142 | | | | | \$157,516 | \$162,371 |
| | Highway Maintenance (HM) | | | | | | | | | | | | | |
| | Highway Bridge Program (HBP) | \$201,431 | \$30,199 | \$20,018 | \$28,400 | \$65,684 | \$153,968 | \$8,955 | | \$10,063 | | \$108,723 | \$416,847 | \$414,875 |
| | Road Repair and Accountability Act of 2017 (SBI) | \$674,005 | \$425,107 | \$423,531 | \$64,585 | \$64,585 | \$10,774 | \$10,774 | \$10,774 | \$10,774 | \$10,774 | \$10,774 | \$1,196,020 | \$1,194,444 |
| | 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 | \$41,909 | \$41,909 | \$41,909 | \$41,909 | \$41,909 | \$41,909 | \$41,909 | \$516,818 | \$519,868 |
| | Other | \$361,660 | \$267,730 | \$267,730 | \$120,364 | \$120,364 | \$21,054 | \$21,054 | \$21,054 | \$21,054 | \$7,901 | \$7,901 | \$799,763 | \$799,763 |
| State Total | | \$3,252,869 | \$1,007,833 | \$1,021,708 | \$569,999 | \$608,602 | \$509,092 | \$363,185 | \$382,184 | \$392,247 | \$125,684 | \$185,302 | \$5,816,050 | \$5,823,911 |
| FEDERAL TRANSIT | 5307 - Urbanized Area Formula Program | \$1129,128 | \$110,987 | \$110,987 | \$98,748 | \$98,748 | \$100,811 | \$100,811 | \$102,918 | \$100,811 | \$102,918 | \$100,811 | \$1,568,653 | \$1,641,296 |
| | 5309a - Fixed Guideway Modernization | \$97,086 | \$479 | \$479 | | | | | | | | | \$97,565 | \$97,565 |
| | 5309b - New and Small Starts (Capital Investment Grants) | \$1,002,601 | \$41,396 | \$41,396 | | | | | | | | | \$1,043,380 | \$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 | | | | | | | | | \$11,157 | \$15,013 |
| | 5311 - Nonurbanized Area Formula Program | \$14,461 | \$1,265 | \$1,265 | \$1,265 | \$1,265 | \$1,265 | \$1,265 | \$1,142 | \$1,142 | | | \$19,399 | \$19,399 |
| | 5337 - State of Good Repair | \$526,748 | \$67,770 | \$67,770 | \$68,867 | \$68,867 | \$69,981 | \$69,981 | \$71,113 | \$71,113 | \$71,113 | \$71,113 | \$875,593 | \$875,593 |
| | 5339 - Bus and Bus Facilites Program | \$66,285 | \$6,240 | \$6,240 | \$6,305 | \$6,305 | \$6,371 | \$6,371 | \$6,438 | \$6,371 | \$6,438 | \$6,371 | \$98,077 | \$97,943 |
| | Other | \$151,934 | \$648 | \$648 | | | \$53,893 | \$53,893 | | | | | \$204,126 | \$206,475 |
| | Federal Transit Total | \$3,059,902 | \$232,110 | \$232,110 | \$175,185 | \$175,185 | \$232,322 | \$232,322 | \$181,611 | \$179,437 | \$180,469 | \$178,295 | \$3,977,920 | \$4,057,251 |
| FEDERAL HIGHWAY | Congestion Mitigation and Air Quality (CMAQ) | \$523,023 | \$38,513 | \$38,513 | \$43,363 | \$43,363 | \$44,225 | \$44,225 | \$45,104 | \$45,104 | \$45,104 | \$45,104 | \$739,333 | \$739,333 |
| | Coordinated Border Infrastructure (SAFETEA-LU Sec.1303) | \$332,006 | \$71,000 | \$71,000 | | | | | | | | | \$402,756 | \$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 | | | | | | | | | | | \$75,889 | \$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 | | | | | \$1 | | | | | | | | \$1 |
| | Surface Transportation Program (Regional) | \$699,206 | \$52,427 | \$25,427 | \$53,731 | \$23,731 | \$54,958 | \$37,958 | \$56,205 | \$46,205 | \$56,205 | \$56,205 | \$942,790 | \$888,732 |
| | Tribal Transportation Program | | | | | | | | | | | | | |
| | Other | \$293,014 | \$43,031 | \$65,095 | \$8,374 | \$11,664 | \$5,874 | \$6,020 | \$5,874 | \$6,020 | \$5,874 | \$6,020 | \$293,872 | \$387,835 |
| Federal Highway Total | | \$2,051,852 | \$363,286 | \$358,350 | \$114,067 | \$87,358 | \$105,058 | \$88,204 | \$107,184 | \$97,330 | \$107,184 | \$107,330 | \$2,740,742 | \$2,790,423 |
| 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 | | \$5,182,301 | \$595,895 | \$590,959 | \$310,763 | \$284,053 | \$337,379 | \$320,525 | \$288,795 | \$276,767 | \$287,653 | \$285,625 | \$6,811,218 | \$6,939,731 |
| INNOVATIVE FINANCE | TIFIA (Transportation Infrastructure Finance and Innovation Act) | \$537,484 | | | \$285,913 | | | | | | | | \$823,397 | \$537,484 |
| | Innovative Financing Total | | | | | | | | | | | | \$823,397 | \$537,484 |
| REVENUES TOTAL | | \$16,534,046 | \$2,403,279 | \$2,428,175 | \$1,727,936 | \$1,745,281 | \$1,288,016 | \$1,118,987 | \$1,040,873 | \$1,030,845 | \$791,409 | \$849,349 | \$23,318,488 | \$23,706,683 |

Program

San Diego Association of Governments (SANDAG)

2025 Regional Transportation Improvement Program (in \$000s) - Amendment No. 1

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 | \$465,607 | \$484,396 | \$301,495 | \$302,678 | \$273,732 | \$266,252 | \$167,440 | \$166,299 | -\$390,439 | -\$389,042 | \$5,729,442 | \$5,882,137 |
| | -- TransNet | \$5,051,555 | \$465,607 | \$484,396 | \$301,495 | \$302,678 | \$273,732 | \$266,252 | \$167,440 | \$166,299 | -\$390,439 | -\$389,042 | \$5,729,442 | \$5,882,137 |
| | Other Local Funds | \$1,265,210 | \$177,912 | \$176,226 | \$63,703 | \$353,997 | \$34,387 | \$35,678 | \$32,136 | \$32,598 | \$27,469 | \$41,030 | \$1,580,670 | \$1,904,740 |
| | -- City General Funds | \$1,226,644 | \$168,045 | \$166,359 | \$63,703 | \$353,997 | \$34,387 | \$35,678 | \$32,136 | \$32,598 | \$27,469 | \$41,030 | \$1,533,305 | \$1,856,307 |
| | -- Street Taxes and Developer Fees | \$38,566 | \$9,867 | \$9,867 | | | | | | | | | \$47,366 | \$48,434 |
| | Other | \$1,244,627 | \$131,895 | \$132,392 | \$126,311 | \$126,311 | \$106,266 | \$106,266 | \$112,007 | \$112,007 | \$129,717 | \$129,717 | \$1,839,264 | \$1,851,320 |
| | Local Total | \$7,561,393 | \$775,414 | \$793,014 | \$491,510 | \$782,986 | \$414,385 | \$408,196 | \$311,583 | \$310,904 | -\$233,253 | -\$218,295 | \$9,149,376 | \$9,638,198 |
| STATE | State Highway Operations and Protection Program | \$131,206 | \$152,625 | \$178,831 | \$144,057 | \$144,057 | \$113,169 | \$113,169 | \$216,447 | \$216,447 | | | \$734,404 | \$783,710 |
| | SHOPP (Including Augmentation) | \$131,206 | \$152,625 | \$178,831 | \$144,057 | \$144,057 | \$113,169 | \$113,169 | \$216,447 | \$216,447 | | | \$734,404 | \$783,710 |
| | State Transportation Improvement Program | \$790,044 | \$56,256 | \$56,256 | \$148,813 | \$148,813 | \$126,182 | \$126,182 | \$92,000 | \$92,000 | \$65,100 | \$15,100 | \$1,274,195 | \$1,228,395 |
| | STIP (Including Augmentation) | \$748,295 | \$55,756 | \$55,756 | \$148,813 | \$148,813 | \$126,182 | \$126,182 | \$92,000 | \$92,000 | \$65,100 | \$15,100 | \$1,231,946 | \$1,186,146 |
| | 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 | \$20,292 | \$21,037 | \$21,872 | \$21,872 | \$41,142 | \$41,142 | | | | | \$157,516 | \$162,371 |
| | Highway Maintenance (HM) | | | | | | | | | | | | | |
| | Highway Bridge Program (HBP) | \$201,431 | \$30,199 | \$20,018 | \$28,400 | \$65,684 | \$153,968 | \$8,955 | | \$10,063 | | \$108,723 | \$416,847 | \$414,875 |
| | Road Repair and Accountability Act of 2017 (SB1) | \$674,005 | \$425,107 | \$423,531 | \$64,585 | \$64,585 | \$10,774 | \$10,774 | \$10,774 | \$10,774 | \$10,774 | \$10,774 | \$1,196,020 | \$1,194,444 |
| | 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 | \$41,909 | \$41,909 | \$41,909 | \$41,909 | \$41,909 | \$41,909 | \$41,909 | \$516,818 | \$519,868 |
| | State Emergency Repair Program | | | | | | | | | | | | | |
| | Other | \$361,660 | \$267,730 | \$267,730 | \$120,364 | \$120,364 | \$21,054 | \$21,054 | \$21,054 | \$21,054 | \$7,901 | \$7,901 | \$799,763 | \$799,763 |
| | State Total | \$3,252,869 | \$1,007,833 | \$1,021,708 | \$569,999 | \$608,602 | \$509,092 | \$363,185 | \$382,184 | \$392,247 | \$125,684 | \$185,302 | \$5,816,050 | \$5,823,911 |
| FEDERAL TRANSIT | 5307 - Urbanized Area Formula Program | \$1,129,128 | \$104,206 | \$110,987 | \$93,852 | \$93,852 | \$95,814 | \$95,814 | \$97,816 | \$97,816 | | | \$1,443,959 | \$1,527,597 |
| | 5309a - Fixed Guideway Modernization | \$97,086 | \$479 | \$479 | | | | | | | | | \$97,565 | \$97,565 |
| | 5309b - New and Small Starts (Capital Investment Grants) | \$1,002,601 | \$41,396 | \$41,396 | | | | | | | | | \$1,043,380 | \$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 | | | | | | | | | \$11,157 | \$15,013 |
| | 5311 - Nonurbanized Area Formula Program | \$14,461 | \$1,265 | \$1,265 | \$1,265 | \$1,265 | \$1,265 | \$1,265 | \$1,142 | \$1,142 | | | \$19,399 | \$19,399 |
| | 5337 - State of Good Repair | \$526,748 | \$67,770 | \$67,770 | \$68,867 | \$68,867 | \$69,981 | \$69,981 | \$71,113 | \$71,113 | | | \$804,480 | \$804,480 |
| | 5339 - Bus and Bus Facilities Program | \$66,285 | \$5,553 | \$5,553 | \$6,166 | \$6,166 | \$5,591 | \$5,591 | \$4,721 | \$4,721 | | | \$88,316 | \$88,316 |
| | Other | \$151,934 | \$648 | \$648 | | | \$53,893 | \$53,893 | | | | | \$204,126 | \$206,475 |
| | Federal Transit Total | \$3,059,902 | \$224,642 | \$231,423 | \$170,151 | \$170,151 | \$226,544 | \$226,544 | \$174,792 | \$174,792 | | | \$3,772,351 | \$3,862,812 |
| FEDERAL HIGHWAY | Congestion Mitigation and Air Quality (CMAQ) | \$523,023 | \$23,825 | \$16,825 | \$42,590 | \$36,506 | \$17,000 | \$32,000 | | | | | \$534,200 | \$608,354 |
| | Coordinated Border Infrastructure (SAFETEA-LU Sec.1303) | \$332,006 | \$71,000 | \$71,000 | | | | | | | | | \$402,756 | \$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 | | | | | | | | | | | \$75,889 | \$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 | | | | | \$1 | | | | | | | | \$1 |
| | Surface Transportation Program (Regional) | \$699,206 | \$25,427 | \$15,707 | \$23,731 | \$22,731 | \$24,646 | \$21,867 | \$4,700 | | | | \$747,768 | \$759,511 |
| | Other | \$293,014 | \$42,994 | \$64,674 | \$4,382 | \$9,702 | | | \$512 | | | | \$272,732 | \$367,390 |
| | Federal Highway Total | \$2,051,852 | \$321,562 | \$326,522 | \$79,302 | \$77,538 | \$41,646 | \$53,867 | \$5,212 | | | | \$2,319,448 | \$2,509,779 |
| 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 | \$5,182,301 | \$546,704 | \$558,444 | \$270,962 | \$269,199 | \$268,190 | \$280,411 | \$180,004 | \$174,792 | | | \$6,184,355 | \$6,465,147 |
| INNOVATIVE FINANCE | TIFIA (Transportation Infrastructure Finance and Innovation Act) | \$537,484 | | | \$285,913 | | | | | | | | \$823,397 | \$537,484 |
| | Innovative Financing Total | \$537,484 | | | \$285,913 | | | | | | | | \$823,397 | \$537,484 |
| PROGRAM TOTAL | | \$16,534,046 | \$2,329,950 | \$2,373,166 | \$1,618,384 | \$1,660,787 | \$1,191,667 | \$1,051,792 | \$873,771 | \$877,943 | -\$107,569 | -\$32,994 | \$21,973,178 | \$22,464,741 |

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. 1

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 | \$24,137 | \$22,494 | \$69,751 | \$69,640 | \$27,160 | \$27,081 | \$58,311 | \$50,926 | \$611,325 | \$596,718 | \$790,685 | \$766,859 |
| | | | | | | | | | | | | | |
| 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 | \$6,781 | | \$4,896 | \$4,896 | \$4,997 | \$4,997 | \$5,102 | \$2,995 | \$102,918 | \$100,811 | \$124,694 | \$113,699 |
| | 5309a - Fixed Guideway Modernization | | | | | | | | | | | | |
| | 5309b - New and Small Starts (Capital Investment Grants) | | | | | | | | | | | | |
| | 5309c - Bus and Bus Related Grants | | | | | | | | | | | | |
| | 5310 - Elderly & Persons with Disabilities Formula Program | | | | | | | | | | | | |
| | 5311 - Nonurbanized Area Formula Program | | | | | | | | | | | | |
| | 5337 - State of Good Repair | | | | | | | | | \$71,113 | \$71,113 | \$71,113 | \$71,113 |
| | 5339 - Bus and Bus Facilites Program | \$687 | \$687 | \$139 | \$139 | \$780 | \$780 | \$1,717 | \$1,650 | \$6,438 | \$6,371 | \$9,761 | \$9,627 |
| | Other | | | | | | | | | | | | |
| | Federal Transit Total | \$7,468 | \$687 | \$5,035 | \$5,035 | \$5,777 | \$5,777 | \$6,819 | \$4,645 | \$180,469 | \$178,295 | \$205,568 | \$194,440 |
| FEDERAL HIGHWAY | Congestion Mitigation and Air Quality (CMAQ) | \$14,688 | \$21,688 | \$773 | \$6,857 | \$27,225 | \$12,225 | \$45,104 | \$45,104 | \$45,104 | \$45,104 | \$132,895 | \$130,979 |
| | 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/INFR) | | | | | | | | | | | | |
| | Surface Transportation Program (Regional) | \$27,000 | \$9,720 | \$30,000 | \$1,000 | \$30,312 | \$16,091 | \$51,505 | \$46,205 | \$56,205 | \$56,205 | \$195,022 | \$129,221 |
| | Other | | \$420 | | \$1,963 | | \$6,020 | | \$6,020 | | \$6,020 | | \$20,444 |
| | Federal Highway Total | \$41,687 | \$31,828 | \$30,773 | \$9,820 | \$57,537 | \$34,337 | \$96,609 | \$97,330 | \$101,309 | \$107,330 | \$327,916 | \$280,644 |
| FRA | Passenger Rail Investment and Improvement Act of 2008 (PRIIA) | | | | | | | | | | | | |
| | Other | | | | | | | | | | | | |
| | Federal Railroad Administration Total | | | | | | | | | | | | |
| Federal Total | | \$49,155 | \$32,515 | \$35,808 | \$14,854 | \$63,315 | \$40,114 | \$103,429 | \$101,975 | \$281,779 | \$285,625 | \$533,485 | \$475,084 |
| INNOVATIVE FINANCE | TIFIA (Transportation Infrastructure Finance and Innovation Act) | | | | | | | | | | | | |
| | Innovative Financing Total | | | | | | | | | | | | |
| REVENUES - PROGRAM TOTAL | | \$73,293 | \$55,009 | \$105,559 | \$84,495 | \$90,475 | \$67,195 | \$161,740 | \$152,901 | \$893,104 | \$882,343 | \$1,324,170 | \$1,241,943 |

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

2025 RTIP - Amendment No. 1

Changes During Public Comment Period

| Agency | Project ID | Project Title | INC/(DEC) (\$000) | LEGEND: ↑ Increase ↓ Reduce ↔ Revise + Add new | | Change Description |
|------------------|-------------------------|--|----------------------|--|--|------------------------------------|
| | | | | | | |
| Caltrans | CAL278 | SR78 HOV/Managed Lanes | \$0 | + | | TransNet - MC (AC); + CMAQ |
| Caltrans | CAL614 (Part of CAL46A) | I-805 North Construct Operational Improvements | \$0 | ↔ | | TransNet - MC between fiscal years |
| Various Agencies | V11 | State Route 11 | \$0 | ↓ | | TIFIA and ↑ Local Funds |

Richard Radcliffe

From: Richard Radcliffe
Sent: Thursday, January 9, 2025 3:18 PM
To: Renganathan, Vaikunthan@DOT; Kirsten Uchitel
Cc: Espinosa Araiza, Erika@DOT
Subject: RE: Comments -SANDAG Draft 2025 RTIP Amendment No. 1

Thank you, Vaik. I just received a response from our D11 contact regarding CAL631:

*"The length of the aux lane is approximately **0.4 miles**. The total limits of widening work in the area to accommodate the new lane are approximately 0.8 miles."*

Richard Radcliffe

Associate Financial Analyst

619.595.5649

401 B Street, Suite 800, San Diego, CA 92101



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From: Renganathan, Vaikunthan@DOT <vaikunthan.renganathan@dot.ca.gov>
Sent: Thursday, January 9, 2025 3:15 PM
To: Richard Radcliffe <Richard.Radcliffe@sandag.org>; Kirsten Uchitel <Kirsten.Uchitel@sandag.org>
Cc: Espinosa Araiza, Erika@DOT <Erika.Espinosa.Araiza@dot.ca.gov>
Subject: RE: Comments -SANDAG Draft 2025 RTIP Amendment No. 1

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Hi Richard,

Thank you for your prompt responses. We are okay with all the responses except one (ID# CAL631, p. 22)- which is pending for your additional details.

Vaik Renga, PE, SE

FSTIP Coordinator

Office of Federal Programming & Data Management

Caltrans -Division of Financial Programming

Ph: (916) 215-9785

From: Richard Radcliffe <Richard.Radcliffe@sandag.org>
Sent: Thursday, January 9, 2025 2:55 PM
To: Renganathan, Vaikunthan@DOT <vaikunthan.renganathan@dot.ca.gov>; Kirsten Uchitel <Kirsten.Uchitel@sandag.org>
Cc: Espinosa Araiza, Erika@DOT <Erika.Espinosa.Araiza@dot.ca.gov>
Subject: RE: Comments -SANDAG Draft 2025 RTIP Amendment No. 1

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello Vaik and Erika,

Thank you both for your review and comments. Please see my responses in [blue](#) below. Let us know if you have any additional questions/comments.

For Financial Summary:

- **Highway Bridge Program (Project ID: CAL44):** Programmed amount in the back up listing and Funding table match. However, this programmed amount in the "Financial summary Table" does not match with the rest. For an example, for FY 26/27 financial table shows \$8,955,000 but backup listing and funding table shows \$10,246,300. Please clarify the discrepancy.
 - [The difference between the \\$8,955,297 and the \\$10,246,300 is counted under "Local Funds", in the amount of \\$1,291,003.00](#)
- **Active Transportation Program (Project ID: V14):** Programmed amount in the back up listing and Funding table match. However, this programmed amount in the "Financial summary Table" does not match with the rest. For an example, for FY 24/25 financial table shows \$21,037,000 but backup listing and funding table shows \$11,238,000. Please clarify the discrepancy.
 - [The reason for the difference between the \\$21,037,000 and the \\$11,238,000 is because there are several projects that have ATP programmed that are not included in the V14 ATP Grouped Listing \(i.e., the projects are individually programmed\).](#)

For AQ:

- **San Marcos, modified auxiliary lane** (ID# CAL612, p. 22)- Please clarify what you mean from modification (extending? if so, how much)? Please expand description.
 - [Not extending, no construction, making safety improvements to 0.60-mile-long segment of SR-78](#)
- **In and near San Diego, La Mesa, and El Cajon, from Sunset Cliffs Boulevard to east of Lake Jennings Park Road** (ID# CAL631, p. 22)- How long will the auxiliary lane be? Please expand description.
 - [I have reached out to our programming contact at District 11 to confirm exact length of the Aux Lane portion](#)
- **San Diego River Bridge** (ID# SAN182, p. 27)-Does this have an impact on the travel demand model used for conformity? Has a regionally significant determination been made on this project? If the project is regionally significant it must be individually listed.
 - [This project is non-capacity increasing and is exempt – for Track rehabilitation in existing right of way; we are adding \\$2,464.00 to cover a final payment of an invoice, and the project is no longer in SANDAG Program Budget](#)
- **Batiquitos Lagoon Double Track** (SAN183, p. 27)-Does this have an impact on the travel demand model used for conformity? Has a regionally significant determination been made on this project? If the project is regionally significant it must be individually listed.
 - [This project is non-capacity increasing and is exempt – for Track rehabilitation in existing right of way](#)

Richard Radcliffe

Associate Financial Analyst

619.595.5649

401 B Street, Suite 800, San Diego, CA 92101



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From: Renganathan, Vaikunthan@DOT <vaikunthan.renganathan@dot.ca.gov>

Sent: Thursday, January 9, 2025 12:43 PM

To: Richard Radcliffe <Richard.Radcliffe@sandag.org>; Kirsten Uchitel <Kirsten.Uchitel@sandag.org>

Cc: Espinosa Araiza, Erika@DOT <Erika.Espinosa.Araiza@dot.ca.gov>

Subject: Comments -SANDAG Draft 2025 RTIP Amendment No. 1

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Hi Richard,

Thank you for the opportunity to review SANDAG's proposed 2025 FTIP Amendment #01. Please see total of six (6) comments – two from Caltrans Federal Programming Office and four from Caltrans AQ Branch.. Please include these comments along with SANDAG's responses as a part of the public comments for this amendment.

- **Highway Bridge Program (Project ID: CAL44):** Programmed amount in the back up listing and Funding table match. However, this programmed amount in the "Financial summary Table" does not match with the rest. For an example, for FY 26/27 financial table shows \$8,955,000 but backup listing and funding table shows \$10,246,300. Please clarify the discrepancy.
- **Active Transportation Program (Project ID: V14):** Programmed amount in the back up listing and Funding table match. However, this programmed amount in the "Financial summary Table" does not match with the rest. For an example, for FY 24/25 financial table shows \$21,037,000 but backup listing and funding table shows \$11,238,000. Please clarify the discrepancy.

Please let me know if you have any questions or concerns.

Vaik Renga, PE, SE

FSTIP Coordinator

Office of Federal Programming & Data Management

Caltrans -Division of Financial Programming

Ph: (916) 215-9785

From: Espinosa Araiza, Erika@DOT <Erika.Espinosa.Araiza@dot.ca.gov>
Sent: Monday, January 6, 2025 11:31 AM
To: Renganathan, Vaikunthan@DOT <vaikunthan.renganathan@dot.ca.gov>; Kang, Peter B@DOT <peter.kang@dot.ca.gov>; Ashby-Camp, Jennifer@DOT <Jennifer.Ashby-Camp@dot.ca.gov>
Cc: Tavit, Rodney A@DOT <rodney.tavit@dot.ca.gov>; Le, Kien T@DOT <kien.le@dot.ca.gov>
Subject: SANDAG Grouped Programming Listing

Good morning,

The Air Quality Branch completed a review of SANDAG's Draft 2025 RTIP Amendment 1 grouped project listings (see attached email). We based these comments on FHWA's recommendation on p. 7 of the 2025 FSTIP Findings. Please see our comments below. Can your team include these in your comments to the MPO? I have also attached the PDF.

- **San Marcos, modified auxiliary lane** (ID# CAL612, p. 22)- Please clarify what you mean from modification (extending? if so, how much)? Please expand description.
- **In and near San Diego, La Mesa, and El Cajon, from Sunset Cliffs Boulevard to east of Lake Jennings Park Road** (ID# CAL631, p. 22)- How long will the auxiliary lane be? Please expand description.
- **San Diego River Bridge** (ID# SAN182, p. 27)-Does this have an impact on the travel demand model used for conformity? Has a regionally significant determination been made on this project? If the project is regionally significant it must be individually listed.
- **Batiquitos Lagoon Double Track** (SAN183, p. 27)-Does this have an impact on the travel demand model used for conformity? Has a regionally significant determination been made on this project? If the project is regionally significant it must be individually listed.

I am available to answer any questions.

Best,



Erika Espinosa Araiza (she/her)

Associate Transportation Planner

Air Quality Branch

Division of Transportation Planning

(916) 662-6358



[Chat With Me on Teams!](#)

Federal Requirements Analysis for 2025 RTIP Amendment No. 1

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, as amended (Amended 2021 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. 1 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. 1, 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. 1, 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. 1, is consistent with the Amended 2021 Regional Plan adopted on December 10, 2021 (policies, programs, and projects). All projects conform to the scope, cost, and schedule included in the Amended 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. 1 are consistent with the emissions analyses for the Amended 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 Amended 2021 Regional Plan and the 2025 RTIP, as amended.

Finding: The 2025 RTIP, including Amendment No. 1, 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. 1 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. 1 was posted for a 15-day public comment period from December 18, 2024, through January 9, 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. 1 were submitted to the CWG on December 23, 2024, 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

January 17, 2025

2025 Performance Management Rule 1 Safety Target Setting

Overview

Since 2015, the Federal Highway Administration (FHWA) has issued a number of Final Rules that established requirements for states and Metropolitan Planning Organizations (MPOs). Performance Management Rule 1 (PM 1) focuses on transportation safety on all public roads regardless of ownership or functional classification. An overview of the California Safety Performance Management Targets including the performance measures, calculations, and data sources is included in Attachment 1.

State Departments of Transportation are required to set PM 1 targets by August 31 of each year for the subsequent calendar year. MPOs have 180 days from that date to establish regional targets or agree to support the state targets. For the prior seven target setting cycles (2018-2024), SANDAG has supported the state targets.

Key Considerations

The California Department of Transportation (Caltrans), in cooperation with the Office of Traffic Safety (OTS), is required to set five annual Safety Performance Management Targets for all public roads in the State of California. This requirement supports the data-driven performance focus of the Highway Safety Improvement Program (HSIP). Caltrans and OTS have adopted the performance measures shown in Table 1.

Table 1. 2025 Performance Measures and Targets (Based on 5-Year Rolling Average)

| Performance Measure | 2025 Target (5-Year Rolling Average) | 2025 Target (Annual Value) | Average Annual Reduction |
|--|---|-------------------------------|-----------------------------|
| Number of Fatalities | 4,048.6 | 3,818 | 2.84% |
| Fatality Rate (per 100M VMT) | 1.26 | 1.14 | 4.61% |
| Number of Serious Injuries | 16,630.5 | 15,404 | 3.69% |
| Serious Injury Rate (per 100M VMT) | 4.77 | 4.42 | 3.69% |
| Number of Non-Motorized Fatalities and Serious Injuries | 4,373.3 | 4,071 | 2.84% (F) 3.69% (SI) |

Note: The fatalities, fatality rate, and serious injuries targets are set in coordination with OTS.

Caltrans and OTS agreed on a method for the 2025 safety performance targets that incorporates trends during COVID and other impacts that caused fatalities and serious injuries to increase. The State ensured that targets provide a reduction or remain constant compared to the 2021 five-year rolling average, as federally required. This approach is consistent with Caltrans Director's Policy on Road Safety, the SANDAG [Regional Vision Zero Action Plan](#) (VZAP), and both agencies' shared vision of reaching zero fatalities and serious injuries.

Action: Approve

The Transportation Committee is asked to approve supporting the 2025 statewide safety targets established by Caltrans.

Fiscal Impact:

If California does not make significant progress on statewide safety targets, Caltrans must use Highway Safety Improvement Program apportionment only for highway safety improvement projects.

Schedule/Scope Impact:

SANDAG must elect to support the statewide 2025 targets or develop regional 2025 targets and submit this information to Caltrans by February 27, 2025.

Next Steps

Pending the Transportation Committee's approval and ratification by the SANDAG Board of Directors, SANDAG will submit the PM 1 2025 target setting documents to Caltrans in advance of the February 27, 2025, deadline.

Progress toward target achievement is summarized in the Federal System Performance Report of the 2021 Regional Plan ([Appendix O](#)) and will be updated in the 2025 Regional Plan. Similarly, programming efforts that support the targets achievement are included in the 2025 Regional Transportation Improvement Program (RTIP) ([Appendix H](#)) and will be update in future RTIPs.

As identified in the VZAP, SANDAG is committed to working towards Vision Zero through Implementation Actions focused on seven strategies shown in [Technical Appendix C](#).

Antoinette Meier, Senior Director of Regional Planning

Attachment: 1. California Safety Performance Management Targets for 2025

California Safety Performance Management Targets for 2025

The California Department of Transportation (Caltrans), in cooperation with the Office of Traffic Safety (OTS), is required to set five annual Safety Performance Management Targets (SPMTs) for all public roads in the State of California by August 31 of each year. This is pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141). The Safety Performance Management Final Rule adds Part 490 to Title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150.

Caltrans set SPMTs for the 2025 calendar year by August 31, 2024. Caltrans and OTS have adopted the following performance measures shown in Table 1.

TABLE 1. PERFORMANCE MEASURE AND TARGET BASED ON 5-YEAR ROLLING AVERAGE

| Performance Measure | FY 2025 Target (5-Year Average) | FY 2025 Target (Actual Annual Number) | Average Annual Reduction |
|---|---------------------------------|---------------------------------------|--------------------------|
| Number of Fatalities | 4,048.6 | 3,818 | 2.84% |
| Fatality Rate (per 100M VMT) | 1.26 | 1.14 | 4.61% |
| Number of Serious Injuries | 16,630.5 | 15,404 | 3.69% |
| Serious Injury Rate (per 100M VMT) | 4.77 | 4.42 | 3.69% |
| Number of Non-Motorized Fatalities and Serious Injuries | 4,373.3 | 4,071 | 2.84% (F) 3.69% (SI) |

Note: The fatalities, fatality rate, and serious injuries targets are set in coordination with OTS.

Federal Guidance and Requirements

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads and focuses on performance. The HSIP regulation under 23 CFR 924 establishes the Federal Highway Administration's (FHWA) HSIP policy, as well as program structure, planning, implementation, evaluation and reporting requirements for States to successfully administer the HSIP.

The Safety Performance Management (PM) Final Rule supports the data-driven performance focus of the HSIP. The Safety PM Final Rule establishes five performance measures as five-year rolling averages to carry out the HSIP. The performance measures include:

- (1) Number of Fatalities,
- (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
- (3) Number of Serious Injuries,
- (4) Rate of Serious Injuries per 100 million VMT, and
- (5) Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

These safety performance measures are applicable to all public roads regardless of ownership or functional classification.

California Safety Planning and Target Setting

The overarching highway safety plan for the State of California is the Strategic Highway Safety Plan (SHSP). In January 2023, California updated its SHSP, which is a statewide, coordinated traffic safety plan that provides a comprehensive framework for reducing roadway fatalities and serious injuries on California's public roads. The SHSP is a multi-disciplinary effort involving Federal, tribal, State, and local representatives from the 5Es who dedicate countless hours to improve safety and partnerships across disciplines where the 5Es represent education, enforcement, engineering, emergency response, and emerging technologies.

States must establish statewide targets for each of the federal safety performance measures. States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any, or all, of the measures. Targets are established annually. For three performance measures (number of fatalities, rate of fatalities, and number of serious injuries), targets must be identical to the targets established for the National Highway Traffic Safety Administration (NHTSA) Highway Safety Grants program that is administered by OTS. The State Departments of Transportation (DOTs) must also coordinate with their Metropolitan Planning Organizations (MPOs) in their States on establishment of targets, to the maximum extent practicable. States will report targets to the FHWA in the HSIP report due in August of each year.

However, NHTSA and FHWA released a final rule on May 6, 2024 amending the uniform procedures for State Highway Safety Grant Programs (88 FR 36472) waiving the requirement to have identical common performance targets for FY 2025. Despite the waiver, Caltrans and OTS collaborated to set matching targets for both the HSP and HSIP for FY 2025.

When developing the FY 2024 – 2026 Highway Safety Plan (HSP), Caltrans and OTS coordinated to develop a target setting methodology that is consistent and meets both NHTSA and FHWA targets for the three common performance measures.

Caltrans and OTS agreed on a method for the performance measures for FY 2024, 2025, and 2026 that builds upon trends during COVID and other impacts that are causing fatalities and serious injuries to increase. The State ensured that targets provide a reduction or remain constant compared to the 2021 five-year rolling average, aligned with the NHTSA rulemaking. Therefore, OTS set the 2026 five-year rolling average target equal to the 2021 five-year rolling average and used the average annual change to calculate the annual 2022, 2023, 2024 and 2025 values.

Each MPO will establish targets for the same five safety performance measures for all public roads in the MPO's planning area within 180 days after the State establishes each target. The targets will be established in coordination with the State, to the maximum extent practicable. The MPO can either agree to support the State DOT target or establish a numerical target specific to the MPO planning area. MPOs' targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

A State is considered to have met, or made significant progress toward meeting, its safety targets when at least four of the five targets are met or the outcome for the performance measure is better than the baseline performance the year prior to the target being set. Optional urbanized area or non-urbanized area targets will not be evaluated. Each year that FHWA determines a State has not met or made significant progress toward meeting its performance targets, the State will be required to use obligation authority equal to the baseline year HSIP apportionment for safety projects. States must also develop a HSIP Implementation Plan.

Target Selection Methodology

There are three steps to setting safety performance targets, which are:

- (1) estimating the existing trend to determine where the State is,
- (2) determining what external factors will impact the target in order to adjust the trend for demographic and socioeconomic changes, and
- (3) estimating targets based on forecasted fatality reductions from safety plans.

Since SPMTs are applicable to all public roads in California, regional and local jurisdictions should be notified of the safety target setting process. On September 10, 2024, a virtual outreach meeting was held to discuss the SPMTs with the MPOs and other vested stakeholders. During this meeting, the 2025 SPMTs were presented along with the methodology, which extrapolates the annual decrease of fatalities and serious injuries into the future.

Statewide Number of Fatalities

The 2025 target for the number of fatalities is a five-year rolling average of **4,048.6**. NHTSA's Fatality Analysis Reporting System (FARS) data was used from 2012 through 2021. In California, traffic fatalities generally increased between 2012 to 2017 as shown in Figure 1, but there was a 2.2% reduction in traffic fatalities in 2017 from 3,884 to 3,798 in 2018 and a 2.1% reduction in traffic fatalities in 2018 from 3,798 to 3,719 in 2019. Traffic fatalities then jumped by 7.0% in 2020 and 7.7% in 2021.

Caltrans and OTS considered several options while reviewing the various trends for the 2025 target. Some options included and excluded COVID-impacted years and the expected projections. Another option was a vision zero target where the necessary annual reductions were determined to reach zero fatalities by 2050. These various methods either resulted in an increasing target from the 2021 five-year rolling average or provided inconsistencies as to which data or years to include to determine the target.

In Figure 1, the green bars reflect the data that was available in FARS at the time of the target setting process and the gray bars reflect the projected annual decrease of 2.84%. The dark green line represents the 5-year rolling average of the annual number of fatalities.

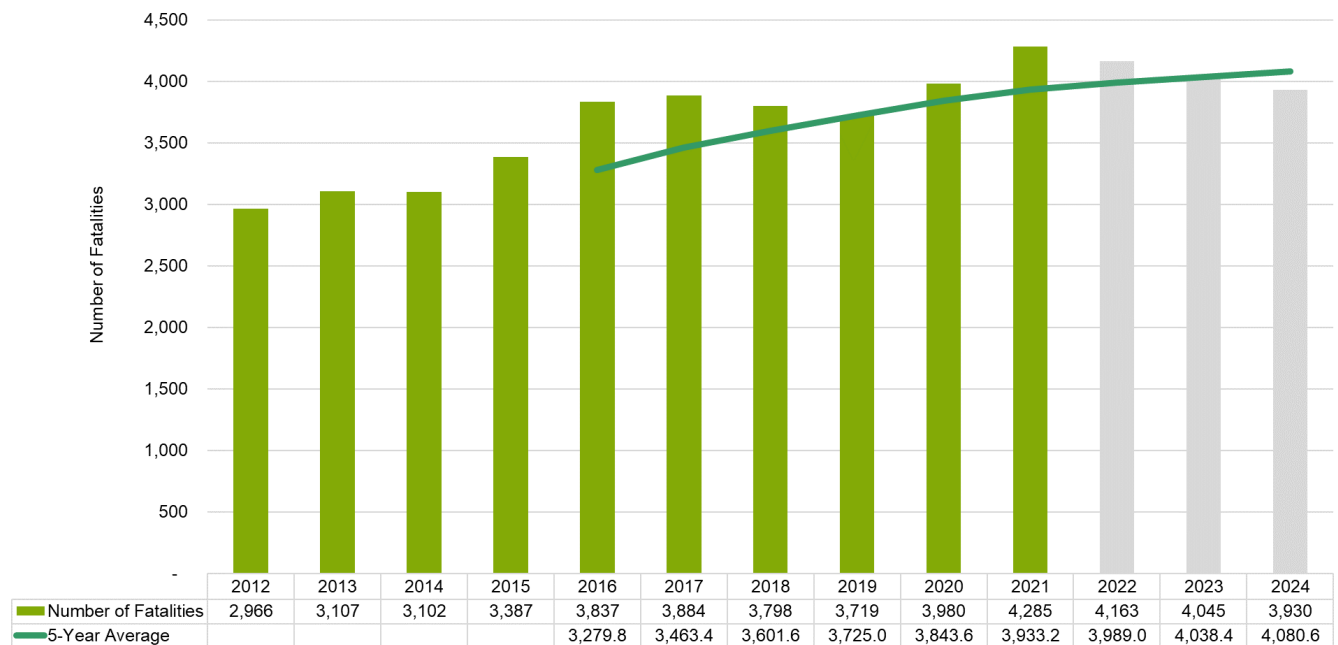


FIGURE 1 – STATEWIDE NUMBER OF FATALITIES

Through assistance with the HSIP, many California agencies have or are developing Local Roadway Safety Plans that put a focus on reducing fatal and serious injury crashes throughout their respective jurisdictions. This coupled along with an increase in the number of OTS grants from the prior year will assist California in continuing this downward trend in fatalities.

Statewide Number of Serious Injuries

The 2025 target for the number of serious injuries is a five-year rolling average of **16,630.5**. CHP's Statewide Integrated Traffic Records System (SWITRS) data was used from 2012 through 2021; however, the final data for 2021 was not available and considered preliminary at the time of 2024 target setting. In California, serious injuries due to traffic crashes generally increased between 2012 to 2016, and then in 2018, the first full year when the serious injury definition included suspected serious injury, resulted in a significant 13.8% increase. There was a 6.8% reduction in 2019 from 16,443 to 15,392 in 2020, but then there was another significant 16.3% increase in 2021.

To comply with NHTSA's new requirements, Caltrans and OTS agreed on a target-setting method where the 2026 five-year rolling average target will be equal to the 2021 five-year rolling average and using the average annual change to calculate the annual 2022, 2023, 2024, 2025 and 2026 values. Since Caltrans continues to report performance measures and targets annually, the expected projections will be shown through 2024 only.

In Figure 2, the green bars reflect the data that was available in SWITRS at the time of the target setting process and the gray bars reflect the projected annual decrease of 3.69%. The dark green line represents the 5-year rolling average of the annual number of serious injuries.

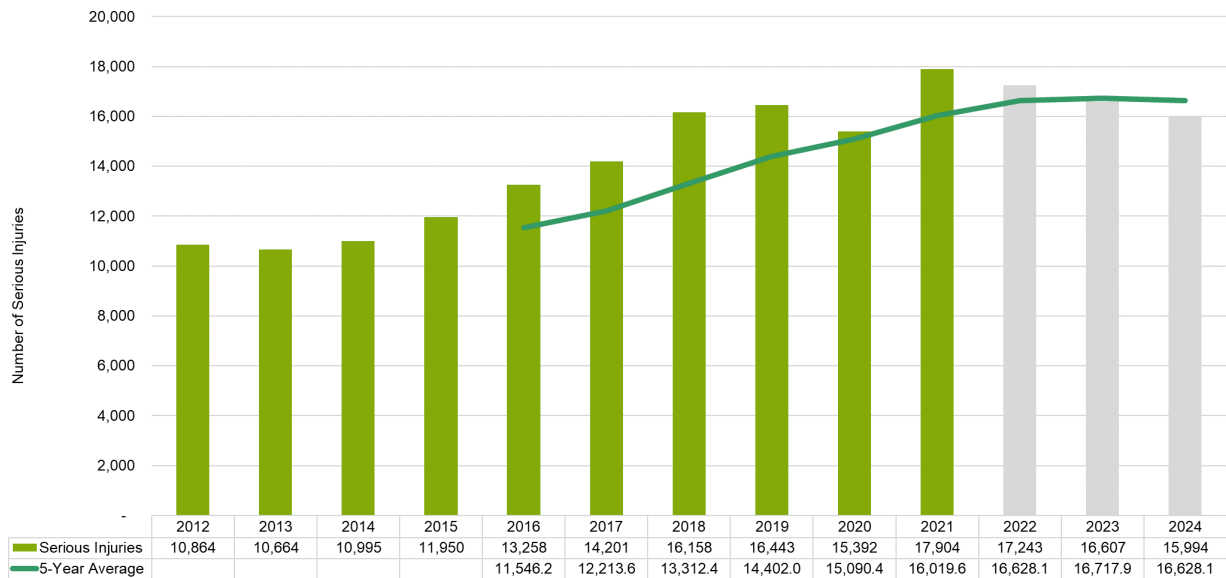


FIGURE 2 – STATEWIDE NUMBER OF SERIOUS INJURIES

Statewide Fatality Rate

The 2025 target for the fatality rate is a five-year rolling average of **1.26**. NHTSA used the Crash Data Acquisition Network to share the fatality rate per 100 million vehicle miles driven. In California, the fatality rate generally increased between 2012 to 2017, and there was a 3.7% reduction in 2018 and 2019 only to have a 22% increase occur in 2020 and then a 3.8% increase in 2021.

To comply with NHTSA's new requirements, Caltrans and OTS agreed on a target-setting method where the 2026 five-year rolling average target will be equal to the 2021 five-year rolling average and using the average annual change to calculate the annual 2022, 2023, 2024, 2025 and 2026 values. Since Caltrans continues to report performance measures and targets annually, the expected projections will be shown through 2024 only.

In Figure 3, the green bars reflect the data that was available through NHTSA at the time of the target setting process and the gray bars reflect the projected annual decrease of 4.61%. The dark green line represents the 5-year rolling average of the annual fatality rates.

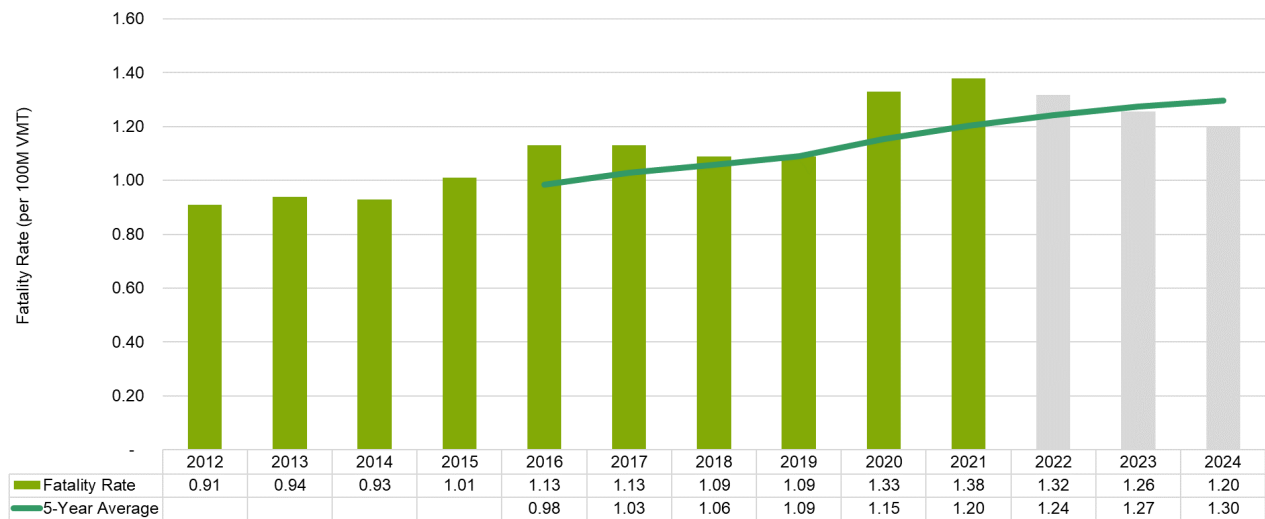


FIGURE 3 – STATEWIDE FATALITY RATE (PER 100M VMT)

Statewide Serious Injury Rate

The 2025 target for the serious injury rate is a five-year rolling average of **4.77**. CHP's Statewide Integrated Traffic Records System (SWITRS) data was used from 2012 through 2021; however, the final data for 2021 was not available and considered preliminary at the time of 2024 target setting. In California, the serious injury rate due to traffic crashes generally increased between 2012 to 2017, and then in 2018, the suspected serious injury inclusion resulted in a 12.1% increase. There was another 9.8% increase in 2020.

In Figure 4, the green bars reflect the data that was available through SWITRS at the time of the target setting process and the gray bars reflect the projected annual decrease of 3.69%. The dark green line represents the 5-year rolling average of the annual serious injury rate.

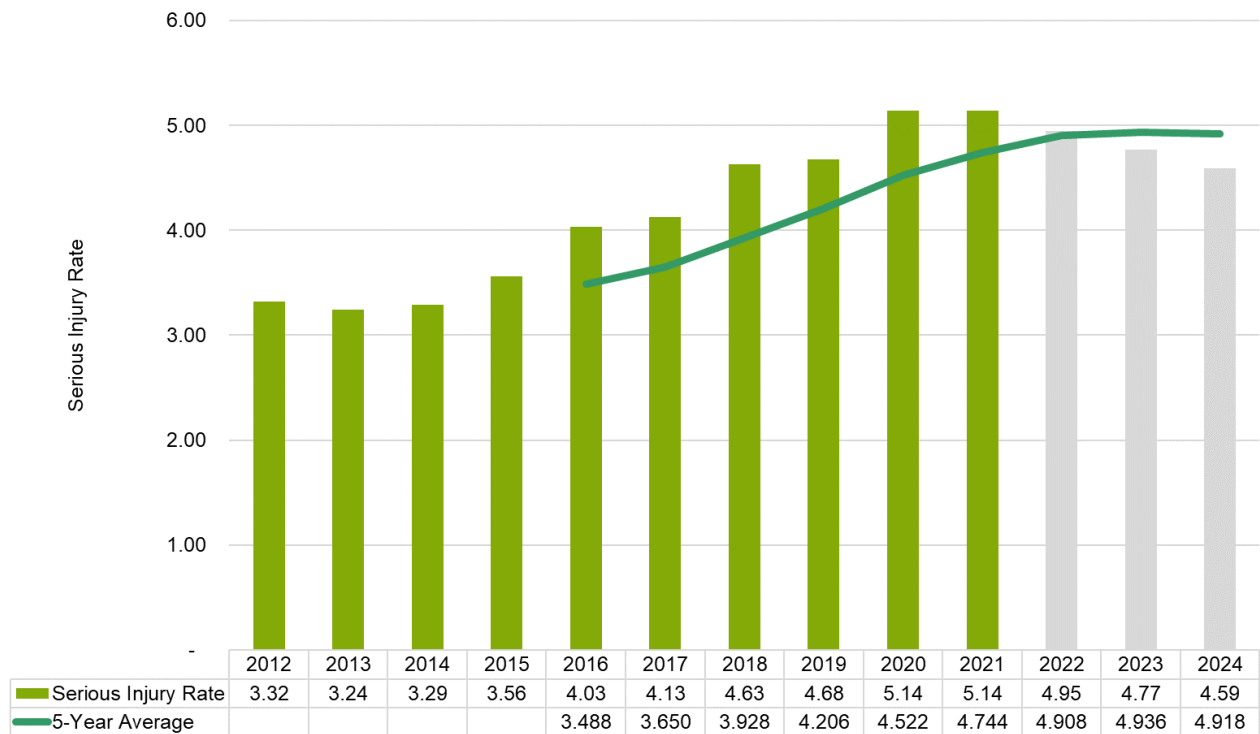


FIGURE 4 – STATEWIDE SERIOUS INJURY RATE (PER 100M VMT)

Statewide Non-Motorized Fatalities and Non-Motorized Serious Injuries (Pedestrians and Bicyclists)

The 2025 target for non-motorized fatalities and non-motorized serious injuries is a five-year rolling average of **4,373.3**. In Figure 5, the light green bars reflect the number of fatalities from FARS and the dark green bars reflect the number of serious injuries from SWITRS at the time of target setting for pedestrians and bicyclists combined. The gray bars reflect the annual decrease of 2.84% for non-motorized fatalities and the dark gray bars reflect the annual decrease of 3.69% for non-motorized serious injuries. The dark green line represents the 5-year rolling average of the annual non-motorized fatalities and non-motorized serious injuries.

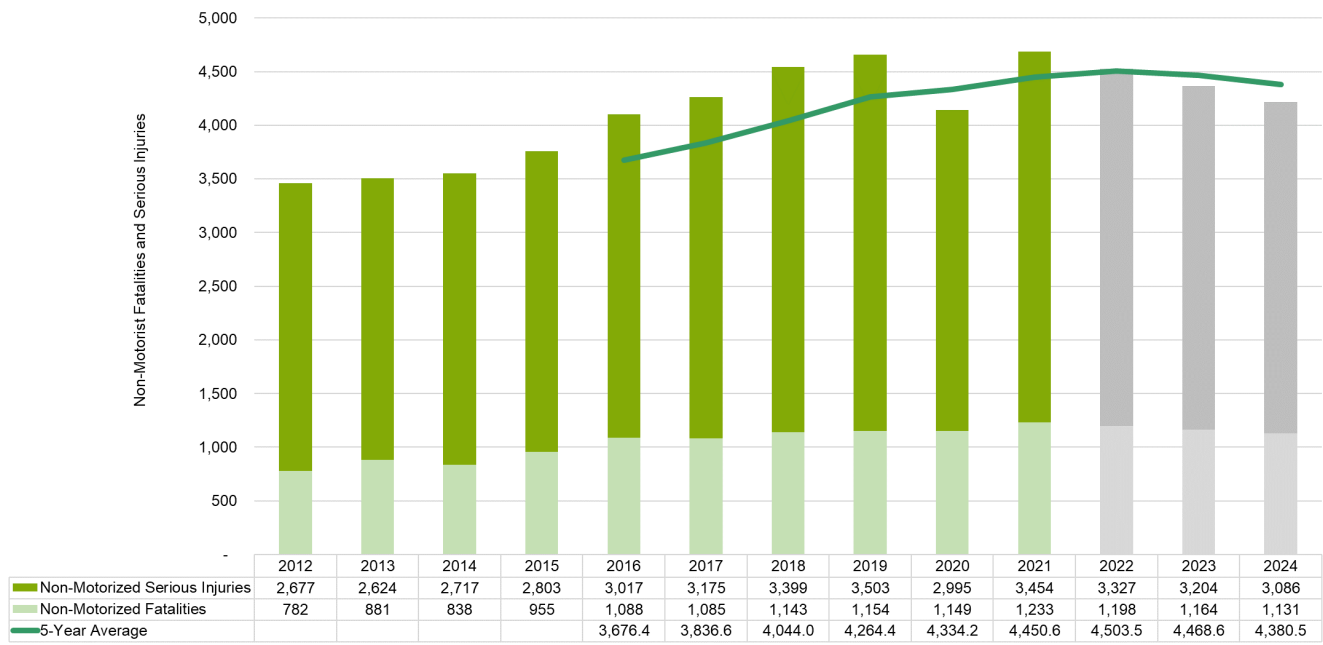


FIGURE 5 – STATEWIDE NON-MOTORIZED FATALITIES AND SERIOUS INJURIES (COMBINED)

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January 17, 2025

Access for All Grant Program: Cycle 2 Call for Projects Funding Recommendations

Overview

The Access for All (AFA) Grant Program funds projects that provide on-demand Wheelchair Accessible Vehicle (WAV) trips to individuals with disabilities throughout the region. Prior to the program's inception, there were no Transportation Network Companies (TNCs) that provided WAV transportation in San Diego County. TNCs provide prearranged, fee-based transportation services using an online-enabled application or platform (such as a smartphone app) to connect drivers with passengers. [SANDAG's 2020 Coordinated Plan](#) identifies on-demand WAV service as a high-priority need for the region.

On September 22, 2018, the Governor signed into law U.S. Senate Bill 1376 (Hill, 2018), creating the TNC Access for All Act. Pursuant to the Act, the California Public Utilities Commission (CPUC) was required to establish a program relating to the accessibility of TNC services for persons with disabilities, including wheelchair users who need a WAV. The purpose of the CPUC's TNC AFA Program is to incentivize the expansion and availability of on-demand transportation services for people with disabilities statewide.

Funds for the program are administered on the county level by Local Access Fund Administrators (LAFAs). SANDAG was selected as the LAFA for San Diego County beginning in 2021 and has continued in this role each subsequent year. Funding for the program comes from a ten-cent fee assessed on each TNC trip that originates in San Diego County. SANDAG then distributes this grant funding to Access Providers, who are awarded funding through a competitive process known as the Call for Projects (CFP). The first cycle of AFA funding awarded \$2,530,004 dollars to one grantee who provided over 10,500 WAV trips and over 2,500 on-demand WAV trips in San Diego County. Additional details on the AFA program are available in Attachment 1.

Key Considerations

The total funding available for the second cycle is \$2.3 million. To develop the Cycle 2 CFP, SANDAG conducted outreach to stakeholders, including service providers and disability advocates in the region, with a stakeholder engagement workshop and feedback from the Social Services Transportation Advisory Council (SSTAC). This feedback helped to inform the Cycle 2 CFP and evaluation criteria, which were modified and approved by the Board of Directors on [May 26, 2023](#) (Item 6). In March 2024, the CFP was released, and five applications were received when the Call for Projects closed on June 14, 2024.

Following an initial eligibility review, all applications were provided to the evaluation committee, which reviewed and provided the qualitative scores for each application consistent with the evaluation criteria approved by the Board. SANDAG staff provided the quantitative scores, which were then added to the average qualitative score and resulted in the total application score and resulting funding recommendations. The results of this process are included in Attachment 2 and show that the applicant with the highest total application score is recommended to receive the entire amount of funding available.

Action: **Recommend**

The Transportation Committee is asked to recommend that the Board of Directors approve the funding recommendation for the Access for All Cycle 2 Call for Projects.

Fiscal Impact:

Pending Board of Directors approval, approximately \$2.3 million in Access for All funding would be awarded to the recommended project through Overall Work Program No. 3322100.

Schedule/Scope Impact:

The awarded project would begin in March 2025 and be completed by March 2026.

Next Steps

On January 24, 2025, the Board will be asked to consider the recommendation of the Transportation Committee. Pending Board approval, staff will execute a grant agreement with the recommended applicant in early 2025, and AFA services will be provided through March 2026.

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

Attachments: 1. AFA Cycle 2 Discussion Memo
 2. AFA Cycle 2 Funding Recommendations

Discussion Memo

Program Overview

The Access for All (AFA) Program provides two mechanisms to meet the statute's overall goal of expanding and improving on-demand WAV transportation service in California: one is through Transportation Network Companies (TNCs') investments and the other is through local access providers.

In January 2019, the California Public Utilities Commission (CPUC) required TNCs to collect an "Access Fee" in the amount of \$0.10 for each TNC trip and to remit the total fees collected within each county every quarter to the CPUC. The fees collected from TNCs are deposited in the TNC Access Fund for distribution to local access providers through Local Access Fund Administrators (LAFAs). The LAFA of each county provides AFA fees to access providers through a competitive process. Access providers are organizations that are able to provide WAV services similar to those of TNCs but require additional financial resources to do so.

If TNCs expand or improve on-demand WAV service, they may "offset" the fees due to the CPUC by the amounts they spend to improve WAV service in each county. The TNCs may keep some of the Access Fee revenue they collect, so long as the WAV service meets performance requirements set by the CPUC.

Local Access Fund Administrators

Entities that may serve as LAFAs are limited to metropolitan planning organizations (MPOs), regional transportation planning agencies (RTPAs), and county transportation commissions (CTCs). In the event the aforementioned entities do not apply, a local transit agency may apply. Each geographic area may only be served by a single LAFA. The primary role of a LAFA is to administer the AFA Program in the geographic area within its jurisdiction. Specifically, LAFAs are required to develop local WAV programs and to contract with and obligate available funds to eligible access providers in accordance with criteria adopted by the CPUC and outlined in the [Program Requirements](#). Once an agency is selected to be a LAFA, it is required to carry out the following responsibilities:

- Establish a process for access provider selection.
- Select access providers to receive AFA funds based on criteria adopted by the CPUC and outlined in the Program Requirements.
- Obligate available AFA funds to selected access providers.
- Submit a consolidated quarterly report to the CPUC based on access providers' quarterly reports submitted to the LAFA.
- Submit annual and other quarterly reports to ensure that progress is made toward the broader goals and objectives of the AFA Program and California Senate Bill 1376 (Hill, 2018)

The SANDAG Board of Directors approved the submission of an application for SANDAG to serve as the San Diego Region's LAFA on [April 23, 2021 \(Item 9\)](#). The AFA Program Guidelines permit LAFAs to retain their status for the duration of the Program if they reaffirm their commitment in April of each year. The CPUC approved SANDAG's application to serve as the LAFA for funds utilized for Cycle 2 on June 23, 2022, and June 29, 2023 (CPUC funding years 2022 and 2023). The CPUC reaffirmed SANDAG as the region's LAFA on June 20, 2024.

Amount of Funding Available

The AFA Program will collect Access Fees through June 30, 2025, and be available for distribution by the LAFAs through 2027. The CPUC releases the AFA balance to the LAFAs by January 30 each year. The AFA balance for the San Diego region under the last four reporting periods is shown in the table below.

| Reporting Date | Access Fund Balance for the San Diego Region | AFA Fee Collection Period |
|------------------|--|---------------------------|
| January 30, 2021 | \$2,976,476 | July 2019 to June 2020 |
| January 30, 2022 | \$1,798,113 | July 2020 to June 2021 |
| January 30, 2023 | \$952,043 | July 2019 to June 2022* |
| January 30, 2024 | \$2,731,158 | July 2022 to June 2023 |

SANDAG is required to distribute the AFA funds on a competitive basis, and that effort must be conducted to coincide with the amount of funding provided by the CPUC. The Cycle 2 Call for Projects distributes funding released by CPUC on January 30, 2022, combined with January 30, 2023. SANDAG staff elected to combine two funding cycles for the Cycle 2 Call for Projects because they were smaller and combined to maintain funding more consistent with the Cycle 1 Call for Projects. SANDAG is permitted to retain a maximum of 15 percent of the Access Fees for administrative costs in serving as the LAFA; therefore, the amount available for the Cycle 2 Call for Projects is \$2,337,633.

Access for All Cycle 2 Funding Recommendations

Available
funding: **\$2,337,633.00**

| Project ID | Applicant Name | Total AFA Funding Requested | Average Qualitative Score | Quantitative Score | Total Application Score | AFA Funding Recommendation |
|------------|---|-----------------------------|---------------------------|--------------------|-------------------------|----------------------------|
| F1 | Facilitating Access to Coordinated Transportation | \$2,337,633 | 85.8 | 20 | 105.8 | \$2,337,633 |
| N1 | North Country Transit District | \$1,325,985 | 83.6 | 20 | 103.6 | \$0 |
| C2 | Charitable Adult Rides and Services | \$2,300,000 | 82 | 20 | 102 | \$0 |
| C1 | CARE7 Transport | \$2,612,500 | 72.2 | 20 | 92.2 | \$0 |
| B1 | Butterfli Technologies | \$2,300,000 | 59.6 | 20 | 79.6 | \$0 |

AFA Cycle 2 Call for Projects Funding Recommendations

Application Index

| Project ID | Applicant Name | Project Name |
|------------|---|---|
| B1 | Butterfli Technologies | Access for All San Diego |
| C1 | CARE7 Transport | AFA Cycle 2 |
| C2 | Charitable Adult Rides and Services | On the Go: "Access For All by On the Go" |
| F1 | Facilitating Access to Coordinated Transportation | RideFACTNOW - On Demand 1-Hour Countywide and Airport WAV Rides |
| N1 | North County Transit District | NCTD+ On-demand Microtransit Pilot: Phase 2 and 3 |

Evaluator 1 Qualitative Scores

| Project ID | 1B | 2A | 2B | 2D | 3 | 4A | 4B | 4C | 4D | 4E | 5A | 5B | 5C | 6A | 6B | Total Score |
|------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------------|
| B1 | 3 | 3 | 7 | 3 | 11 | 5 | 3 | 7 | 4 | 2 | 4 | 2 | 4 | 4 | 2 | 64 |
| C1 | 1 | 3 | 6 | 4 | 13 | 7 | 4 | 7 | 4 | 4 | 4 | 3 | 2 | 3 | 3 | 68 |
| C2 | 5 | 5 | 9 | 4 | 13 | 9 | 5 | 9 | 5 | 5 | 4 | 4 | 4 | 4 | 4 | 89 |
| F1 | 5 | 4 | 9 | 4 | 13 | 8 | 5 | 9 | 4 | 4 | 4 | 4 | 4 | 5 | 4 | 86 |
| N1 | 4 | 5 | 9 | 4 | 14 | 8 | 4 | 8 | 4 | 5 | 5 | 4 | 4 | 5 | 4 | 87 |

Evaluator 2 Qualitative Scores

| Project ID | 1B | 2A | 2B | 2D | 3 | 4A | 4B | 4C | 4D | 4E | 5A | 5B | 5C | 6A | 6B | Total Score |
|------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------------|
| B1 | 3 | 3 | 5 | 3 | 10 | 3 | 2 | 5 | 3 | 3 | 3 | 2 | 2 | 4 | 2 | 53 |
| C1 | 3 | 4 | 7 | 4 | 8 | 10 | 3 | 8 | 4 | 4 | 1 | 4 | 2 | 4 | 2 | 68 |
| C2 | 4 | 5 | 9 | 5 | 10 | 6 | 3 | 6 | 4 | 4 | 4 | 4 | 3 | 4 | 2 | 73 |
| F1 | 4 | 5 | 9 | 5 | 12 | 9 | 3 | 7 | 4 | 4 | 4 | 4 | 3 | 4 | 4 | 81 |
| N1 | 4 | 5 | 10 | 5 | 13 | 9 | 5 | 9 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 91 |

Evaluator 3 Qualitative Scores

| Project ID | 1B | 2A | 2B | 2D | 3 | 4A | 4B | 4C | 4D | 4E | 5A | 5B | 5C | 6A | 6B | Total Score |
|------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------------|
| B1 | 4 | 5 | 7 | 2 | 5 | 5 | 4 | 2 | 5 | 5 | 3 | 3 | 4 | 4 | 2 | 60 |
| C1 | 0 | 4 | 6 | 5 | 10 | 9 | 3 | 8 | 4 | 5 | 3 | 4 | 3 | 3 | 5 | 72 |
| C2 | 5 | 5 | 5 | 4 | 11 | 10 | 4 | 8 | 5 | 5 | 4 | 5 | 5 | 4 | 3 | 83 |
| F1 | 5 | 5 | 5 | 5 | 8 | 10 | 5 | 9 | 5 | 4 | 5 | 5 | 5 | 4 | 4 | 84 |
| N1 | 5 | 5 | 5 | 5 | 14 | 8 | 2 | 6 | 4 | 5 | 5 | 5 | 5 | 5 | 3 | 82 |

Evaluator 4 Qualitative Scores

| Project ID | 1B | 2A | 2B | 2D | 3 | 4A | 4B | 4C | 4D | 4E | 5A | 5B | 5C | 6A | 6B | Total Score |
|------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------------|
| B1 | 5 | 4 | 10 | 4 | 15 | 7 | 3 | 7 | 4 | 4 | 5 | 3 | 2 | 5 | 3 | 81 |
| C1 | 4 | 4 | 9 | 4 | 15 | 10 | 5 | 7 | 5 | 3 | 5 | 5 | 3 | 4 | 5 | 88 |
| C2 | 5 | 5 | 9 | 4 | 15 | 8 | 5 | 9 | 4 | 4 | 5 | 4 | 3 | 4 | 5 | 89 |
| F1 | 5 | 5 | 10 | 4 | 15 | 10 | 5 | 10 | 5 | 4 | 5 | 5 | 5 | 5 | 5 | 98 |
| N1 | 3 | 5 | 8 | 5 | 12 | 6 | 3 | 6 | 3 | 4 | 5 | 5 | 3 | 5 | 5 | 78 |

Evaluator 5 Qualitative Scores

| Project ID | 1B | 2A | 2B | 2D | 3 | 4A | 4B | 4C | 4D | 4E | 5A | 5B | 5C | 6A | 6B | Total Score |
|------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------------|
| B1 | 4 | 3 | 4 | 2 | 9 | 0 | 3 | 2 | 2 | 1 | 5 | 1 | 0 | 2 | 2 | 40 |
| C1 | 0 | 2 | 8 | 3 | 12 | 10 | 4 | 8 | 3 | 1 | 5 | 3 | 0 | 3 | 3 | 65 |
| C2 | 5 | 5 | 6 | 4 | 15 | 8 | 4 | 8 | 4 | 4 | 5 | 1 | 3 | 2 | 2 | 76 |
| F1 | 5 | 4 | 8 | 5 | 12 | 10 | 4 | 8 | 3 | 1 | 5 | 3 | 5 | 3 | 4 | 80 |
| N1 | 5 | 4 | 10 | 3 | 15 | 8 | 3 | 8 | 4 | 5 | 5 | 3 | 4 | 2 | 1 | 80 |

Average Qualitative Score

| Project ID | Qualitative Subtotal (Evaluator Scores) | | | | | Average Qualitative Score |
|------------|---|----|----|----|----|---------------------------|
| | E1 | E2 | E3 | E4 | E5 | |
| B1 | 64 | 53 | 60 | 81 | 40 | 59.6 |
| C1 | 68 | 68 | 72 | 88 | 65 | 72.2 |
| C2 | 89 | 73 | 83 | 89 | 76 | 82 |
| F1 | 86 | 81 | 84 | 98 | 80 | 85.8 |
| N1 | 87 | 91 | 82 | 78 | 80 | 83.6 |

Quantitative Scores

| Project ID | Criteria 1A Project Readiness and Technical Capacity | | | | Criteria 2C Access to All Individuals | | Quantitative Score |
|------------|---|-------------------|-------------------------------|-------|--|-------|--------------------|
| | Current WAVs (Y/N) | WAVs by NTP (Y/N) | Contract with Providers (Y/N) | Score | Alternative Means Access WAV Service (Y/N) | Score | |
| | B1 | N | Y | Y | 10 | Y | 10 |
| | C1 | Y | Y | N | 10 | Y | 10 |
| | C2 | N | N | Y | 10 | Y | 10 |
| | F1 | Y | Y | Y | 10 | Y | 10 |
| | N1 | Y | Y | N | 10 | Y | 10 |

| Criteria 1A | |
|-------------|--------|
| Option | Points |
| Yes (Y) | 10 |
| No (N) | 0 |

| Criteria 2C | |
|-------------|--------|
| Option | Points |
| Yes (Y) | 10 |
| No (N) | 0 |



Access for All Grant Program

Cycle 2 Funding Recommendations

Transportation Committee | Item 5
Benjamin Gembler, Associate Grants Program Analyst
January 17, 2025

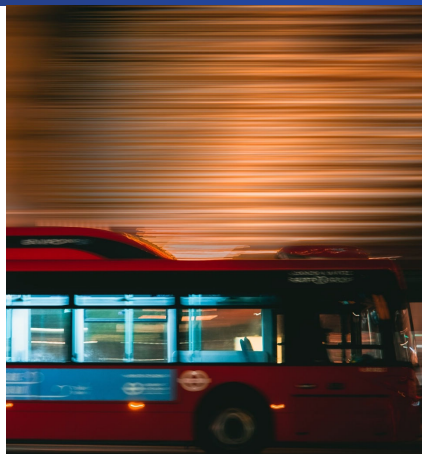
1

Access for All (AFA) Grant Program



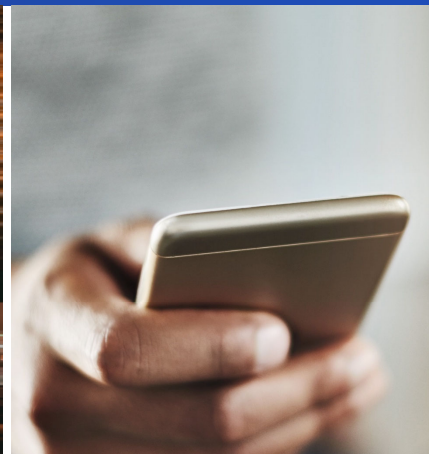
WAV service

For individuals with disabilities



Provides service

To those not adequately served by
transit and paratransit



On-demand

Response time of less than 12 hours

| 2

2

Access for All Program Background

- Program created in 2018 providing Transportation Network Company services for individuals with disabilities
- Incentivize and expand on-demand services
- SANDAG selected as Local Access Fund Administrator for San Diego County
- Access Fund consists of ten-cent fees from each TNC trip
- Call for Projects: competitive process awarding funding

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3

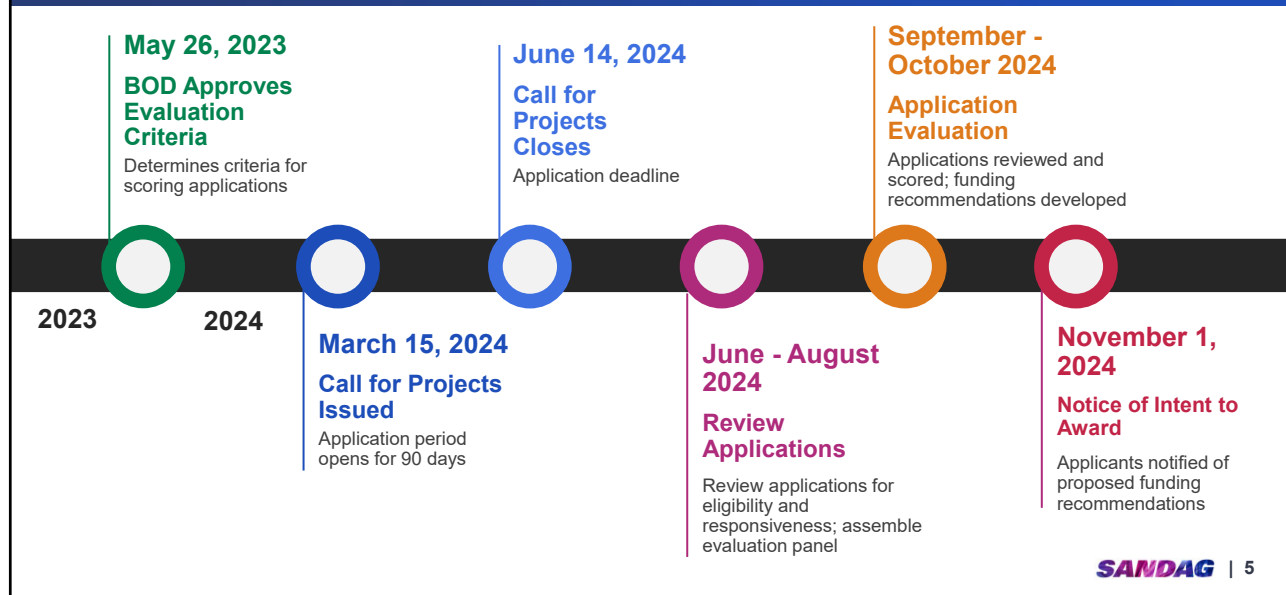
Cycle 1 Funding



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4

AFA Cycle 2 Timeline



5

Project Evaluation and Scoring

New elements to Evaluation process introduced in AFA Cycle 2

Based largely on TC recommendations, including simplified scoring, additional evaluator resources, and a clearer scoring rubric.

Staff held orientation and debrief

To familiarize evaluators with the program, process, evaluation criteria, scoring rubric, and other topics.

Total Application Score calculated

By summing the average qualitative score with the total quantitative score of each application.

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7

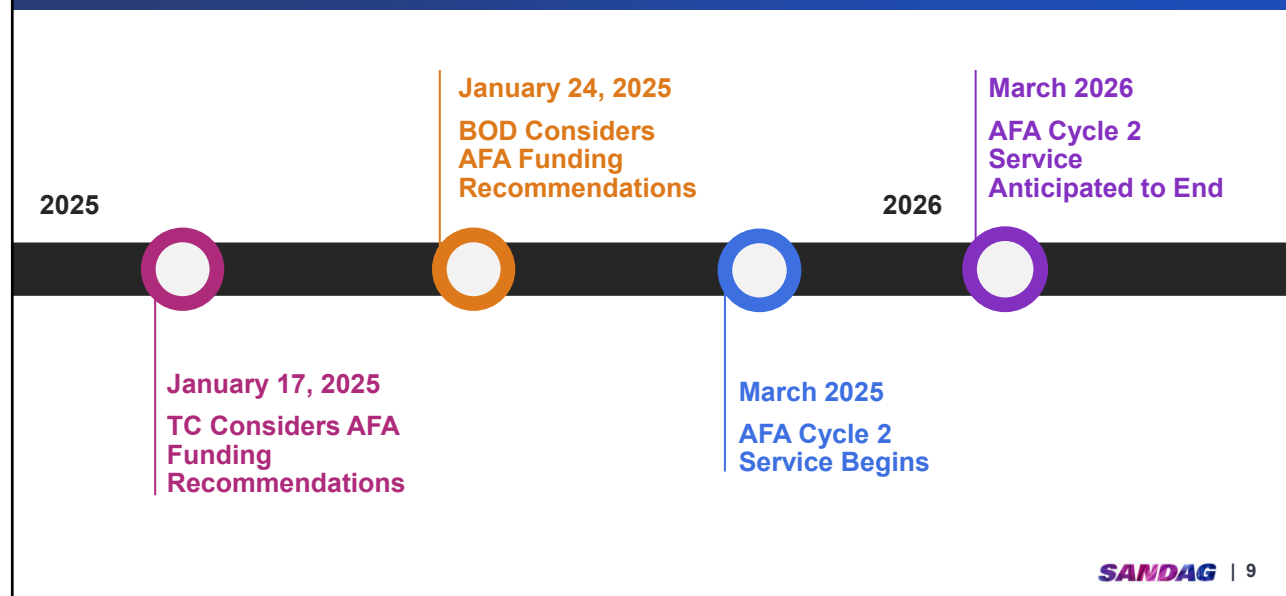
Cycle 2 Funding Recommendations

| Project ID | Applicant Name | Total AFA Funding | Average Qualitative Score | Quantitative Score | Total Application Score | AFA Funding Recommendation |
|------------|---|-------------------|---------------------------|--------------------|-------------------------|----------------------------|
| F1 | Facilitating Access to Coordinated Transportation | \$2,337,633 | 85.8 | 20 | 105.8 | \$2,337,633 |
| N1 | North County Transit District | \$1,325,985 | 83.6 | 20 | 103.6 | \$0 |
| C2 | Charitable Adult Rides and Services | \$2,300,000 | 82 | 20 | 102 | \$0 |
| C1 | CARE7 Transport | \$2,612,500 | 72.2 | 20 | 92.2 | \$0 |
| B1 | Butterfli Technologies | \$2,300,000 | 59.6 | 20 | 79.6 | \$0 |

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Anticipated AFA Cycle 2 Next Steps



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grantsdistribution@sandag.org

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10

January 17, 2025

Purple Line Planning Overview

Overview

The Purple Line is envisioned as a high-capacity transit line from San Ysidro to Sorrento Mesa via Chula Vista, National City, City Heights, Mission Valley, Kearny Mesa, and University City.

High-capacity transit can refer to many kinds of transit modes, from high-frequency buses to light rail (like the Trolley) to heavy rail (like BART or subway systems). As a first step in planning the project, the Purple Line was evaluated as heavy rail as part of a Conceptual Planning Study. Over the last 18 months, SANDAG staff coordinated with relevant jurisdictions and MTS to analyze the Purple Line under these assumptions, focusing on engineering considerations, operational needs, cost, and forecasted ridership. The [Conceptual Planning Study](#) documents the outcomes of this effort.

Action: Discussion

Staff will present an overview of the Purple Line Conceptual Planning Study findings, and next steps in project planning.

Fiscal Impact:

The project is funded under Overall Work Program (OWP) No.3322500. A future Alternatives Analysis study is funded under OWP No. 3322501.

Schedule/Scope Impact:

An Alternatives Analysis effort will be initiated in early 2025 and is estimated to span 30 months.

Preliminary Findings

While the longer-term vision of the Purple Line would extend from San Ysidro to Sorrento Mesa, the Conceptual Planning Study focused on the section between National City and Sorrento Mesa. For the section of the project between San Ysidro and National City, SANDAG staff will initiate a separate study in 2025 to consider improvements to existing Blue Line trolley service, future Purple Line service, and a potential future LOSSAN extension to the U.S.-Mexico border to understand how multiple services can complement one another between Downtown San Diego and San Ysidro.

In the Purple Line Conceptual Planning Study, a 22-mile rail line between National City and Sorrento Mesa was found to cost approximately \$19 to 24 billion and carry over 20,000 daily riders. Additional costs not reflected in this total would include construction of a maintenance facility, right-of-way acquisition, finance charges, escalation, and ongoing operations and maintenance costs.

While the anticipated ridership is meaningful, the modeled Purple Line did not perform as strongly as other existing routes. Further work needs to be done to evaluate other options, like light rail, that could find a balance among cost, performance, and impacts. It will also be important to evaluate phasing opportunities and identify a shorter segment that could be constructed as the first phase of the project.

Next Steps

The next step in Purple Line planning would be an Alternatives Analysis that would identify project alternatives for future consideration. Upon input from the Transportation Committee and Board of Directors, SANDAG staff will initiate a procurement to secure consultant support for this planning study.

Concurrently staff has initiated planning for a Rapid bus route within the Purple Line corridor to provide high quality transit in the near term.

Antoinette Meier, Senior Director of Regional Planning



Purple Line Planning Overview

Transportation Committee | Item 6
Cecily Taylor, Senior Regional Planner
Friday, January 17, 2025

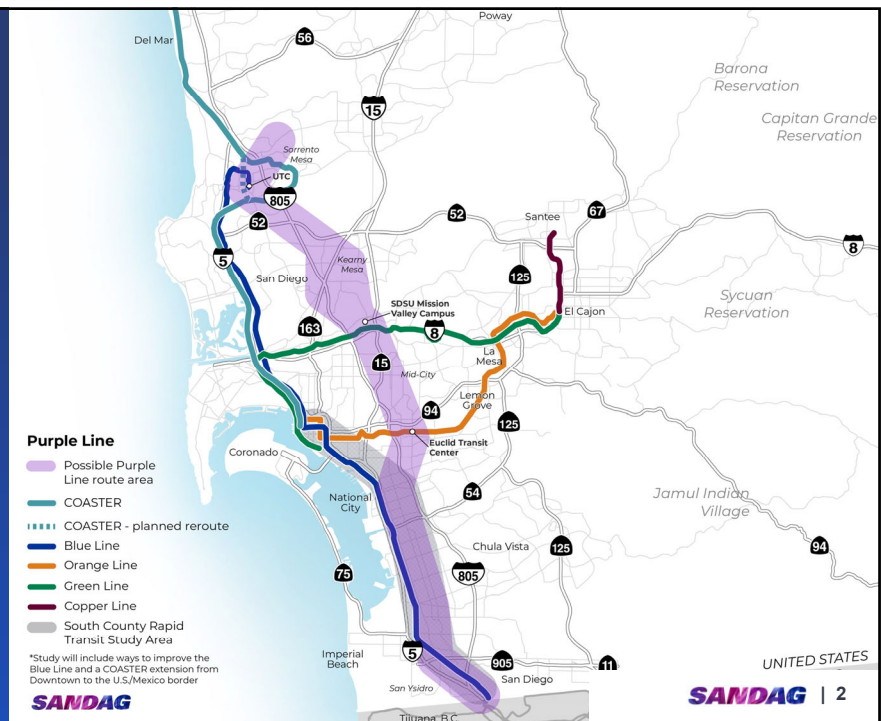
1

Purple Line Overview

Reliable transit providing more mobility options with travel times competitive with driving

Improve quality of life and economic opportunities for vulnerable communities

Reduce greenhouse gas emissions, fight climate change, and contribute to cleaner air to breathe



2

Planning Considerations: Urban Context



National City



Encanto



City Heights



Mission Valley



Kearny Mesa



University City

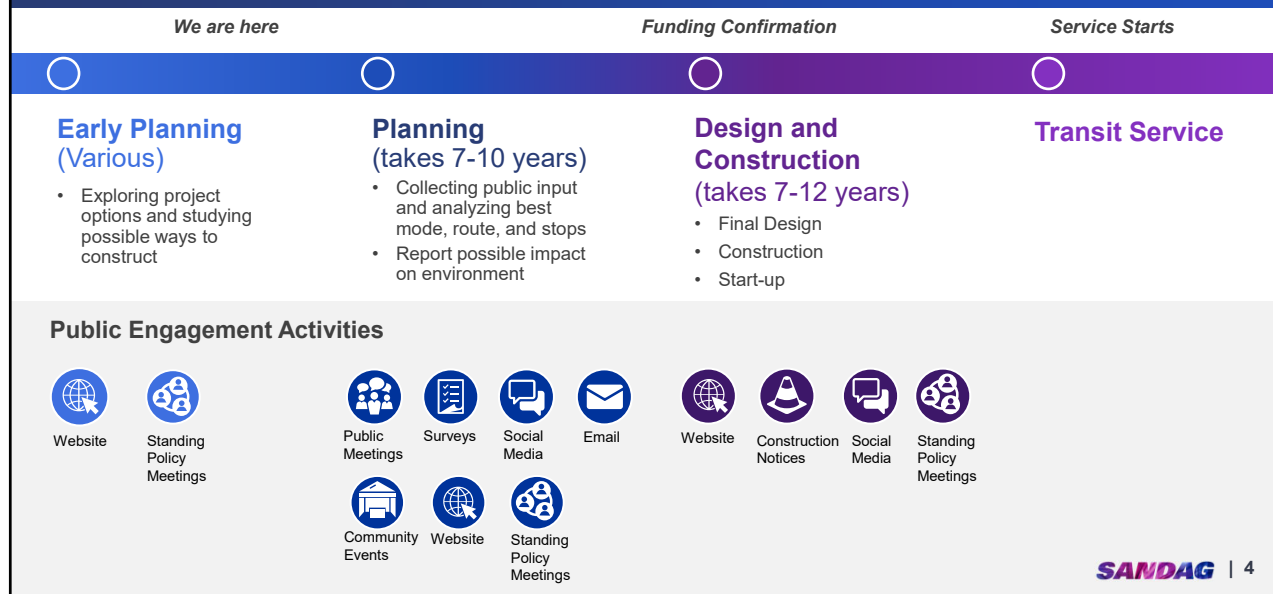


Sorrento Mesa

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3

Potential Implementation Timeline

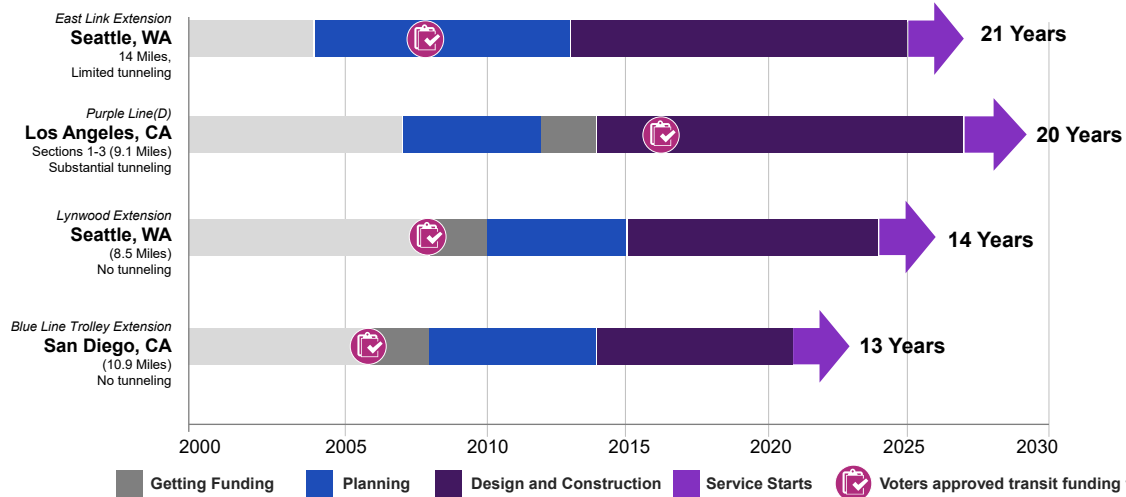


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4

Reference Timelines

How long are other major rail projects taking?

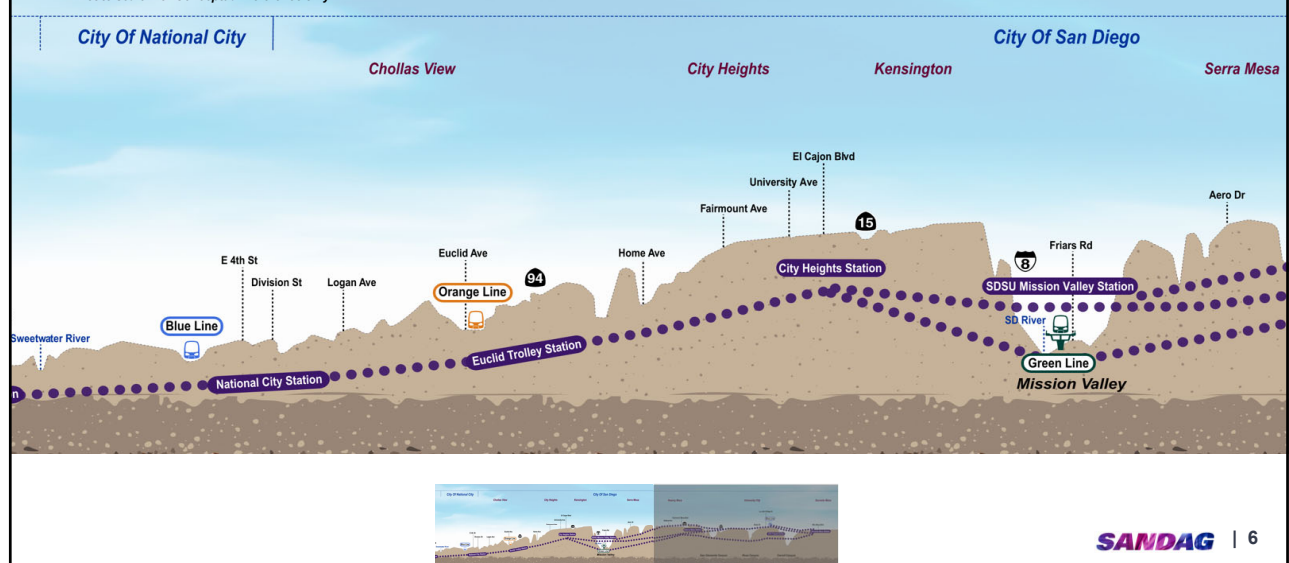


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Planning Considerations: Alignment

Not to scale. For Conceptual Reference only.

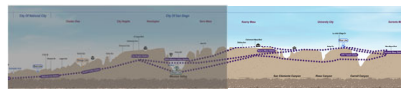


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Planning Considerations: Alignment

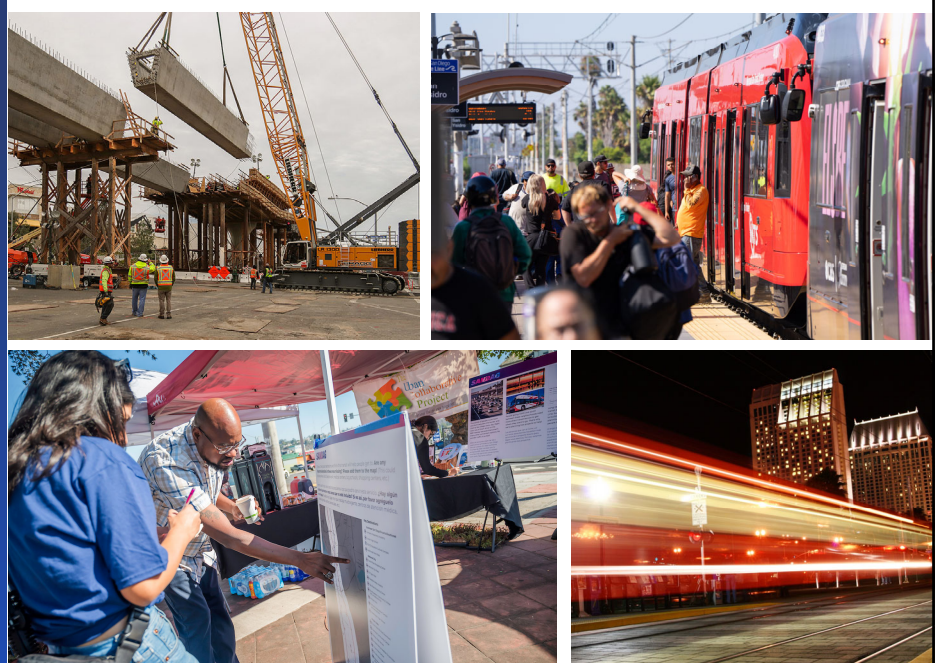
Not to scale. For Conceptual Reference only.



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Planning Considerations



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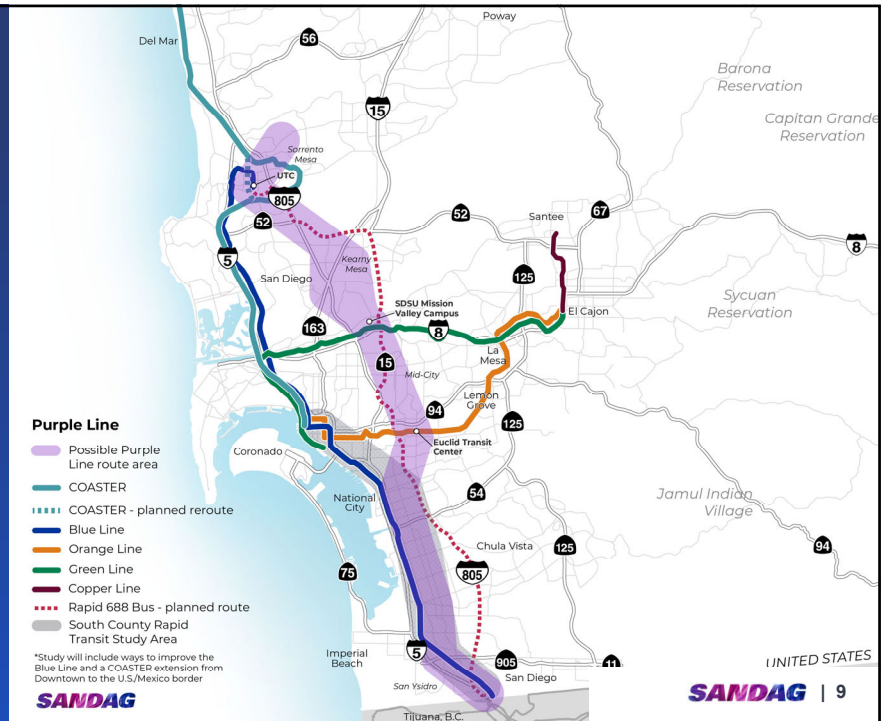
Planning Studies

Purple Line Alternatives Analysis

Rapid Bus Planning

LOSSAN to the border

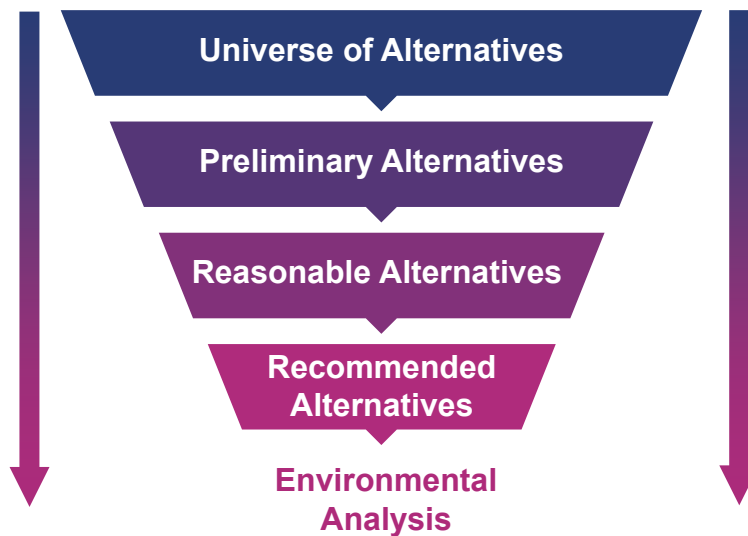
Blue Line Improvements



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Alternatives Analysis

Qualitative and
Quantitative
Screening



Stakeholder and
Community Input

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Cecily.Taylor@sandag.org

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January 17, 2024

Planning and Preliminary Design for Six Next Gen Rapid Routes

Overview

In October 2023, the SANDAG Board of Directors approved \$26.6 million for the planning and design of six new Rapid routes. Staff will present an update on the planning and preliminary design work to be completed over the next two years.

Key Considerations

The Regional Plan includes a comprehensive network of Rapid buses that connect people to job centers, education, and other destinations via transit that is competitive with automobile travel. Six of these Rapid routes are currently being advanced:

- *Rapid 277* connects the community of Ramona to the Sabre Springs Transit Center.
- *Rapid 880* route is being planned as part of the SR 52 Improvements Project and connects east county to Kearny Mesa, University City, and UC San Diego.
- *Rapid 483* is being planned as part of the I-15/SR 78 Managed Lane Connector Project and will connect Temecula in Riverside County to CSU San Marcos and Palomar College.
- *Rapid 640* is a precursor to the proposed Blue Line rail corridor improvements and will connect San Ysidro Transit Center to downtown San Diego.
- *Rapid 688* is a precursor to the planned Purple Line rail corridor and will connect San Ysidro Transit Center to Kearny Mesa and University City.
- *Rapid 625* connects Chula Vista, National City, and Southeast San Diego to San Diego State University.

The current funding will support *Rapid 625* through 30% design and environmental clearance so it will be eligible to compete for federal funding for final design and construction. The other five routes will get to 15% design with the current funding allocation.

Next Steps

Over the next two years, work on Alternative Routes Analysis, Design and Engineering (up to 15%), and Costing and Phasing will be conducted. Updates will be provided to the Social Equity Working Group, Mobility Working Group, Transportation Committee, and the Board.

Action: Information

Staff will present an update on the initial planning for six new Rapid routes.

Fiscal Impact:

The SANDAG Board of Directors approved \$26.6 million for the planning and design of these Rapid routes.

Schedule/Scope Impact:

Initial planning and design work will take place between November 2024 and January 2027.

Antoinette Meier, Senior Director of Regional Planning



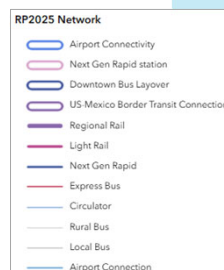
Planning and Design for Six Next Gen Rapid Routes

Transportation Committee | Item 7
Brian Lane, Senior Regional Planner
Mimi Morisaki, Senior Regional Planner
Friday, January 17, 2025

1

Project Overview

- Draft 2025 Regional Plan Transportation Network includes **35 new Rapid Routes** by 2035
- \$26.6 million budgeted in October 2023 for planning and design for six Rapid routes



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2

Intro to Next Gen *Rapid*

- Faster service
 - Fewer stops than local bus service
 - Operate in priority travel lanes and/or separated guideways, where needed
 - Traffic signal priority
 - Level and/or all-door boarding
- More frequent service - Every 10 minutes all day
- Increased reliability and convenience
- Modern shelters
 - Digital display with “next bus” arrival times

SANDAG | **Caltrans**

CONCEPTUAL PLANNING FOR NEXT GEN RAPID ROUTES
41, 471, AND 625
STUDY REPORT

**FINAL
OCTOBER
2023**



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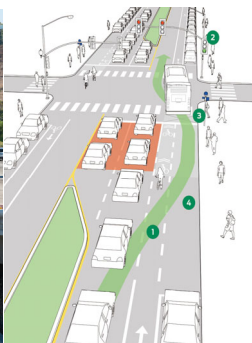
What can transit priority measures look like?



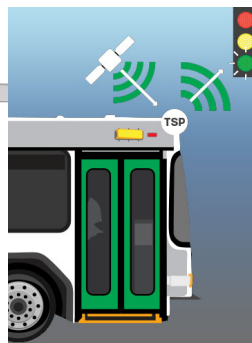
Shared
Bus/Bike Lane



Managed Lane



Queue-Jump Lane



Transit Signal Priority



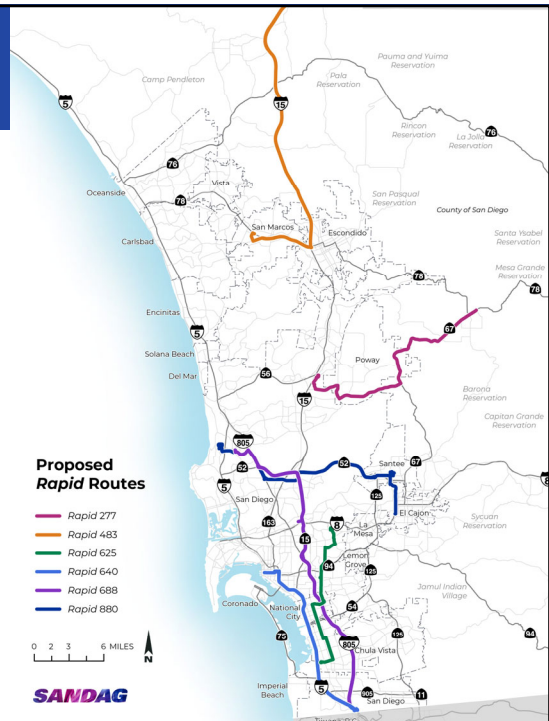
Level and/or
All-door Boarding

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Project Overview

- Rapid Design/Engineering
 - Goals, Objectives, Performance Measures
 - Alternatives analysis
 - 15% design and engineering
 - Environmental identification, technical reports
- Rapid Technology
- Public Outreach
 - CBO support
 - Key stakeholder meetings
 - Pop-up events
 - Surveys
- Ensure eligibility to apply for capital grants



5

Overall Timeline

- 2025 – 2026
 - Alternatives analysis
 - 15% design/engineering
- 2027 – 2028 (pending funding*)
 - 30% design/engineering
 - environmental clearance
- 2029 and beyond (pending funding)
 - 60/90% design
 - Construction
 - Open for operations

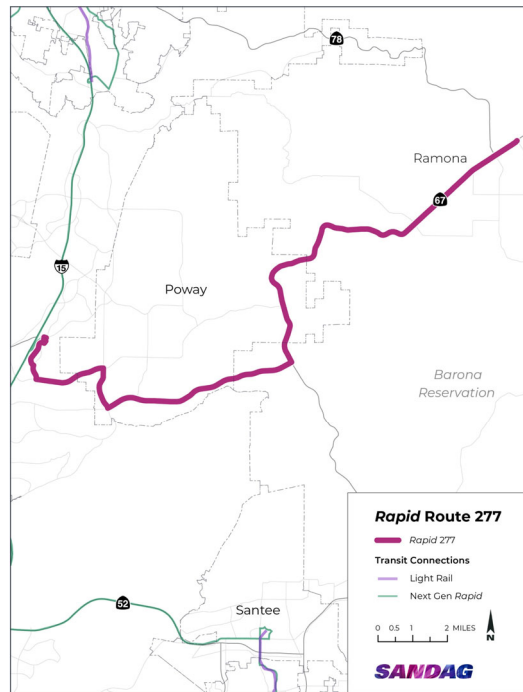
* Rapid 625 has funding for this phase



6

Rapid 277

Connects the community of Ramona to the Sabre Springs Transit Center

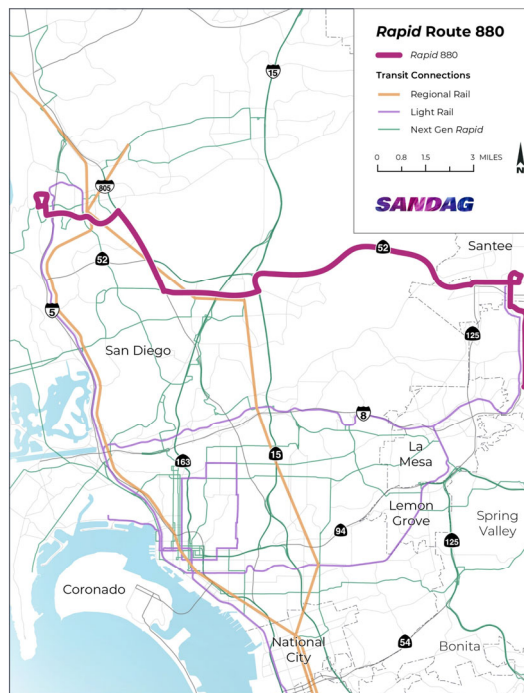


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Rapid 880

Connects east county to the UCSD area
 Part of the SR 52 Improvements Project



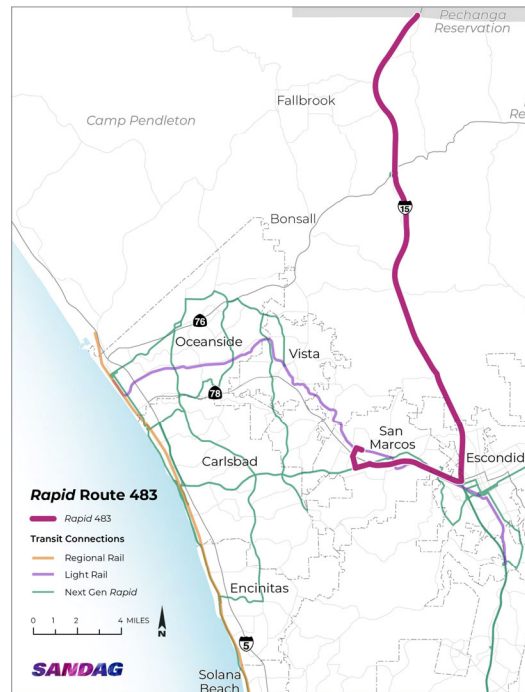
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8

Rapid 483

Connects Temecula in Riverside County to CSU San Marcos and Palomar College

Part of the I-15/SR 78 Managed Lane Connector Project



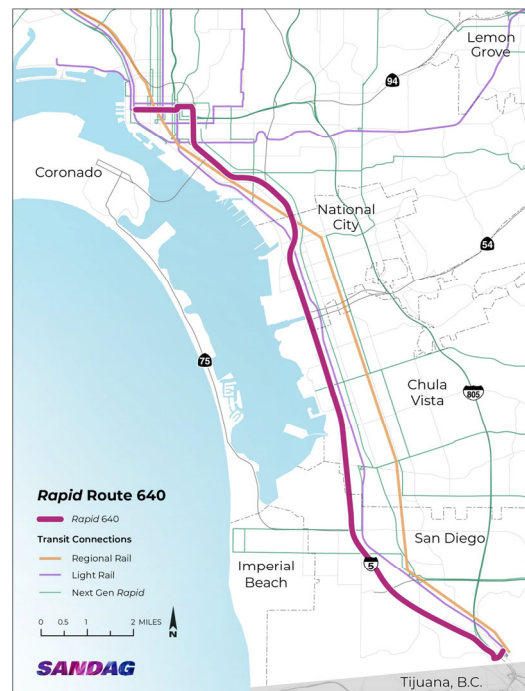
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9

Rapid 640

Connects San Ysidro Transit Center to downtown San Diego

Precursor to the proposed Blue Line rail corridor improvements



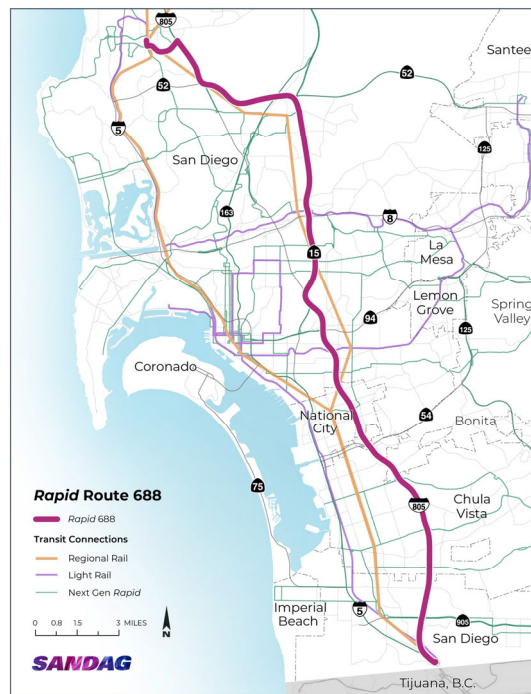
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10

Rapid 688

Connects San
Ysidro Transit
Center to Kearny
Mesa

Precursor to the
planned Purple
Line rail corridor

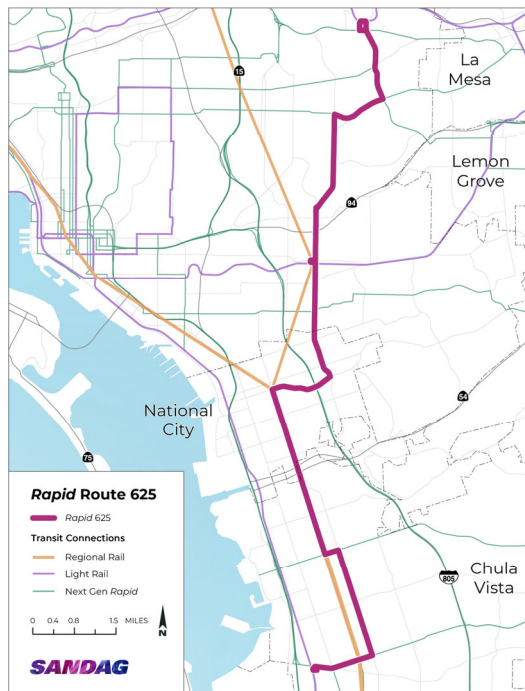


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Rapid 625

Connects Chula
Vista and National
City to San Diego
State University



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Immediate Next Steps



Existing Conditions work (in-house)



Finalize Goals, Objectives, and Performance Measures



Consultant team on-boarding



13

13

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