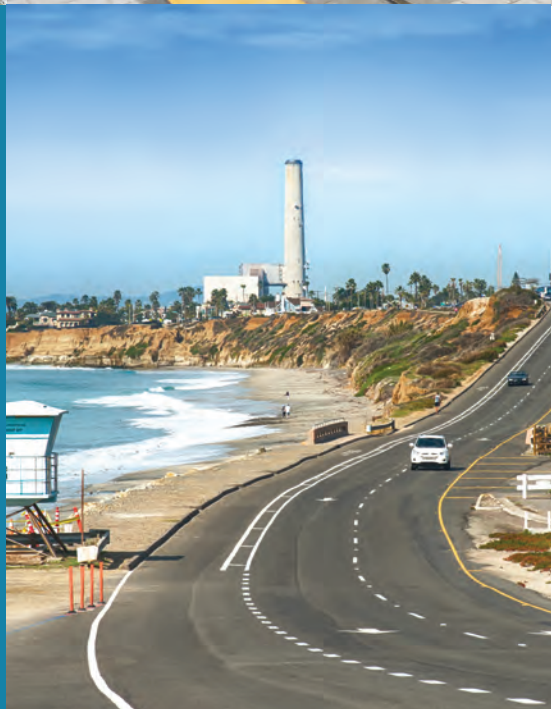




2018

Regional
Transportation
Improvement
Program



Final 2018
Regional Transportation
Improvement Program
September 2018



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RESOLUTION NO. RTC-2019-01

ADOPTING THE 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AND ITS AIR QUALITY CONFORMITY ANALYSIS AND THE AIR QUALITY REDOERMINATION

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

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

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

WHEREAS, the San Diego Transportation Improvement Program Ordinance and Expenditure Plan (Proposition A 2004) further provide that the SANDAG Board of Directors, acting as the San Diego County Regional Transportation Commission (RTC), shall approve a multiyear *TransNet* sales tax funded Program of Projects (POP) as part of the RTIP; and

WHEREAS, SANDAG, through the conduct of a continuing, cooperative, and comprehensive transportation planning process and in conformance with all applicable federal and state requirements, has prepared the 2018 RTIP, including an updated *TransNet* POP for the San Diego region; and

WHEREAS, the 2018 RTIP has been found to be in conformance with the San Diego Forward: The Regional Plan (Regional Plan), the 2016 Regional Air Quality Strategy (RAQS), all applicable State Implementation Plans (SIPs), the California Transportation Commission adopted 2018 State Transportation Improvement Program, Fixing America's Surface Transportation Act, and the *TransNet* Ordinance and Expenditure Plans, including reasonable available funding provisions; and

WHEREAS, the 2018 RTIP projects have been developed from the Revenue Constrained Regional Plan and satisfy the transportation conformity provisions of 40 CFR 93.122(9) and all applicable transportation planning requirements per 23 CFR Part 450 including the performance based planning requirements; and

WHEREAS, the 2018 RTIP projects are fiscally constrained as shown in Tables 4-1a through 4-1c; and

WHEREAS, the public and affected agencies have been provided notice of and an opportunity to comment on the 2018 RTIP and its air quality conformity determination and the redetermination of the Revenue Constrained Regional Plan and agencies with funding allocations in the 2018 RTIP have been directed to hold public meetings on their respective projects; and

WHEREAS, the public was given a 30-day comment period on the 2018 RTIP with notices sent in English and Spanish to extensive mailing lists used by SANDAG, including its Community-Based Organization Outreach Network, which reaches a wide variety of minority, low-income, disabled, elderly, and limited English proficiency populations; and a public hearing was held at a SANDAG Transportation Committee meeting on September 7, 2018, to present the 2018 RTIP and its air quality conformity determination and the redetermination of conformity of the Revenue Constrained Regional Plan; and to solicit additional testimony from the public;

NOW THEREFORE BE IT RESOLVED that the SANDAG Board of Directors, ALSO ACTING AS THE SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION (Collectively SANDAG), DOES HEREBY RESOLVE AS FOLLOWS: That SANDAG finds the 2018 RTIP and the Revenue Constrained Regional Plan, in conformance with the applicable SIPs for the San Diego region; and

That SANDAG has taken into consideration the comments received by SANDAG from the public on the 2018 RTIP and its air quality conformity determination; and

That SANDAG has reviewed the *TransNet* POP submitted by the local agencies and finds them to be consistent with the provisions of San Diego Transportation Improvement Program Ordinance and Expenditure Plan (Proposition A 2004) and with the Revenue Constrained Regional Plan; and

That SANDAG approves the FY 2019 to FY 2023 *TransNet* POP, as incorporated in the 2018 RTIP; and

That the 2018 RTIP, and the FY 2019 to 2023 *TransNet* POP, have been developed based upon an estimate of reasonably available revenues for the program period. Actual transportation fund availability to each eligible recipient/project applicant will be based on actual federal/state fund apportionments, including obligation authority limitations, and *TransNet* sales tax receipts; and

That SANDAG does hereby adopt the 2018 RTIP and its air quality conformity determination, and the redetermination of conformity of the Revenue Constrained Regional Plan; and

That all regionally significant, capacity increasing projects included in the 2018 RTIP are also included in the Revenue Constrained Regional Plan; and

That the adoption of the 2018 RTIP constitutes the Intergovernmental Review Procedures for those projects listed in the RTIP. The 2018 RTIP approval does not constitute project level design or environmental approval, which is conducted according to state and federal regulations; and

That the inclusion of any federally funded projects in the 2018 RTIP, including all amendments, constitutes the federal Expedited Project Selection Process procedures for the San Diego region, and any projects programmed in the RTIP may proceed to implementation without further project selection action by SANDAG; and

That the SANDAG approval of the 2018 RTIP also constitutes the federal transit "designated recipient" approval of all Federal Transit Administration grant applications filed by the transit operators that are consistent with the RTIP project programming.

PASSED AND ADOPTED this 28th day of September 2018.

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

NOES: None.

ABSENT: El Cajon.



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

[Seal]

Attest:



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

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Chapter 1

Executive Summary

Chapter 1

Executive Summary

Overview

The 2018 Regional/Federal Transportation Improvement Program is a multi-billion dollar, five-year program of major transportation projects funded by federal, state, *TransNet* local sales tax, and other local and private funding covering FY 2018/19 to FY 2022/23. The 2018 Regional Transportation Improvement Program (RTIP) development process, which includes the air quality emissions analysis for all regionally significant projects, requires approval by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The 2018 RTIP is a prioritized program designed to implement the region's overall strategy for providing mobility and improving the efficiency and safety of the transportation system, while reducing transportation-related air pollution in support of efforts to attain federal and state air quality standards for the region. The 2018 RTIP also incrementally implements San Diego Forward: The Regional Plan (Regional Plan), the long-range transportation plan for the San Diego region – approved by the San Diego Association of Governments (SANDAG) Board of Directors on October 9, 2015.

Document Organization

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

Also included are the following appendices: Appendix A provides the listing of projects which are included in the various grouped-project listings. Appendix B provides the status of all non-carryover projects from the 2016 RTIP. Appendix C outlines the Expedited Project Selection Process that allows SANDAG to move funding between the first quadrennial element in order to access prior-year funding or advance the implementation of certain projects different than their programmed dates. Appendix D provides the list of Regional Arterial System projects within San Diego County based upon the approved Regional Plan. Appendix E lists the projects exempt from regional air quality conformity analysis. Appendix F includes the detailed regional air quality emissions analysis report for non-exempt or Capacity Increasing (CI) projects. Appendix G describes the congestion management process for the federally funded CI projects. Appendix H focuses on how the projects included address federal performance management requirements. Appendix I describes the SANDAG public participation process. Appendix J includes a summary of public comments and SANDAG responses following the 30-day public comment period and public hearing. Appendix K is the checklist provided by Caltrans for items necessary to be included in the RTIP. Appendix L includes a glossary of acronyms and terms.

The 2018 RTIP also can be found on the SANDAG website at sandag.org/RTIP. This web page is designed to provide background information as well as the latest updates to the program and relevant documentation. The site is updated regularly.

Program Summary

A summary of the major transportation projects is provided in Table 1-1. A map illustrating major transportation projects included in the 2018 RTIP is shown in Figure 1-1. The individual project listings have been developed in coordination with Caltrans, the San Diego Metropolitan Transit System (MTS), the North County Transit District, local jurisdictions, other agencies, and various SANDAG stakeholders and working groups, and can be found in Chapter 3.

Financial Capacity Assessment

Chapter 4 provides a financial capacity analysis of the major program areas. Based upon this analysis, the projects contained within the 2018 RTIP are reasonable when considering available funding sources.

For nonattainment and maintenance areas, the 2018 RTIP must be a revenue constrained document, with programmed projects based upon committed funding for the first two fiscal years of the RTIP and/or reasonably available for the third fiscal year. Funding assumptions are generally based upon: (1) authorized or appropriated levels of federal and state funding from current legislation; (2) conservative projections of future federal and state funding based upon a continuation of current funding levels; (3) the most current revenue forecasts for the *TransNet* Program; and (4) the planning and programming documents of the local transportation providers.

The projects programmed in the 2018 RTIP are expressed in future year dollars. That is, they have been escalated based upon anticipated inflation and other factors to the expected year of obligation or expenditure. Funding for the State Transportation Improvement Program (STIP) and State Highway Operations and Protection Program (SHOPP) are based upon the 2018 Fund Estimate (FE) adopted by the California Transportation Commission in August 2017. Based on the Department of Finance Budget Letter, the 2018 FE includes \$2.2 billion in new STIP capacity and \$10 billion in additional SHOPP capacity available over the five-year FE period FY 2018/19 through FY 2022/23. The 2018 STIP FE includes applicable resources provided by the Road Repair and Accountability Act of 2017, also known as Senate Bill 1 (SB 1). SB 1 replaces the price-based excise tax with a traditional excise tax as of 2019/20 of 17.3 cents per gallon, which will be adjusted annually for inflation beginning in FY 2020/21.

For the major transportation projects funded with San Diego County transportation sales tax (*TransNet*), the SANDAG rate takes into account recent trends showing faster economic growth, improved employment rates in the San Diego region, and upward trending wages. This is offset by a trend away from brick-and-mortar retail to online, and a spending shift to non-taxable items, which will continue to provide a drag on retail sales and consequently locally collected sales tax.

The growth rate used for FY 2018/19 starts at a 3 percent escalation, with an annual increase of less than 4 percent over the next four years until FY 2022/23. The short-term growth rate was approved by the Board of Directors at its February 2018 meeting.

SANDAG continuously monitors developments in funding programs and funding needs of transportation projects, as reflected by the RTIP project listing. For *TransNet* Early Action Projects, quarterly updates for each corridor are

provided to both the Independent Taxpayer Oversight Committee (ITOC) and the Transportation Committee. Any significant changes are reviewed by the SANDAG Transportation Committee and/or Board of Directors; and if needed, SANDAG will take appropriate actions, such as an RTIP revision, to maintain the financial constraint of the RTIP. For the RTIP financial constraint tables, please refer to Chapter 4, Tables 4-1a through 4-1c.

Table 1-1: 2018 RTIP Program Summary Major Projects by Mode (in \$000s)

DESCRIPTION	FEDERAL	STATE	TransNet	LOCAL/PRIVATE	TOTAL
Major Multi Modal Facilities					
Interstate 5	\$386,780	\$485,814	\$253,146	\$20,194	\$1,145,934
Interstate 805	\$157,400	\$102,959	\$221,476	\$580	\$482,415
Border Access/Port	\$192,109	\$284,638	\$25,713	\$394,283	\$896,743
<i>Subtotal Major Multi-Modal Facilities</i>	<i>\$736,289</i>	<i>\$873,411</i>	<i>\$500,335</i>	<i>\$415,057</i>	<i>\$2,525,092</i>
Major Transit					
Mid-Coast	\$1,043,509		\$1,127,692		\$2,171,201
LOSSAN Corridor	\$210,898	\$178,840	\$202,151	\$17,718	\$609,607
Bus Rapid Transit (BRT)	\$86,017	\$315,598	\$369,105	\$24,116	\$794,835
<i>Subtotal Major Transit</i>	<i>\$1,340,424</i>	<i>\$494,438</i>	<i>\$1,698,947</i>	<i>\$41,834</i>	<i>\$3,575,643</i>
Major Highway					
State Route 76	\$187,388	\$27,387	\$112,282	\$28,310	\$355,367
State Route 78		\$7,000	\$937		\$7,937
State Route 94		\$24,326	\$17,564	\$1,025	\$42,915
State Route 241 Transportation Corridor Agencies Toll				\$170,034	\$170,034
Other Highway ¹	\$67,154	\$274,113	\$137,528	\$241	\$479,036
<i>Subtotal Major Highway</i>	<i>\$254,542</i>	<i>\$332,826</i>	<i>\$268,312</i>	<i>\$199,610</i>	<i>\$1,055,289</i>
Operations/Maintenance					
Highway	\$385,801	\$553,760	\$8,167	\$42,395	\$990,124
Transit (including operations/planning/capital)	\$1,571,412	\$443,891	\$806,623	\$1,157,296	\$3,979,223
Local Street and Road	\$3,396		\$270,101	\$64,983	\$338,480
TransNet Environmental Mitigation Program			\$493,268	\$596	\$493,864
<i>Subtotal Operations/Maintenance</i>	<i>\$1,960,610</i>	<i>\$997,651</i>	<i>\$1,578,159</i>	<i>\$1,265,270</i>	<i>\$5,801,690</i>
Active Transportation					
Bicycle/Pedestrian	\$2,932	\$94,088	\$200,761	\$44,535	\$342,315
Smart Growth			\$22,380	\$11,714	\$34,094
<i>Subtotal Active Transportation</i>	<i>\$2,932</i>	<i>\$94,088</i>	<i>\$223,141</i>	<i>\$56,249</i>	<i>\$376,409</i>
Local Improvements					
Street and Road	\$35,611	\$7,286	\$541,429	\$110,124	\$694,450
Regional Arterial System	\$17,157	\$12,500	\$165,680	\$246,551	\$441,888
<i>Subtotal Local Improvements</i>	<i>\$52,768</i>	<i>\$19,786</i>	<i>\$707,109</i>	<i>\$356,675</i>	<i>\$1,136,338</i>
Transportation Systems/Demand Management					
ITS/Traffic Signal	\$9,538	\$23,023	\$102,940	\$27,179	\$162,680
Transportation Demand Management (TDM)	\$71,819				\$71,819
<i>Subtotal Transportation Systems Management/TDM</i>	<i>\$81,356</i>	<i>\$23,023</i>	<i>\$102,940</i>	<i>\$27,179</i>	<i>\$234,499</i>
GRAND TOTAL	\$4,428,920	\$2,835,223	\$5,078,942	\$2,361,875	\$14,704,960

¹ Includes completed portions of State Route 52 and Interstate 15 High Occupancy Vehicle Lanes

Figure 1-1: Map for 2018 RTIP Major Transportation Projects



Consistency with the Regional Plan

On December 2, 2015, the FHWA and FTA issued a finding that the SANDAG Revenue Constrained Regional Plan is in conformance with federal air quality and planning regulations. The 2018 RTIP is consistent with the Revenue Constrained Regional Plan and, as a financially constrained document, it contains only those major transportation projects listed in the Revenue Constrained Regional Plan.

Air Quality Conformity Determination

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

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

Quantitative air quality emissions analysis were conducted for the years 2020, 2030, 2040, and 2050 revenue constrained transportation scenarios, as shown in Chapter 5. The results of these analyses were distributed to the San Diego Region Conformity Working Group (CWG) on May 18, 2018, and reviewed by the CWG at its meeting on June 6, 2018, with the comment period ending June 18, 2018. The 2018 RTIP meets the conditions for determining conformity with the applicable SIPs for air quality.

A detailed description of the regional emissions analysis and modeling procedures is included in Appendix F, while Chapter 5 of this report summarizes the air quality conformity analysis for the 2018 RTIP.

The 2018 RTIP programs substantial funds for the implementation of the four TCMs (identified as Transportation Tactics) in the 1982 SIP and 2009 Regional Air Quality Strategy (RAQS) and have been fully implemented. The Transportation Tactics programmed for implementation are provided in Table 1-2 and total approximately \$7.2 billion, or 50 percent of the total funds programmed. Included are \$49 million for Ridesharing, \$6.7 billion for Transit Improvements, \$269 million for Bicycle Facilities and Programs, and \$135 million for Traffic Flow Improvements. Based upon this analysis, the 2018 RTIP provides for the expeditious implementation of the existing TCMs in the 1982 SIP and 2016 RAQS, which remain the federally approved TCMs for the San Diego region.

Table 1-2: 2018 RTIP – San Diego Region (in \$000s) Transportation Tactics

TRANSPORTATION TACTIC	AMOUNT
RIDESHARING	
Transportation Demand Management	<u>\$71,819</u>
<i>Subtotal Ridesharing:</i>	<i>\$71,819</i>
TRANSIT IMPROVEMENTS	
Mid-Coast	\$2,171,201
Ops/Maint – Transit	\$3,979,223
Major Transit - LOSSAN Corridor	\$609,607
Bus Rapid Transit (<i>Rapid</i>)	<u>\$794,835</u>
<i>Subtotal Transit Improvements:</i>	<i>\$7,554,866</i>
BICYCLE FACILITIES	
Bicycle/Pedestrian Projects	<u>\$342,315</u>
<i>Subtotal Bicycle Facilities:</i>	<i>\$342,315</i>
TRAFFIC FLOW IMPROVEMENTS	
Transportation Management System/Intelligent Transportation System	<u>\$162,680</u>
<i>Subtotal Traffic Flow Improvements:</i>	<i>\$162,680</i>
Total Transportation Tactics in 2018 RTIP: \$8,131,680	
Total All Transportation Projects in 2018 RTIP: \$14,704,960	
Share of T-Tactics Projects in 2018 RTIP: 55%	

Performance Management

Moving Ahead for Progress in the 21st Century Act (MAP-21) includes provisions for the establishment of a performance and outcome-based program, which includes national performance goals for the Federal-Aid Highway Program in several areas. Signed into law on December 5, 2015, the Fixing America’s Surface Transportation Act continues MAP-21’s overall performance management approach. The FHWA has issued three rules and FTA has released one rule related to performance management. The FHWA performance management 1 (PM 1) rule focuses on safety, while the FTA rule focuses on transit asset management (TAM).

After the two-year phase-in dates for highway safety and TAM performance measures as of May 27, 2018, and July 26, 2018, respectively, the FHWA and FTA only may determine conformity of a Transportation Improvement Program that has been developed according to the provisions and requirements of 23 CFR Part 450.

Metropolitan Planning Organizations (MPOs) are required to establish targets specific to the MPO planning area for five safety performance measures for all public roads in the MPO planning area, or to support the statewide safety targets established by Caltrans. On January 26, 2018, the Board of Directors voted to approve supporting

the 2018 statewide safety targets. Additionally, MPOs are required to establish regional TAM targets for four TAM performance measures. On September 28, 2018, the Board of Directors voted to approve the 2019 regional TAM targets.

The 2018 RTIP prioritizes investments in safety and transit state of good repair projects, which are expected to contribute towards achieving the PM 1 targets for safety and TAM targets. Further details on the investment and types of projects contributing to improving safety and TAM are included in Appendix H of the 2018 RTIP.

Public Participation

It is the policy of SANDAG to engage public participation in the development of agency planning and programming activities. SANDAG has various working groups made up of stakeholders and other members of the public. The public is provided opportunities to participate at SANDAG Board and committee meetings, SANDAG public notices of document availability and public hearings, and through the SANDAG public communications program. Presentations were provided to the Technical Working Group (TWG) on Tribal Transportation Issues and Community-Based Organizations (CBOs) requesting comments; additional details are described below. The projects included in the 2018 RTIP were discussed as part of the extensive Regional Plan public outreach efforts and various public workshops held throughout the San Diego region. Pursuant to 23 U.S.C. 134(i), the Board of Directors approved the release of the draft 2018 RTIP for public review and comment at its meeting on July 27, 2018, ending August 27, 2018, and held a public hearing on September 7, 2018. Examples of public outreach efforts and ongoing participation included:

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

Social Equity: For the development of the RTIP, SANDAG relied on the social equity analysis conducted through the development of the Regional Plan. Included in the process in developing the Regional Plan, SANDAG used performance measures to aid in making decisions intended to ensure compliance with Title VI requirements and environmental justice principles. This process included the creation of a Stakeholder's Working Group, citizen representatives, and CBO groups. For the 2018 RTIP, SANDAG conducted additional outreach to Low-Income/Minority (LIM) areas and tribal organizations to solicit their input. The social equity analysis conducted can be found in Chapter 4 of the Regional Plan.

Public Workshops/Outreach: SANDAG provided information about the RTIP and solicited feedback on the projects included in the draft 2018 document to CBOs through the CBO Working Group. In January 2018, information also was provided to the Interagency TWG on Tribal Transportation Issues for solicitation and feedback on tribal funding and again in June 2018 to review the project information provided. In addition, as part of the development of the Regional Plan, special workshops were provided in which SANDAG provided information regarding the RTIP. More information on the outreach efforts for the Regional Plan can be found on the SANDAG web page at sdforward.com.

In an effort to provide greater awareness for public participation, an RTIP guide was created and distributed to all CBOs and provided to the public at the various public meetings related to the RTIP. This guide provides information on RTIP development and how the public involvement process occurs. This document can be found on the RTIP web page at sandag.org/RTIP.

Expansion of Electronic Notifications: In addition to the current list of external industry professionals, SANDAG continually strives to expand the notifications to other citizen-involved working groups. For the 2018 RTIP, SANDAG included tribal organizations and those areas considered as LIM. In addition, a notice for the public hearing was posted on the SANDAG website in English/Spanish. SANDAG continues to utilize social media outlets such as Facebook and Twitter to ensure maximum outreach.

In an effort to make the RTIP more accessible to the public, a public website was developed through ProjectTrak, an online application used by member agencies to enter projects and propose changes to the RTIP. This public website allows users to view and search the most up-to-date versions of federally approved projects included in the SANDAG RTIP and can be accessed at projecttrak.sandag.org.

Appendix I in the 2018 RTIP describes the SANDAG public participation process and includes a copy of the latest Public Participation Policy (Board Policy No. 25), which contains the section specifically addressing the RTIP development and amendment process.

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

Status of Projects from the 2016 RTIP

When no funding is programmed in the current cycle (e.g., FY 2018/19 to FY 2022/23), the project is considered complete for purposes of the RTIP, even though construction may still be ongoing. These projects are either complete, open to traffic, or are currently in construction. There are instances where some projects may be included in the RTIP, with no current cycle funding for informational purposes or for environmental purposes. There were a number of regionally significant projects which will not be carried over into the 2018 RTIP and are shown as complete for RTIP purposes. The projects over \$10 million are listed below:

- **(CAL18) I-15 Managed Lanes (Middle) – \$460,815,000:** This project constructed Managed Lanes, including three Direct Access Ramps on Interstate 15 (I-15) from State Route 56 to Centre City Parkway.
- **(CAL18A) I-15 Managed Lanes - North Segment – \$164,484,000:** This project constructed Managed Lanes and added a northbound auxiliary lane on I-15 from Valley Parkway to ½ mile north of State Route 78 (SR 78).
- **(CAL38) SR 905 New Freeway – \$419,916,000:** This project constructed a new, six lane freeway from Interstate 805 to the Otay Mesa Part of Entry.

- **(CAL120) SR 78 Auxiliary Lanes & Nordahl Road Bridge at SR 78 – \$18,108,000:** This project widened the southbound I-15 to the westbound SR 78 ramp; constructed a westbound auxiliary lane on SR 78; widened the westbound SR 78 off ramp to Nordahl Road; replaced the Nordahl Road Overcrossing over SR 78 to increase clearance; provide an additional 14-feet of structure width to accommodate operational improvements through left-turn storage at the ramp intersections; and widened Nordahl Road to provide a dedicated right-turn lane onto Montiel Road.
- **(CAL325) SR 905/125/11 Northbound Connectors – \$26,157,000:** This project constructed connectors to northbound State Route 125 from northbound State Route 905 (SR 905), eastbound SR 905, and westbound State Route 11.
- **(CB04A) El Camino Real Widening – Tamarack Avenue to Chestnut Avenue – \$12,256,000:** This project widened El Camino Real to three travel lanes in each direction and added bike lanes, sidewalks, and intersection improvements in the City of Carlsbad from Tamarack Avenue to Chestnut Avenue.
- **(ESC11) Street Rehabilitation and Resurface – \$23,046,000:** This project provided pavement reconstruction, resurfacing, chip sealing, and sidewalk repair citywide in the City of Escondido.
- **(CNTY36) San Vicente Road Improvements – \$31,195,000:** This project reconstructed road improvements, including a two-lane community collector road with intermittent turn lanes, bike lanes, an asphalt concrete dike, and a pathway/walkway in San Diego County on San Vicente Road between Warnock Drive and Wildcat Canyon Road.
- **(SAN39) Rail Electrification & Power Distribution 125-00 – \$26,846,000:** This project provided catenary improvements, substation standardization, and improvements related to fixed guideway electrification and power distribution in the MTS service area.
- **(SAN79) Los Penaquitos Lagoon Bridge Replacement – \$45,184,000:** This project replaced three aging timber trestle railway bridges in order to maintain compliance with Federal Railroad Administration standards and support intercity, commuter, and freight-rail services in the second busiest rail corridor in the nation.
- **(SAN163) Interstate 15 Rapid Operations and Vehicles – \$45,184,000:** This project funded planning, operations, and vehicle acquisition for *Rapid* service between Escondido and Downtown San Diego and Sorrento Valley.
- **(SD90) SR 163/Clairemont Mesa Blvd. Interchange - \$27,073,823:** This project widened a prime arterial from 4 to 6 lanes including connecting ramps to SR 163.

There are projects included in the 2018 RTIP which may have already opened to traffic and continue to have funds programmed in the current RTIP cycle. Unlike the projects listed above, these projects were carried over into the 2018 RTIP because funds are programmed (for such purposes as landscaping). All other projects that did not carry over into the 2018 RTIP – as a result of project completion, delay, or deletion – are included in Appendix B.

Chapter 2

Regional Transportation Improvement Program Development Process

Chapter 2

Regional Transportation Improvement Program Development Process

This chapter discusses the federal, state, and *TransNet* programming requirements and the process used by the San Diego Association of Governments (SANDAG) to develop this update. It also describes the process for amendments during this cycle.

Federal Transportation Requirements

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

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

Consistent with these requirements, the Board of Directors, in October 2015, adopted the Revenue Constrained Regional Plan, San Diego Forward: The Regional Plan (Regional Plan), and on December 2, 2015, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a finding of conformity for the Revenue Constrained Regional Plan. Both the Regional Plan and the RTIP documents fulfill federal requirements.

Federal and state regulations identify the development process and required content for the programming document. In general, the RTIP must include all major projects receiving certain categories of federal or state transportation funding, which need federal and/or state approval. The RTIP also must include Capacity Increasing (CI) projects and those projects which are identified as regionally significant. A regionally significant project (defined in 23 CFR 450.104) is a transportation project that is on a facility which serves regional transportation needs and would normally be included in the modeling of the metropolitan area's transportation network. The 2018 RTIP also includes the Program of Projects (POP) funded by *TransNet*, the local transportation sales tax program administered by SANDAG.

The 2018 RTIP indicates the region's priorities for the implementation of transportation projects. It is required to include realistic estimates of project costs and anticipated program revenue. It also must be a financially constrained program. This means that funding must be available and committed to implement the projects listed in this document. As a result, all projects in the first two fiscal years must have dedicated funding, and projects in the out-years either must have a firm funding commitment or a reasonable strategy or expectation that funds will be available. In addition, all projects within the 2018 RTIP must be consistent with the Regional Plan.

Air Quality Conformity

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

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

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

On May 21, 2012, the U.S. EPA designated the San Diego air basin as a nonattainment area for the 2008 Eight-Hour Ozone Standard and classified it as a marginal area with an attainment date of December 31, 2015. Tribal areas that were previously excluded are now included as part of the San Diego region nonattainment designation. This designation became effective on July 20, 2012. SANDAG determined conformity to the new standard on May 24, 2013, using the applicable model approved by the U.S. EPA to forecast regional emissions (EMFAC2011). The U.S. DOT, in consultation with the U.S. EPA, made its conformity determination on June 28, 2013. The U.S. EPA final rule also provides for the revocation of the 1997 Eight-Hour Ozone NAAQS for transportation conformity purposes, effective July 20, 2013. In a D.C. Circuit Court decision on December 23, 2014 (NRDC v. EPA No. 12-1321), it was determined that the attainment date for marginal areas would be set for July 20, 2015. Parts of the revocation of the 1997 Eight-Hour Ozone NAAQS are now in litigation due to a D.C. Circuit Court ruling on February 16, 2018. The U.S. EPA submitted a petition for rehearing of the decision on April 23, 2018, and the South Coast Air Quality Management District did the same on April 20, 2018.

Effective June 3, 2016, the U.S. EPA determined that 11 areas, including the San Diego air basin, failed to attain the 2008 ozone NAAQS by the applicable attainment date of July 20, 2015, and thus, are reclassified by operation of law as "Moderate" for the 2008 ozone NAAQS. States containing any portion of these new Moderate areas must submit SIP revisions that meet the statutory and regulatory requirements that apply to 2008 ozone nonattainment areas classified as Moderate by January 1, 2017. The San Diego APCD submitted

a SIP revision addressing Moderate area requirements to CARB on December 27, 2016. CARB submitted the SIP revision document to the U.S. EPA on April 12, 2017. Effective December 4, 2017, the U.S. EPA found the motor vehicle emission budgets for the Reasonable Further Progress milestone year of 2017 from the *2008 Eight-Hour Ozone Attainment Plan for San Diego County* adequate for transportation conformity purposes for the 2008 ozone NAAQS.

The San Diego region was designated by the U.S. EPA as a federal maintenance area for the Carbon Monoxide (CO) standard. On November 8, 2004, CARB submitted the 2004 revision to the California SIP for CO to the U.S. EPA, which extended the maintenance plan demonstration to 2018. Effective January 30, 2006, the U.S. EPA approved this maintenance plan as a SIP revision. On March 21, 2018, the U.S. EPA documented in a letter that transportation conformity requirement for CO will cease to apply after June 1, 2018.

The 2018 RTIP must be evaluated for conformity with the SIPs for air quality attainment. The SIPs require that the 2018 RTIP satisfy a number of specific tests to indicate that the program will achieve certain air quality emissions reductions and require the RTIP to implement agreed-upon transportation control measures (Transportation Tactics). Chapter 5 further describes the air quality conformity process.

Congestion Management Process

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

The Regional Plan discusses several elements for use in the analysis of multimodal strategies including: (1) performance monitoring and measurement of the regional transportation system; (2) multimodal alternatives and non-Single Occupancy Vehicle (SOV) analysis; (3) land use impact analysis; (4) the provision of congestion management tools; and (5) integration with the RTIP process. For the 2018 RTIP, SANDAG monitors projects that add general purpose lanes by requiring sponsors of these projects seeking federal funds to submit documentation that demonstrates the project was evaluated for multimodal alternatives, including non-SOV capacity improvements. The most recent federal congestion management process can be found in Appendix U.7 to the Regional Plan and in Appendix G to this document. Further information also can be found on the CMP web page at sandag.org/cmp.

Federal Funding Programs

Federal funds programmed are based on the federal authorizing legislation, Fixing America’s Surface Transportation (FAST) Act, which was signed into law by the President on December 4, 2015. The FAST Act includes anticipated appropriations through FY 2019/20 and funding levels are conservatively estimated to continue at the same levels as it is assumed the Congress will enact continuing resolutions or new legislation upon the expiration of the FAST Act. These federal funding programs include the following:

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

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

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

Federal Submittal Requirements

Following approval by the SANDAG Board, the final 2018 RTIP will be submitted to Caltrans for inclusion in the Federal State Transportation Improvement Program (FSTIP), which incorporates the Transportation Improvement Programs (TIPs) from other MPOs around the state. The 2018 RTIP also will be submitted to the FHWA, FTA, and U.S. EPA for federal approval of the air quality conformity determination. The FHWA and FTA approve the RTIP project programming as an element of the FSTIP.

The U.S. EPA acts as a commenting agency to the FHWA and FTA in the RTIP air quality conformity process. The 2018 RTIP may be amended by SANDAG, as needed. However, any revisions that add or modify capacity-increasing, non-exempt projects require an air quality conformity re-determination. A listing of projects that are typically exempt from the air quality conformity determination is provided in Appendix E.

State Transportation Requirements

In addition to serving as the federal MPO, SANDAG is designated by the State of California as an RTPA. RTPAs are responsible for implementing state laws regarding transportation planning and funding and to ensure coordinated planning efforts meet both state and federal requirements. The 2018 RTIP is a document which meets both federal and state regulations and includes major projects receiving state transportation funds.

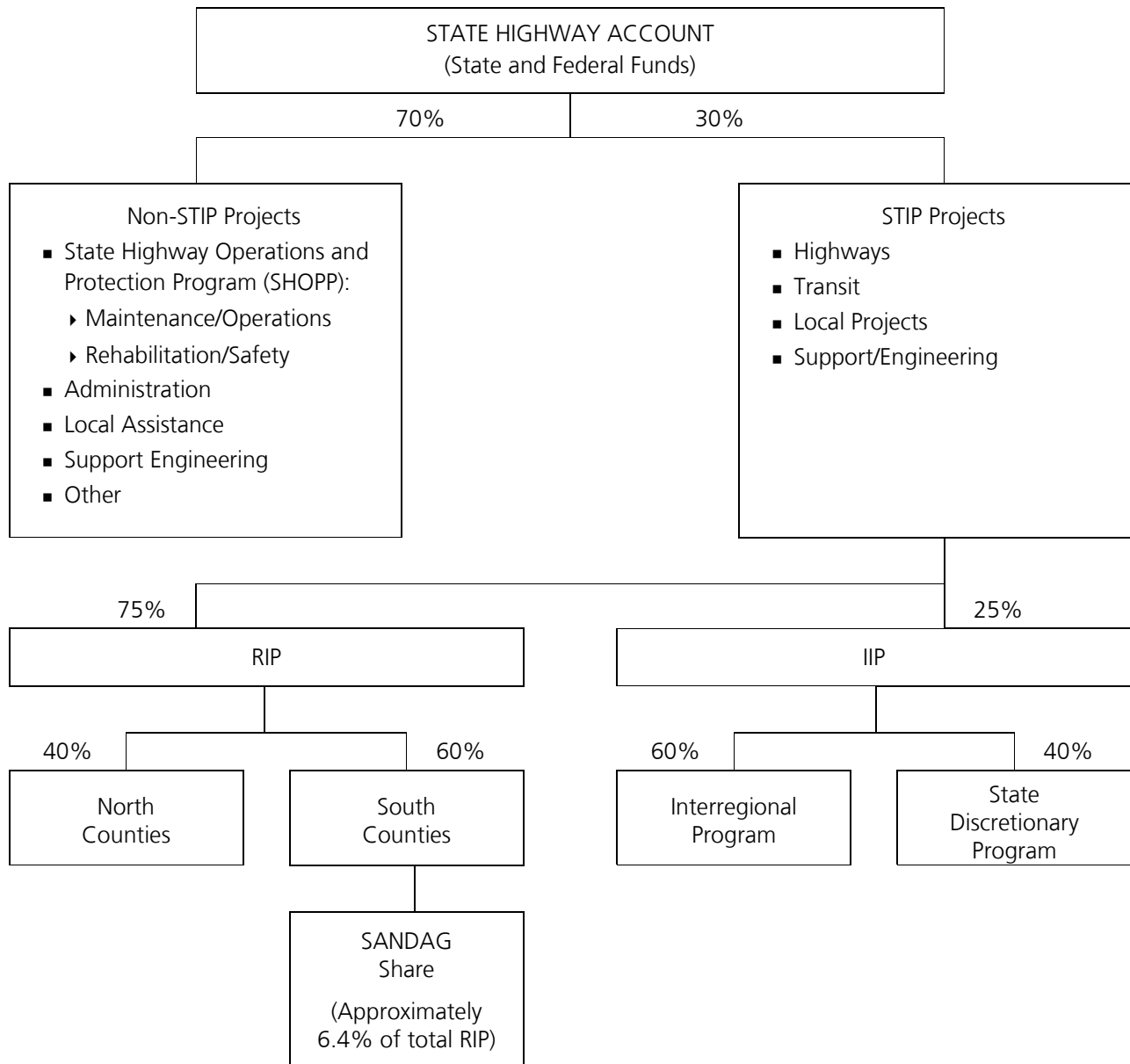
State Transportation Improvement Program

The 2018 State Transportation Improvement Program (STIP) adopted by the California Transportation Commission (CTC) in March 2018 is the state's spending plan. The FAST Act continues a program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The Active Transportation Program (ATP) was created by Senate Bill 99 (Committee on Budget and Fiscal Review, 2013) and Assembly Bill 101 (Committee on Budget and Fiscal Review, 2013) to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and State Safe Routes to School into a single program. ATP funds are administered by the CTC, with a separate program administered by the designated MPO, and projects are selected through a competitive process.

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

The CTC develops the STIP Fund Estimate (FE), which includes the RIP "County Share" and IIP fund allocations. The program is updated every two years and currently covers the five-year period 2018/19 to 2022/23. STIP-funded projects, like all other state and federally funded projects, must be listed in the RTIP in order for the sponsor agencies to access funding. The STIP consists of funds from the Transportation Investment Fund as well as from the Public Transportation Account and State Highway Account. Figure 2-1 illustrates the funding distribution.

Figure 2-1: State Transportation Fund Allocation Process



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

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

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

SANDAG also nominates projects to receive state funds under the ATP, the Transit and Intercity Rail Capital Program, the Trade Corridor Enhancement Program, and the Solutions for Congested Corridors Program.

For state-funded programs, including the STIP and SHOPP, the revenues and program are based on the revised 2018 FE adopted by the CTC on August 16, 2017. The fund estimate included \$2.2 billion in new STIP funding capacity from the adoption of Senate Bill 1 (SB 1) (Beall), signed into law on April 28, 2017, which reset the price-based excise tax to a traditional excise tax of 17.3 cents per gallon, with the provision to adjust the tax annually for inflation beginning in 2019-20. This will stabilize the funding in the State Highway Account and the STIP. SB 1 does not provide additional funding for the ATP portion of the STIP, creating a negative capacity for Rail and Transit projects, which must be funded through other eligible STIP fund types.

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

- Complete projects currently programmed in the STIP
- Place particular emphasis on programming and completing *TransNet* Early Action projects
- Program projects at the earliest possible time they can be constructed or implemented
- Maintain existing STIP funding levels as a minimum on existing programmed projects
- Reflect the efforts by the region and Caltrans to complete some of these projects outside the STIP through other funding sources

Along with the Regional Plan, the SANDAG Board adopted the Sustainable Communities Strategy, which details how the region will reduce greenhouse gas emissions to state-mandated levels over time. The state-administered portion of the ATP is one of the components that would help the region meet its greenhouse gas emissions targets, with the expectation that this program will help fund a number of regionally significant bike projects. The final funding allocation for the state-wide-funded ATP projects included in the 2018 RTIP rests with the CTC. The approval of the region-wide ATP is ultimately approved by the SANDAG Board.

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

In addition, Caltrans develops the 2018 SHOPP, which is divided into six project groupings – bridge preservation, collision reduction, mandates, mobility, and roadway/roadside preservation. Projects funded with STIP and SHOPP are programmed in the 2018 RTIP based upon the final CTC adoption.

State Submittal Requirements

The RTIP, which includes the entire San Diego region STIP-funded projects and all other federal and locally funded projects, must be submitted to Caltrans by October 1, 2018. Once submitted, the state will post for a 30-day public notice review before federal submittal.

TransNet Requirements

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

The *TransNet* Program includes several subprograms. After deducting for administrative expenses (1%), 2 percent for BPNS Program projects, and \$250,000 (plus consumer price index) for the Independent Taxpayers Oversight Committee (ITOC), the remainder of the revenues is divided between Major Corridors, Local System Improvements, and Transit System Improvements. Under the *TransNet* Ordinance, the highway and transit major corridor projects were specified in the approved ballot measure. The schedule and funding of the major *TransNet* highway and transit projects are developed cooperatively by SANDAG, Caltrans, and the region's transit operators.

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

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

RTIP Development Process for *TransNet*

Designated as the region's MPO and RTPA and as the RTC, SANDAG has the overall responsibility for developing the required RTIP document. In a memo dated January 16, 2018, SANDAG requested that project sponsors

review and update the projects for submittal for inclusion into the 2018 RTIP. The individual project listings included in Chapter 3 have been submitted by the project sponsors and reviewed for compliance by SANDAG.

The 2018 RTIP has been prepared with input and cooperation from Caltrans, the cities and County of San Diego, the Metropolitan Transit System, the North County Transit District, and the SANDAG Transportation Committee, as well as other technical and advisory working groups.

Public Participation

SANDAG has provided ample opportunity for community involvement and interagency consultation in the development of the 2018 RTIP, and the SANDAG public participation process provides additional opportunity for public review and comment on the draft document prior to its adoption. Opportunities for community involvement and interagency consultation on the transportation projects included in the 2018 RTIP were provided through public meetings of the various SANDAG committees and working groups that are responsible for the development and oversight of the projects. These committees include the Transportation Committee, the Cities/County Transportation Advisory Committee, the Community-Based Organization Working Group, the Interagency Technical Working Group on Tribal Transportation Issues, the ITOC, and the San Diego Region Conformity Working Group.

At its July 27, 2018, meeting, the Board of Directors approved the distribution of the draft 2018 RTIP for a 30-day public comment period. A public hearing on the Proposed Final 2018 RTIP was held at the Transportation Committee meeting on September 7, 2018. Public comments were received and their corresponding SANDAG responses will be included in Appendix J of this document. At its September 28, 2018, meeting, the Board of Directors adopted the Final 2018 RTIP. The 2018 RTIP also will be available on the 2018 RTIP web page at sandag.org/RTIP.

RTIP Amendment Process

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

There are two types of processes to update the RTIP: (1) Administrative Modifications; and (2) Amendments (described in detail below). SANDAG processes amendments generally on a quarterly basis and administrative modifications on an as-needed basis. Both the 2018 RTIP and any amendment requests during the 2018 RTIP cycle that involve the *TransNet* Program must include the sponsor's governing board/council approval in the form of a signed resolution. The 2018 RTIP quarterly amendment schedule can be found on the RTIP web page at sandag.org/RTIP.

Caltrans currently approves Administrative Modifications in their entirety and Amendments prior to federal approval, and is unable to approve an amendment with exceptions to specific projects. There are circumstances, however, in which SANDAG may need to revise the amended projects after SANDAG approval should Caltrans

object to the approval of a specific project. In such instances, SANDAG can revise the original submittal and resubmit the amendment.

Administrative Modifications

Administrative Modifications require the approval of the Board of Directors, which has delegated its authority to the Transportation Committee followed by the state, but do not require federal approval. Federal agencies are notified of the amendments for informational purposes. The streamlined approach helps expedite the approval process. Project requests that fall within the following criteria can be administratively amended:

- Revise a project description which does not change the scope of the project or is in conflict with the project environmental document and wherein the project does not affect air quality or the timely implementation of Transportation Control Measures (TCMs) or impacts financial constraint
- Increase the funding amount up to 40 percent of the project cost, or \$10 million, whichever is less
- Change in funding source
- Change a project lead agency
- Split or combine individually listed projects as long as cost, schedule, and scope remain unchanged
- Change required information for grouped-project (lump sum) listings
- Add or delete projects from grouped-project (lump sum) listings as long as the funding amount stays within the guidelines indicated above

Amendments

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

- Add a new federal- or state-funded project or delete an existing federal- or state-funded project
- Shift funds from beyond the first four years (FY 22/2023) to the quadrennial element (FY 2018/19 through FY 2021/22), or vice versa
- The request would affect air quality conformity or the timely implementation of TCMs
- The request would require additional air quality emissions analysis and/or a new finding of air quality conformity by adding a new CI project or deleting an existing CI project
- The request would impact the financial constraint of the RTIP
- The request would result in major changes in scope, design, and/or concept

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

Grouped Project Listings

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

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

For each grouped-project listing in the RTIP, SANDAG maintains a detailed list of projects that comprise the grouped project, which can be found in Appendix A and also is available on the RTIP web page at sandag.org/RTIP or sandag.org/rtipgroupedprojects.

Participation by Federal Agencies

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

Chapter 3

Project Listings

Chapter 3

Project Listings

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

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

Caltrans Highway Projects

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

Several highway programs are identified in the Caltrans listing as grouped projects. These state-administered programs, such as the Highway Bridge Program, State Highway Operations and Protection Program (SHOPP), and Highway Safety Improvement Program (among others) are identified by Caltrans headquarters office and administered by the local Caltrans district offices. All grouped projects listed are exempt for purposes of air quality. The list of individual projects that make up the grouped projects is available on the 2018 RTIP website at sandag.org/RTIP and can be found in Appendix A.

Local Agency Projects

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

Transit Projects

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

Other Regional and Miscellaneous Projects

SANDAG also is the project sponsor for other regional projects. The listing includes the Regional Transportation Demand Management Program, the Freeway Service Patrol Program, and Intelligent Transportation System projects.

Other project listings are included for project sponsors not members of SANDAG that have transportation projects within the San Diego region. These include the Transportation Corridor Agencies, Tribal Governments, and other requesting agencies.

Federal Funding Requirements

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

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

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

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

Status of Prior RTIP Projects

Appendix B includes a list of projects from the previous RTIP that were not carried over into the 2018 RTIP. The status for each project is indicated in bold text. "Completed" indicates the project has opened to traffic or has begun construction and/or no money is programmed beyond FY 2017/18. "Delayed" indicates that the project is ongoing but no new funding has been identified for the RTIP period or the agency has determined other priority projects to fund and may be brought back. "Deleted" indicates that the agency has decided to no longer pursue the project. With this appendix, every project from the previous RTIP is accounted for and provides a complete picture of the projects' status.

Consistency with San Diego Forward: The Regional Plan

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

Advanced Construction

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

Toll Credit

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

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

Figure 3-1: RTIP Project Users Guide

Caltrans

MPO ID: CAL75		ADOPTION: 18-00								
Project Title: I-5 Genesee Interchange and Widening		EA NO: 0223U, 06500			PPNO: 0129P					
Project Description: Interchange on I-5 at Genesee Avenue and Sorrento Valley Road - reconstruct I-5 Genesee Bridge and interchange including ramps, retaining walls; add type 1 bicycle facility between Voigt Drive and Sorrento Valley Road		RTP PG NO: A-28,B-39			SANDAG ID: 1200506					
		EARMARK NO: 3086								
RT:5	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$117,435		Open to Traffic: Jun 2018								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$18,255	\$15,910	\$1,617	\$711	\$6	\$5	\$6	\$1,304	\$6,233	\$10,718
HPP	\$1,600	\$1,600								\$1,600
RSTP	\$51,284	\$47,643	\$3,641							\$51,284
Prop 1B - SLPP	\$8,000	\$8,000								\$8,000
SHOPP (AC)-Mobility	\$12,987	\$12,987						\$2,467	\$500	\$10,020
Local Funds	\$10,198	\$10,198						\$10	\$1,688	\$8,500
TOTAL	\$102,324	\$96,338	\$5,258	\$711	\$6	\$5	\$6	\$3,781	\$8,421	\$90,122
*\$14.4M of City of San Diego contribution programmed under SD103; additional state funds of \$711K outside the RTIP										

Type of funds programmed: See fund list at tend of Table 3-1

Total amount programmed for project

Funds programmed prior to current RTIP cycle

Fiscal Years covered by the 2018 RTIP Cycle: FY2018/19-FY2022/23

Phase by fund type: See Appendix A-11

- MPO ID**.....RTIP project number
- RTIP No.**for the 2018 adoption shows as Adoption: 18-00; for all amendments following, this will state the last amendment the project was approved (Ex. RTIP #: 18-01)
- Title/Description**name of the project/project information, including location, limits, and scope
- EA NO/PPNO**unique number assigned by Caltrans as the lead agency or for project oversight
- RTP PG NO**in order to show consistency between the plan and the program, provides the Regional Plan page number for reference – only applies to regionally significant projects
- SANDAG ID**.....SANDAG capital project or OWP number; provides reference to the SANDAG capital budget
- Earmark No.**federal legislative number
- RAS**.....Regional Arterial System
- CR/Maint.**.....for local *TransNet* funded projects, identifies either congestion relief or maintenance
- RT**state route in which this project is located
- Capacity Status**indicates whether a project will increase system capacity (CI) or not (NCI); important for regional air quality determination
- Exempt Category**based upon 40 CFR part 93.126 Exempt Tables 2 and 3
- Est Total Cost**sometimes the total program is less than the estimated total project cost because the project continues beyond the RTIP cycle years; estimated total cost should always be consistent with the Regional Plan
- Open to Traffic**.....all non-exempt projects will have an estimated date when the project will be available for public use; if project is exempt, the project will not have this information
- Footnote**indicated with an asterisk; any additional information pertaining to the project

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL09		ADOPTION: 18-00								
Project Title:	Interstate 5 - HOV/Managed Lanes								EA NO: 235800	
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 from Birmingham to SR78; Construct Phase 3: Soundwalls on private property from Manchester to SR-78.. Toll Credits will be used to match federal funds for the ROW phase, Toll Credits will be used to match federal funds for the CON phase								PPNO: 0615CDE, 0615 RTP PG NO: A-16, B-30 SANDAG ID: 1200511, 1200501, 1200504, 1200510, 1200509	
RT:5	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$946,521		Open to Traffic: Phase 1: Sep 2020			Phase 2: Sep 2024		Phase 3: Sep 2024			
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$168,841	\$144,690	\$8,726	\$3,357	\$2,897	\$2,503	\$6,668	\$122,608	\$36,718	\$9,515
CBI	\$416	\$416						\$416		
CMAQ	\$98,698	\$94,477	\$4,220					\$27,116	\$8,800	\$62,782
CMAQ - Conversion	\$98,914			\$25,142	\$24,870	\$24,589	\$24,313		\$4,012	\$94,902
Earmark Repurposing	\$1,220	\$1,220						\$1,220		
IM	\$3,886	\$3,886						\$3,886		
RSTP	\$103,811	\$66,693	\$28,361		\$8,756			\$31,987	\$6,106	\$65,718
RSTP - Conversion	\$5,000					\$5,000				\$5,000
STP	\$751	\$751						\$751		
SB1 - CCP	\$195,000		\$195,000							\$195,000
STIP-RIP AC	\$229,084	\$68,943		\$71,078			\$89,063	\$9,561		\$219,523
STIP-RIP State Cash	\$628	\$628						\$628		
TOTAL	\$906,249	\$381,704	\$236,307	\$99,577	\$36,523	\$32,092	\$120,044	\$198,173	\$55,636	\$652,440
*\$5.324M programmed in CAL46A; \$299K provided outside of the RTIP; \$12.035M programmed in CAL443; \$22.616M programmed in CAL468; Demo IDs CA653, CA676 repurposed to FHWA transfer number CAT 16-070										

MPO ID: CAL09A		ADOPTION: 18-00								
Project Title:	I-5 Lomas Santa Fe Interchange/HOV lanes								EA NO: 07760, 2358U, 2T177	
Project Description:	I-5 from Via De La Valle to San Elijo Lagoon Milepost begins at 35.7 ends at 38.5 (2.8 miles) - construct interchange and High Occupancy Vehicle (HOV) lane								PPNO: 0701 RTP PG NO: A-5 SANDAG ID: 1200502	
RT:5	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$67,720		Open to Traffic: Mar 2009								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$21,016	\$21,001	\$15					\$2,832	\$94	\$18,090
Prop 1B - CMIA	\$24,500	\$24,500								\$24,500
TCRP	\$6,000	\$6,000								\$6,000
TOTAL	\$51,516	\$51,501	\$15					\$2,832	\$94	\$48,590
*State contribution of \$16.204M outside of the RTIP in prior years										

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL09C		ADOPTION: 18-00								
Project Title: I-805 Direct Access Ramp and HOV at Carroll Canyon		EA NO: 2T040, 2T041								
Project Description: I-805 from Carroll Canyon Road to I- 5 Milepost begins at 49.9 ends at 51.7 (1.8 miles) - construct Direct Access Ramps (DARs) and HOV lanes to Carroll Canyon Road on I-805		PPNO: 0716								
		RTP PG NO: A-16,27,B-30,31,34								
		SANDAG ID: 1280505								
RT:805	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$95,730		Open to Traffic: Apr 2014								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$32,420	\$31,955	\$464	\$1				\$16,615	\$2,703	\$13,102
Other Fed - ARRA-RSTP	\$51,817	\$51,817								\$51,817
TOTAL	\$84,237	\$83,772	\$464	\$1				\$16,615	\$2,703	\$64,919
*Additional local contribution of \$11.491M programmed in SD32										

MPO ID: CAL18B		ADOPTION: 18-00								
Project Title: I-15 Managed Lanes- South Segment and Mira Mesa Transit Center		EA NO: 081501								
Project Description: In San Diego on I-15 from just south of SR 52 to SR 56 and on SR 163 from SR 52 to I-15. - construct managed lanes, south segment including Direct Access Ramps and BRT Station: construct auxiliary lane along northbound I-15 from Pomerado Rd. overcrossing to Carroll Canyon Rd. overcrossing, construct transit center at Miramar College near Hillery Dr.		PPNO: 0672G								
		RTP PG NO: A-9								
		SANDAG ID: 1201501, 1201506, 1201518								
RT:15	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$398,434		Open to Traffic: Jun 2011								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$83,298	\$80,522	\$2,776					\$36,534	\$16,546	\$30,218
CMAQ	\$11,744	\$11,744						\$11,744		
Prop 1B - CMIA	\$288,972	\$288,972								\$288,972
STIP-RIP NHS	\$8,853	\$8,853						\$8,853		
STIP-RIP State Cash	\$1,147	\$1,147						\$1,147		
Local Funds	\$4,420	\$4,420							\$692	\$3,728
TOTAL	\$398,434	\$395,658	\$2,776					\$58,278	\$17,238	\$322,918

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL26		ADOPTION: 18-00									
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 PG NO: A-5									
		SANDAG ID: 1205203									
		EARMARK NO: CA424/604, HPP 1134/2735									
RT:52	Capacity Status: CI	Exempt Category: Non-Exempt									
Est Total Cost: \$460,509		Open to Traffic: Mar 2011									
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - H	\$44,945	\$44,945						\$671	\$44,274		
TransNet - MC	\$66,529	\$66,186	\$5	\$338				\$13,999	\$32,271	\$20,259	
DEMO	\$2,234	\$2,234							\$2,234		
HPP	\$10,409	\$10,409								\$10,409	
RSTP	\$53,238	\$53,238						\$22,837		\$30,401	
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	\$451,774	\$5	\$338				\$38,200	\$205,446	\$208,471	
*State contributed \$8.392M in additional funds outside of the RTIP											

MPO ID: CAL29		ADOPTION: 18-00									
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 PG NO: A-9									
		SANDAG ID: 1207602									
		EARMARK NO: CA603/2719									
RT:76	Capacity Status: CI	Exempt Category: Non-Exempt									
Est Total Cost: \$165,244		Open to Traffic: Nov 2012									
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - MC	\$51,807	\$50,920	\$887					\$9,772	\$30,189	\$11,846	
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	\$152,867	\$151,980	\$887					\$17,035	\$36,875	\$98,957	
*State contribution of \$13.452M outside of RTIP											

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL29B								ADOPTION: 18-00		
Project Title: SR 76 East								EA NO: 25715		
Project Description: SR 76 from Mission Rd. to I-15 Milepost begins at 5 ends at 9.77 (4.77 miles) - In and near Oceanside from Mission Rd to I-15, widen from 2 to 4 lanes. Toll Credits will be used to match federal funds for the CON phase								RTP PG NO: B-32		
								SANDAG ID: 1207606		
RT:76	Capacity Status: CI		Exempt Category: Non-Exempt							
Est Total Cost: \$202,499			Open to Traffic: Phase 1: Aug 2013			Phase 2: May 2017				
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - H	\$15,139	\$15,139						\$15,139		
TransNet - MC	\$31,057	\$29,930	\$771	\$63	\$144	\$48	\$101	\$8,818	\$16,170	\$6,069
TransNet - MC AC	\$0	\$16,294	\$3,644				\$(19,938)			
TransNet - REMP	\$8,133	\$8,133								\$8,133
RSTP	\$93,686	\$90,436	\$3,250					\$7,436		\$86,250
TPFP	\$300	\$300								\$300
Prop 1B - CMIA	\$27,387	\$27,387								\$27,387
Local Funds	\$26,797	\$6,859					\$19,938	\$3,024	\$8,802	\$14,971
TOTAL	\$202,499	\$194,478	\$7,665	\$63	\$144	\$48	\$101	\$34,417	\$24,972	\$143,110

MPO ID: CAL38C								ADOPTION: 18-00		
Project Title: SR125/905 Southbound to Westbound Connector								EA NO: 28883		
Project Description: Interchange on SR 905 at SR-125 and SR-905 - Design and construct southbound SR-125 connector to westbound SR-905. Toll Credits will be used to match federal funds for the PE phase								RTP PG NO: A-7; A-19		
								EARMARK NO: CA612, HPP 2813		
RT:905	Capacity Status: CI		Exempt Category: Non-Exempt							
Est Total Cost: \$36,257			Open to Traffic: Jan 2022							
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
HPP	\$4,857	\$4,857						\$4,857		
SB1 - TCEP	\$21,980			\$21,980						\$21,980
Loc Funds - Toll Funds	\$9,420		\$40	\$1,363	\$8,017			\$40		\$9,380
TOTAL	\$36,257	\$4,857	\$40	\$23,343	\$8,017			\$4,897		\$31,360

MPO ID: CAL44								ADOPTION: 18-00		
Project Title: Grouped Projects for Bridge Rehabilitation and Reconstruction - Highway Bridge Program										
Project Description: Countywide - projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - widen narrow pavements or reconstructing bridges (no additional travel lanes)										
Capacity Status: NCI								Exempt Category: Safety - Non capacity widening or bridge reconstruction		
Est Total Cost: \$208,263										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
HBP	\$198,229	\$38,961	\$1,755	\$13,411	\$751	\$25,270	\$118,081			\$198,229
Prop 1B - LBSRA	\$1,319						\$1,319			\$1,319
Local Funds	\$8,715	\$2,064	\$130	\$340	\$97	\$1,025	\$5,059			\$8,715
Local Funds AC	\$0	\$17,260					\$(17,260)			
TOTAL	\$208,263	\$58,285	\$1,885	\$13,751	\$848	\$9,035	\$124,459			\$208,263

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

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL46A							ADOPTION: 18-00			
Project Title: Grouped Projects for Safety Improvements - SHOPP Mobility Program										
Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers										
RT:Var Capacity Status: NCI Exempt Category: Safety - Shoulder Improvements										
Est Total Cost: \$93,874										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP (AC)-Mobility	\$93,874	\$5,157	\$14,587	\$42,780	\$24,606	\$6,744				\$93,874
TOTAL	\$93,874	\$5,157	\$14,587	\$42,780	\$24,606	\$6,744				\$93,874

MPO ID: CAL46B							ADOPTION: 18-00			
Project Title: Grouped Projects for Safety Improvements - SHOPP Collision Reduction (CR) Program										
Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers										
Capacity Status: NCI Exempt Category: Safety - Hazard elimination program										
Est Total Cost: \$102,632										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP - CR - NHS (AC)	\$76,354	\$6,696	\$25,475	\$10,509	\$28,894	\$4,780				\$76,354
SHOPP - CR - STP (AC)	\$26,278	\$1,493	\$2,612	\$7,045	\$15,128					\$26,278
TOTAL	\$102,632	\$8,189	\$28,087	\$17,554	\$44,022	\$4,780				\$102,632

MPO ID: CAL46C							ADOPTION: 18-00			
Project Title: Grouped Projects for Shoulder Improvements - SHOPP Roadside Preservation Program										
Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - fencing, safety roadside rest area										
Capacity Status: NCI Exempt Category: Safety - Shoulder Improvements										
Est Total Cost: \$33,339										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP (AC)-Rdside Preserv NHS	\$33,339		\$1,299	\$3,776	\$28,264					\$33,339
TOTAL	\$33,339		\$1,299	\$3,776	\$28,264					\$33,339

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL46D								ADOPTION: 18-00		
Project Title: Grouped Projects for Bridge Rehabilitation and Reconstruction-SHOPP Program										
Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 category - widening narrow pavements or reconstructing bridges (no additional lanes)										
Capacity Status: NCI Exempt Category: Safety - Non capacity widening or bridge reconstruction										
Est Total Cost: \$40,003										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP (AC)-Brdg Presrv (HBP)	\$40,003	\$663	\$32,779	\$969	\$2,715		\$2,877			\$40,003
TOTAL	\$40,003	\$663	\$32,779	\$969	\$2,715		\$2,877			\$40,003

MPO ID: CAL46E								ADOPTION: 18-00		
Project Title: Grouped Projects for Pavement Resurfacing and/or Rehabilitation - SHOPP Roadway Preservation Program										
Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories – pavement resurfacing and/or rehabilitation, emergency relief (23 USC 125), widening narrow pavements or reconstructing bridges (no additional travel lanes)										
Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation										
Est Total Cost: \$226,039										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP (AC)-Rdway Presrv NHS	\$226,039	\$8,925	\$17,503	\$69,193	\$8,259	\$122,159				\$226,039
TOTAL	\$226,039	\$8,925	\$17,503	\$69,193	\$8,259	\$122,159				\$226,039

MPO ID: CAL46I								ADOPTION: 18-00		
Project Title: Grouped Projects for Safety Improvements - SHOPP Mandates Program										
Project Description: Projects are consistent with 40 CFR Parts 93.126 and 93.127 Exempt Tables 2 and 3 categories -railroad/highway crossing, safer non-federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, emergency truck pullovers, hazard elimination program										
Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program										
Est Total Cost: \$45,669										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP (AC)-Mandates	\$45,669	\$2,099	\$16,630	\$11,938	\$9,063	\$5,939				\$45,669
TOTAL	\$45,669	\$2,099	\$16,630	\$11,938	\$9,063	\$5,939				\$45,669

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL67		ADOPTION: 18-00								
Project Title:	State Route 94 Corridor Improvements							EA NO: 28710		
Project Description:	In San Diego on SR 94 between I-805 and Downtown - Engineering study for various corridor improvements to include Managed Lanes(ML)/Bus Rapid Transit(BRT) lanes and connectors between SR 94 and I-805; future phases are outside of RTIP cycle, but included in the long range Regional Plan							PPNO: T0770		
								RTP PG NO: A-5,A-16,B-30		
								SANDAG ID: 1280508		
RT:94	Capacity Status: NCI	Exempt Category: Other - Engineering studies								
Est Total Cost: \$22,600										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$12,600	\$11,297	\$3	\$1,300				\$12,600		
TCRP	\$10,000	\$10,000						\$10,000		
TOTAL	\$22,600	\$21,297	\$3	\$1,300				\$22,600		

MPO ID: CAL68		ADOPTION: 18-00								
Project Title:	SR 94/125 Southbound to Eastbound Connector							EA NO: 14665		
Project Description:	Interchange on SR 94 at SR 94 and SR125 Milepost begins at 1 ends at 2 - near La Mesa and Lemon Grove on SR 125 from Mariposa St to SR 94 and on SR 94 from SR 125 to Bancroft Dr. - Construct freeway connector, replace and widen bridges							PPNO: 0356		
								RTP PG NO: A-6		
								SANDAG ID: 1212501		
RT:94	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$16,240 Open to Traffic: Jun 2024										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$1,914	\$1,835	\$25	\$32	\$22			\$1,914		
STIP-RIP AC	\$7,948		\$7,948					\$7,948		
State Cash	\$26	\$26							\$26	
TCRP	\$6,352	\$6,352						\$5,000	\$1,352	
TOTAL	\$16,240	\$8,213	\$7,973	\$32	\$22			\$14,862	\$1,378	

MPO ID: CAL75		ADOPTION: 18-00								
Project Title:	I-5 Genesee Interchange and Widening							EA NO: 0223U, 06500		
Project Description:	Interchange on I-5 at Genesee Avenue and Sorrento Valley Road - reconstruct I-5 Genesee Bridge and interchange including ramps, retaining walls; add type 1 bicycle facility between Voigt Drive and Sorrento Valley Road							PPNO: 0129P		
								RTP PG NO: A-28,B-39		
								SANDAG ID: 1200506		
								EARMARK NO: 3086		
RT:5	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$117,435 Open to Traffic: Jun 2018										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$18,255	\$15,910	\$1,617	\$711	\$6	\$5	\$6	\$1,304	\$6,233	\$10,718
HPP	\$1,600	\$1,600								\$1,600
RSTP	\$51,284	\$47,643	\$3,641							\$51,284
Prop 1B - SLPP	\$8,000	\$8,000								\$8,000
SHOPP (AC)-Mobility	\$12,987	\$12,987						\$2,467	\$500	\$10,020
Local Funds	\$10,198	\$10,198						\$10	\$1,688	\$8,500
TOTAL	\$102,324	\$96,338	\$5,258	\$711	\$6	\$5	\$6	\$3,781	\$8,421	\$90,122
*\$14.4M of City of San Diego contribution programmed under SD103; additional state funds of \$711K outside the RTIP										

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL77		ADOPTION: 18-00								
Project Title:	I-5/I-8 Connector							EA NO: 00270, 00271		
Project Description:	On I-5 from 0.1 mile south of I-8 to 0.5 mile north of Tecolote Creek Bridge; also on I-8 from I-5 to 0.3 mile east of Morena Boulevard - Construct auxiliary lanes, widen connectors, and landscape mitigation (11-00271). Toll Credits will be used to match federal funds for the PE phase, Toll Credits will be used to match federal funds for the CON phase							PPNO: 0778		
								SANDAG ID: 1200505		
								EARMARK NO: CA643/3120		
RT:5	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$17,300		Open to Traffic: Oct 2015								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$1,860	\$1,545	\$315							\$1,860
HPP	\$4,800	\$4,800						\$2,687		\$2,113
IM	\$1,025	\$1,025						\$793		\$232
SHOPP (AC)-Mobility	\$9,615	\$9,615						\$2,452	\$1	\$7,162
TOTAL	\$17,300	\$16,985	\$315					\$5,932	\$1	\$11,367

MPO ID: CAL78B		ADOPTION: 18-00								
Project Title:	I-805 HOV/Managed Lanes - North							EA NO: 08163, 2T200,2T330		
Project Description:	On I-805 from the I-805/SR 52 to Sorrento Valley on SR 52 at the I-805/SR 52 separation - preliminary engineering for construction of managed lanes; design and construct Phase 1 - one High Occupancy Vehicle (HOV) lane in the median in each direction including the south facing Direct Access Ramps at Carroll Canyon Rd. Phase 1 Post Miles 23.7-27.6							PPNO: 0732		
								RTP PG NO: B-30		
								SANDAG ID: 1280503, 1280511		
RT:805	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$128,574		Open to Traffic: Sep 2016								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$22,933	\$19,571	\$1,058	\$330	\$285	\$466	\$1,223	\$11,759	\$515	\$10,659
CMAQ	\$61,870	\$61,870						\$1,000		\$60,870
RSTP	\$1,775	\$1,775						\$1,775		
Prop 1B - CMIA	\$40,638	\$40,638								\$40,638
Prop 1B - SLPP	\$1,358	\$1,358								\$1,358
TOTAL	\$128,574	\$125,212	\$1,058	\$330	\$285	\$466	\$1,223	\$14,534	\$515	\$113,525

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL78C		ADOPTION: 18-00									
Project Title:	I-805 HOV/Managed Lanes - South							EA NO:	08161		
Project Description:	I-805 Freeway - environmental document for I-805 widening in San Diego, Chula Vista, and National City from Palomar Street to State Route 94; design and construct 2 High Occupancy Vehicle (HOV) lanes in the median of I-805 including a Direct Access Ramp (DAR) at Palomar Street; design and construct one auxiliary lane on northbound I-805 from Grove Street to 16th Street in National City; design and construct one auxiliary lane on southbound I-805 from 20th Street to Plaza Boulevard in National City; design one HOV lane in each direction from Hilltop Drive to Landis Street and a direct HOV connector from I-805 to I-15..							PPNO:	0730A-B		
								RTP PG NO:	A-16,B-30,B-31		
								SANDAG ID:	1280501, 1280514, 1280510		
RT:805	Capacity Status: CI	Exempt Category: Non-Exempt									
Est Total Cost: \$227,073		Open to Traffic: Phase 1: Feb 2016			Phase 2: Jun 2016						
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - MC	\$159,052	\$151,934	\$3,934	\$2,713	\$467	\$2	\$2	\$56,841	\$8,150	\$94,061	
TransNet - Transit	\$42	\$42						\$42			
IM	\$975	\$975						\$975			
RSTP	\$9,661	\$9,661						\$9,661			
Prop 1B - CMIA	\$56,763	\$56,763								\$56,763	
Local Funds	\$580	\$348	\$232					\$180		\$400	
TOTAL	\$227,073	\$219,723	\$4,166	\$2,713	\$467	\$2	\$2	\$67,699	\$8,150	\$151,224	

MPO ID: CAL78D		ADOPTION: 18-00									
Project Title:	I-805 South Soundwalls - Unit 1							EA NO:	2T260, 43018		
Project Description:	From Naples Street to I- 805/SR 54 Separation - construct soundwalls; preliminary engineering and right of way for Sweetwater River Bridge upgrade. Toll Credits will be used to match federal funds for the PE phase, Toll Credits will be used to match federal funds for the ROW phase, Toll Credits will be used to match federal funds for the CON phase							SANDAG ID:	1280515		
RT:805	Capacity Status: NCI	Exempt Category: Other - Noise attenuation									
Est Total Cost: \$38,361											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - MC	\$6,987	\$3,948	\$1,766	\$824	\$269	\$128	\$52	\$3,430	\$249	\$3,308	
TransNet - MC AC	\$0		\$2,273	\$(2,273)							
RSTP	\$29,029	\$29,029						\$12,611	\$2,402	\$14,016	
RSTP - AC Conversion	\$2,273			\$2,273						\$2,273	
TOTAL	\$38,289	\$32,977	\$4,039	\$824	\$269	\$128	\$52	\$16,041	\$2,651	\$19,597	
*\$72k of SHOPP contribution programmed under CAL371; Construction of Sweetwater River Bridge programmed under CAL484 in grouped listing CAL46D											

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL105								ADOPTION: 18-00		
Project Title: Grouped Projects for Highway Safety Improvement - HSIP Program										
Project Description: Projects are consistent with 40 CFR Parts 93.126 and 93.127 Exempt Tables 2 and 3 categories - railroad/highway crossing, safer non-federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, emergency truck pullovers										
Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program										
Est Total Cost: \$29,382										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
HSIP	\$27,278	\$379	\$7,246	\$13,231	\$3,185	\$3,237				\$27,278
Local Funds	\$2,104	\$12	\$919	\$865	\$74	\$233				\$2,104
TOTAL	\$29,382	\$391	\$8,165	\$14,096	\$3,259	\$3,470				\$29,382

MPO ID: CAL114								ADOPTION: 18-00		
Project Title: I-5/SR 56 Interchange										
Project Description: At I-5/SR 56 interchange - in San Diego, construct freeway to freeway interchange, associated operational improvements, and the relocation of the fiber optic cable line; future phases are outside of TIP cycle but included in the long range plan. Phase I: To construct one additional auxiliary lane in the east and westbound directions on SR-56 from El Camino Real to Carmel Country Rd. Phase II: Construct the west to north connector, extend the NB I-5 local bypass, and reconstruct the Del Mar Heights O.C. Phase III - Construct the south to east connector, extend the SB I-5 local bypass, and construct the Carmel Creek Dr. slip ramp										
EA NO: 17790 RTP PG NO: A-7,19,33,39,40,B-33 SANDAG ID: 1200503										
RT:5 Capacity Status: CI Exempt Category: Non-Exempt										
Est Total Cost: \$17,957 Open to Traffic: Phase 1: Jan 2026 Phase 2: Jan 2035 Phase 3: Jan 2035										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$1,854	\$613	\$482	\$472	\$287			\$1,854		
CBI	\$1,942	\$1,942						\$1,942		
DEMO - Sec 115	\$1,000	\$1,000						\$1,000		
DEMO - TEA 21	\$375	\$375						\$375		
HPP	\$4,529	\$4,529						\$4,529		
IM	\$1,927	\$1,927						\$1,927		
STP	\$2,952	\$2,952						\$2,952		
STP - Sec 112	\$396	\$396						\$396		
Local Funds	\$909	\$909						\$909		
TOTAL	\$15,884	\$14,643	\$482	\$472	\$287			\$15,884		
*State contributed \$2.073M in additional funds outside of the RTIP										

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL194		ADOPTION: 18-00									
Project Title: Grouped Projects for Pavement Resurfacing and/or Rehabilitation on the State Highway System - Highway Maintenance Program											
Project Description: Projects are consistent with 40 CFR Parts 93.126 and 93.127 Exempt Tables 2 and 3 categories -pavement resurfacing and/or rehabilitation - Project listing for Pavement resurfacing and/or rehabilitation on the State Highway System - Highway Maintenance											
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation									
Est Total Cost: \$6,311											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
Highway Maintenance - NHS	\$6,311		\$6,311								\$6,311
TOTAL	\$6,311		\$6,311								\$6,311

MPO ID: CAL277		ADOPTION: 18-00									
Project Title: I-15/SR-78 HOV Connectors		EA NO: 2T240									
Project Description: SR-78 from Post Mile 15.49 to R16.6 and on I-15 from Post Mile R30.63 to R31.56 - preliminary engineering for northbound I-15 to westbound SR-78 and eastbound SR-78 to southbound I-15 HOV connectors and operational improvements		RTP PG NO: A-19									
RT:15		Capacity Status: NCI									Exempt Category: Other - Engineering studies
Est Total Cost: \$340,000											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - MC	\$937	\$816	\$46	\$55	\$20			\$937			
STIP-RIP AC	\$7,000		\$7,000					\$7,000			
TOTAL	\$7,937	\$816	\$7,046	\$55	\$20			\$7,937			

MPO ID: CAL325A		ADOPTION: 18-00									
Project Title: State Routes 905/125/11 Southbound Connectors.		EA NO: 28882									
Project Description: Southbound SR 125 to southbound SR 905 and southbound SR 125 to eastbound SR 11 - in San Diego County, in and near San Diego at Route 905/125/11 separation, construct southbound connectors from State Route 125 to SR 905 and SR 11		RTP PG NO: A-7,B-33									
RT:905		Capacity Status: CI									Exempt Category: Non-Exempt
Est Total Cost: \$68,947 Open to Traffic: May 2021											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
SHOPP Augmentation - Mobility	\$49,747	\$49,747									\$49,747
Loc Funds - Toll Funds	\$19,200	\$7,162	\$1,389	\$7,231	\$3,017	\$400	\$1	\$7,385	\$115		\$11,700
TOTAL	\$68,947	\$56,909	\$1,389	\$7,231	\$3,017	\$400	\$1	\$7,385	\$115		\$61,447

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL398A		ADOPTION: 18-00								
Project Title:	La Jolla Village Drive to Genesee Avenue Auxiliary Lane							EA NO: 2T215		
Project Description:	I-5 from La Jolla Village Drive to Genesee Avenue Milepost begins at 28.6 ends at 29.3 (.7 miles) - in the city of San Diego construct a one-half mile southbound auxiliary lane							PPNO: 1136		
								RTP PG NO: A-5,16,31,38,B-30		
								SANDAG ID: 1200512		
RT:5	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$6,750		Open to Traffic: Jan 2021								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP (AC)-Mobility	\$6,750	\$1,000	\$5,750					\$1,000		\$5,750
	TOTAL	\$6,750	\$1,000	\$5,750				\$1,000		\$5,750
*Environmental Clearance completed under I-5/Genesee project (CAL75); additional \$.299 of state funds outside of the RTIP										

MPO ID: CAL483		ADOPTION: 18-00								
Project Title:	SHOPP Multiple Objective - Asset Management Pilot Program							EA NO: 42650		
Project Description:	I-5 from Sorrento Valley Road to Del Mar Heights Road Milepost begins at 30.2 ends at 34.2 (4 miles) - In the city of San Diego, from Sorrento Valley Road to Del Mar Heights Road, Construct rumble strips on both shoulders, rehabilitate bike path, install fiber optic cable/CCTVs and rehabilitate 48 inch culvert. Asset Management Pilot Project							PPNO: 1218		
RT:5	Capacity Status: NCI	Exempt Category: Safety - Pavement marking demonstration								
Est Total Cost: \$6,317										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP (AC)-Misc	\$6,317		\$471	\$1,344	\$4,502			\$1,775	\$40	\$4,502
	TOTAL	\$6,317	\$471	\$1,344	\$4,502			\$1,775	\$40	\$4,502

MPO ID: CAL502		ADOPTION: 18-00								
Project Title:	I-805 North Construct Operational Improvements							EA NO: 43039		
Project Description:	I-805 from Just South of Governor Drive to Just North of Governor Drive Milepost begins at 24 ends at 25 (1 miles) - along I-805 from SR-52 to Nobel Drive. Construct one northbound (.5 miles) and one southbound (.4 miles) auxiliary lane							PPNO: 1285		
								SANDAG ID: 1280516		
RT:805	Capacity Status: NCI	Exempt Category: Safety - Hazard elimination program								
Est Total Cost: \$4,242										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$42		\$25	\$15	\$2			\$42		
STIP-RIP AC	\$4,200		\$4,200					\$4,200		
	TOTAL	\$4,242	\$4,225	\$15	\$2			\$4,242		

Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Caltrans

MPO ID: CAL503		ADOPTION: 18-00								
Project Title:	Advanced Technology Corridors at Border Ports of Entry Pilot Project	EA NO: 42750								
Project Description:	Various - In San Diego County and Imperial County on various routes at various locations, Install Intelligent Technology Statewide Border Wait Time System, Implement a fiber optic cable network to facilitate an advanced traveler information and border wait time system connecting the entire San Diego and Imperial border network. SD County: Route 11,905, 125, & 5 IMP County: Route 7, 111, 186, & 188									
RT:11	Capacity Status: NCI	Exempt Category: Safety - Non signalization traffic control and operating								
Est Total Cost: \$39,176										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SB1 - TCEP	\$11,969		\$2,317		\$9,652			\$2,317		\$9,652
TOTAL	\$11,969		\$2,317		\$9,652			\$2,317		\$9,652
*\$27.207M of SHOPP programmed on CAL472										

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Carlsbad, City of

MPO ID: CB04B		ADOPTION: 18-00								
Project Title:	El Camino Real and Cannon Road							RTP PG NO: A-25		
Project Description:	Intersection at El Camino Real and Cannon Road - In Carlsbad, along the east/north-bound side of El Camino Real just south of Cannon Road; widen to provide three through lanes, a right turn lane and a sidewalk approaching the intersection with Cannon Road							RAS (M-38)		
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$2,285		Open to Traffic: Jun 2020								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local Funds	\$2,285	\$849	\$1,436					\$325		\$1,960
TOTAL	\$2,285	\$849	\$1,436					\$325		\$1,960

MPO ID: CB12		ADOPTION: 18-00								
Project Title:	College Boulevard Reach A							RTP PG NO: A-25; B-34		
Project Description:	College Boulevard from Badger Lane to Cannon Road (.8 miles) - in Carlsbad, from Badger Lane to Cannon Road, construct a new segment of College Blvd. to provide 4-lane roadway with raised median, bike lanes and sidewalks/trails in accordance with Major Arterial standards							RAS (M-38)		
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$11,952		Open to Traffic: Dec 2020								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local Funds	\$11,952	\$2,774	\$9,178					\$2,774		\$9,178
TOTAL	\$11,952	\$2,774	\$9,178					\$2,774		\$9,178

MPO ID: CB13		ADOPTION: 18-00								
Project Title:	Poinsettia Lane Reach E							RTP PG NO: A-25; B-34		
Project Description:	Poinsettia Lane from Cassia Drive to Skimmer Court (.3 miles) - in Carlsbad, construct a new 4-lane roadway with median, bike lanes, and sidewalks/trails to major arterial standards							RAS (M-38)		
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$12,958		Open to Traffic: Jun 2020								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local Funds	\$12,958	\$1,260	\$11,698					\$1,260		\$11,698
TOTAL	\$12,958	\$1,260	\$11,698					\$1,260		\$11,698

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Carlsbad, City of

MPO ID: CB20		ADOPTION: 18-00								
Project Title:	Pavement Management - Overlay							RAS (M-38)		
Project Description:	Street locations by year as follows: FY 18/19 - Palomar Airport Road, Carlsbad Village Drive, Pio Pico. FY's 19/20- FY 20/21 have not been modeled and therefore the streets have not been identified. - In Carlsbad, on various streets throughout the City, pavement overlay 1 inch or greater and miscellaneous roadway section spot repairs.							TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$14,750										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$5,000			\$500	\$1,500	\$1,500	\$1,500			\$5,000
TransNet - LSI Carry Over	\$2,500		\$1,500	\$1,000						\$2,500
Local Funds	\$7,250		\$1,450	\$1,450	\$1,450	\$1,450	\$1,450			\$7,250
TOTAL	\$14,750		\$2,950	\$2,950	\$2,950	\$2,950	\$2,950			\$14,750

MPO ID: CB21		ADOPTION: 18-00								
Project Title:	Pavement Management -Seal									
Project Description:	Various minor/local roadways within each area encompassed by the streets included in the overlay program for that year - In Carlsbad, along various roadways construct/apply street sealing and construct minor roadway pavement section repairs.									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$3,750										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local Funds	\$3,750		\$750	\$750	\$750	\$750	\$750			\$3,750
TOTAL	\$3,750		\$750	\$750	\$750	\$750	\$750			\$3,750

MPO ID: CB22		ADOPTION: 18-00								
Project Title:	Avenida Encinas - Widen from Palomar Airport Road to Embarcadero Lane							RTP PG NO: A-29; B-34		
Project Description:	Avenida Encinas from Palomar Airport Rd. to Embarcadero Lane (1 miles) - in Carlsbad, Avenida Encinas from Palomar Airport Road southerly to existing improvements adjacent to the Embarcadero Lane; roadway widening and parkway construction/improvements.									
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$5,347 Open to Traffic: Jun 2021										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local Funds	\$5,347	\$2,605	\$30	\$2,712				\$400	\$60	\$4,887
TOTAL	\$5,347	\$2,605	\$30	\$2,712				\$400	\$60	\$4,887

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Carlsbad, City of

MPO ID: CB31		ADOPTION: 18-00									
Project Title:	El Camino Real Widening - La Costa Avenue to Arenal Road									RTP PG NO: A-30; B-35	
Project Description:	El Camino Real from La Costa Ave to Arenal Rd. (.5 miles) - in Carlsbad, along El Camino Real from 700 feet north of La Costa Avenue to Arenal Road, widening along the southbound side of the roadway to provide three travel lanes and a bike lane in accordance with Prime Arterial Standards									RAS (M-38)	
Capacity Status: CI		Exempt Category: Non-Exempt									
Est Total Cost: \$2,550		Open to Traffic: Jun 2021									
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
Local Funds	\$1,925		\$1,925								\$1,925
Local RTCIP	\$625	\$625						\$625			
TOTAL	\$2,550	\$625	\$1,925					\$625			\$1,925

MPO ID: CB32		ADOPTION: 18-00									
Project Title:	El Camino Real Widening - Cassia to Camino Vida Roble									RTP PG NO: A-25; B-35	
Project Description:	El Camino Real from Cassia Road to Camino Vida Roble (.5 miles) - in Carlsbad, widen El Camino Real from 900 feet north of Cassia Road to Camino Vida Roble, along the northbound/east side of the roadway to provide three travel lanes and a bike lane in accordance with Prime Arterial standards									RAS (M-38) <i>TransNet</i> - LSI: CR	
Capacity Status: CI		Exempt Category: Non-Exempt									
Est Total Cost: \$2,800		Open to Traffic: Jun 2020									
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
<i>TransNet</i> - LSI Carry Over	\$1,360		\$425	\$935				\$425			\$935
Earmark Repurposing	\$1,440	\$1,100	\$340					\$100	\$1,000		\$340
TOTAL	\$2,800	\$1,100	\$765	\$935				\$525	\$1,000		\$1,275
*Demo ID CA366 repurposed to FHWA transfer number CAT 16-063											

MPO ID: CB34		ADOPTION: 18-00									
Project Title:	Palomar Airport Road and Paseo Del Norte Right Turn Lane									RTP PG NO: A-29; B-34	
Project Description:	Palomar Airport Road from I-5 to Paseo Del Norte (.1 miles) - in Carlsbad, widening along eastbound Palomar Airport Road to provide a dedicated right turn lane to southbound Paseo Del Norte									RAS (M-38) <i>TransNet</i> - LSI: CR	
Capacity Status: CI		Exempt Category: Non-Exempt									
Est Total Cost: \$938		Open to Traffic: Jun 2020									
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
<i>TransNet</i> - LSI Carry Over	\$825	\$75	\$750					\$75			\$750
Local Funds	\$113	\$113						\$64			\$49
TOTAL	\$938	\$188	\$750					\$139			\$799

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Carlsbad, City of

MPO ID: CB35		ADOPTION: 18-00								
Project Title:	Palomar Airport Road and Paseo Del Norte Left Turn Lane							RTP PG NO: A-30; B-35		
Project Description:	Palomar Airport Road from I-5 to Paseo Del Norte (.1 miles) - In Carlsbad, lengthen the left turn pocket along eastbound Palomar Airport Road to northbound Paseo Del Norte							RAS (M-38) <i>TransNet</i> - LSI: CR		
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$255		Open to Traffic: Jun 2019								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$255	\$45	\$210					\$50		\$205
TOTAL	\$255	\$45	\$210					\$50		\$205

MPO ID: CB36		ADOPTION: 18-00								
Project Title:	Carlsbad Boulevard Realignment							RAS (M-38)		
Project Description:	Carlsbad Boulevard from Palomar Airport Road to City limit (3.3 miles) - study the realignment of Carlsbad Blvd including the relocation of the southbound lanes of Carlsbad Blvd to the east and the construction of complete street and multi use trail improvements along the coastal corridor							<i>TransNet</i> - LSI: CR		
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$3,250										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - LSI	\$2,217	\$1,967	\$250					\$2,217		
<i>TransNet</i> - LSI Carry Over	\$1,033	\$1,033						\$1,033		
TOTAL	\$3,250	\$3,000	\$250					\$3,250		
*\$1.497M programmed on CB20										

MPO ID: CB37		ADOPTION: 18-00								
Project Title:	El Camino Real and College Blvd. Intersection Improvements							RAS (M-38)		
Project Description:	Intersection at El Camino Real and College Blvd - in Carlsbad, improve El Camino Real along the southbound approach to the intersection with College Blvd. to provide three thru lanes and a signal controlled right turn lane									
Capacity Status: NCI		Exempt Category: Other - Intersection channelization projects								
Est Total Cost: \$1,025										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local Funds	\$1,025	\$70	\$955					\$70	\$35	\$920
TOTAL	\$1,025	\$70	\$955					\$70	\$35	\$920

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Carlsbad, City of

MPO ID: CB43		ADOPTION: 18-00								
Project Title:	ADA Improvements	<i>TransNet</i> - 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									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$1,670										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$1,670	\$1,015	\$655					\$175		\$1,495
TOTAL	\$1,670	\$1,015	\$655					\$175		\$1,495

MPO ID: CB44		ADOPTION: 18-00								
Project Title:	Traffic Signal - RAMS	RAS (M-38)								
Project Description:	Management System for Arterial roadways throughout the City of Carlsbad and the County - City of Carlsbad annual operations and maintenance cost share for the Regional Arterial Management System, (RAMS); <i>TransNet</i> - LSI RAMS of \$12 is programmed through FY 2022. <i>TransNet</i> - LSI RAMS of \$12 is programmed through FY 2022	<i>TransNet</i> - LSI: CR								
Capacity Status: NCI		Exempt Category: Other - Traffic signal synchronization projects								
Est Total Cost: \$105										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - LSI	\$105	\$59	\$12	\$12	\$12	\$12		\$105		
TOTAL	\$105	\$59	\$12	\$12	\$12	\$12		\$105		

MPO ID: CB46		ADOPTION: 18-00								
Project Title:	Terramar Area Complete Street Improvements	RAS (M-38)								
Project Description:	Cannon Road from Carlsbad Boulevard to Avenida Encinas (.5 miles) - in Carlsbad, construct complete street improvements including the reconfiguration of the curblines and the addition of medians, pedestrian crossings and parkway improvements	<i>TransNet</i> - LSI: CR								
Capacity Status: NCI		Exempt Category: Other - Transportation enhancement activities								
Est Total Cost: \$1,000										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$1,000		\$1,000					\$95		\$905
TOTAL	\$1,000		\$1,000					\$95		\$905

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Carlsbad, City of

MPO ID: CB47		ADOPTION: 18-00								
Project Title:	Carlsbad Village Drive and Grand Avenue Improvements							RAS (M-38)		
Project Description:	Carlsbad Village Drive and Grand Avenue from Washington Street to State Street (.1 miles) - in Carlsbad, provide mid-block pedestrian crossing improvements and sidewalk/parkway improvements at the approaches to the railroad track crossings							TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$1,320										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$1,320				\$1,320			\$150		\$1,170
TOTAL	\$1,320				\$1,320			\$150		\$1,170

MPO ID: CB48		ADOPTION: 18-00								
Project Title:	Chestnut Avenue Complete Street Improvements Valley Street to I-5							TransNet - LSI: CR		
Project Description:	Chestnut Avenue from Valley Street to I-5 (.8 miles) - in Carlsbad, complete street improvements including sidewalk improvements and traffic calming features such as bulb outs and medians									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$1,080										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI Carry Over	\$1,080			\$1,080				\$125		\$955
TOTAL	\$1,080			\$1,080				\$125		\$955

MPO ID: CB49		ADOPTION: 18-00								
Project Title:	Kelly Drive and Park Drive Complete Street Improvements							TransNet - LSI: CR		
Project Description:	Kelly Drive and Park Drive from El Camino Real to Neblina Drive (1 miles) - in Carlsbad, complete street improvements including new curblines, sidewalk and multi use trail improvements and traffic calming features such as bulb outs and medians									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$4,175										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI Carry Over	\$4,175	\$210	\$3,965					\$655		\$3,520
TOTAL	\$4,175	\$210	\$3,965					\$655		\$3,520

MPO ID: CB50		ADOPTION: 18-00								
Project Title:	Valley Street Complete Street Improvements							TransNet - LSI: CR		
Project Description:	Valley Street from Chestnut Avenue to Magnolia (.28 miles) - in Carlsbad, improve the right of way to include Class 1 dedicated bike paths, pedestrian paths and crossings, curbline bulbouts, tree wells, and parking									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$1,645										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$1,645			\$1,645				\$200		\$1,445
TOTAL	\$1,645			\$1,645				\$200		\$1,445

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Carlsbad, City of

MPO ID: CB51		ADOPTION: 18-00								
Project Title:	Adaptive Traffic Signal Program							RAS (M-38)		
Project Description:	Aviara Parkway - Poinsettia to Palomar Airport Road, Cannon Road - I-5 to Faraday and Rancho Santa Fe - Calle Barcelona to San Elijo. - in Carlsbad, construct fiber optic communications upgrades and install traffic measuring systems and adaptive signal control systems to implement adaptive traffic signal control along these roadways.							TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Other - Traffic signal synchronization projects								
Est Total Cost: \$3,125										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$1,500		\$1,500							\$1,500
TransNet - LSI Carry Over	\$625		\$625							\$625
Local Funds	\$1,000		\$1,000							\$1,000
TOTAL	\$3,125		\$3,125							\$3,125

MPO ID: CB52		ADOPTION: 18-00								
Project Title:	Carlsbad Village and Barrio Traffic Circles							TransNet - LSI: CR		
Project Description:	Includes the following intersections: 1)Oak and Roosevelt, 2)Oak and Harding, 3)Pine and Harding, 4) Walnut and Roosevelt, 5)Walnut and Madison, 6)Chesnut and Roosevelt, 7)Chestnut and Madison, 8)Chestnut and Harding, and 9)Magnolia and Madison - in Carlsbad, at nine intersection locations in the Village and Barrio, construct medians and traffic circles at key intersections to calm traffic									
Capacity Status: NCI		Exempt Category: Safety - Adding medians								
Est Total Cost: \$1,500										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI Carry Over	\$1,025		\$1,025					\$120		\$905
Local Funds	\$475	\$415	\$60					\$60		\$415
TOTAL	\$1,500	\$415	\$1,085					\$180		\$1,320

MPO ID: CB53		ADOPTION: 18-00								
Project Title:	Carlsbad Blvd. Pedestrian Roadway Lighting							RAS (M-38)		
Project Description:	Carlsbad Blvd. - in Carlsbad, install pedestrian roadway lighting							TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Safety - Lighting improvements								
Est Total Cost: \$1,325										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI Carry Over	\$1,325		\$1,325					\$100		\$1,225
TOTAL	\$1,325		\$1,325					\$100		\$1,225

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Carlsbad, City of

MPO ID: CB54		ADOPTION: 18-00								
Project Title:	State Street Improvements at Northwest Corner with Grand Avenue							TransNet - LSI: CR		
Project Description:	Intersection at State Street and Grand Avenue - in Carlsbad, widen the roadway to accommodate additional on street parking, close driveway access and reconstruction of the parkway to conform with the new curbline									
Capacity Status: NCI		Exempt Category: Other - Transportation enhancement activities								
Est Total Cost: \$325										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI Carry Over	\$325		\$325					\$50		\$275
TOTAL	\$325		\$325					\$50		\$275

MPO ID: CB55		ADOPTION: 18-00								
Project Title:	Christiansen Avenue Improvements							TransNet - LSI: CR		
Project Description:	Christiansen Avenue from Washington Street to Carlsbad Blvd. (.1 miles) - in Carlsbad, construct new curbline, sidewalk and parkway improvements									
Capacity Status: NCI		Exempt Category: Other - Transportation enhancement activities								
Est Total Cost: \$310										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI Carry Over	\$310		\$310					\$60		\$250
TOTAL	\$310		\$310					\$60		\$250

MPO ID: CB56		ADOPTION: 18-00								
Project Title:	Chestnut Avenue Complete Street Improvements - I-5 to the Railroad							TransNet - LSI: CR		
Project Description:	Chestnut Avenue from I-5 to Railroad (.4 miles) - in Carlsbad, prepare a project study report to identify the scope of work for the construction of complete street improvements including traffic calming and pedestrian improvements									
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$85										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI Carry Over	\$85		\$85					\$85		
TOTAL	\$85		\$85					\$85		

MPO ID: CB58		ADOPTION: 18-00								
Project Title:	Street Light Bulb Replacement Program							RAS (M - 38)		
Project Description:	All streets with public street lights throughout the City. - in Carlsbad, replace light bulbs with LED bulbs									
Capacity Status: NCI		Exempt Category: Safety - Lighting improvements								
Est Total Cost: \$3,645										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$2,268	\$345	\$1,098	\$825				\$245		\$2,023
TransNet - LSI Carry Over	\$1,057		\$1,057							\$1,057
Local Funds	\$320		\$320							\$320
TOTAL	\$3,645	\$345	\$2,475	\$825				\$245		\$3,400

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Chula Vista, City of

MPO ID: CHV06		ADOPTION: 18-00								
Project Title: Pavement Rehabilitation Program		<i>TransNet - LSI: Maint</i>								
Project Description: In Chula Vista - citywide - AC overlay, chip seals and slurry seal rehabilitation, pavement repairs as well as implementation of the City's pavement management system and pavement inspection.										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$25,939										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet - L</i>	\$15,900	\$15,900						\$3,250		\$12,650
<i>TransNet - L (Cash)</i>	\$6,304	\$6,304						\$1,300		\$5,004
<i>TransNet - LSI</i>	\$2,086	\$75	\$135	\$435	\$321	\$538	\$582	\$475		\$1,611
<i>TransNet - LSI Carry Over</i>	\$649	\$590	\$59					\$649		
Local Funds	\$1,000	\$1,000						\$160		\$840
TOTAL	\$25,939	\$23,869	\$194	\$435	\$321	\$538	\$582	\$5,834		\$20,105

MPO ID: CHV22		ADOPTION: 18-00								
Project Title: Advance Planning Studies		<i>TransNet - LSI: Maint</i>								
Project Description: In Chula Vista - citywide - study GIS-based infrastructure deficiency database for pavement and street improvements; planning rehabilitation programs; prepare Capital Improvement Program related to street improvements										
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$1,904										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet - L</i>	\$375	\$375						\$375		
<i>TransNet - L (Cash)</i>	\$114	\$114						\$114		
<i>TransNet - LSI</i>	\$646	\$341	\$65	\$60	\$60	\$60	\$60	\$646		
<i>TransNet - LSI (Cash)</i>	\$16	\$16						\$16		
<i>TransNet - LSI Carry Over</i>	\$168	\$162	\$5					\$168		
Local Funds	\$585	\$585						\$585		
TOTAL	\$1,904	\$1,593	\$70	\$60	\$60	\$60	\$60	\$1,904		

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Chula Vista, City of

MPO ID: CHV30		ADOPTION: 18-00								
Project Title:	I-5 Multi-Modal Corridor Improvement Study							PPNO: 09CA013		
Project Description:	On I-5 between SR 54 and Main Street interchange - Conduct study to examine multi-modal improvements to the Interstate-5 corridor between the Main Street interchange and State Route 54. This includes an environmental document for the highest priority project in the study corridor to separate the light rail trolley/freight rail crossing at Palomar Street in Chula Vista.							EARMARK NO: CA3482, CA677 <i>TransNet</i> - LSI: CR		
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$3,074										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - L	\$50	\$50						\$50		
<i>TransNet</i> - L (Cash)	\$14	\$14						\$14		
<i>TransNet</i> - LSI	\$100	\$100						\$100		
<i>TransNet</i> - LSI Carry Over	\$656	\$454	\$202					\$656		
Earmark Repurposing	\$45		\$45					\$45		
HPP	\$1,987	\$1,987						\$1,987		
TCSP	\$222	\$222						\$222		
TOTAL	\$3,074	\$2,827	\$247					\$3,074		
*Demo ID CA635 repurposed to FHWA transfer number CAT 16-064										

MPO ID: CHV33		ADOPTION: 18-00								
Project Title:	School Zone Traffic Calming Program							<i>TransNet</i> - LSI: Maint		
Project Description:	In Chula Vista - citywide - field identification and installation/ construction of traffic calming devices in public school zones, such as traffic control devices (for example, flashing beacons), signs, striping and minor street improvements									
Capacity Status: NCI		Exempt Category: Safety - Non signalization traffic control and operating								
Est Total Cost: \$2,317										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - L	\$280	\$280						\$280		
<i>TransNet</i> - L (Cash)	\$232	\$232						\$232		
<i>TransNet</i> - LSI	\$445	\$165		\$70	\$70	\$70	\$70	\$445		
<i>TransNet</i> - LSI Carry Over	\$1,310	\$787	\$524					\$1,310		
Local Funds	\$50	\$50						\$50		
TOTAL	\$2,317	\$1,514	\$524	\$70	\$70	\$70	\$70	\$2,317		

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Chula Vista, City of

MPO ID: CHV34		ADOPTION: 18-00								
Project Title: Neighborhood Traffic and Pedestrian Safety Program		TransNet - LSI: Maint								
Project Description: In Chula Vista - citywide - provide community outreach and education regarding traffic/ safety hazards; install and construct traffic calming and pedestrian safety measures; prepare plans to recommend pedestrian safety improvements and ADA compliance										
Capacity Status: NCI		Exempt Category: Safety - Non signalization traffic control and operating								
Est Total Cost: \$3,319										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$280	\$280						\$280		
TransNet - LSI	\$1,905	\$515	\$390	\$250	\$250	\$250	\$250	\$1,905		
TransNet - LSI Carry Over	\$1,064	\$1,029	\$35					\$1,064		
Local Funds	\$70	\$70						\$70		
TOTAL	\$3,319	\$1,894	\$425	\$250	\$250	\$250	\$250	\$3,319		

MPO ID: CHV35		ADOPTION: 18-00								
Project Title: Traffic Signing, Studies and Signal Upgrade		TransNet - LSI: Maint								
Project Description: Fourth Ave. and Beyer Blvd., Fourth Ave. and Main Street at Third Avenue and Montgomery Street and other locations in the city of Chula Vista - annual program to prioritize Traffic Signing and Striping CIP projects including upgrading and maintaining traffic signal and streetlight systems										
Capacity Status: NCI		Exempt Category: Other - Intersection signalization projects								
Est Total Cost: \$5,682										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$135	\$135						\$135		
TransNet - L (Cash)	\$24	\$24								\$24
TransNet - LSI	\$2,310	\$960	\$250	\$200	\$300	\$300	\$300	\$666		\$1,644
TransNet - LSI (Cash)	\$27	\$27								\$27
TransNet - LSI Carry Over	\$2,615	\$2,456	\$159					\$983		\$1,632
Local Funds	\$571	\$571						\$571		
TOTAL	\$5,682	\$4,173	\$409	\$200	\$300	\$300	\$300	\$2,355		\$3,327

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Chula Vista, City of

MPO ID: CHV39		ADOPTION: 18-00								
Project Title:	Traffic Signal System Optimization								TransNet - LSI: CR	
Project Description:	Palomar Street from I-5 to Orange Ave.; Broadway from Palomar Street to C Street; H Street from I-805 to I-5; Heritage Rd. from Telegraph Canyon Rd. to Palomar St.; Paseo Ranchero from E. J Street to Telegraph Canyon Rd.; Otay Lakes Rd. from Telegraph Canyon Rd. to E. H Street; E. H Street from I-805 to Hidden Vista; E. Orange/ Olympic Pkwy. at I-805; Telegraph Canyon Rd. at I-805; additional locations as included in the Regional Arterial Management System - upgrade traffic signal coordination at locations identified by the City's Traffic Monitoring Program in order to reduce congestion and intersection delays, coordinate regional traffic through the Regional Arterial Management System. TransNet - LSI RAMS of \$16 is programmed in FY 2019									
Capacity Status: NCI		Exempt Category: Other - Traffic signal synchronization projects								
Est Total Cost: \$2,301										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$150	\$150						\$150		
TransNet - L (Cash)	\$19	\$19						\$19		
TransNet - LSI	\$1,542	\$677	\$265	\$150	\$150	\$150	\$150	\$1,542		
TransNet - LSI Carry Over	\$590	\$475	\$115					\$590		
TOTAL	\$2,301	\$1,321	\$380	\$150	\$150	\$150	\$150	\$2,301		

MPO ID: CHV44		ADOPTION: 18-00								
Project Title:	I-805, SR54 and Otay Mesa Transportation System Improvements								TransNet - LSI: CR	
Project Description:	In Chula Vista - preliminary analysis of the I-805/ SR54 interchange to include other on/off ramps on SR54 to I-5, the Bonita Road and Main Street on/off ramps to I-805 and the impact of traffic in Otay Mesa on La Media Road and other major streets in Chula Vista in order to reduce congestion									
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$485										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$100	\$100						\$100		
TransNet - LSI	\$20	\$20						\$20		
TransNet - LSI Carry Over	\$365	\$319	\$45					\$365		
TOTAL	\$485	\$439	\$45					\$485		

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Chula Vista, City of

MPO ID: CHV45		ADOPTION: 18-00									
Project Title:		Traffic Monitoring Program							TransNet - LSI: Maint		
Project Description:		In Chula Vista - citywide - traffic monitoring to comply with the city's traffic threshold standards, as well as the city's annual traffic count program, which provides data for safety commission studies, capital improvements projects, speed surveys and other traffic uses									
Capacity Status:		NCI Exempt Category: Safety - Non signalization traffic control and operating									
Est Total Cost: \$1,606											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - L (Cash)	\$67	\$67						\$67			
TransNet - LSI	\$679	\$156	\$93	\$94	\$135	\$100	\$100	\$679			
TransNet - LSI Carry Over	\$810	\$777	\$33					\$810			
Local RTCIP	\$50	\$50						\$50			
TOTAL	\$1,606	\$1,050	\$126	\$94	\$135	\$100	\$100	\$1,606			

MPO ID: CHV48		ADOPTION: 18-00									
Project Title:		Pavement Major Rehabilitation							TransNet - LSI: CR		
Project Description:		Various locations including Brandywine Ave. from Point La Jolla to Mendocino Drive - on-going program of pavement rehabilitation and reconstruction which includes overlays (one-inch thick and greater) and street reconstruction									
Capacity Status:		NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation									
Est Total Cost: \$47,973											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - L (Cash)	\$72	\$72									\$72
TransNet - LSI	\$22,283	\$6,028	\$1,378	\$3,036	\$3,641	\$4,000	\$4,200	\$3,530			\$18,753
TransNet - LSI (Cash)	\$218	\$46	\$172					\$18			\$200
TransNet - LSI Carry Over	\$25,400	\$21,431	\$3,969					\$3,569			\$21,831
TOTAL	\$47,973	\$27,577	\$5,519	\$3,036	\$3,641	\$4,000	\$4,200	\$7,117			\$40,856

MPO ID: CHV50		ADOPTION: 18-00									
Project Title:		Emergency Storm Drain and Bridge Culvert Repair							TransNet - LSI: Maint		
Project Description:		Third Ave, Fourth Ave, Anita St, Brandywine Ave, C St, Crann Ave, Del Monte Ave, Energy Way, H St, Industrial Ave, J St, L St, Montgomery St, Nacion Ave, E Naples St, Nickman St, Nirvana Ave, Oleander Ave, Palomar Ave, Palomar St, Tremont St, Woodlawn Ave - emergency storm drain repairs due to pipe failure at several locations that need to be repaired before the next storm season; repair of culverts under City bridges to maintain bridge safety									
Capacity Status:		NCI Exempt Category: Safety - Hazard elimination program									
Est Total Cost: \$6,608											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - L (Cash)	\$1,811	\$1,811						\$1,307			\$504
TransNet - LSI	\$2,495	\$895		\$500	\$500	\$300	\$300	\$565			\$1,930
TransNet - LSI Carry Over	\$2,302	\$1,756	\$546					\$428			\$1,874
TOTAL	\$6,608	\$4,462	\$546	\$500	\$500	\$300	\$300	\$2,300			\$4,308

Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Chula Vista, City of

MPO ID: CHV51		ADOPTION: 18-00								
Project Title:	Cross Gutter Replacement	<i>TransNet - LSI: CR</i>								
Project Description:	In Chula Vista at Naples St. and Oleander Ave.; Orange Ave. and Hilltop Drive; Palomar St. and Third Ave., I St. and Hilltop Drive - reconstruct the steep cross gutters at several intersections throughout the city in order to increase vehicle safety and reduce congestion caused by vehicles slowing down; Americans with Disabilities Act (ADA)-compliant pedestrian improvements will also be constructed									
Capacity Status: NCI Exempt Category: Safety - Safer non-Federal-aid system roads										
Est Total Cost: \$563										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet - LSI Carry Over</i>	\$563	\$475	\$88					\$198		\$365
TOTAL	\$563	\$475	\$88					\$198		\$365

MPO ID: CHV58		ADOPTION: 18-00								
Project Title:	New Sidewalk Construction	<i>TransNet - LSI: CR</i>								
Project Description:	In Chula Vista on C Street from Fifth Ave. to 350 feet west of Fourth Ave.; Moss Street from Broadway to Fourth Ave.; Oxford Street from Broadway to Fifth Ave., Palomar Street from Broadway to Fourth Ave.; East H Street from Hidden Vista Drive to Terra Nova Drive; near intersection of F Street and Hilltop Drive; Alpine Ave. from Emerson St. to Oxford St., Third Ave. from Orange Ave. to Main Street - design and construction of sidewalk and other pedestrian improvements in areas without existing sidewalk									
Capacity Status: NCI Exempt Category: Air Quality - Bicycle and pedestrian facilities										
Est Total Cost: \$3,770										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet - L (Cash)</i>	\$97	\$97								\$97
<i>TransNet - LSI</i>	\$1,611	\$311			\$500	\$400	\$400	\$325		\$1,286
<i>TransNet - LSI Carry Over</i>	\$2,062	\$1,486	\$576					\$350		\$1,712
TOTAL	\$3,770	\$1,894	\$576		\$500	\$400	\$400	\$675		\$3,095

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Chula Vista, City of

MPO ID: CHV60		ADOPTION: 18-00								
Project Title:	Traffic Signal Upgrades							TransNet - LSI: CR		
Project Description:	Intersections of: Bonita Road & Allen School Road; Fifth Avenue & K Street; East L Street & Monserate Avenue - Modifications at these intersections will allow motorists to safely maneuver left turns into the intersection with a protected phase, and improve signal visibility by installing signal standards with mast arms. This will enhance traffic safety, reduce broadside accidents, potentially decrease delays and improve air quality.									
Capacity Status: NCI		Exempt Category: Other - Intersection signalization projects								
Est Total Cost: \$3,762										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L (Cash)	\$2	\$2								\$2
TransNet - LSI	\$1,807	\$107		\$500	\$400	\$400	\$400	\$484		\$1,323
TransNet - LSI Carry Over	\$1,211	\$1,068	\$143					\$408		\$803
Earmark Repurposing	\$454		\$454					\$100		\$354
Local Funds	\$288	\$175	\$113					\$175		\$113
TOTAL	\$3,762	\$1,352	\$710	\$500	\$400	\$400	\$400	\$1,167		\$2,595
*Demo ID CA356 repurposed to FHWA transfer number CA 17-RP-006										

MPO ID: CHV69		ADOPTION: 18-00								
Project Title:	Heritage Road Bridge							RTP PG NO: B-35		
Project Description:	Bridge 57C0670 - widen and lengthen bridge over Otay River from four lane to six lane bridge that accommodates shoulders, sidewalk and median; project is on Heritage Road from the intersection of Main Street and Nirvana Ave. to Entertainment Circle							RAS (M-39)		
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$22,442 Open to Traffic: Dec 2020										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
HBP	\$19,868	\$2,833					\$17,035	\$2,479	\$354	\$17,035
Local Funds	\$2,574	\$367					\$2,207	\$321	\$46	\$2,207
TOTAL	\$22,442	\$3,200					\$19,242	\$2,800	\$400	\$19,242
*CON funds shown in FY 22/23 to show that project is fully funded										

MPO ID: CHV70		ADOPTION: 18-00								
Project Title:	Bikeway Design and Construction							TransNet - LSI: CR		
Project Description:	In Chula Vista - Broadway from C Street to Main Street (3.9 miles) - construction of Bike Lane. Phase I from C to G Street is funded entirely by TransNet. ATP Grant will apply to Phase II (FY17/18) from G Street to Main Street									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$2,278										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$771	\$771						\$211		\$560
TransNet - LSI Carry Over	\$656	\$120	\$536					\$194		\$462
ATP - S	\$851	\$104	\$747					\$104		\$747
TOTAL	\$2,278	\$995	\$1,283					\$509		\$1,769

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Chula Vista, City of

MPO ID: CHV75		ADOPTION: 18-00								
Project Title: ADA Curb Ramps		TransNet - LSI: Maint								
Project Description: Chula Vista Citywide - installation of American with Disabilities Act-compliant ramps at missing locations in accordance with the City's priority list										
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$1,755										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L (Cash)	\$84	\$84						\$50		\$34
TransNet - LSI	\$1,266	\$416	\$250		\$200	\$200	\$200	\$305		\$961
TransNet - LSI Carry Over	\$405	\$300	\$105					\$96		\$309
TOTAL	\$1,755	\$800	\$355		\$200	\$200	\$200	\$451		\$1,304

MPO ID: CHV77		ADOPTION: 18-00								
Project Title: Main Street Fiber Optics		TransNet - LSI: CR								
Project Description: Main Street from Bay Blvd. to Salt Creek (7 miles) - project will provide the necessary work to tie in Chula Vista facilities to the future fiber optics network on Main Street in conjunction with the SANDAG South Bay BRT Fiber Optic project; will include new fiber optic cable, pull boxes, conduit, etc.										
Capacity Status: NCI		Exempt Category: Other - Traffic signal synchronization projects								
Est Total Cost: \$193										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$2	\$2						\$2		
TransNet - LSI Carry Over	\$191	\$98	\$93					\$111		\$80
TOTAL	\$193	\$100	\$93					\$113		\$80

MPO ID: CHV79		ADOPTION: 18-00								
Project Title: Raised Median Improvements		TransNet - LSI: CR								
Project Description: In Chula Vista - E Street between First and Second Ave., E Street e/o Third Avenue, Paseo Ranchero s/o East J Street, Eastlake Pkwy. s/o Otay Lakes Road, Eastlake Pkwy. in front of Eastlake High School and Community Park, and other locations. - construct new raised medians where motorists are making illegal turning movements; reconstruct raised medians that protrude into the striped crosswalks										
Capacity Status: NCI		Exempt Category: Safety - Adding medians								
Est Total Cost: \$812										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$81	\$81						\$81		
TransNet - LSI Carry Over	\$731	\$439	\$292					\$59		\$672
TOTAL	\$812	\$520	\$292					\$140		\$672

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Chula Vista, City of

MPO ID: CHV80		ADOPTION: 18-00								
Project Title: Third Avenue Streetscape Project Phase III		<i>TransNet - LSI: CR</i>								
Project Description: Third Avenue from F Street to E Street (.22 miles) - continuation of pedestrian and bicycle enhancement facilities (north of Phase II project)										
Capacity Status: NCI Exempt Category: Air Quality - Bicycle and pedestrian facilities										
Est Total Cost: \$5,000										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet - LSI</i>	\$1,950		\$1,950					\$50		\$1,900
<i>TransNet - LSI Carry Over</i>	\$303	\$300	\$3					\$303		
TOTAL	\$2,253	\$300	\$1,953					\$353		\$1,900

MPO ID: CHV82		ADOPTION: 18-00								
Project Title: Palomar Street and Orange Avenue Sidewalk Improvements		<i>TransNet - LSI: CR</i>								
Project Description: Palomar Street south side from Fifth Ave. to Orange Ave., Orange Avenue from Fifth Ave. to Palomar St. - installation of missing curb, gutter and sidewalk along the south side of Palomar St. and the north side of Orange Ave and upgrade of traffic signal at Palomar and Orange										
Capacity Status: NCI Exempt Category: Air Quality - Bicycle and pedestrian facilities										
Est Total Cost: \$569										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet - LSI</i>	\$415	\$415						\$50		\$365
<i>TransNet - LSI Carry Over</i>	\$154		\$154							\$154
TOTAL	\$569	\$415	\$154					\$50		\$519

MPO ID: CHV83		ADOPTION: 18-00								
Project Title: Local Street Utility Undergrounding Districts		<i>TransNet - LSI: Maint</i>								
Project Description: In Chula Vista on L Street from Broadway to Third Avenue, J Street from Broadway to Hilltop Drive, East J Street from Hilltop Drive to Lori Lane - associated work required to convert overhead utility lines to underground; includes traffic lighting and signal relocation/installation, pedestrian infrastructure.										
Capacity Status: NCI Exempt Category: Safety - Lighting improvements										
Est Total Cost: \$190										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet - LSI</i>	\$100	\$100						\$100		
<i>TransNet - LSI Carry Over</i>	\$90		\$90					\$90		
TOTAL	\$190	\$100	\$90					\$190		

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Chula Vista, City of

MPO ID: CHV84		ADOPTION: 18-00								
Project Title:	Retiming of Traffic Signals and Installation of Fiber Optic/Ethernet							TransNet - LSI: CR		
Project Description:	In Chula Vista on Main Street, Fourth Avenue and H Street corridors - retiming of traffic signals between I-5 and I-805, signals east of I-805 along Main Street, and installation of fiber optic/ Ethernet systems along several corridors to comply with the 2014 CA Manual of Uniform Traffic Control Devices									
Capacity Status: NCI		Exempt Category: Safety - Safety Improvement Program								
Est Total Cost: \$1,545										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$923	\$623	\$300					\$923		
TransNet - LSI Carry Over	\$622		\$622					\$622		
TOTAL	\$1,545	\$623	\$922					\$1,545		
*Local match for Highway Safety Improvement Program H8-11-002 (CAL445)										

MPO ID: CHV85		ADOPTION: 18-00								
Project Title:	East "H" Street Sidewalk Improvements							TransNet - LSI: CR		
Project Description:	East from Hilltop Drive to Interstate 805 (.42 miles) - install missing and replace damaged curb, gutter, and sidewalks, install a raised median and bike lanes, and provide pavement overlay greater than 1 inch. The project will also remove overgrown trees, and provide decorative vegetation and wall treatment along the corridor									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$2,000										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$2,000		\$1,000	\$1,000				\$300		\$1,700
TOTAL	\$2,000		\$1,000	\$1,000				\$300		\$1,700

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Coronado, City of

MPO ID: COR04		ADOPTION: 18-00									
Project Title:	Street and Road Preventive Maintenance; Minor Drainage Repair									TransNet - LSI: Maint	
Project Description:	Acacia Way (Coronado Ave-Cabrillo Ave); Alder St. (Coronado Ave-10th St); Balboa Ave. (6th St.-Acacia Way); Carob Way (Cabrillo Ave.-Coronado Ave.); Pine Ct. (Pine St. - End); 10th St. (Pine St.-Alameda Blvd.); Strand Way (Pomona-442 Fts/Tulagi Rd.); Marina Ave. (Alameda Blvd.-Ocean Blvd.); Encino Row (10th St.-FAve.); Tolita Ave. (Alameda Blvd.-Isabella Ave.); Alameda Blvd.(Olive Ave.-Ocean Blvd.); 1st St. (Alameda-Orange) 1st St. (Orange-East End); G Ave. (10th St.-Ocean Blvd.); and Bayshore Bikeway (Leyte-Coronado Blvd.) - In Coronado, citywide annual preventive maintenance program that slurry seals approximately one-seventh of City streets on a rotating basis. Slurry sealing extends the life of the road by protecting it from oxidation and revitalizes old bituminous-wearing surfaces to make slippery surfaces. Pavement markings are also repainted, improving visibility at night and enhancing pedestrian and bicyclist safety										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation									
Est Total Cost: \$6,264											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - L	\$1,581	\$1,581						\$138		\$1,443	
TransNet - LSI	\$206	\$206						\$36		\$170	
TransNet - LSI Carry Over	\$259	\$259						\$20		\$239	
Local Funds	\$4,218	\$2,738	\$320	\$310	\$250	\$300	\$300	\$262		\$3,956	
TOTAL	\$6,264	\$4,784	\$320	\$310	\$250	\$300	\$300	\$456		\$5,808	

MPO ID: COR07		ADOPTION: 18-00									
Project Title:	Street and Road Major Rehabilitation; Major Drainage; Traffic Operations									TransNet - LSI: CR	
Project Description:	St. Kitts, Port Royale, Bridgetown Bend, Cajon Place, Country Club, Coronado Avenue - In Coronado, as-needed city wide rehabilitation of roadways including removal and replacement of severely damaged areas, grinding and overlays of 1 1/2". Pavement markings are also repainted, improving visibility at night and enhancing pedestrian and bicyclist safety.										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation									
Est Total Cost: \$15,819											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - L	\$1,665	\$1,665						\$165		\$1,500	
TransNet - LSI	\$6,677	\$3,293	\$632	\$653	\$676	\$699	\$723	\$1,298		\$5,379	
TransNet - LSI Carry Over	\$2,616	\$2,615						\$339		\$2,277	
Local Funds	\$4,861	\$2,191	\$770	\$690	\$660	\$275	\$275	\$63		\$4,798	
TOTAL	\$15,819	\$9,764	\$1,402	\$1,343	\$1,336	\$974	\$998	\$1,865		\$13,954	

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Coronado, City of

MPO ID: COR14		ADOPTION: 18-00								
Project Title:	Third Street, Fourth Street and I Avenue Drainage Improvements							RAS (M-39)		
Project Description:	Intersection at D Avenue and I Avenue - In Coronado, this project will install catch basins along Third and Fourth Street to capture storm water which collects and spreads into travel lanes even during mild storms; it will improve safety and traffic circulation during storm events on SR 75 by capturing and diverting into new storm drain located along I Avenue.									
Capacity Status: NCI		Exempt Category: Safety - Hazard elimination program								
Est Total Cost: \$1,500										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Loc Funds - Toll Funds	\$1,250	\$1,000	\$250					\$150		\$1,100
Local Funds	\$225	\$225						\$95		\$130
Local RTCIP	\$25	\$25								\$25
TOTAL	\$1,500	\$1,250	\$250					\$245		\$1,255

MPO ID: COR19		ADOPTION: 18-00								
Project Title:	Coronado Gateway Project							EARMARK NO: CAT 16-069		
Project Description:	SR75 - In Coronado, on SR 75 at the Bridge Toll Plaza, landscape and hardscape improvements and traffic metering.									
RT:75	Capacity Status: NCI		Exempt Category: Other - Plantings, landscaping, etc							
Est Total Cost: \$3,811										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Earmark Repurposing	\$972		\$972							\$972
Loc Funds - Toll Funds	\$2,839	\$2,839						\$139		\$2,700
TOTAL	\$3,811	\$2,839	\$972					\$139		\$3,672

MPO ID: COR23		ADOPTION: 18-00								
Project Title:	Neighborhood Lighting & Street Improvements Along Third and Fourth Streets							RAS (M-39)		
Project Description:	Third and Fourth Streets from Orange to Alameda Milepost begins at 0 ends at 1 (2 miles) - This project will design neighborhood lighting and street improvements along Third and Fourth Street from Orange Avenue to Alameda. Street improvements will include items such as bulb-outs to enhance pedestrian crossings which will encourage more pedestrian and transit use. The project will also improve street/pedestrian lighting along the corridor.									
Capacity Status: NCI		Exempt Category: Safety - Lighting improvements								
Est Total Cost: \$600										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Loc Funds - Toll Funds	\$550	\$550						\$250		\$300
Local Funds	\$50		\$50							\$50
TOTAL	\$600	\$550	\$50					\$250		\$350

Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Coronado, City of

MPO ID: COR24							ADOPTION: 18-00			
Project Title: Congestion Relief Traffic Analysis							RAS (M-39)			
Project Description: Silver Strand Blvd - In Coronado, on Silver Strand Blvd from Tulagi Rd to Avenue De Las Arenas, adaptive signal traffic flow system improvements.										
Capacity Status: NCI							Exempt Category: Other - Traffic signal synchronization projects			
Est Total Cost: \$20										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local RTCIP	\$20		\$20					\$5		\$15
TOTAL	\$20		\$20					\$5		\$15

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Del Mar, City of

MPO ID: DM01		ADOPTION: 18-00								
Project Title: Annual Street Maintenance		TransNet - LSI: Maint								
Project Description: In Del Mar - citywide - resurface and/or rehabilitate roadways										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$1,853										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$831	\$831								\$831
TransNet - LSI	\$424	\$397				\$12	\$15			\$424
TransNet - LSI Carry Over	\$8	\$8								\$8
Local Funds	\$590	\$590								\$590
TOTAL	\$1,853	\$1,826				\$12	\$15			\$1,853

MPO ID: DM02		ADOPTION: 18-00								
Project Title: Local Match to Bridge Retrofit Projects		TransNet - LSI: CR								
Project Description: Camino del Mar Bridge over San Dieguito River, Jimmy Durante Blvd Bridge, Via de la Valle Bridge, Camino del Mar Overpass. - Local match to federal Highway Bridge Program providing for seismic retrofit (part of CAL44); project will undertake full replacement of bridge upper deck, full depth pavement repair, and seismic upgrades										
Capacity Status: NCI		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
Est Total Cost: \$20,009										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$228	\$208			\$20					\$228
TOTAL	\$228	\$208			\$20					\$228

MPO ID: DM06		ADOPTION: 18-00								
Project Title: Sidewalk, Street, and Drainage Improvements		SANDAG ID: 1223061								
Project Description: Multiple locations along Camino del Mar, Jimmy Durante Boulevard, and Via de la Valle - pedestrian, bicycle, roadway, and drainage improvements along Camino del Mar, Jimmy Durante Boulevard, and Via de la Valle		TransNet - LSI: CR								
Capacity Status: NCI		Exempt Category: Safety - Safety Improvement Program								
Est Total Cost: \$4,458										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - BPNS	\$812	\$812						\$100		\$712
TransNet - Bond	\$2,803	\$2,803						\$228		\$2,575
TransNet - CP	\$700	\$700						\$25		\$675
TransNet - LSI	\$47		\$8	\$12		\$12	\$15			\$47
Local Funds	\$96		\$96							\$96
TOTAL	\$4,458	\$4,315	\$104	\$12		\$12	\$15	\$353		\$4,105
*SANDAG Board approved TransNet/ATP swap on November 21, 2014 for \$812										

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

El Cajon, City of

MPO ID: EL03			ADOPTION: 18-00							
Project Title: Overlay/Reconstruction Projects			RAS (M-39)							
Project Description: Various locations as attached - street reconstruction and overlays greater than 1" thick, including collectors, thoroughfares & residential streets			TransNet - LSI: CR							
Capacity Status: NCI			Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$31,964										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$6,747	\$6,747								\$6,747
TransNet - L (Cash)	\$2,541	\$2,541								\$2,541
TransNet - LSI	\$14,283	\$5,953	\$1,600	\$1,654	\$1,856	\$1,600	\$1,620			\$14,283
TransNet - LSI (Cash)	\$397	\$397								\$397
TransNet - LSI Carry Over	\$6,009	\$5,627	\$182	\$200						\$6,009
Local Funds	\$1,707		\$1,707							\$1,707
Local RTCIP	\$280	\$280								\$280
TOTAL	\$31,964	\$21,545	\$3,489	\$1,854	\$1,856	\$1,600	\$1,620			\$31,964

MPO ID: EL06			ADOPTION: 18-00							
Project Title: Traffic Signals Projects			RAS (M - 39)							
Project Description: In El Cajon - replacement of interconnect cable on Chase Ave, El Cajon Blvd, Mollison Ave, and Washington Ave; modification of existing traffic signals and various location to improve traffic flow and safety; replacement of battery back-up system batteries at various locations; ongoing system maintenance for the RAMS traffic signal management system - new, upgrade or modification of traffic signals and Traffic Management Center, including rewire, modifications, replacement of signal interconnect cable, wireless video monitoring cameras and other necessary equipment; funds for ongoing RAMS maintenance support costs. TransNet - LSI RAMS of of \$10 is programmed through FY 2020			TransNet - LSI: CR							
Capacity Status: NCI			Exempt Category: Other - Traffic signal synchronization projects							
Est Total Cost: \$3,113										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$580	\$580								\$580
TransNet - L (Cash)	\$380	\$380								\$380
TransNet - LSI	\$1,566	\$746	\$10	\$210	\$200	\$200	\$200	\$49		\$1,517
TransNet - LSI (Cash)	\$8	\$8								\$8
TransNet - LSI Carry Over	\$579	\$459	\$120							\$579
TOTAL	\$3,113	\$2,173	\$130	\$210	\$200	\$200	\$200	\$49		\$3,064

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

El Cajon, City of

MPO ID: EL11		ADOPTION: 18-00								
Project Title: Sidewalk and other Repairs		TransNet - LSI: Maint								
Project Description: In El Cajon - various locations as shown on uploaded project list - repair broken sidewalk, installation of new sidewalk, driveway, ramps, etc.										
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$2,936										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$450	\$450						\$150		\$300
TransNet - L (Cash)	\$250	\$250								\$250
TransNet - LSI	\$2,010	\$465	\$350	\$350	\$350	\$205	\$290			\$2,010
TransNet - LSI (Cash)	\$1	\$1								\$1
TransNet - LSI Carry Over	\$225	\$225								\$225
TOTAL	\$2,936	\$1,391	\$350	\$350	\$350	\$205	\$290	\$150		\$2,786

MPO ID: EL18		ADOPTION: 18-00								
Project Title: Street Light Installation Projects		TransNet - LSI: CR								
Project Description: In El Cajon, various locations citywide - provide for new street lights which include removing wooden pole mounted lights for underground utility district projects and the retro-fit of existing high pressure sodium street lights with energy efficient LED street lights										
Capacity Status: NCI		Exempt Category: Safety - Lighting improvements								
Est Total Cost: \$937										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L (Cash)	\$37	\$37								\$37
TransNet - LSI	\$500	\$200	\$50	\$50		\$100	\$100			\$500
TransNet - LSI Carry Over	\$400	\$100	\$100	\$100	\$100					\$400
TOTAL	\$937	\$337	\$150	\$150	\$100	\$100	\$100			\$937

MPO ID: EL21		ADOPTION: 18-00								
Project Title: Street Resurfacing with slurry seals and ARAM products		TransNet - LSI: Maint								
Project Description: Various locations throughout the City of El Cajon - street resurfacing with slurry seals and asphalt rubber aggregate membrane (ARAM) - less than 1" thick										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$6,619										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$2,800	\$1,646	\$112	\$42		\$500	\$500			\$2,800
TransNet - LSI (Cash)	\$5	\$5								\$5
TransNet - LSI Carry Over	\$3,814	\$2,014	\$600	\$600	\$600					\$3,814
TOTAL	\$6,619	\$3,665	\$712	\$642	\$600	\$500	\$500			\$6,619

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

El Cajon, City of

MPO ID: EL29		ADOPTION: 18-00								
Project Title:	Traffic Safety/Calming	<i>TransNet - LSI: CR</i>								
Project Description:	Madison Avenue, Taft Avenue, and other locations in - El Cajon; install traffic safety and calming improvements such as street striping, stop signs, speed cushions, and radar speed feedback signs									
Capacity Status:	NCI	Exempt Category: Safety - Safer non-Federal-aid system roads								
Est Total Cost: \$739										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet - LSI</i>	\$508	\$208	\$100	\$100	\$100					\$508
<i>TransNet - LSI (Cash)</i>	\$11	\$11								\$11
<i>TransNet - LSI Carry Over</i>	\$220	\$220								\$220
TOTAL	\$739	\$439	\$100	\$100	\$100					\$739

MPO ID: EL32		ADOPTION: 18-00								
Project Title:	City of El Cajon Pavement Management System	<i>TransNet - LSI: Maint</i>								
Project Description:	Various streets in the City - engineering study-preparation of an updated Pavement Management System study to determine the condition of city streets and help prioritize street overlay projects.									
Capacity Status:	NCI	Exempt Category: Other - Engineering studies								
Est Total Cost: \$385										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet - LSI</i>	\$290	\$145	\$145					\$290		
<i>TransNet - LSI Carry Over</i>	\$95	\$95						\$95		
TOTAL	\$385	\$240	\$145					\$385		

MPO ID: EL35		ADOPTION: 18-00								
Project Title:	Marshall Avenue Widening Feasibility Study	RAS (M-39)								
Project Description:	Marshall Avenue from Fesler Street to Bradley Avenue (.6 miles) - in El Cajon, feasibility study to widen street to accommodate bike lanes and sidewalks	<i>TransNet - LSI: CR</i>								
Capacity Status:	NCI	Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$150										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet - LSI Carry Over</i>	\$150		\$150					\$150		
TOTAL	\$150		\$150					\$150		

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Encinitas, City of

MPO ID: ENC14A		ADOPTION: 18-00								
Project Title:	Street Overlay Program								TransNet - LSI: CR	
Project Description:	Various locations throughout the City - in Encinitas, at various locations throughout the City, asphalt grinding, 6" dig outs, 1-1/2" polymer modified asphalt overlay, and preventative maintenance treatments.									
Capacity Status:	NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$34,820										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$600	\$600								\$600
TransNet - L (Cash)	\$240	\$240								\$240
TransNet - LSI	\$16,736	\$7,625	\$1,696	\$1,756	\$1,820	\$1,886	\$1,953			\$16,736
TransNet - LSI (Cash)	\$253	\$253								\$253
TransNet - LSI Carry Over	\$921	\$921								\$921
Local Funds	\$16,070	\$10,181	\$1,304	\$1,244	\$1,180	\$1,114	\$1,047			\$16,070
TOTAL	\$34,820	\$19,820	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000			\$34,820

MPO ID: ENC17		ADOPTION: 18-00								
Project Title:	Safe Routes to School Sidewalk Program								TransNet - LSI: Maint	
Project Description:	Various locations throughout the City - in Encinitas, at various locations throughout the City; installation of pathways to include curb, gutter, drainage improvements and landscaping which will provide connectivity									
Capacity Status:	NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$5,975										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$900	\$900								\$900
TransNet - L (Cash)	\$466	\$466								\$466
TransNet - LSI	\$1,007	\$1,007								\$1,007
TransNet - LSI Carry Over	\$1,094	\$769	\$325							\$1,094
ATP - S	\$996	\$41		\$173	\$782			\$189	\$25	\$782
Local Funds	\$1,512	\$1,212			\$300					\$1,512
TOTAL	\$5,975	\$4,395	\$325	\$173	\$1,082			\$189	\$25	\$5,761

MPO ID: ENC19		ADOPTION: 18-00								
Project Title:	Traffic Safety/Calming								RAS (M-39)	
Project Description:	La Costa Avenue from North Coast Highway 101 to Interstate 5 (.52 miles) - various improvements including pedestrian and bicycle improvements.									
Capacity Status:	NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$3,424										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$450	\$450								\$450
TransNet - L (Cash)	\$87	\$87								\$87
TransNet - LSI	\$744	\$744								\$744
TransNet - LSI Carry Over	\$183	\$183						\$20		\$163
Local Funds	\$700	\$700								\$700
Local RTCIP	\$1,260		\$1,260							\$1,260
TOTAL	\$3,424	\$2,164	\$1,260					\$20		\$3,404

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Encinitas, City of

MPO ID: ENC20		ADOPTION: 18-00								
Project Title:	North Coast Highway 101 Beautification								RAS (M-39)	
Project Description:	N. Coast Hwy. 101 from A Street to La Costa Avenue (2.4 miles) - design/construct comprehensive streetscape improvements: new curb, gutter, and landscaping; pedestrian facilities on both sides of the street; dedicated buffered bicycle lanes; lane reconfiguration (including a reduction in the number of vehicular travel lanes in each direction); and, between four or six roundabouts to facilitate traffic calming and more efficiently move vehicular traffic								TransNet - LSI: CR	
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$6,372										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$500	\$500						\$500		
TransNet - L (Cash)	\$100	\$100						\$100		
TransNet - LSI	\$540	\$540						\$540		
TransNet - LSI Carry Over	\$4,952	\$1,276	\$3,676					\$1,617		\$3,335
Local RTCIP	\$280	\$280								\$280
TOTAL	\$6,372	\$2,696	\$3,676					\$2,757		\$3,615

MPO ID: ENC28		ADOPTION: 18-00								
Project Title:	Traffic Signal Modifications								TransNet - LSI: CR	
Project Description:	Encinitas Boulevard and El Camino Real; Leucadia Boulevard and El Camino Real; Chesterfield and Highway 101; El Camino Real and Via Molena; Encinitas Boulevard and Delphinium; La Costa and Highway 101; and other circulation element roads within the City - In Encinitas and the San Diego region; City's annual operations and maintenance cost share for the Regional Arterial Management System (RAMS) to enhance inter-jurisdictional coordination of traffic signals along major streets/arterial corridors throughout the San Diego region... TransNet - LSI RAMS of \$7 is programmed through FY 2023									
Capacity Status: NCI		Exempt Category: Other - Traffic signal synchronization projects								
Est Total Cost: \$926										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$100	\$100								\$100
TransNet - L (Cash)	\$382	\$382								\$382
TransNet - LSI	\$284	\$248	\$7	\$7	\$7	\$7	\$7	\$81		\$203
TransNet - LSI Carry Over	\$160	\$160								\$160
TOTAL	\$926	\$890	\$7	\$7	\$7	\$7	\$7	\$81		\$845

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Escondido, City of

MPO ID: ESC02A		ADOPTION: 18-00								
Project Title:	East Valley/Valley Center						EA NO: 260			
Project Description:	East Valley Pkwy from Valley Center Dr to Northern City Limits (1.05 miles) - widen roadway from 4 to 6 lanes with raised medians, left turn pockets, and dedicated right turn lanes; modify signals at Lake Wohlford Rd/Valley Center Rd and Beven Dr/Valley Center Rd; widen bridge over Escondido Creek						RTP PG NO: B-37 EARMARK NO: CA332/260 RAS (M-40) TransNet - LSI: CR			
Capacity Status:	CI	Exempt Category: Non-Exempt								
Est Total Cost: \$10,609		Open to Traffic: Dec 2018								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L (Cash)	\$54	\$54								\$54
TransNet - LSI (Cash)	\$641	\$641								\$641
TransNet - LSI Carry Over	\$4,506	\$2,550	\$1,956						\$70	\$4,436
HPP	\$1,600	\$1,600								\$1,600
Local Funds	\$3,445	\$3,445						\$500		\$2,945
Local RTCIP	\$363	\$363								\$363
TOTAL	\$10,609	\$8,653	\$1,956					\$500	\$70	\$10,039

MPO ID: ESC04		ADOPTION: 18-00								
Project Title:	Citracado Parkway II						RTP PG NO: B-37			
Project Description:	Citracado Parkway from West Valley to Andreason (.5 miles) - widen from 2 to 4 lanes with raised medians, construct bridge over Escondido Creek						RAS (M-40) TransNet - LSI: CR			
Capacity Status:	CI	Exempt Category: Non-Exempt								
Est Total Cost: \$38,023		Open to Traffic: Dec 2021								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$581	\$581							\$581	
TransNet - LSI	\$0									
TransNet - LSI (Cash)	\$988	\$988								\$988
TransNet - LSI Carry Over	\$1,700		\$1,700							\$1,700
HUD	\$908	\$908						\$908		
SB1 - LPP Comp	\$12,500			\$12,500						\$12,500
Local Funds	\$17,272	\$17,272						\$5,608	\$1,000	\$10,664
Local RTCIP	\$4,074	\$953	\$1,264	\$1,857						\$4,074
TOTAL	\$38,023	\$20,702	\$2,964	\$14,357				\$6,516	\$1,581	\$29,926

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Escondido, City of

MPO ID: ESC06		ADOPTION: 18-00								
Project Title:	El Norte Parkway Bridge at Escondido Creek								RTP PG NO: B-37	
Project Description:	Bridge 57C0356 (1 miles) - construct a two lane bridge and street improvements on both sides of bridge to match adjacent street segments. The project includes construction of new medians with landscaping, rehabilitation of existing pavement, and striping upgrades to match the completed alignment. A pedestrian signal will be installed in the vicinity of the bridge to accommodate pedestrians and cyclists using the Escondido Creek Trail.								RAS (M-40)	
									TransNet - LSI: CR	
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$5,402		Open to Traffic: Dec 2020								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$2,000	\$2,000						\$50		\$1,950
TransNet - L (Cash)	\$167	\$167								\$167
TransNet - LSI (Cash)	\$808	\$808								\$808
TransNet - LSI Carry Over	\$2,021		\$1,872	\$149						\$2,021
Local Funds	\$406	\$406								\$406
TOTAL	\$5,402	\$3,381	\$1,872	\$149				\$50		\$5,352

MPO ID: ESC08		ADOPTION: 18-00								
Project Title:	Felicita Ave/Juniper Street								RTP PG NO: B-38	
Project Description:	Juniper Street between Chestnut Street and Vermont Avenue; Felicita Avenue between Juniper Street and Escondido Boulevard - widen from 2 to 4 lanes with left turn pockets; traffic signal modifications at Felicita/Escondido Blvd., pin on curb median on Felicita Avenue, street improvements that will accommodate curb and gutter, sidewalk, street crossings, class II bike lanes, and active transportation education/encouragement activities at Juniper, Oak Hill, and Central Elementary Schools; construction for ATP project only								RAS (M-40)	
									TransNet - LSI: CR	
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$4,951		Open to Traffic: Jul 2022								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L (Cash)	\$115	\$115							\$115	
TransNet - LSI Carry Over	\$50		\$50					\$21		\$29
ATP - R	\$1,286	\$86	\$93	\$1,107				\$179		\$1,107
Local Funds	\$3,500	\$3,500							\$3,500	
TOTAL	\$4,951	\$3,701	\$143	\$1,107				\$200	\$3,615	\$1,136

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Escondido, City of

MPO ID: ESC24			ADOPTION: 18-00							
Project Title: Centre City Parkway			RTP PG NO: B-38							
Project Description: Intersection at W. Mission Ave. and Centre City Pkwy - reconfigure existing street lane alignment, extend center median, and replace two existing traffic signals to accommodate one additional left turn lane and adjusted lane alignment to eastbound W. Mission Avenue at its intersection with Centre City Parkway			RAS (M-40) <i>TransNet</i> - LSI: CR							
Capacity Status: CI Exempt Category: Non-Exempt										
Est Total Cost: \$2,209			Open to Traffic: Jun 2020							
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - L	\$974	\$974								\$974
<i>TransNet</i> - L (Cash)	\$374	\$374								\$374
<i>TransNet</i> - LSI Carry Over	\$589	\$110	\$279	\$200						\$589
Local Funds	\$272	\$272						\$272		
TOTAL	\$2,209	\$1,730	\$279	\$200				\$272		\$1,937

MPO ID: ESC36			ADOPTION: 18-00							
Project Title: Valley Boulevard Relocation			<i>TransNet</i> - LSI: CR							
Project Description: S. Valley Boulevard from Grand Ave to East Valley Boulevard (.1 miles) - Realign the east-bound, one-way couplet currently on Valley Boulevard to Ivy Street and Grand Avenue; includes new pavement, curbs and gutters, sidewalks, street lights, traffic signals, storm drains, and relocating water lines as needed to accommodate the future vacation of Valley Boulevard; this project will facilitate the Palomar Pomerado Hospital project										
Capacity Status: NCI Exempt Category: All Projects - Interchange reconfiguration projects										
Est Total Cost: \$1,669										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$1,669	\$25				\$1,644		\$250		\$1,419
TOTAL	\$1,669	\$25				\$1,644		\$250		\$1,419

MPO ID: ESC37			ADOPTION: 18-00							
Project Title: Pavement Maintenance			<i>TransNet</i> - LSI: Maint							
Project Description: various streets primarily in the maintenance zone of focus, and those classified as Collector and above throughout the city; the city's maintenance zones can be identified in the uploaded Maintenance Zone Map; FY19 - Maintenance Zone SO - this is an annual project that includes maintenance (crackseal, chipseal, slurry, sidewalk repairs) of various street elements citywide										
Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation										
Est Total Cost: \$31,992										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - LSI	\$8,034	\$2,046	\$1,114	\$1,154	\$1,196	\$1,240	\$1,285			\$8,034
<i>TransNet</i> - LSI (Cash)	\$7	\$7								\$7
<i>TransNet</i> - LSI Carry Over	\$3,118	\$2,046	\$1,072							\$3,118
Local Funds	\$20,833	\$7,652	\$2,510	\$2,590	\$2,667	\$2,693	\$2,719			\$20,833
TOTAL	\$31,992	\$11,751	\$4,696	\$3,744	\$3,863	\$3,933	\$4,004			\$31,992

Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Escondido, City of

MPO ID: ESC38		ADOPTION: 18-00								
Project Title:	Pavement Rehabilitation/Reconstruction							TransNet - LSI: CR		
Project Description:	Includes rehabilitation of various streets primarily in the maintenance zone of focus, and those classified as Collector and above throughout the City; the City's maintenance zones can be identified in the uploaded Maintenance Zone Map: FY19 - Maintenance Zone SO - annual project to rehabilitate existing pavement greater than 1" in depth within the city's 8 maintenance zones. Each year the project rotates to a new zone, and we treat identified roads in poor condition.									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$17,177										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L (Cash)	\$2,843	\$2,843								\$2,843
TransNet - LSI	\$11,149	\$4,927	\$1,248	\$1,242	\$1,191	\$1,244	\$1,297			\$11,149
TransNet - LSI (Cash)	\$9	\$9								\$9
TransNet - LSI Carry Over	\$3,176	\$646	\$2,530							\$3,176
TOTAL	\$17,177	\$8,425	\$3,778	\$1,242	\$1,191	\$1,244	\$1,297			\$17,177

MPO ID: ESC39		ADOPTION: 18-00								
Project Title:	Traffic Signals							TransNet - LSI: CR		
Project Description:	In Escondido citywide as shown in attached priority list - construction of new signals and modification of existing signals citywide; signals will be constructed in accordance with the adopted traffic signal priority list. With these funds new signals are anticipated at Rock Springs/Lincoln Ave, Rock Springs/Mission Ave., Metcalf/Mission, and traffic signal modification at Mary Lane/Bear Valley Pkwy									
Capacity Status: NCI		Exempt Category: Other - Intersection signalization projects								
Est Total Cost: \$1,480										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$1,250		\$250	\$250	\$250	\$250	\$250			\$1,250
TransNet - LSI Carry Over	\$230	\$150	\$80					\$30		\$200
TOTAL	\$1,480	\$150	\$330	\$250	\$250	\$250	\$250	\$30		\$1,450

MPO ID: ESC42		ADOPTION: 18-00								
Project Title:	Streetlight Retrofit									
Project Description:	Locations of streetlights retrofitted will be throughout the City of Escondido - This project will retrofit existing street lights throughout the city with new, LED lighting. The number of streetlights retrofitted will be dependent upon pricing of each fixture.									
Capacity Status: NCI		Exempt Category: Safety - Lighting improvements								
Est Total Cost: \$330										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local Funds	\$330	\$130					\$200			\$330
TOTAL	\$330	\$130					\$200			\$330

Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Escondido, City of

MPO ID: ESC47		ADOPTION: 18-00								
Project Title: Quince & Tulip Pedestrian Signals		<i>TransNet - LSI: CR</i>								
Project Description: Point location at W. Valley Parkway - Installation of pedestrian signals along the Escondido Creek Bike Path at Quince and Tulip										
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$80										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet - LSI</i>	\$80		\$80							\$80
TOTAL	\$80		\$80							\$80

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Imperial Beach, City of

MPO ID: IB02		ADOPTION: 18-00								
Project Title:	Street Maintenance Operations							TransNet - LSI: Maint		
Project Description:	Various locations - preventative maintenance - slurry seals and localized pavement repairs									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$5,135										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$1,655	\$1,655								\$1,655
TransNet - LSI	\$2,973	\$1,850	\$210	\$217	\$224	\$232	\$240			\$2,973
TransNet - LSI Carry Over	\$507	\$507								\$507
TOTAL	\$5,135	\$4,012	\$210	\$217	\$224	\$232	\$240			\$5,135

MPO ID: IB12		ADOPTION: 18-00								
Project Title:	Major Street Improvements							TransNet - LSI: CR		
Project Description:	Various Locations - work includes but not limited to overlay greater than 1", new sidewalks, curbs and gutters, ramps, and storm drain									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$7,260										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L (Cash)	\$200	\$200								\$200
TransNet - LSI	\$5,297	\$2,675	\$490	\$506	\$524	\$542	\$560	\$899		\$4,398
TransNet - LSI Carry Over	\$1,763	\$1,763						\$503		\$1,260
TOTAL	\$7,260	\$4,638	\$490	\$506	\$524	\$542	\$560	\$1,402		\$5,858

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

La Mesa, City of

MPO ID: LAM31		ADOPTION: 18-00								
Project Title:	Street Zone Maintenance							TransNet - LSI: Maint		
Project Description:	Citywide - minor repairs and/or maintenance of streets including crack seal, slurry seal, scrub seal and concrete repairs to extend pavement useful life									
Capacity Status:	NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$750										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$750		\$150	\$150	\$150	\$150	\$150			\$750
TOTAL	\$750		\$150	\$150	\$150	\$150	\$150			\$750

MPO ID: LAM32		ADOPTION: 18-00								
Project Title:	Pavement Management System							TransNet - LSI: Maint		
Project Description:	Citywide - Preparation of pavement management system; this information is used to determine the condition of City streets and help prioritize street projects.									
Capacity Status:	NCI		Exempt Category: Other - Engineering studies							
Est Total Cost: \$50										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$50			\$10	\$40			\$50		
TOTAL	\$50			\$10	\$40			\$50		

MPO ID: LAM33		ADOPTION: 18-00								
Project Title:	Curb and Gutter, Sidewalk, Ped Ramps							TransNet - LSI: Maint		
Project Description:	Citywide - remove and replace identified and prioritized tripping hazards; installation of and replacement of pedestrian ramps, in order to comply with the Americans with Disabilities Act; replace or install new sidewalks, curbs and gutters									
Capacity Status:	NCI		Exempt Category: Safety - Hazard elimination program							
Est Total Cost: \$1,250										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$1,250		\$250	\$250	\$250	\$250	\$250			\$1,250
TOTAL	\$1,250		\$250	\$250	\$250	\$250	\$250			\$1,250

MPO ID: LAM34		ADOPTION: 18-00								
Project Title:	Street Lights							TransNet - LSI: CR		
Project Description:	In La Mesa, various locations citywide - installation of new street lights and street light upgrades to bring completed underground districts and other streets up to current city lighting standards									
Capacity Status:	NCI		Exempt Category: Safety - Lighting improvements							
Est Total Cost: \$250										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$250		\$50	\$50	\$50	\$50	\$50			\$250
TOTAL	\$250		\$50	\$50	\$50	\$50	\$50			\$250

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

La Mesa, City of

MPO ID: LAM37		ADOPTION: 18-00								
Project Title:	Traffic Signal Upgrades							TransNet - LSI: CR		
Project Description:	In La Mesa, various locations citywide - traffic signal upgrades including protected left turns, overhead signals in lieu of island signals and pedestrian ramps for improved pedestrian access..									
Capacity Status: NCI		Exempt Category: Other - Intersection signalization projects								
Est Total Cost: \$500										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$500		\$100	\$100	\$100	\$100	\$100			\$500
TOTAL	\$500		\$100	\$100	\$100	\$100	\$100			\$500

MPO ID: LAM39		ADOPTION: 18-00								
Project Title:	Traffic Calming Improvements & Active Transportation Improvements							TransNet - LSI: CR		
Project Description:	Citywide - implement traffic calming measures including signage and striping, speed humps and other tools in locations throughout the City in accordance with the City's Neighborhood Traffic Management Program									
Capacity Status: NCI		Exempt Category: Safety - Non signalization traffic control and operating								
Est Total Cost: \$500										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$500		\$100	\$100	\$100	\$100	\$100	\$250		\$250
TOTAL	\$500		\$100	\$100	\$100	\$100	\$100	\$250		\$250

MPO ID: LAM40		ADOPTION: 18-00								
Project Title:	Street Reconstruction (CR)							TransNet - LSI: CR		
Project Description:	In La Mesa, various locations citywide - street reconstruction including construction of a new structural pavement surface greater than 1" in depth, to provide a smooth travel surface									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$2,028										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$1,506		\$248	\$213	\$251	\$362	\$433			\$1,506
TransNet - LSI Carry Over	\$522		\$522							\$522
TOTAL	\$2,028		\$770	\$213	\$251	\$362	\$433			\$2,028

MPO ID: LAM44		ADOPTION: 18-00								
Project Title:	Roadway Drainage Improvements 14-00 (CR)							TransNet - LSI: CR		
Project Description:	Various locations citywide - improvements to address inadequate street drainage by constructing new or improving existing storm drain or surface improvements, reducing roadway flooding									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$1,450										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$1,350		\$350	\$250	\$250	\$250	\$250			\$1,350
TransNet - LSI Carry Over	\$100		\$100							\$100
TOTAL	\$1,450		\$450	\$250	\$250	\$250	\$250			\$1,450

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

La Mesa, City of

MPO ID: LAM46		ADOPTION: 18-00								
Project Title: Regional Arterial Management System (RAMS)		<i>TransNet - LSI: CR</i>								
Project Description: Citywide - Regional traffic signal connection. <i>TransNet - LSI</i> RAMS of \$7 is programmed through FY 2023										
Capacity Status: NCI Exempt Category: Other - Traffic signal synchronization projects										
Est Total Cost: \$37										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet - LSI</i>	\$37		\$7	\$7	\$7	\$7	\$7	\$37		
TOTAL	\$37		\$7	\$7	\$7	\$7	\$7	\$37		

MPO ID: LAM48		ADOPTION: 18-00								
Project Title: West La Mesa Pedestrian and Bicycle Connectivity Project		<i>TransNet - LSI: CR</i>								
Project Description: Various streets in the City - Enhance safety in West La Mesa by completing more than 4.8 miles of bicycle and pedestrian enhancements linking four schools and a City park. An educational campaign will further promote active transportation as a viable mode.										
Capacity Status: NCI Exempt Category: Air Quality - Bicycle and pedestrian facilities										
Est Total Cost: \$6,422										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet - CP</i>	\$2,000		\$2,000							\$2,000
<i>TransNet - LSI Carry Over</i>	\$905		\$905							\$905
ATP - R	\$1,919	\$450	\$1,469					\$450		\$1,469
Local Funds	\$1,598		\$1,598							\$1,598
TOTAL	\$6,422	\$450	\$5,972					\$450		\$5,972

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Lemon Grove, City of

MPO ID: LG14		ADOPTION: 18-00									
Project Title:	Traffic Improvements (Preventive Maintenance)									TransNet - LSI: Maint	
Project Description:	Citywide - traffic related projects scheduled throughout each fiscal year: traffic loop replacements, traffic signal upgrades, speed survey, street striping improvements, traffic calming studies, and the repair or replacement of street signs; these projects are part of the annual maintenance program established within the City to maintain the operational readiness of the street system										
Capacity Status:	NCI Exempt Category: Safety - Non signalization traffic control and operating										
Est Total Cost: \$1,437											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - LSI	\$979	\$378	\$119	\$119	\$119	\$119	\$125			\$979	
TransNet - LSI Carry Over	\$444	\$345	\$100					\$1		\$443	
Local Funds	\$14			\$4	\$4	\$4	\$4			\$14	
TOTAL	\$1,437	\$723	\$219	\$123	\$123	\$123	\$129	\$1		\$1,436	

MPO ID: LG15		ADOPTION: 18-00									
Project Title:	Storm Drain Rehabilitation (Preventive Maintenance)									TransNet - LSI: Maint	
Project Description:	Citywide - improvements or repairs to multiple storm drain facilities such as spot repairs to existing pipes, berms or other diversion devices; attention will be given to the continuous maintenance of Chollas Creek in accordance with the requirements of the National Pollutant Discharge Elimination System (NPDES) permit which involve debris removal, vegetation control, and/or habitat restoration; city staff/consultant to inventory storm drain system and input into GIS; condition assessment, repair options and strategy report to follow										
Capacity Status:	NCI Exempt Category: Other - Plantings, landscaping, etc										
Est Total Cost: \$901											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - LSI	\$365	\$220	\$26	\$26	\$26	\$26	\$41			\$365	
TransNet - LSI Carry Over	\$286	\$257	\$28					\$27		\$259	
Local Funds	\$250		\$250							\$250	
TOTAL	\$901	\$477	\$304	\$26	\$26	\$26	\$41	\$27		\$874	

MPO ID: LG16		ADOPTION: 18-00									
Project Title:	Storm Drain Rehabilitation (Congestion Relief)									TransNet - LSI: CR	
Project Description:	Citywide - evaluate, prioritize, and implement improvements to the city's storm drain system by identifying deteriorated or problematic portions of the storm drain system, perform risk assessments to prioritize need, and perform the necessary construction repairs or replacements to avoid roadway flooding										
Capacity Status:	NCI Exempt Category: Safety - Hazard elimination program										
Est Total Cost: \$2,453											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - LSI	\$756	\$557	\$14	\$14	\$37	\$64	\$70			\$756	
TransNet - LSI (Cash)	\$142	\$142								\$142	
TransNet - LSI Carry Over	\$219	\$198	\$21							\$219	
Local Funds	\$1,336			\$297	\$347	\$347	\$347			\$1,336	
TOTAL	\$2,453	\$897	\$35	\$311	\$384	\$411	\$417			\$2,453	

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Lemon Grove, City of

MPO ID: LG17		ADOPTION: 18-00								
Project Title:	Street Improvements (Preventive Maintenance)							TransNet - LSI: Maint		
Project Description:	Citywide - maintain city streets and fund costs to survey all streets as part of the pavement management system									
Capacity Status:	NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$1,331										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$1,134	\$412	\$124	\$148	\$150	\$150	\$150	\$15		\$1,119
TransNet - LSI Carry Over	\$197	\$101	\$95							\$197
TOTAL	\$1,331	\$513	\$219	\$148	\$150	\$150	\$150	\$15		\$1,316

MPO ID: LG18		ADOPTION: 18-00								
Project Title:	Traffic Improvements (Congestion Relief)							TransNet - LSI: CR		
Project Description:	Citywide - median installation for safety improvement or left turn movement, new traffic signals, passive permissive left turn installation, signal removal for congestion relief reasons, traffic signal upgrades, intersection lighting, traffic signal coordination, traffic signal interconnection/optimization, and traffic related infrastructure installation.									
Capacity Status:	NCI		Exempt Category: Other - Intersection signalization projects							
Est Total Cost: \$601										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$427	\$102	\$65	\$65	\$65	\$65	\$65	\$4		\$423
TransNet - LSI Carry Over	\$74	\$26	\$48							\$74
Local Funds	\$100			\$100						\$100
TOTAL	\$601	\$128	\$113	\$165	\$65	\$65	\$65	\$4		\$597

MPO ID: LG20		ADOPTION: 18-00								
Project Title:	Street Improvements (Congestion Relief - Non CI)							TransNet - LSI: CR		
Project Description:	Citywide - this project involves roadway rehabilitation (grinding and overlay, new structural pavement, or new overlay 1-inch thick or greater) of several streets within the city. Streets were prioritized for work based on levels of deterioration identified in the Pavement Management System; Sidewalk Rehabilitation: this annual project adds sidewalks, widens sidewalks, removes and/or replaces various sidewalk locations and installs Americans with Disabilities Act (ADA) compliant curb ramps throughout the city; Street Improvements: this as needed project would widen or install curb/gutter, sidewalk, curb ramps									
Capacity Status:	NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$6,588										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$2,212	\$387	\$365	\$365	\$365	\$365	\$365			\$2,212
TransNet - LSI (Cash)	\$147	\$147								\$147
TransNet - LSI Carry Over	\$2,282	\$1,324	\$957					\$61		\$2,221
Local Funds	\$1,947	\$153	\$194	\$250	\$400	\$450	\$500			\$1,947
TOTAL	\$6,588	\$2,011	\$1,516	\$615	\$765	\$815	\$865	\$61		\$6,527

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

National City, City of

MPO ID: NC01		ADOPTION: 18-00								
Project Title:	Plaza Blvd Widening							RTP PG NO: A-27, B-38		
Project Description:	Plaza Blvd. from Highland Ave. to Euclid Ave. (1.1 miles) - widen from 2 to 3 lanes including a new traffic lane in each direction, new sidewalks, sidewalk widening, traffic signal upgrades and interconnection at Plaza Blvd. Phase 1 - N Ave to I-805; Phase 2 - Highland Ave to N; Phase 3 - I-805 to Euclid Ave							RAS (M-41) TransNet - LSI: CR		
Capacity Status:	CI	Exempt Category: Non-Exempt								
Est Total Cost: \$8,623		Open to Traffic: Phase 1: Jul 2017			Phase 2: Jul 2020		Phase 3: Jul 2023			
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$797	\$797						\$797		
TransNet - LSI	\$3,493	\$1,493			\$1,000	\$500	\$500	\$896	\$597	\$2,000
TransNet - LSI Carry Over	\$708	\$708						\$8	\$300	\$400
RSTP	\$2,000	\$2,000						\$2,000		
Local RTCIP	\$1,025	\$1,025								\$1,025
TOTAL	\$8,023	\$6,023			\$1,000	\$500	\$500	\$3,701	\$897	\$3,425

MPO ID: NC03		ADOPTION: 18-00								
Project Title:	Street Resurfacing Project							EARMARK NO: CAT 16-065		
Project Description:	Various Streets in the City of National City as attached - provide roadway rehabilitation (grinding and new overlay 1 inch thick or greater) and repair of concrete sidewalks, curb and gutters at multiple locations throughout the City							TransNet - LSI: CR		
Capacity Status:	NCI	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$22,545										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	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	\$4,722	\$2,522	\$100	\$400	\$200	\$300	\$1,200			\$4,722
TransNet - LSI (Cash)	\$2,402	\$2,402								\$2,402
Earmark Repurposing	\$612		\$612							\$612
Local Funds	\$4,267	\$4,114	\$153							\$4,267
TOTAL	\$22,445	\$19,480	\$865	\$400	\$200	\$300	\$1,200			\$22,445

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

National City, City of

MPO ID: NC04		ADOPTION: 18-00								
Project Title:	Traffic Signal Install/Upgrade								TransNet - LSI: CR	
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 through FY 2023									
Capacity Status: NCI		Exempt Category: Other - Intersection signalization projects								
Est Total Cost: \$1,800										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$1,800		\$800	\$600	\$200	\$100	\$100			\$1,800
TOTAL	\$1,800		\$800	\$600	\$200	\$100	\$100			\$1,800

MPO ID: NC15		ADOPTION: 18-00								
Project Title:	Citywide Safe Routes to Schools								TransNet - LSI: CR	
Project Description:	Various locations throughout the City of National City - traffic calming and pedestrian safety/access enhancements for several schools on the eastside of the City									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$3,629										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$3,129	\$2,020	\$166	\$212	\$154	\$210	\$367	\$900		\$2,229
TransNet - LSI Carry Over	\$500	\$500						\$500		
TOTAL	\$3,629	\$2,520	\$166	\$212	\$154	\$210	\$367	\$1,400		\$2,229

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

North County Transit District

MPO ID: NCTD02								ADOPTION: 18-00		
Project Title: Preventive Maintenance										
Project Description: NCTD service area - This project funds preventive maintenance for the District bus fixed route, paratransit, rail, facilities, maintenance of way and signals.										
Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance										
Est Total Cost: \$117,743										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5307	\$48,451		\$11,248	\$11,698	\$12,394	\$13,111		\$48,451		
FTA 5337	\$44,903		\$10,907	\$11,332	\$11,332	\$11,332		\$44,903		
TDA	\$24,389		\$5,989	\$5,958	\$6,132	\$6,311		\$24,389		
TOTAL	\$117,743		\$28,144	\$28,988	\$29,858	\$30,754		\$117,743		

MPO ID: NCTD03								ADOPTION: 18-00		
Project Title: ADA Paratransit Services										
Project Description: NCTD service area - This project supports the operations of the District ADA/paratransit services.										
Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance										
Est Total Cost: \$32,494										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - ADA	\$4,262	\$2,395	\$347	\$359	\$373	\$387	\$401	\$4,262		
TransNet - ADA Carryover	\$50	\$41	\$9					\$50		
FTA 5307	\$2,000	\$2,000						\$2,000		
Local Funds	\$7,981	\$7,981						\$7,981		
TDA	\$18,201	\$7,547	\$1,979	\$2,053	\$2,129	\$2,205	\$2,287	\$18,201		
TOTAL	\$32,494	\$19,964	\$2,335	\$2,412	\$2,502	\$2,592	\$2,688	\$32,494		

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

North County Transit District

MPO ID: NCTD05		ADOPTION: 18-00								
Project Title:		Bus Revenue Vehicle Purchases & Related Equipment								
Project Description:		NCTD service area - This project funds the programmatic replacement of fixed route buses that have reached the end of their service life, and the programmatic rebuild of fixed route buses engines and transmissions.								
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: \$74,505										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$1,509	\$1,509								\$1,509
TransNet - Transit (Cash)	\$1,155	\$1,155								\$1,155
FTA 5307	\$23,915	\$21,834				\$2,081				\$23,915
FTA 5309 (Bus)	\$4,622	\$4,622								\$4,622
FTA 5311	\$2,036	\$2,036								\$2,036
FTA 5339	\$3,945	\$2,984		\$635	\$119	\$206				\$3,945
FTA Funds - AR-5311	\$578	\$578								\$578
Other State - LCTOP	\$8,050		\$1,610	\$1,610	\$1,610	\$1,610	\$1,610			\$8,050
SB1 - SGR	\$1,575						\$1,575			\$1,575
STA	\$2,568						\$2,568			\$2,568
TCRP	\$7,700	\$7,700								\$7,700
Local Funds	\$13,060	\$13,060								\$13,060
TDA	\$3,792	\$2,367		\$159	\$30	\$1,236				\$3,792
TOTAL	\$74,505	\$57,845	\$1,610	\$2,404	\$1,759	\$5,133	\$5,753			\$74,505

MPO ID: NCTD06		ADOPTION: 18-00								
Project Title:		Bus/Rail Support Equipment & Facilities								
Project Description:		NCTD service area - This project funds District state of good repair projects, including the repair, replacement and upgrade of fixed route and rail operations facilities and equipment, including information technology equipment.								
Capacity Status: NCI		Exempt Category: Mass Transit - Purchase of office, shop and operating equipment for existing facilities								
Est Total Cost: \$64,140										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5307	\$29,501	\$18,516	\$2,232	\$4,052	\$2,869	\$1,831				\$29,501
FTA 5309 (Bus)	\$332	\$332								\$332
FTA 5337	\$4,384	\$3,668	\$345	\$108	\$205	\$58				\$4,384
FTA 5339	\$7,298	\$1,694	\$1,641	\$1,006	\$1,522	\$1,435				\$7,298
Transit Security (TSGP)	\$1,538	\$1,538								\$1,538
SB1 - SRA Commuter	\$586						\$586			\$586
Local Funds	\$5,474	\$5,474								\$5,474
TDA	\$15,027	\$4,433	\$1,059	\$2,735	\$2,123	\$4,677				\$15,027
TOTAL	\$64,140	\$35,655	\$5,277	\$7,901	\$6,719	\$8,001	\$586			\$64,140

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

North County Transit District

MPO ID: NCTD16B		ADOPTION: 18-00								
Project Title: Oceanside to Escondido Rail-SPRINTER Debt Service										
Project Description: SPRINTER, Oceanside to Escondido - This project funds debt service on \$34 million of Certificates of Completion issued to fund SPRINTER rail construction.										
Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance										
Est Total Cost: \$10,639										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - TSI	\$10,639		\$2,180	\$2,134	\$2,139	\$2,092	\$2,094	\$10,639		
TOTAL	\$10,639		\$2,180	\$2,134	\$2,139	\$2,092	\$2,094	\$10,639		

MPO ID: NCTD18		ADOPTION: 18-00								
Project Title: Rail-Right-of-Way State of Good Repair & Improvements										
Project Description: NCTD service area - This project funds various District state of good repair projects and programs for the rail right of way, grade crossing replacement, right-of-way (ROW) drainage improvement, and programmatic replacement of rail ties and rail grinding.										
Capacity Status: NCI Exempt Category: Mass Transit - Track rehabilitation in existing right of way										
Est Total Cost: \$14,043										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5307	\$8,793		\$2,135	\$2,297	\$2,995	\$1,367				\$8,793
FTA 5337	\$156			\$156						\$156
SB1 - SRA Commuter	\$1,836						\$1,836			\$1,836
STA	\$395		\$200		\$195					\$395
TDA	\$2,863		\$534	\$1,168	\$749	\$412				\$2,863
TOTAL	\$14,043		\$2,869	\$3,621	\$3,939	\$1,779	\$1,836			\$14,043

MPO ID: NCTD20		ADOPTION: 18-00								
Project Title: Rail Vehicles & Related Equipment										
Project Description: NCTD service area - This project funds the District state of good repair projects and programs replacing, repairing and rehabilitating the District COASTER and SPRINTER rail fleets, which includes the purchase of replacement locomotives, and Diesel Multiple Unit (DMU) rehabilitation and component overhauls.										
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: \$65,911										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5307	\$9,502		\$3,922	\$2,044	\$1,834	\$1,703				\$9,502
FTA 5337	\$608		\$344		\$59	\$205				\$608
SB1 - SGR	\$6,300		\$1,575	\$1,575	\$1,575	\$1,575				\$6,300
SB1 - SRA Commuter	\$17,878		\$3,900	\$4,100	\$4,100	\$4,100	\$1,678			\$17,878
STA	\$15,267		\$3,030	\$3,750	\$3,555	\$3,750	\$1,182			\$15,267
Local Funds	\$10,000		\$5,000	\$5,000						\$10,000
TDA	\$6,356		\$1,937	\$766	\$3,176	\$477				\$6,356
TOTAL	\$65,911		\$19,708	\$17,235	\$14,299	\$11,810	\$2,860			\$65,911

Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)

North County Transit District

MPO ID: NCTD34			ADOPTION: 18-00							
Project Title: Transit Service Operating Support										
Project Description: NCTD service area - This project funds operating costs for existing fixed route and rail transit service, including rural services.										
Capacity Status: NCI			Exempt Category: Mass Transit - Transit operating assistance							
Est Total Cost: \$209,604										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - TSI	\$59,769		\$10,915	\$11,430	\$11,924	\$12,489	\$13,011	\$59,769		
<i>TransNet</i> - TSI Carry Over	\$1,000		\$1,000					\$1,000		
FTA 5311	\$1,697		\$424	\$424	\$424	\$424		\$1,697		
STA	\$23,852		\$4,770	\$4,770	\$4,770	\$4,770	\$4,770	\$23,852		
TDA	\$123,286		\$29,506	\$30,980	\$31,048	\$31,752		\$123,286		
TOTAL	\$209,604		\$46,615	\$47,604	\$48,166	\$49,435	\$17,781	\$209,604		

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Oceanside, City of

MPO ID: O17		ADOPTION: 18-00								
Project Title:	Loma Alta Creek/Sprinter Detention Basin							TransNet - LSI: CR		
Project Description:	Loma Alta Creek and Sprinter right-of-way east of El Camino Real and east of Rancho del Oro Blvd. - construction of flood control walls to protect road (El Camino Real and Rancho del Oro Drive) and transit facilities (NCTD Sprinter rail line)									
Capacity Status: NCI		Exempt Category: Mass Transit - Track rehabilitation in existing right of way								
Est Total Cost: \$9,780										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$7,000	\$7,000								\$7,000
TransNet - LSI	\$780	\$530	\$250							\$780
TransNet - LSI Carry Over	\$2,000	\$2,000								\$2,000
TOTAL	\$9,780	\$9,530	\$250							\$9,780

MPO ID: O18		ADOPTION: 18-00								
Project Title:	Neighborhood Sidewalk/ADA/Traffic Improvements							TransNet - LSI: Maint		
Project Description:	The yearly list of neighborhoods with scheduled road maintenance is available upon request - Slurry sealing of streets, sidewalk repair, parkway and median landscape maintenance, minor storm drain culvert maintenance, and streetlight repairs. The work is scheduled each year by neighborhood									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$21,220										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$1,150	\$1,150								\$1,150
TransNet - L (Cash)	\$600	\$600								\$600
TransNet - LSI	\$12,094	\$3,764	\$1,765	\$2,000	\$1,865	\$1,350	\$1,350			\$12,094
TransNet - LSI Carry Over	\$6,376	\$6,070	\$306							\$6,376
Local Funds	\$1,000	\$1,000								\$1,000
TOTAL	\$21,220	\$12,584	\$2,071	\$2,000	\$1,865	\$1,350	\$1,350			\$21,220

MPO ID: O22		ADOPTION: 18-00								
Project Title:	College Boulevard Improvements from Avenida de la Plata to Waring Road							RTP PG NO: A-34; B-38 RAS (M-41)		
Project Description:	College Boulevard from Vista Way to Old Grove Road (2.5 miles) - in Oceanside, traffic calming without additional lanes between Roselle Street and Waring Road/Barnard Road (first phase). The second phase is widening from the existing four lanes to six lanes with bike lanes and raised median between Avenida de la Plata and Olive Avenue.									
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$11,315 Open to Traffic: Phase 1: Jun 2021 Phase 2: Jun 2023										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI Carry Over	\$200	\$200						\$200		
Local Funds	\$9,015	\$915		\$1,700	\$3,200	\$3,200		\$915		\$8,100
Local RTCIP	\$2,100	\$600	\$300	\$300	\$300	\$300	\$300	\$600		\$1,500
TOTAL	\$11,315	\$1,715	\$300	\$2,000	\$3,500	\$3,500	\$300	\$1,715		\$9,600

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Oceanside, City of

MPO ID: O24		ADOPTION: 18-00								
Project Title:	Street Overlay Program							TransNet - LSI: CR		
Project Description:	various locations as attached - Permanent asphalt overlay (2-inch thickness) of arterial streets.									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$35,508										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L (Cash)	\$921	\$921								\$921
TransNet - LSI	\$10,760	\$1,260		\$1,000	\$2,500	\$3,000	\$3,000			\$10,760
TransNet - LSI (Cash)	\$20	\$20								\$20
TransNet - LSI Carry Over	\$23,807	\$23,807								\$23,807
TOTAL	\$35,508	\$26,008		\$1,000	\$2,500	\$3,000	\$3,000			\$35,508

MPO ID: O25		ADOPTION: 18-00								
Project Title:	Traffic Management Center and Adaptive Traffic Signals							TransNet - LSI: CR		
Project Description:	Traffic signal cameras at College Boulevard and El Camino Real, College Boulevard and SR-78, El Camino Real and SR-78, Oceanside Boulevard and El Camino Real, College Boulevard and North River Road, Mission Avenue and El Camino Real, Coast Highway and Mission Avenue, Coast Highway and Oceanside Boulevard. Interconnect wiring on Mission Avenue between Airport Road and Mesa Drive. Fiber-optic cable on Mission west of Coast Hwy, Coast Hwy between Surfrider and Mission, N Pacific Street between Surfrider and Pier View Way, The Strand between Surfrider and Seagaze, and N Myers St between Seagaze and Pier View Way - in the City of Oceanside, expansion and upgrade of a new traffic management center (TMC) to conduct real time traffic monitoring and demand-based adaptive control of traffic signals and streetlights. Includes traffic signal interconnect in Mission Avenue between Airport Road and Mesa Drive. Also includes reconstruction of the traffic signals at S Coast Hwy and Vista Way, and Mission Ave and Mesa Drive for new pedestrian push buttons and remote camera and signal timing control.									
Capacity Status: NCI		Exempt Category: Other - Traffic signal synchronization projects								
Est Total Cost: \$3,920										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$3,190	\$2,030	\$1,090	\$70						\$3,190
TransNet - LSI Carry Over	\$730	\$450	\$280							\$730
TOTAL	\$3,920	\$2,480	\$1,370	\$70						\$3,920

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Oceanside, City of

MPO ID: O33		ADOPTION: 18-00								
Project Title:	Coast Highway Corridor Study							<i>TransNet - LSI: CR</i>		
Project Description:	Coast Highway - in Oceanside, on Coast Highway from the bridge over the San Luis Rey River to the southerly city limit: perform study to reduce the four-lane roadway to two lanes with bike lanes, on-street parking and roundabouts at the following cross-streets: SR-76, Surfrider, Civic Center, Pierview, Michigan, Wisconsin, Oceanside Blvd, Morse Street, and Cassidy Street									
Capacity Status:	NCI		Exempt Category: Other - Engineering studies							
Est Total Cost: \$1,230										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet - LSI</i>	\$920	\$420	\$500					\$920		
<i>TransNet - LSI Carry Over</i>	\$310	\$297	\$13					\$310		
TOTAL	\$1,230	\$717	\$513					\$1,230		

MPO ID: O35		ADOPTION: 18-00								
Project Title:	Regional Arterial Management System (RAMS)							<i>TransNet - LSI: CR</i>		
Project Description:	County-wide - Oceanside cost-share for the Regional Arterial Management System. <i>TransNet - LSI</i> RAMS of \$11 is programmed through FY 2023									
Capacity Status:	NCI		Exempt Category: Other - Traffic signal synchronization projects							
Est Total Cost: \$112										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet - LSI</i>	\$112	\$56	\$11	\$11	\$11	\$11	\$11	\$112		
TOTAL	\$112	\$56	\$11	\$11	\$11	\$11	\$11	\$112		

MPO ID: O37		ADOPTION: 18-00								
Project Title:	Bicycle Master Plan and Bicycle Safety Improvement							<i>TransNet - LSI: CR</i>		
Project Description:	Seagaze Drive between N Coast Highway and Horne Street. Also includes other locations to be determined - in the City of Oceanside, construction of curb "pop-outs", bike lanes, sharrows and crosswalks for improved bicycle and pedestrian safety									
Capacity Status:	NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$290										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet - LSI</i>	\$290	\$240	\$50							\$290
TOTAL	\$290	\$240	\$50							\$290

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Oceanside, City of

MPO ID: O38		ADOPTION: 18-00								
Project Title:	Road Safety and Access Improvements							TransNet - LSI: CR		
Project Description:	Various locations - in the City of Oceanside, construction of new curb access ramps, new sidewalk for pedestrian access, traffic signal safety modifications, neighborhood speed control devices, school safety improvement and new pavement delineation									
Capacity Status: NCI		Exempt Category: Safety - Safety Improvement Program								
Est Total Cost: \$2,496										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$2,496	\$810	\$240	\$696	\$250	\$250	\$250			\$2,496
TOTAL	\$2,496	\$810	\$240	\$696	\$250	\$250	\$250			\$2,496

MPO ID: O40		ADOPTION: 18-00								
Project Title:	Railroad Crossing Safety Improvements							TransNet - LSI: CR		
Project Description:	Coastal railroad corridor at the following streets: Surfider Avenue, Mission Avenue, Wisconsin Avenue, Oceanside Boulevard, and Cassidy Street - in the City of Oceanside, rail crossing safety improvements; including upgrades to the railroad signaling and communication systems, queue-cutter traffic signals at Mission Avenue, pedestrian crossing gates, sidewalk and median reconstruction, and fencing									
Capacity Status: NCI		Exempt Category: Safety - Railroad/highway crossing								
Est Total Cost: \$5,650										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - CP	\$5,000	\$3,312	\$1,688							\$5,000
TransNet - LSI	\$650	\$650						\$650		
TOTAL	\$5,650	\$3,962	\$1,688					\$650		\$5,000

MPO ID: O41		ADOPTION: 18-00								
Project Title:	Lot 23 Transit Parking Structure							TransNet - LSI: CR		
Project Description:	Intersection at Cleveland St and Pier View Way - Oceanside, at the intersection of Cleveland Street and the Pier View Way pedestrian undercrossing, construction of parking structure making 325 public parking spaces available for bus and train commuters at the Oceanside Transit Center									
Capacity Status: NCI		Exempt Category: All Projects - Bus terminal and transfer points								
Est Total Cost: \$10,000										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L (Cash)	\$1,000	\$1,000						\$200	\$250	\$550
TransNet - LSI	\$263	\$263							\$140	\$123
TransNet - LSI (Cash)	\$950	\$950								\$950
TransNet - LSI Carry Over	\$3,787	\$287	\$3,500							\$3,787
Local Funds	\$4,000	\$4,000							\$410	\$3,590
TOTAL	\$10,000	\$6,500	\$3,500					\$200	\$800	\$9,000

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Oceanside, City of

MPO ID: O45		ADOPTION: 18-00								
Project Title:	Douglas Drive and Mission Avenue Median Construction	RAS (M-41)								
Project Description:	Mission Avenue - Construction of raised medians at two locations: 1. Douglas Drive between 300 feet south of Westport Drive and 250 feet north of Festival Drive (\$80,000 match for HSIP7-11-0009); and 2. Mission Avenue between Carolyn Circle and Fousat Rd (this portion of the project is on the NHS)	TransNet - LSI: CR								
Capacity Status: NCI		Exempt Category: Safety - Adding medians								
Est Total Cost: \$575										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$325		\$325							\$325
TransNet - LSI Carry Over	\$250	\$150	\$100							\$250
TOTAL	\$575	\$150	\$425							\$575
*Local match for HSIP project CAL417 programmed under CAL105										

MPO ID: O46		ADOPTION: 18-00								
Project Title:	Coastal Rail Trail	TransNet - LSI: CR								
Project Description:	Coastal railroad right-of-way from Oceanside Boulevard to Morse Street (.43 miles) - Environmental study and design for a class 1 bikeway along the coastal railroad right-of-way from Oceanside Blvd to Morse St. A grant for 30% design of the continuance of the Coastal Rail Trail from Oceanside Blvd through Loma Alta Marsh to Morse St will be applied for. A city match in the amount of \$100K is required for this grant. if the grant is awarded, the city match will be funded out of this MPO ID.									
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$1,085										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$1,015	\$150	\$125	\$740				\$1,015		
TransNet - LSI Carry Over	\$70		\$70					\$70		
TOTAL	\$1,085	\$150	\$195	\$740				\$1,085		

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Poway, City of

MPO ID: POW29		ADOPTION: 18-00								
Project Title:	Citywide Traffic Signal Improvements							TransNet - LSI: CR		
Project Description:	Citywide - in Poway, Citywide traffic signal improvements for Regional Arterial Management System (RAMS). TransNet - LSI RAMS of \$7 is programmed through FY 2023									
Capacity Status:	NCI		Exempt Category: Other - Traffic signal synchronization projects							
Est Total Cost: \$73										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$73	\$37	\$7	\$7	\$7	\$7	\$7	\$73		
TOTAL	\$73	\$37	\$7	\$7	\$7	\$7	\$7	\$73		

MPO ID: POW30		ADOPTION: 18-00								
Project Title:	Street Maintenance Project Zone 1 (18/19), Zone 2 (19/20)							TransNet - LSI: Maint		
Project Description:	Zone 1 (18/19)Zone 2 (19/20) - in Poway; street maintenance project; construct slurry and CAPE seals on City streets on an annually rotating zones									
Capacity Status:	NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$1,085										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$1,085		\$504	\$581						\$1,085
TOTAL	\$1,085		\$504	\$581						\$1,085

MPO ID: POW32		ADOPTION: 18-00								
Project Title:	18/19 Annual Street Reconstruction and Overlay Project							RAS (M-41; M-42)		
Project Description:	In Poway - localized arterial reconstruction on Espola Road - Reconstruct and overlay streets greater than 1 - in Poway; Zone 2- Espola Rd from Twin Peaks to south end, Twin Peaks Rd from Espola Rd to Community Rd, Residential Overlay on various streets to be identified- overlay and reconstruct streets greater than 1" thick AC									
Capacity Status:	NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$600										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$600		\$600							\$600
TOTAL	\$600		\$600							\$600

MPO ID: POW33		ADOPTION: 18-00								
Project Title:	Poway Road Pedestrian and Bicycle Project							RAS (M-41)		
Project Description:	Poway Rd from Oak Knoll Rd to Garden Rd (2 miles) - in Poway; reconstruct and raise the center raised medians on Poway Road from Garden Road to Oak Knoll Road; Phase 1									
Capacity Status:	NCI		Exempt Category: Safety - Adding medians							
Est Total Cost: \$604										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$604					\$294	\$310			\$604
TOTAL	\$604					\$294	\$310			\$604

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Poway, City of

MPO ID: POW36		ADOPTION: 18-00								
Project Title:	Neighborhood Sidewalk Project							TransNet - LSI: CR		
Project Description:	Garden Rd, Powers Rd, Springvale - In Poway - Construct new sidewalks on Garden Rd, 19/20, Powers Rd, 21/22 and Springvale Street 22/23									
Capacity Status:	NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$300										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$300			\$100		\$100	\$100			\$300
TOTAL	\$300			\$100		\$100	\$100			\$300

MPO ID: POW37		ADOPTION: 18-00								
Project Title:	Espola Road Bicycle and Pedestrian Widening							RAS (M-41)		
Project Description:	Espola Road from Range Park to Poway Rd (.25 miles) - In Poway - Widen Espola Rd from Range Park to Poway Rd to accommodate pedestrian and bicycle access									
Capacity Status:	NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$1,099										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$499			\$145	\$354					\$499
TransNet - LSI Carry Over	\$400			\$400						\$400
Local RTCIP	\$200		\$200					\$200		
TOTAL	\$1,099		\$200	\$545	\$354			\$200		\$899

MPO ID: POW38		ADOPTION: 18-00								
Project Title:	20/21 Annual Reconstruction and Overlay Project							RAS (M-41)		
Project Description:	Various Locations - In Poway - Zone 4 Arterial Patching - Twin Peaks Rd from Community to Ted Williams, Community Rd from Twin Peaks to Poway Rd, Midland Rd from Twin Peaks to Poway Rd, Residential Overlay on various street yet to be identified - overlay and reconstruct streets greater than 1" thick AC									
Capacity Status:	NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$750										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$750				\$750					\$750
TOTAL	\$750				\$750					\$750

MPO ID: POW39		ADOPTION: 18-00								
Project Title:	Street Maintenance Project Zone 3 (20/21)							TransNet - LSI: Maint		
Project Description:	Zone 3 and Zone 4 - In Poway - Zone 3 (20/21), Zone 4 (21/22) street maintenance project; construct slurry and CAPE seals on City Streets on an annual rotating zone									
Capacity Status:	NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$970										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$970				\$476	\$494				\$970
TOTAL	\$970				\$476	\$494				\$970

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Poway, City of

MPO ID: POW40		ADOPTION: 18-00								
Project Title:	19/20 Annual Street Reconstruction and Overlay Project							RAS (M-41; M-42)		
Project Description:	Twin Peaks Rd, Pomerado Rd, Espola Road - In Poway - Arterial localized reconstruction Zone 3 - on Twin Peaks Rd from Ted Williams to Pomerado Rd, Ted Williams from Twin Peaks to Pomerado , Pomerado Rd from Twin Peaks to Poway Rd, Espola Rd from Sandhill to Twin Peaks; Overlay and Reconstruct streets greater than 1" thick AC							TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$700										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$700			\$700						\$700
TOTAL	\$700			\$700						\$700

MPO ID: POW43		ADOPTION: 18-00								
Project Title:	21/22 Annual Street Reconstruction and Overlay Project							RAS (M-41)		
Project Description:	Poway Rd from Evanston to Hwy 67 (4 miles) - in Poway - arterial patching Zone 5 - Poway Rd from Evanston Rd to Hwy 67, residential overlay on streets yet to be identified; overlay and reconstruct streets greater than 1" thick							TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$750										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$750					\$750				\$750
TOTAL	\$750					\$750				\$750

MPO ID: POW44		ADOPTION: 18-00								
Project Title:	Street Maintenance Project Zone 5 (22/23)							TransNet - LSI: Maint		
Project Description:	Street Maintenance Zone 5 - in Poway - construct slurry and CAPE seals on city streets on an annual rotating zone									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$511										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$511						\$511			\$511
TOTAL	\$511						\$511			\$511

MPO ID: POW45		ADOPTION: 18-00								
Project Title:	22/23 Annual Reconstruction and Overlay Project							RAS (M-41)		
Project Description:	Pomerado Rd, Twin Peaks Rd, Camino Del Norte - in Poway - arterial patching and overlay greater than 1 inch - Zone 6 Pomerado Rd from Twin Peaks Rd to north city limit and Camino Del Norte from Pomerado Rd to west city limit							TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$775										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$775						\$775			\$775
TOTAL	\$775						\$775			\$775

Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Poway, City of

MPO ID: POW46		ADOPTION: 18-00								
Project Title: Poway Rd Left turn Improvements		RAS (M-41)								
Project Description: Intersection at Poway Rd and Pomerado Rd - In Poway - lengthen the left turn lane from west bound Poway Rd to south bound Pomerado Rd		TransNet - LSI: CR								
Capacity Status: NCI		Exempt Category: Safety - Non signalization traffic control and operating								
Est Total Cost: \$369										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$369		\$369					\$50		\$319
TOTAL	\$369		\$369					\$50		\$319

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN03A		ADOPTION: 18-00								
Project Title:	Freeway Service Patrol	SANDAG ID: 33102								
Project Description:	Countywide - provides rapid removal of disabled vehicles; joint project between SANDAG, Caltrans and California Highway Patrol to alleviate traffic congestion associated with non-recurring incidents, including oversight of weekend services									
Capacity Status:	NCI	Exempt Category: Safety - Non signalization traffic control and operating								
Est Total Cost: \$19,575										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FSP	\$12,625		\$2,525	\$2,525	\$2,525	\$2,525	\$2,525			\$12,625
Local Funds	\$6,950		\$1,550	\$1,350	\$1,350	\$1,350	\$1,350			\$6,950
TOTAL	\$19,575		\$4,075	\$3,875	\$3,875	\$3,875	\$3,875			\$19,575

MPO ID: SAN04		ADOPTION: 18-00								
Project Title:	I-15 FasTrak®	RTP PG NO: A-5								
Project Description:	From SR 163 to SR 78 - expansion of FastTrak® system on I-15 in San Diego and Escondido to include electronic tolling equipment, operating system, toll operations office and customer service center									
RT:15	Capacity Status: NCI	Exempt Category: Safety - Non signalization traffic control and operating								
Est Total Cost: \$26,919										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$26,054	\$25,771	\$280	\$3				\$6,038		\$20,016
Value Pricing Program	\$45	\$45						\$45		
FSP	\$812	\$812								\$812
Local Funds	\$8	\$8								\$8
TOTAL	\$26,919	\$26,636	\$280	\$3				\$6,083		\$20,836
*\$127K paid towards OWP 33104										

MPO ID: SAN07A		ADOPTION: 18-00								
Project Title:	Plan, Program & Monitor	SANDAG ID: 150000, 31020, 33210								
Project Description:	Regionwide - planning, programming and monitoring activities related to transportation funding									
Capacity Status:	NCI	Exempt Category: Other - Non construction related activities								
Est Total Cost: \$5,525										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
STIP-RIP State Cash	\$5,525		\$1,605	\$1,105	\$1,105	\$1,105	\$605			\$5,525
TOTAL	\$5,525		\$1,605	\$1,105	\$1,105	\$1,105	\$605			\$5,525

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN11A		ADOPTION: 18-00								
Project Title:	Regional Rideshare Program							SANDAG ID: 33105, 33107		
Project Description:	Countywide - Component of overall regional Transportation Demand Management. Toll Credits will be used to match federal funds for the CON phase									
Capacity Status:	NCI		Exempt Category: Air Quality - Ride-sharing and van-pooling program							
Est Total Cost: \$44,550										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
CMAQ	\$44,550		\$8,250	\$8,677	\$8,937	\$9,205	\$9,481			\$44,550
TOTAL	\$44,550		\$8,250	\$8,677	\$8,937	\$9,205	\$9,481			\$44,550

MPO ID: SAN13		ADOPTION: 18-00								
Project Title:	Joint Transit Operations Center							SANDAG ID: 1142600		
Project Description:	Regionwide - operations facility/control center to coordinate and integrate several Intelligent Transportation System (ITS) deployments; part of ITS regional architecture									
Capacity Status:	NCI		Exempt Category: Mass Transit - Construction or renovation of power, signal, and communications systems							
Est Total Cost: \$2,086										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - H	\$1	\$1								\$1
FTA 5309 (Bus)	\$1,668	\$1,668								\$1,668
Loc Funds - Toll Funds	\$417	\$5	\$409	\$3				\$1		\$416
TOTAL	\$2,086	\$1,674	\$409	\$3				\$1		\$2,085

MPO ID: SAN23		ADOPTION: 18-00								
Project Title:	Mid-Coast LRT Corridor Project							PPNO: 7307		
Project Description:	On and along existing coastal rail corridor from Old Town Transit Center to Gilman Drive, along I-5 from Gilman Drive to UC San Diego, and along Voigt Drive and Genesee Avenue to Westfield UTC. - construct new 10.9-mile extension of the Trolley Blue Line with stations at Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, Veterans Administration Medical Center, Pepper Canyon and Voigt Drive on the UC San Diego campus, Executive Drive, and Westfield UTC									
Capacity Status:	CI		Exempt Category: Non-Exempt							
Est Total Cost: \$2,171,201 Open to Traffic: Sep 2021										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$1,127,692	\$502,375	\$157,447	\$115,250	\$86,373	\$62,734	\$203,513	\$11,777	\$53,321	\$1,062,594
TransNet - MC AC	\$0	\$177,399	\$105,913	\$196,013	\$18,920	\$(498,245)				
TransNet - MC TIFIA Payback	\$(537,484)						\$(537,484)			\$(537,484)
FTA 5307	\$129	\$129						\$129		
FTA 5309 (NS)	\$1,043,380	\$250,000	\$100,000	\$100,000	\$100,000	\$100,000	\$393,380			\$1,043,380
Other Fed -TIFIA	\$537,484					\$537,484				\$537,484
TOTAL	\$2,171,201	\$929,903	\$363,360	\$411,263	\$205,293	\$201,973	\$59,409	\$11,906	\$53,321	\$2,105,974
*TIFIA loan/payback and FFGA funding are outside of this RTIP cycle; the funding is shown in the last fiscal year in order to demonstrate full funding for the project										

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN26B		ADOPTION: 18-00								
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									
Capacity Status:	CI	Exempt Category: Non-Exempt								
Est Total Cost:	\$20,979	Open to Traffic: Oct 2016								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$20,979	\$20,974	\$5					\$4,551		\$16,428
TOTAL	\$20,979	\$20,974	\$5					\$4,551		\$16,428

*\$135K applied to CIP 1201507 - SAN26C

MPO ID: SAN26C		ADOPTION: 18-00								
Project Title:	SR 15 Bus Rapid Transit (BRT) Mid-City Centerline Stations	RTP PG NO: A-20								
Project Description:	On SR 15 at University Avenue and El Cajon Boulevard. - construct two new BRT transit stations in the median of SR-15	SANDAG ID: 1201507								
Capacity Status:	CI	Exempt Category: Non-Exempt								
Est Total Cost:	\$62,764	Open to Traffic: Feb 2018								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$39,614	\$37,786	\$1,766	\$62				\$8,056	\$48	\$31,510
CMAQ	\$21,428	\$21,428								\$21,428
FTA 5307	\$1,722	\$1,722						\$761		\$961
TOTAL	\$62,764	\$60,936	\$1,766	\$62				\$8,817	\$48	\$53,899

MPO ID: SAN27		ADOPTION: 18-00								
Project Title:	San Ysidro Intermodal Freight Facility/South Line Rail	RTP PG NO: A-5								
Project Description:	On trolley system from Palomar Street station to San Ysidro station - SD&AE freight facility and South Line Mainline in San Ysidro - expansion of freight yard including adding storage racks and construction of truck-loading staging area; upgrading of freight railway including crossovers and signals	SANDAG ID: 1300601, 1300602								
Capacity Status:	NCI	Exempt Category: Mass Transit - Track rehabilitation in existing right of way								
Est Total Cost:	\$90,577									
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - Border	\$12,882	\$11,789	\$1,093					\$3,537	\$398	\$8,947
TransNet - MC	\$1,000	\$85	\$915							\$1,000
CBI	\$600	\$600						\$600		
DEMO - TEA 21	\$8,996	\$8,996						\$3,232	\$2,105	\$3,659
Prop 1B - TCIF	\$65,433	\$65,433								\$65,433
Local Funds	\$76	\$76								\$76
TOTAL	\$88,987	\$86,979	\$2,008					\$7,369	\$2,503	\$79,115

*\$1.2M of federal DEMO funds included in OWP 34200; \$390K contribution from Chula Vista included in CHV60

Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego Association of Governments

MPO ID: SAN29		ADOPTION: 18-00								
Project Title: Sorrento to Miramar Double Track/Realign		EA NO: R690SA								
Project Description: Phase 1: Control Point (CP) Pines (Mile Post (MP) 249.8) to CP Miramar (MP 251)Phase 2: CP Miramar (MP 251) to CP Cumbres (MP 252.9) - realign curve and construct second main track; fully funds PE and design for both Phase 1 and Phase 2; construction for Phase 1 only		PPNO: 7301								
		RTP PG NO: A-5								
		SANDAG ID: 1239801, 1239812								
Capacity Status: NCI		Exempt Category: Mass Transit - Track rehabilitation in existing right of way								
Est Total Cost: \$74,851										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - MC	\$43,529	\$33,849	\$2,615	\$5,725	\$1,340			\$8,168	\$6,730	\$28,631
Fed Rail Admin (FRA-PRIIA)	\$3,102	\$3,102						\$3,102		
Prop 1B - TCIF	\$10,800	\$10,800								\$10,800
SB1 - LPP Formula	\$1,720	\$1,720						\$1,720		
SB1 - TCEP	\$10,500			\$10,500					\$10,500	
STIP-IIP PTA	\$3,900	\$3,900						\$3,900		
STIP-IIP State Cash	\$1,300	\$1,300						\$1,300		
TOTAL	\$74,851	\$54,671	\$2,615	\$16,225	\$1,340			\$18,190	\$17,230	\$39,431

MPO ID: SAN31		ADOPTION: 18-00								
Project Title: Escondido Maintenance Facility		SANDAG ID: 1142300								
Project Description: Escondido at Washington and Centre City - improvements to maintenance facility including electronic gates, surveillance systems, video cameras, security										
Capacity Status: NCI		Exempt Category: Mass Transit - Const of new bus or rail storage/maint facilities excluded in 23 CFR part 771								
Est Total Cost: \$7,516										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - MC	\$2,233	\$1,983	\$250							\$2,233
FTA 5307	\$3,183	\$3,183						\$411		\$2,772
FTA 5309 (Bus)	\$902	\$902								\$902
Local Funds	\$1,198	\$1,198						\$107		\$1,091
TOTAL	\$7,516	\$7,266	\$250					\$518		\$6,998
*STIP- <i>TransNet</i> swap										

Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego Association of Governments

MPO ID: SAN36		ADOPTION: 18-00								
Project Title: Bus/Rail Signal & Communications Equipment		SANDAG ID: 1129200, 1145100, 1144000								
Project Description: Countywide - bid display module, dispatch software, fixed guideway electrification/power distribution projects such as catenary replacement, Feeder Cable, SCADA, DC Breaker Replacement										
Capacity Status: NCI		Exempt Category: Mass Transit - Track rehabilitation in existing right of way								
Est Total Cost: \$17,940										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - MC	\$1,097	\$497	\$595	\$5						\$1,097
FTA 5307	\$12,363	\$12,363								\$12,363
FTA 5309 (FG)	\$1,112	\$1,112								\$1,112
Local Funds	\$2,353	\$2,353								\$2,353
TDA	\$1,015	\$1,015								\$1,015
TOTAL	\$17,940	\$17,340	\$595	\$5						\$17,940

MPO ID: SAN40		ADOPTION: 18-00								
Project Title: Metropolitan Planning		SANDAG ID: 33001, 33201, 33003, 33203, 33216, 34200, 23016								
Project Description: Countywide - ongoing regional transportation planning as well as administrative oversight for various <i>TransNet</i> and FTA-funded programs.										
Capacity Status: NCI		Exempt Category: Other - Non construction related activities								
Est Total Cost: \$56,521										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - BPNS	\$395	\$248	\$147					\$395		
<i>TransNet</i> - MC	\$395	\$395						\$395		
<i>TransNet</i> - SGIP	\$395	\$248	\$147					\$395		
<i>TransNet</i> - SS	\$410	\$280	\$130					\$410		
CBI	\$250	\$250						\$250		
FTA 5307	\$44,753	\$24,692	\$5,015	\$5,015	\$5,015	\$5,015		\$44,753		
FTA 5309TOD	\$239	\$239						\$239		
ITS	\$231	\$231						\$231		
Local Funds	\$9,453	\$5,441	\$1,003	\$1,003	\$1,003	\$1,003		\$9,453		
TOTAL	\$56,521	\$32,024	\$6,442	\$6,018	\$6,018	\$6,018	\$6,018	\$56,521		

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN46		ADOPTION: 18-00								
Project Title: Super Loop		RTP PG NO: A-5								
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		SANDAG ID: 1041502								
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$36,071		Open to Traffic: Jun 2012								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$34,033	\$31,757	\$2,276					\$9,930	\$644	\$23,459
TransNet - Transit	\$699	\$699						\$699		
FTA 5309 (NS)	\$617	\$617						\$617		
Local Funds	\$722	\$722								\$722
TOTAL	\$36,071	\$33,795	\$2,276					\$11,246	\$644	\$24,181

MPO ID: SAN47		ADOPTION: 18-00								
Project Title: South Bay BRT		RTP PG NO: A-13, A-35, B-26								
Project Description: From the Otay Mesa Border Crossing to Downtown San Diego along SR 125, Palomar Street, I-805, and SR 94 - Rapid transit service from the I-805/Palomar Direct Access Ramp (DAR) to the Otay Mesa Border, including the construction of a guideway on East Palomar over SR 125, around Otay Ranch Town Center Mall and through the new Millenia development; construction of 7 new Rapid transit stations		SANDAG ID: 1280504								
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$119,772		Open to Traffic: Mar 2019								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$98,057	\$86,831	\$11,093	\$133				\$21,860	\$3,525	\$72,672
TransNet - Transit	\$148	\$148						\$148		
FTA 5307	\$545	\$545						\$545		
FTA 5309 (Bus)	\$1,827	\$1,827						\$1,827		
CAP-TRADE	\$11,000	\$11,000								\$11,000
Other State - LCTOP	\$376	\$376								\$376
Loc Funds - Toll Funds	\$6,500	\$6,500								\$6,500
Local Funds	\$1,319	\$1,319						\$335		\$984
TOTAL	\$119,772	\$108,546	\$11,093	\$133				\$24,715	\$3,525	\$91,532

MPO ID: SAN54		ADOPTION: 18-00								
Project Title: ITS Operating		SANDAG ID: 33105, 33307, 33111, 33118, 33119, 33110, 11448, 23015, 33312								
Project Description: Regionwide - implementation and deployment of Intelligent Transportation System (ITS) projects such as Intermodal Transportation Management System (IMTMS), 511 Advanced Traveler Information System; activities include data collection, dissemination, software upgrades		TransNet - LSI: CR								
Capacity Status: NCI		Exempt Category: Safety - Non signalization traffic control and operating								
Est Total Cost: \$12,578										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$12,578		\$2,871	\$2,683	\$2,660	\$2,364	\$2,000	\$12,578		
TOTAL	\$12,578		\$2,871	\$2,683	\$2,660	\$2,364	\$2,000	\$12,578		

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN64		ADOPTION: 18-00								
Project Title:	Eastbrook to Shell Double Track							PPNO: 2074		
Project Description:	On coastal rail corridor from Control Point (CP) Eastbrook near Harbor Drive to CP Shell near Surfrider Way - in Oceanside, design to add a new 0.6 mile section of double track, add new signals and replace the San Luis Rey River Bridge over San Luis Rey River							SANDAG ID: 1239809		
Capacity Status: NCI		Exempt Category: Mass Transit - Track rehabilitation in existing right of way								
Est Total Cost: \$10,920										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$5,000	\$2,649	\$1,251	\$1,100				\$5,000		
Fed Rail Admin (FRA-PRIIA)	\$3,920	\$3,920						\$3,920		
SB1 - LPP Formula	\$2,000	\$2,000						\$2,000		
TOTAL	\$10,920	\$8,569	\$1,251	\$1,100				\$10,920		

MPO ID: SAN66		ADOPTION: 18-00								
Project Title:	Grouped Projects for Rehabilitation or Reconstruction of Track Structures, Track, and Trackbed in Existing Rights-of-Way: Blue Line Corridor							SANDAG ID: 1210020, 1210030, 1210040, 1210070		
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3 categories - rehabilitation or reconstruction of track structures, track and trackbed in existing rights-of-way (non-capacity increasing)									
Capacity Status: NCI		Exempt Category: Mass Transit - Reconstruction or renovation of transit structures								
Est Total Cost: \$162,419										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$48,843	\$47,780	\$998	\$65						\$48,843
FTA 5309 (NS)	\$335	\$335								\$335
FTA Funds - AR-5307	\$7,772	\$7,772								\$7,772
Prop 1A - High Speed Rail	\$57,855	\$57,855								\$57,855
Prop 1B - SLPP	\$35,651	\$35,651								\$35,651
Local Funds	\$11,963	\$11,963								\$11,963
TOTAL	\$162,419	\$161,356	\$998	\$65						\$162,419

MPO ID: SAN73		ADOPTION: 18-00								
Project Title:	San Elijo Lagoon Double Track							SANDAG ID: 1239806, 3310708		
Project Description:	On coastal rail corridor in Cardiff and across San Elijo Lagoon from MP 239.2 near Montgomery Ave to MP 241.3 in Solana Beach - install 1.5 miles of new double track, replace Bridge 240.4, reconfigure Control Point (CP) Cardiff with double crossovers, install new signals and drainage structures									
Capacity Status: NCI		Exempt Category: Mass Transit - Track rehabilitation in existing right of way								
Est Total Cost: \$77,492										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$23,736	\$16,092	\$6,940	\$704				\$2,324	\$1,018	\$20,394
RSTP	\$9,413	\$9,413						\$5,263	\$422	\$3,728
Prop 1B - TCIF	\$4,343	\$4,343								\$4,343
STIP-RIP AC	\$40,000	\$40,000								\$40,000
TOTAL	\$77,492	\$69,848	\$6,940	\$704				\$7,587	\$1,440	\$68,465
*\$643K paid towards OWP 33107.08										

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN73A		ADOPTION: 18-00									
Project Title: Chesterfield Drive Crossing Improvements		SANDAG ID: 1239817									
Project Description: On Chesterfield Drive in the City of Encinitas, between Coast Highway 101 and San Elijo Avenue, and in the North County Transit District coastal rail corridor - complete final design and construct at-grade crossing improvements including bike and pedestrian facilities, double track rail, signals, and safety improvements at Chesterfield Drive											
Capacity Status: NCI		Exempt Category: Safety - Railroad/highway crossing									
Est Total Cost: \$6,510											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - BPNS	\$486	\$486						\$124		\$362	
TransNet - MC	\$3,786	\$1,400	\$1,697	\$682	\$7			\$50		\$3,736	
Fed Rail Admin (FRA-PRIIA)	\$2,238	\$2,237						\$83		\$2,155	
TOTAL	\$6,510	\$4,123	\$1,697	\$682	\$7			\$257		\$6,253	
**\$34.3 K of TNET - MC applied to OWP 33011											

MPO ID: SAN78		ADOPTION: 18-00									
Project Title: Mid-City Rapid Bus		SANDAG ID: 1240001									
Project Description: From San Diego State University to Downtown San Diego along El Cajon Boulevard, College Avenue, Park Boulevard, and Broadway - provide new Rapid Bus service including: consolidated transit stops, SR 15 transit plaza, synchronized traffic signals with extended green lights for buses, new low-floor vehicles, new shelters, improved waiting areas, real-time next-bus arrival signs, service frequency upgrade to every 10 minutes in the peak period, and every 15 minutes off-peak											
Capacity Status: CI		Exempt Category: Non-Exempt									
Est Total Cost: \$44,478 Open to Traffic: Oct 2014											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - MC	\$21,606	\$21,529	\$77					\$3,650	\$214	\$17,742	
TransNet - Transit	\$173	\$173						\$173			
FTA 5307	\$320	\$320						\$320			
FTA 5309 (NS)	\$22,379	\$22,379						\$729		\$21,650	
TOTAL	\$44,478	\$44,401	\$77					\$4,872	\$214	\$39,392	

MPO ID: SAN80		ADOPTION: 18-00									
Project Title: TransNet Major Transit Corridor Operations		SANDAG ID: 1139601, 1139602, 1139603, 1139604									
Project Description: Countywide - I-15 BRT, SuperLoop, Mid-City, South Bay BRT, Otay Mesa BRT and Mira Mesa BRT operating and maintenance costs											
Capacity Status: NCI		Exempt Category: Mass Transit - Transit operating assistance									
Est Total Cost: \$124,519											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - BRT/Rail Ops	\$124,519		\$15,405	\$26,000	\$26,846	\$27,718	\$28,550	\$124,519			
TOTAL	\$124,519		\$15,405	\$26,000	\$26,846	\$27,718	\$28,550	\$124,519			

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN94		ADOPTION: 18-00									
Project Title:	I-15 Integrated Corridor Management Project (ICM)									SANDAG ID: 1144601, 33307	
Project Description:	Along I-15 from SR52 to SR78 - I-15 Corridor in San Diego region is one of eight pioneer sites selected throughout the nation by US Department Of Transportation (DOT) for the ICM initiative; I-15 ICM project establishes an operational platform that will allow the transportation network to be operated in a more coordinated and integrated manner; project includes the integration of existing Intelligent Transportation System (ITS) platforms, development of a Decision Support System, and upgrades to the traffic signal synchronization network to a responsive system; provide for better management of traffic conditions along the I-15 corridor										
RT:15	Capacity Status: NCI	Exempt Category: Other - Non construction related activities									
Est Total Cost: \$10,035											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - MC	\$866	\$397	\$150	\$100	\$219			\$866			
USDOTs	\$9,084	\$9,084						\$9,084			
ST-CASH - Other State	\$85	\$85						\$85			
TOTAL	\$10,035	\$9,566	\$150	\$100	\$219			\$10,035			

MPO ID: SAN114		ADOPTION: 18-00									
Project Title:	Grouped Projects for Rehabilitation or Reconstruction of Track Structures, Track, and Trackbed in Existing Rights-of-Way: Coastal Rail Corridor									SANDAG ID: 1239803, 1239805, 1239810, 1239813, 1239814, 1239815, 1239816	
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										
	Capacity Status: NCI	Exempt Category: Mass Transit - Track rehabilitation in existing right of way									
Est Total Cost: \$191,993											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - MC	\$76,104	\$39,004	\$15,244	\$19,329	\$2,369	\$158				\$76,104	
CMAQ	\$64,154	\$64,154								\$64,154	
FTA 5307	\$1,765	\$1,765								\$1,765	
FTA 5339	\$5,321	\$5,321								\$5,321	
Fed Rail Admin (FRA-PRIIA)	\$7,085	\$7,085								\$7,085	
Other Fed - ARRA - FRA	\$3,360	\$3,360								\$3,360	
RSTP	\$25,136	\$25,136								\$25,136	
CAP-TRADE	\$4,017	\$4,017								\$4,017	
SB1 - LPP Formula	\$4,750	\$3,500	\$1,250							\$4,750	
Local Funds	\$301	\$301								\$301	
TOTAL	\$191,993	\$153,643	\$16,494	\$19,329	\$2,369	\$158				\$191,993	

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN119		ADOPTION: 18-00									
Project Title:		Sorrento Valley Double Track								SANDAG ID: 1239807	
Project Description:		From MP 247.8 to MP 248.9 north of Sorrento Valley Coaster Station - convert 1.1 miles of single-track to double-track, raise tracks to minimize flooding during storms, construct two new bridges, expand parking lot at Sorrento Valley Station, and install new signals - does not add additional transit service									
Capacity Status:		NCI Exempt Category: Mass Transit - Track rehabilitation in existing right of way									
Est Total Cost: \$32,989											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - MC	\$3,900	\$3,818	\$76	\$6				\$803	\$323	\$2,774	
CMAQ	\$3,867	\$3,867								\$3,867	
RSTP	\$12,861	\$12,861						\$5,156		\$7,705	
Prop 1B - TCIF	\$12,055	\$12,055								\$12,055	
Local Funds	\$306	\$306								\$306	
TOTAL	\$32,989	\$32,907	\$76	\$6				\$5,959	\$323	\$26,707	

MPO ID: SAN123		ADOPTION: 18-00									
Project Title:		University Town Center (UTC) Transit Center								SANDAG ID: 1143200	
Project Description:		Within the parking area of the UTC shopping mall area - off street transit center for existing Metropolitan Transit System (MTS) and North County Transit District (NCTD) for local and express service for SuperLoop, Mid-Coast and Bus Rapid Transit (BRT)									
Capacity Status:		NCI Exempt Category: Mass Transit - Reconstruction or renovation of transit structures									
Est Total Cost: \$5,700											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - MC	\$5,700	\$5,361	\$339					\$267		\$5,433	
TOTAL	\$5,700	\$5,361	\$339					\$267		\$5,433	

MPO ID: SAN129		ADOPTION: 18-00									
Project Title:		Downtown Multiuse and Bus Stopover Facility								SANDAG ID: 1201514	
Project Description:		Point location at B Street - environmental certification and land acquisition for bus stopover facility and multiuse, transit-oriented facility including office, residential and retail space.									
Capacity Status:		NCI Exempt Category: All Projects - Bus terminal and transfer points									
Est Total Cost: \$45,975											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - MC	\$45,975	\$43,954	\$2,021					\$4,935	\$41,040		
TOTAL	\$45,975	\$43,954	\$2,021					\$4,935	\$41,040		

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN131		ADOPTION: 18-00								
Project Title: Mira Mesa Blvd. Bus Rapid Transit Priority Treatments		SANDAG ID: 1201511								
Project Description: On Mira Mesa Boulevard from I-15 to UC San Diego - bus rapid transit priority treatments on Mira Mesa Blvd.										
Capacity Status: NCI		Exempt Category: Other - Traffic signal synchronization projects								
Est Total Cost: \$3,737										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$3,737	\$3,612	\$125					\$1,386		\$2,351
TOTAL	\$3,737	\$3,612	\$125					\$1,386		\$2,351

MPO ID: SAN132		ADOPTION: 18-00								
Project Title: Elvira to Morena Double Track		SANDAG ID: 1146500, 1239811								
Project Description: On coastal rail corridor from Control Point (CP) Elvira near SR 52 to CP Friar near Friars Road - convert 2.6 miles of single-track to double-track and install new signals. Replace 1 mile of double track. Construct new/replacement bridges at MP 260.4, 259.6, 259.1, 258.6, and 257.2. Construct new water/sewer facilities for the City of San Diego between Friars Road and SR 52 - does not add additional transit service										
Capacity Status: NCI		Exempt Category: Mass Transit - Track rehabilitation in existing right of way								
Est Total Cost: \$196,954										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$44,611	\$6,504	\$13,723	\$23,377	\$951	\$56		\$6,098	\$807	\$37,706
TransNet - MC AC	\$0	\$49,996	\$(24,998)	\$(24,998)						
CMAQ	\$24,878	\$24,878						\$2,776		\$22,102
FTA 5307	\$4,191	\$3,636	\$555					\$2,080		\$2,111
Fed Rail Admin (FRA-PRIIA)	\$9,920	\$9,920						\$6,082		\$3,838
RSTP	\$29,688	\$29,688						\$4,688	\$927	\$24,073
CAP-TRADE	\$61,983	\$61,983								\$61,983
STA	\$520		\$520					\$520		
TCRP	\$4,052	\$4,052								\$4,052
Local Funds	\$16,722	\$15,021	\$1,701							\$16,722
TDA	\$389		\$389							\$389
TOTAL	\$196,954	\$205,678	\$(8,110)	\$(1,621)	\$951	\$56		\$22,244	\$1,734	\$172,976

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN133		ADOPTION: 18-00								
Project Title:	South Bay BRT Maintenance Facility								SANDAG ID: 1201513	
Project Description:	At South Bay Maintenance Facility on Main Street in the city of Chula Vista - expansion of maintenance facility to accommodate maintenance of BRT vehicles - property acquisition, site preparation, lighting, parking, fencing and bus servicing facilities									
Capacity Status:	NCI		Exempt Category: Mass Transit - Const of new bus or rail storage/maint facilities excluded in 23 CFR part 771							
Est Total Cost: \$60,131										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$31,035	\$30,894	\$140					\$427	\$272	\$30,336
FTA 5307	\$8,846	\$8,846						\$2,996	\$4,840	\$1,010
FTA 5339	\$3,122	\$3,122								\$3,122
STA	\$5,250	\$5,250						\$1,052	\$2,300	\$1,898
Local Funds	\$9,658	\$9,658								\$9,658
TDA	\$2,220	\$2,219						\$629	\$1,190	\$401
TOTAL	\$60,131	\$59,989	\$140					\$5,104	\$8,602	\$46,425

MPO ID: SAN147		ADOPTION: 18-00								
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities - Bayshore Bikeway								SANDAG ID: 1129900, 1143700, 1223055, 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)									
Capacity Status:	NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$40,052										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - BPNS	\$20,933	\$7,043	\$5,996	\$7,226	\$544	\$122	\$2			\$20,933
ATP - R	\$10,221	\$1,280	\$8,941							\$10,221
ATP - S	\$4,944			\$4,944						\$4,944
Coastal Conservancy	\$2,500	\$2,500								\$2,500
STIP-RIP Prior State Cash	\$7	\$7								\$7
STIP-RIP STP TE	\$1,340	\$1,340								\$1,340
STIP-RIP State Cash	\$37	\$37								\$37
Local Funds	\$70	\$70								\$70
TOTAL	\$40,052	\$12,277	\$14,937	\$12,170	\$544	\$122	\$2			\$40,052

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN148		ADOPTION: 18-00								
Project Title: Grouped Projects for Bicycle and Pedestrian Facilities - Coastal Rail Trail		SANDAG ID: 1223016, 1223017, 1223018								
Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized)										
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$33,899										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - BPNS	\$29,851	\$11,173	\$14,039	\$4,628	\$5	\$3	\$3			\$29,851
ATP - R	\$1,025	\$1,025								\$1,025
STIP-RIP STP TE	\$587	\$587								\$587
STIP-RIP State Cash	\$47	\$47								\$47
Local Funds	\$250	\$250								\$250
TDA - Bicycles	\$2,139		\$2,139							\$2,139
TOTAL	\$33,899	\$13,082	\$16,178	\$4,628	\$5	\$3	\$3			\$33,899

MPO ID: SAN153		ADOPTION: 18-00								
Project Title: The Inland Rail Trail		PPNO: 7421W								
Project Description: On and along rail corridor from North Melrose Drive in Oceanside to North Pacific Street in San Marcos - plan, design, and construct 7 miles of Class 1 Bike Path and Class II - Bike Lane that is located adjacent to and within the NCTD Railroad right-of-way; Phase 1 (San Marcos) construction is complete; Phase 2 (County) is currently under construction.		RTP PG NO: A-19 SANDAG ID: 1223023								
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$56,500										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - BPNS	\$9,349	\$7,613	\$296	\$1,440				\$1,171	\$1,917	\$6,261
ATP - R	\$5,603		\$500	\$5,103				\$500		\$5,103
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	\$1,080	\$1,080						\$1,080		
TDA - Bicycles	\$6,719	\$6,719						\$2,025		\$4,694
TOTAL	\$42,785	\$35,446	\$796	\$6,543				\$6,373	\$1,917	\$34,495
*\$1.461M of BTA programmed under County of San Diego CNTY78										

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN196		ADOPTION: 18-00								
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities - San Diego River Trail							SANDAG ID: 1223052, 1223053		
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized)									
Capacity Status:	NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$4,608										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - BPNS	\$4,108	\$1,078	\$2,859	\$171						\$4,108
Coastal Conservancy	\$500	\$500								\$500
TOTAL	\$4,608	\$1,578	\$2,859	\$171						\$4,608

MPO ID: SAN201		ADOPTION: 18-00								
Project Title:	Airport Connection							SANDAG ID: 1145500		
Project Description:	Along Palm Street west of Pacific Highway - pedestrian improvements connecting the Middletown light rail station and the planned airport shuttle stop; includes street and sidewalk improvements, landscaping, lighting, signal modification, and curb return improvements. Toll Credits will be used to match federal funds for the PE phase, Toll Credits will be used to match federal funds for the CON phase									
Capacity Status:	NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$1,789										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
CMAQ	\$1,489	\$1,000	\$489					\$283		\$1,206
Earmark Repurposing	\$300	\$300								\$300
TOTAL	\$1,789	\$1,300	\$489					\$283		\$1,506
*Demo IDs CA176, CA424, CA680, CA653 repurposed to FHWA transfer number CAT 16-100										

MPO ID: SAN208		ADOPTION: 18-00								
Project Title:	Clairemont Mesa Blvd BRT Stations							SANDAG ID: 1201515		
Project Description:	Clairemont Mesa Boulevard from State Route 163 to Interstate 15 (1.2 miles) - traffic Signal Priority on Clairemont Mesa Boulevard and transit station improvements at eastbound Ruffin Road stop. Final design of five additional transit stations.									
Capacity Status:	NCI		Exempt Category: Mass Transit - Construction or renovation of power, signal, and communications systems							
Est Total Cost: \$13,774										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$1,774	\$1,764	\$10					\$690		\$1,084
TOTAL	\$1,774	\$1,764	\$10					\$690		\$1,084
*Total estimated cost reflects construction of five additional transit stations										

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN213		ADOPTION: 18-00								
Project Title:	Grouped Projects for Operating Assistance - FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities	SANDAG ID: 1271000,1271800, 1272000, 3321400								
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories: operating assistance to transit operators - operating assistance to transit agencies									
	Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance									
Est Total Cost: \$1,039										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - SS	\$1,039		\$628	\$395	\$17					\$1,039
TOTAL	\$1,039		\$628	\$395	\$17					\$1,039

MPO ID: SAN214		ADOPTION: 18-00								
Project Title:	Grouped Projects for Capital Purchase - FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities	SANDAG ID: 1271500, 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									
	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: \$571										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - SS	\$422		\$183	\$239						\$422
TDA	\$149		\$34	\$115						\$149
TOTAL	\$571		\$217	\$354						\$571

MPO ID: SAN224		ADOPTION: 18-00								
Project Title:	I-805/SR-94 Bus on Shoulder Demonstration Project	SANDAG ID: 1280513								
Project Description:	on I-805 between East Palomar Street and SR 94 and on SR 94 between I-805 and Downtown San Diego. - design and construct new freeway shoulder infrastructure on both I-805 and SR 94; implement technology improvements within the corridor to support freeway bus operation; procurement of 16 new Compressed Natural Gas (CNG) busses. - no additional lanes									
	Capacity Status: NCI Exempt Category: Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet									
Est Total Cost: \$30,900										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$16,816	\$15,478	\$1,323	\$5	\$5	\$5		\$832		\$15,984
FTA 5309 (Bus)	\$14,084	\$14,084						\$1,455		\$12,629
TOTAL	\$30,900	\$29,562	\$1,323	\$5	\$5	\$5		\$2,287		\$28,613

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN227		ADOPTION: 18-00								
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities - North Park/Mid-City Bikeways						SANDAG ID: 1223020, 1223078, 1223079, 1223080, 1223081, 1223082			
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)									
Capacity Status:	NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$34,316										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - BPNS	\$25,837	\$5,137	\$7,833	\$9,354	\$2,808	\$697	\$9			\$25,837
SB1 - TIRCP	\$5,872			\$5,872						\$5,872
TDA	\$1,000	\$216	\$440	\$115	\$229					\$1,000
TDA - Bicycles	\$1,607	\$1,607								\$1,607
TOTAL	\$34,316	\$6,960	\$8,273	\$15,341	\$3,037	\$697	\$9			\$34,316

MPO ID: SAN228		ADOPTION: 18-00								
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities - Uptown Bikeways						SANDAG ID: 1223022, 1223083, 1223084, 1223085, 1223086			
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)									
Capacity Status:	NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$28,245										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - BPNS	\$26,347	\$6,161	\$2,950	\$10,367	\$6,602	\$267				\$26,347
TransNet - SGIP	\$648		\$648							\$648
TDA - Bicycles	\$1,250	\$1,250								\$1,250
TOTAL	\$28,245	\$7,411	\$3,598	\$10,367	\$6,602	\$267				\$28,245

MPO ID: SAN246		ADOPTION: 18-00								
Project Title:	Signal Respacing and Optimization						SANDAG ID: 1239818			
Project Description:	Along the LOSSAN Corridor in San Diego County - Design of rail signals at key locations along the LOSSAN Corridor within San Diego County to increase service efficiency									
Capacity Status:	NCI		Exempt Category: Mass Transit - Construction or renovation of power, signal, and communications systems							
Est Total Cost: \$17,900										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$1,000		\$500	\$500				\$1,000		
SB1 - LPP Formula	\$1,000	\$1,000						\$1,000		
SB1 - TIRCP	\$15,900				\$15,900					\$15,900
TOTAL	\$17,900	\$1,000	\$500	\$500	\$15,900			\$2,000		\$15,900

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego County

MPO ID: CNTY14A			ADOPTION: 18-00							
Project Title:	South Santa Fe Avenue South							RTP PG NO: A-26, B-36		
Project Description:	South Santa Fe from 700 ft south of Woodland Dr to Smilax Rd (1.19 miles) - widening of South Santa Fe Avenue to a five-lane major road with a center left turn lane, curb, gutter, sidewalk, bike lanes, and drainage improvements from 700 ft south of Woodland Dr to Smilax Road							RAS (M-47) TransNet - LSI: CR		
Capacity Status: CI			Exempt Category: Non-Exempt							
Est Total Cost: \$1,378			Open to Traffic: Jan 2025							
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$175	\$175						\$175		
TransNet - L (Cash)	\$36	\$36						\$36		
TransNet - LSI	\$894	\$894						\$894		
TransNet - LSI (Cash)	\$100	\$100						\$100		
TransNet - LSI Carry Over	\$112	\$98	\$14					\$112		
RSTP	\$61	\$61						\$61		
TOTAL	\$1,378	\$1,364	\$14					\$1,378		

MPO ID: CNTY21			ADOPTION: 18-00							
Project Title:	Bradley Avenue Overpass at SR 67							RTP PG NO: A-26; B-36		
Project Description:	Bridge 57-0552 - widen of Bradley Ave from Magnolia Ave to Mollision Ave; widen from 2 lanes to 4 lanes plus sidewalks; replace 2-lane bridge over SR 67 with a 6-lane bridge, which accommodates turn pockets							EARMARK NO: CA294, CA852 RAS (M-46) TransNet - LSI: CR		
Capacity Status: CI			Exempt Category: Non-Exempt							
Est Total Cost: \$40,002			Open to Traffic: Jul 2022							
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$195	\$195						\$195		
TransNet - LSI	\$13,806	\$2,554			\$4,545	\$4,585	\$2,122	\$955	\$1,599	\$11,252
TransNet - LSI (Cash)	\$114	\$114						\$114		
TransNet - LSI Carry Over	\$12,137	\$3,174	\$2,294	\$6,669				\$249	\$2,925	\$8,963
Earmark Repurposing	\$205	\$205							\$205	
HPP	\$400	\$400							\$400	
RSTP	\$750	\$750						\$750		
STP - Sec 117	\$492	\$492							\$492	
Local Funds	\$11,903	\$3,156			\$8,746			\$983	\$2,174	\$8,746
TOTAL	\$40,002	\$11,040	\$2,294	\$6,669	\$13,291	\$4,585	\$2,122	\$3,246	\$7,795	\$28,961

*Demo ID CA475 repurposed to FHWA transfer number CAT 16-066

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego County

MPO ID: CNTY24		ADOPTION: 18-00								
Project Title:	Cole Grade Road							RTP PG NO: B-36		
Project Description:	Cole Grade Road from N. of Horse Creek to South of Pauma Heights Road (2.9 miles) - widen to accommodate 14-ft traffic lane in both direction, 12-ft center 2-way left turn, 6-ft bike lane & 10-ft pathway							RAS (M-46) TransNet - LSI: CR		
Capacity Status:	CI	Exempt Category: Non-Exempt								
Est Total Cost: \$29,777		Open to Traffic: Jan 2022								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$350	\$350						\$350		
TransNet - L (Cash)	\$335	\$335						\$335		
TransNet - LSI	\$19,716	\$1,194		\$6,504	\$6,638	\$3,370	\$2,010	\$1,698		\$18,018
TransNet - LSI Carry Over	\$9,376	\$5,376	\$4,000					\$1,750	\$4,750	\$2,876
TOTAL	\$29,777	\$7,255	\$4,000	\$6,504	\$6,638	\$3,370	\$2,010	\$4,133	\$4,750	\$20,894

MPO ID: CNTY34		ADOPTION: 18-00								
Project Title:	Dye Road Extension							RTP PG NO: A-29; B-36		
Project Description:	Dye Road to San Vicente Road from 500 ft west of Ramona Street to Intersection of Warnock Dr and San Vicente Rd (1.15 miles) - in Ramona - study, design and construct a 2-lane community collector road with intermittent turn lanes, bike lanes, curb, gutter, and pathway/walkway							RAS (M-46) TransNet - LSI: CR		
Capacity Status:	CI	Exempt Category: Non-Exempt								
Est Total Cost: \$12,452		Open to Traffic: Jun 2024								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$300	\$300						\$300		
TransNet - L (Cash)	\$250	\$250						\$250		
TransNet - LSI	\$2,132	\$889	\$10	\$11	\$11	\$11	\$1,200	\$1,858	\$274	
TransNet - LSI Carry Over	\$110	\$100	\$10					\$110		
TOTAL	\$2,792	\$1,539	\$20	\$11	\$11	\$11	\$1,200	\$2,518	\$274	

*construction funds are outside of the the 5-year RTIP cycle

MPO ID: CNTY35		ADOPTION: 18-00								
Project Title:	Ramona Street Extension							RTP PG NO: B-36		
Project Description:	Ramona Street from Boundary Ave. to Warnock Dr. (.25 miles) - in the community of Ramona, construct new road extension; 2 lanes with intermittent turn lanes, bike lanes and walkway/pathway							TransNet - LSI: CR		
Capacity Status:	CI	Exempt Category: Non-Exempt								
Est Total Cost: \$5,121		Open to Traffic: Jun 2024								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$287	\$287						\$233	\$54	
TransNet - LSI	\$1,451	\$845	\$14	\$14	\$14	\$14	\$550	\$1,301	\$150	
TransNet - LSI (Cash)	\$19	\$19						\$19		
TransNet - LSI Carry Over	\$15		\$15					\$15		
TOTAL	\$1,772	\$1,151	\$29	\$14	\$14	\$14	\$550	\$1,568	\$204	

*Construction funds are outside of the 5-year RTIP cycle

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego County

MPO ID: CNTY79		ADOPTION: 18-00								
Project Title: Pamo Road Bridge North										
Project Description: Bridge 57C0729 - Bridge No. 57C0729, Pamo Rd Over Santa Ysabel Creek, 3.85 M N/O Haverford Rd.; replace existing one lane bridge with two lane bridge designed to current standards. Toll Credits will be used to match federal funds for the PE phase, Toll Credits will be used to match federal funds for the ROW phase, Toll Credits will be used to match federal funds for the CON phase										
Capacity Status: NCI		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
Est Total Cost: \$5,975										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
HBP	\$5,975	\$1,175		\$100	\$4,700			\$1,175	\$100	\$4,700
TOTAL	\$5,975	\$1,175		\$100	\$4,700			\$1,175	\$100	\$4,700

MPO ID: CNTY81		ADOPTION: 18-00								
Project Title: Regional Traffic Signal Management		<i>TransNet - LSI: CR</i>								
Project Description: County-wide - County of San Diego cost-share for the Regional Arterial Management System. <i>TransNet - LSI</i> RAMS of \$13 is programmed through FY 2023										
Capacity Status: NCI		Exempt Category: Other - Traffic signal synchronization projects								
Est Total Cost: \$125										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet - LSI</i>	\$125	\$63	\$13	\$13	\$13	\$13	\$13	\$125		
TOTAL	\$125	\$63	\$13	\$13	\$13	\$13	\$13	\$125		

MPO ID: CNTY84		ADOPTION: 18-00								
Project Title: Stage Coach Lane / Reche Road Intersection Improvements		<i>TransNet - LSI: CR</i>								
Project Description: Intersection at Stage Coach Lane and Reche Rd - in unincorporated Fallbrook: widen intersection approaches to provide additional turn lanes and relieve congestion at the intersection										
Capacity Status: NCI		Exempt Category: All Projects - Intersection channelization projects								
Est Total Cost: \$2,006										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet - LSI</i>	\$356	\$206	\$150					\$171	\$35	\$150
<i>TransNet - LSI Carry Over</i>	\$1,650	\$1,600	\$50							\$1,650
TOTAL	\$2,006	\$1,806	\$200					\$171	\$35	\$1,800

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego County

MPO ID: CNTY86		ADOPTION: 18-00								
Project Title:	Roadway Maintenance and Overlay							TransNet - LSI: CR		
Project Description:	Countywide - annual maintenance project that includes maintenance of various street elements (crackseal, chip seal, AC overlay greater than 1" thick, sidewalk repairs, etc.)									
Capacity Status:	NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$42,980										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$27,516	\$2,316	\$2,400	\$5,700	\$5,700	\$5,700	\$5,700	\$14,632		\$12,884
TransNet - LSI (Cash)	\$82	\$82						\$82		
TransNet - LSI Carry Over	\$1,532	\$1,532						\$1,379		\$153
Local Funds	\$13,850	\$9,296	\$4,554					\$760		\$13,090
TOTAL	\$42,980	\$13,226	\$6,954	\$5,700	\$5,700	\$5,700	\$5,700	\$16,853		\$26,127

MPO ID: CNTY88		ADOPTION: 18-00								
Project Title:	Ashwood Street Corridor Improvements (Mapleview to Willow)							RTP PG NO: A-29 AND B-37		
Project Description:	Ashwood Street/Wildcat Canyon Road from Mapleview Street to 1100 feet north of Willow Road (1.1 miles) - in the unincorporated community of Lakeside - traffic signal improvements at Mapleview and Ashwood; traffic signal installation at Willow and Ashwood/Wildcat Canyon; and the addition of turn lanes, addition of a passing lane in a non-urbanized area, bike lanes, and pedestrian facilities									
Capacity Status:	CI		Exempt Category: Non-Exempt							
Est Total Cost: \$23,773 Open to Traffic: Jul 2022										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$15,841	\$2,407			\$3,949	\$4,894	\$4,591	\$2,407		\$13,434
TransNet - LSI Carry Over	\$6,069		\$3,100	\$2,969				\$1,494	\$2,575	\$2,000
Local Funds	\$1,863	\$1,863						\$1,863		
TOTAL	\$23,773	\$4,270	\$3,100	\$2,969	\$3,949	\$4,894	\$4,591	\$5,764	\$2,575	\$15,434

MPO ID: CNTY89		ADOPTION: 18-00								
Project Title:	East Vista Way At Gopher Canyon Intersection Improvements							RAS (M-46)		
Project Description:	Intersection at East Vista Way and Gopher Canyon Road - in the unincorporated Bonsall: this is a congested intersection leading into the Bonsall community and this improvement is on the Community Sponsor Group's priority list; adding turn lanes at this intersection									
Capacity Status:	NCI		Exempt Category: All Projects - Interchange reconfiguration projects							
Est Total Cost: \$1,918										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$243	\$243						\$214	\$29	
TransNet - LSI Carry Over	\$1,210	\$1,050	\$160							\$1,210
Local RTCIP	\$465	\$466						\$218		\$247
TOTAL	\$1,918	\$1,759	\$160					\$432	\$29	\$1,457

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego County

MPO ID: CNTY90		ADOPTION: 18-00								
Project Title:	Camino Del Rey Drainage Improvements							TransNet - LSI: Maint		
Project Description:	Camino Del Rey from 500 feet west of Golf Club Drive to 2700 feet east of Golf Club Drive (.9 miles) - in unincorporated Bonsall: the project will upgrade the existing drainage system so that it will accommodate a 100-year flood									
Capacity Status:	NCI		Exempt Category: Safety - Hazard elimination program							
Est Total Cost: \$8,799										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$1,969	\$949			\$10	\$10	\$1,000	\$400	\$569	\$1,000
TransNet - LSI Carry Over	\$2,474	\$970	\$1,000	\$504				\$1,970	\$504	
TOTAL	\$4,443	\$1,919	\$1,000	\$504	\$10	\$10	\$1,000	\$2,370	\$1,073	\$1,000
*additional construction funds beyond 5 year RTIP										

MPO ID: CNTY92		ADOPTION: 18-00								
Project Title:	Emery Road and State Route 94 Intersection Improvements									
Project Description:	Intersection at Emery Rd and SR 94 - Roadway Improvements and realignment to address limited intersection sight distance and turning radii. Toll Credits will be used to match federal funds for the PE phase, Toll Credits will be used to match federal funds for the ROW phase, Toll Credits will be used to match federal funds for the CON phase									
Capacity Status:	NCI		Exempt Category: Safety - Increasing Sight Distance							
Est Total Cost: \$2,160										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Earmark Repurposing	\$2,160	\$800	\$1,360					\$550	\$250	\$1,360
TOTAL	\$2,160	\$800	\$1,360					\$550	\$250	\$1,360
*Demo ID CA479 repurposed to FHWA transfer number CAT 16-067										

MPO ID: CNTY94		ADOPTION: 18-00								
Project Title:	Camino San Bernardo at Deer Ridge Rd Traffic Signal							TransNet - LSI: CR		
Project Description:	Intersection at Camino San Bernardo and Deer Ridge Rd - construct new traffic signal with associated work									
Capacity Status:	NCI		Exempt Category: All Projects - Intersection signalization projects at individual intersections							
Est Total Cost: \$100										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$100						\$100	\$100		
TOTAL	\$100						\$100	\$100		
*construction funds beyond 5 year RTIP										

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS23A								ADOPTION: 18-00		
Project Title: Transit Service Operations										
Project Description: MTS service area - Operating support for Americans with Disabilities Act (ADA) and Paratransit bus service										
Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance										
Est Total Cost: \$33,102										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5307	\$23,014		\$4,603	\$4,603	\$4,603	\$4,603	\$4,603	\$23,014		
FTA 5311	\$2,393		\$479	\$479	\$479	\$479	\$479	\$2,393		
TDA	\$7,695		\$1,547	\$1,537	\$1,537	\$1,537	\$1,537	\$7,695		
TOTAL	\$33,102		\$6,629	\$6,619	\$6,619	\$6,619	\$6,619	\$33,102		

MPO ID: MTS28								ADOPTION: 18-00		
Project Title: Bus & Rail Rolling Stock purchases and Rehabilitations										
Project Description: MTS service area - purchase replacement buses, replacement Light Rail Vehicles, procurement of materials and services for the rehabilitation or retrofit of mechanical components, electrical components, and coach bodies of Light Rail Vehicles and buses. FY19 funding includes purchase of 24 45' CNG buses, 7 40' CNG buses, and 35 22' paratransit vehicles for fleet replacement.										
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: \$227,228										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5307	\$62,627		\$15,657	\$15,657	\$15,657	\$15,657				\$62,627
FTA 5339	\$15,317		\$3,829	\$3,829	\$3,829	\$3,829				\$15,317
Other State - LCTOP	\$6,000		\$3,000			\$3,000				\$6,000
STA	\$20,625		\$13,725			\$6,900				\$20,625
TDA	\$122,659		\$13,957	\$30,796	\$30,132	\$16,114	\$31,660			\$122,659
TOTAL	\$227,228		\$50,168	\$50,282	\$49,618	\$45,500	\$31,660			\$227,228

MPO ID: MTS29								ADOPTION: 18-00		
Project Title: Bus and Fixed Guideways Station Stops and Terminals										
Project Description: MTS service area - maintenance, improvements, upgrades, and retrofits of bus and trolley stations and stops throughout the San Diego area										
Capacity Status: NCI Exempt Category: Mass Transit - Reconstruction or renovation of transit structures										
Est Total Cost: \$27,450										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5307	\$1,644	\$1,644								\$1,644
FTA 5309 (Bus)	\$347	\$347								\$347
FTA 5309 (FG)	\$528	\$528								\$528
FTA 5311	\$39	\$39								\$39
Prop 1B Transit Sec Grant Prg	\$1,008	\$1,008								\$1,008
STA	\$1,729	\$1,729								\$1,729
Local Funds	\$11,533	\$11,533								\$11,533
TDA	\$10,622	\$10,597	\$25							\$10,622
TOTAL	\$27,450	\$27,425	\$25							\$27,450

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS30								ADOPTION: 18-00		
Project Title: Bus/Rail Support Facilities and Equipment										
Project Description: MTS facilities throughout the MTS service area - install security cameras on bus/rail rolling stock and at bus/rail facilities and stations; Southbay and East County bus maintenance facility expansions and upgrades including: land acquisition, site development plans, building demolition and remodeling, fencing, lot paving, and storm water pollution prevention program compliance; other misc. capital equipment for transit maintenance; design and procurement of materials and services for support equipment										
Capacity Status: NCI Exempt Category: Mass Transit - Purchase of office, shop and operating equipment for existing facilities										
Est Total Cost: \$74,441										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Other State - LCTOP	\$6,000			\$3,000	\$3,000					\$6,000
STA	\$13,800			\$6,900	\$6,900					\$13,800
Local Funds	\$6,615		\$6,615							\$6,615
TDA	\$48,026		\$10,496	\$8,547	\$8,929	\$19,829	\$225			\$48,026
TOTAL	\$74,441		\$17,111	\$18,447	\$18,829	\$19,829	\$225			\$74,441

MPO ID: MTS31								ADOPTION: 18-00		
Project Title: Rail Electrification and Power										
Project Description: Along Blue Line Right-Of-Way (ROW) - Substation DC Feeder Breaker Replacement; Baltimore Power Switch Replacement										
Capacity Status: NCI Exempt Category: Mass Transit - Track rehabilitation in existing right of way										
Est Total Cost: \$15,074										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5307	\$1,600	\$1,600								\$1,600
Other State - LCTOP	\$3,000						\$3,000			\$3,000
SB1 - SGR	\$3,280		\$3,280							\$3,280
STA	\$2,746	\$1,746					\$1,000			\$2,746
TDA	\$4,448	\$930	\$400			\$3,118				\$4,448
TOTAL	\$15,074	\$4,276	\$3,680			\$3,118	\$4,000			\$15,074

MPO ID: MTS32A								ADOPTION: 18-00		
Project Title: Preventive Maintenance										
Project Description: MTS service area - maintenance of equipment, rolling stock, and facilities for bus and rail systems										
Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance										
Est Total Cost: \$438,238										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - TSI	\$100,238		\$32,232	\$33,390	\$34,616			\$100,238		
TransNet - TSI Carry Over	\$500		\$500					\$500		
FTA 5307	\$128,840		\$25,768	\$25,768	\$25,768	\$25,768	\$25,768	\$128,840		
FTA 5337	\$141,160		\$28,232	\$28,232	\$28,232	\$28,232	\$28,232	\$141,160		
Local Funds	\$67,500		\$13,500	\$13,500	\$13,500	\$13,500	\$13,500	\$67,500		
TOTAL	\$438,238		\$100,232	\$100,890	\$102,116	\$67,500	\$67,500	\$438,238		

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS33A								ADOPTION: 18-00		
Project Title: Senior Disabled Program										
Project Description: MTS service area - subsidy for senior and disabled as required by <i>TransNet</i>										
Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance										
Est Total Cost: \$8,632										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - ADA	\$8,577	\$5,918	\$855	\$886	\$918			\$8,577		
<i>TransNet</i> - ADA Carryover	\$55	\$36	\$19					\$55		
TOTAL	\$8,632	\$5,954	\$874	\$886	\$918			\$8,632		

MPO ID: MTS34								ADOPTION: 18-00		
Project Title: Bus Signal and Communications Equipment										
Project Description: MTS service area - rehabilitation of light rail vehicles (LRV), electronic control circuit (U2), LRV HVAC retrofit, rehabilitate traction motor phase II and pilot motor control unit drive, LRV tires; design and implement new ITS to replace failing radio/CAD and scheduling system										
Capacity Status: NCI Exempt Category: Mass Transit - Reconstruction or renovation of transit structures										
Est Total Cost: \$43,935										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5307	\$3,116	\$3,116								\$3,116
FTA 5309 (Bus)	\$800	\$800								\$800
FTA 5309 (FG)	\$120	\$120								\$120
FTA 5339	\$380	\$380								\$380
Prop 1B Transit Sec Grant Prg	\$7,782	\$7,782								\$7,782
STA	\$2,446	\$2,446								\$2,446
Local Funds	\$765	\$765								\$765
TDA	\$28,526	\$23,179	\$4,868				\$480			\$28,526
TOTAL	\$43,935	\$38,588	\$4,868				\$480			\$43,935

MPO ID: MTS35								ADOPTION: 18-00		
Project Title: Fixed Guideway Transitways/Lines										
Project Description: MTS service area - rail infrastructure maintenance and upgrades including rail tie replacement, WYE switch indicator standardization, rail file grinding, and traction motor disconnects										
Capacity Status: NCI Exempt Category: Mass Transit - Track rehabilitation in existing right of way										
Est Total Cost: \$29,884										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5307	\$622	\$622								\$622
Prop 1B - PTMISEA	\$464	\$464								\$464
Prop 1B Transit Sec Grant Prg	\$800	\$800								\$800
SB1 - SGR	\$1,272		\$1,272							\$1,272
STA	\$8,965	\$3,065					\$5,900			\$8,965
Local Funds	\$2,000	\$2,000								\$2,000
TDA	\$15,761	\$9,461	\$4,758				\$1,542			\$15,761
TOTAL	\$29,884	\$16,412	\$6,030				\$7,442			\$29,884

Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego Unified Port District

MPO ID: PORT02		ADOPTION: 18-00								
Project Title:		NCMT Rail Track Extension Project Design and Engineering Study								
Project Description:		In the city of National City, at the National City Marine Terminal - Perform a planning study for design and engineering work for the National City Marine Terminal Rail Track Extension Project.								
Capacity Status:		NCI Exempt Category: Other - Engineering studies								
Est Total Cost: \$836										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SB1 - TCEP	\$585		\$585					\$585		
Local Funds	\$251		\$251					\$251		
TOTAL	\$836		\$836					\$836		

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD09		ADOPTION: 18-00									
Project Title:	Sidewalks - Citywide									RAS (M-39)	
Project Description:	FY 2017: San Diego Mission Road to Fairmount; Mission Village Sidewalk, Genesee/Sauk, Market St-47th to Euclid; RTCIP funded locations Genesee Ave, University Ave, and Balboa Ave FY18 proposed locations:70th St-Alvarado to Saranac 73rd St-El Cajon Blvd to Saranac Brooklyn St-61 St to 63rd Chateau Dr-Derrick to Mt Abernathy Coast Blvd-Cuvier St to Coast S Franklin Ave-49th-S Willie James Jones Howard Ave-Village Pine to Iris Saturn Blvd-Palm to Boundary W. San Ysidro Blvd & Sunset Ln - install new sidewalks (CIP 52-700/715, 59-002.0,37-064.0/ABE00001, AIK00001, AIK00003), including the addition of RTCIP funding to this project for the installation of sidewalks on streets included in the RAS: Genesee Ave, University Ave, and Balboa Ave.								TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities									
Est Total Cost: \$18,282											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - L	\$2,150	\$2,150								\$2,150	
TransNet - L (Cash)	\$329	\$329								\$329	
TransNet - LSI	\$11,000	\$5,818	\$1,182	\$1,000	\$1,000	\$1,000	\$1,000			\$11,000	
TransNet - LSI (Cash)	\$75	\$75								\$75	
TransNet - LSI Carry Over	\$2,928	\$2,915	\$14							\$2,928	
Local RTCIP	\$1,800	\$1,800								\$1,800	
TOTAL	\$18,282	\$13,087	\$1,196	\$1,000	\$1,000	\$1,000	\$1,000			\$18,282	

MPO ID: SD15		ADOPTION: 18-00									
Project Title:	Street Lights									TransNet - LSI: CR	
Project Description:	Install approximately 100 new street lights at multiple locations Citywide including 55th Street, Trojan Avenue, Kurtz Street, Orange Avenue, Friars Road, Hawley Street - in San Diego, install new street lights A-IH.00001(CIP 52-293.0, 61-201.0, 68-012.0)										
Capacity Status: NCI		Exempt Category: Safety - Lighting improvements									
Est Total Cost: \$2,348											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - LSI	\$1,419		\$619	\$200	\$200	\$200	\$200			\$1,419	
TransNet - LSI Carry Over	\$929		\$929							\$929	
TOTAL	\$2,348		\$1,548	\$200	\$200	\$200	\$200			\$2,348	

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD16A		ADOPTION: 18-00								
Project Title:	Traffic Signals - Citywide	RAS (M-43 & 44) <i>TransNet</i> - LSI: CR								
Project Description:	New traffic signal installation at multiple locations: 31st & National Bernardo Heights & Calle Pueblito Governor Dr & Lakewood Traffic signal mods Citywide: Mission Village & Ruffin Civita & Mission Center 1st & Ash 11th & Broadway Cass & Turquoise Lake Murray & Turnbridge 47th & Imperial 3rd Ave @ Washington St 4th Ave & Date St 15th/Broadway 15th/F 15th/Market 17th/G 31th St. & National Ave. 41st St @ National Ave Averil Rd @ San Ysidro Bernardo Heights & Calle P Beyer Bl @ Smythe Ave Pacific Hwy/Beech Traffic Signal Interconnects: Carmel Valley, Mission Valley, Otay Mesa, San Ysidro, Rancho Bernardo, Tierrasanta/Murphy Canyon - install new traffic signals with intersection street lighting systems, upgrade/modernize traffic signals, install protected/permissive traffic signal systems; traffic signal interconnect systems and upgrades Citywide (CIP A-IL.00003, A-IL.00002, A-IL.00004, A-IL.00005). <i>TransNet</i> - LSI RAMS of \$68 is programmed through FY 2023									
Capacity Status: NCI		Exempt Category: Other - Intersection signalization projects								
Est Total Cost: \$34,694										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - L	\$4,280	\$4,280								\$4,280
<i>TransNet</i> - L (Cash)	\$45	\$45								\$45
<i>TransNet</i> - LSI	\$13,585	\$2,332	\$3,583	\$1,918	\$1,918	\$1,918	\$1,918			\$13,585
<i>TransNet</i> - LSI Carry Over	\$10,734	\$7,492	\$3,242							\$10,734
Local RTCIP	\$6,050	\$6,050								\$6,050
TOTAL	\$34,694	\$20,199	\$6,825	\$1,918	\$1,918	\$1,918	\$1,918			\$34,694

MPO ID: SD18		ADOPTION: 18-00								
Project Title:	Traffic Control Measures	<i>TransNet</i> - LSI: CR								
Project Description:	University Avenue-Fairmount to Euclid Complete Street and traffic control and calming measures in multiple locations citywide: 20 rectangular rapid flashing beacons; 10 V-Calm signs - traffic control and traffic calming measures (CIP 61-001.0 / AIL00001) including electronic speed signs, pedestrian hybrid beacons, rectangular rapid flashing beacons									
Capacity Status: NCI		Exempt Category: Safety - Non signalization traffic control and operating								
Est Total Cost: \$11,967										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - L	\$1,600	\$1,600								\$1,600
<i>TransNet</i> - L (Cash)	\$741	\$741								\$741
<i>TransNet</i> - LSI	\$6,356	\$1,356	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000			\$6,356
<i>TransNet</i> - LSI Carry Over	\$2,899	\$2,087	\$812							\$2,899
Local Funds	\$371	\$371								\$371
TOTAL	\$11,967	\$6,155	\$1,812	\$1,000	\$1,000	\$1,000	\$1,000			\$11,967

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD23		ADOPTION: 18-00									
Project Title:	Storm Drains - Roadway Drainage Improvements									TransNet - LSI: CR	
Project Description:	B11013 Jean Drive Storm Drain B12021 Huntington & Wilbee Storm DrainB12032 Mobley Ave Storm DrainB12078 Preece St Storm DrainB14108 Uptown Storm Drain Replacement (Affected Streets: Johnson St, Pennsylvania Ave, 1st Ave, Hunter St, Hawk St, Kite St, Rhode Island St, Cypress Ave, and Randolph St.)B14066 Otay Mesa Storm Drain Upgrade (Affected Streets: Arruza St, Del Sol Ln, Del Sur Blvd, Pequena St, 30th St, W San Ysidro Blvd, and Coronado Ave) - roadway drainage projects for the purpose of improving traffic impeding conditions and alleviate significant and frequent flooding (CIP ACA00001)										
Capacity Status: NCI		Exempt Category: Safety - Hazard elimination program									
Est Total Cost: \$17,953											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - L	\$3,302	\$3,302								\$3,302	
TransNet - L (Cash)	\$445	\$445								\$445	
TransNet - LSI	\$3,785	\$3,785								\$3,785	
TransNet - LSI (Cash)	\$83	\$83								\$83	
TransNet - LSI Carry Over	\$3,609	\$3,609								\$3,609	
Local Funds	\$6,729	\$1,605	\$5,124							\$6,729	
TOTAL	\$17,953	\$12,829	\$5,124							\$17,953	

MPO ID: SD32		ADOPTION: 18-00									
Project Title:	Carroll Canyon Road									RTP PG NO: B-34	
Project Description:	Carroll Canyon Road from Scranton Rd to I-805 (.3 miles) - in San Diego, extend Carroll Canyon under I-805 including improvements to on/off ramps (CIP 52-392.0/S00841) (main project under CAL09C)										
Capacity Status: CI		Exempt Category: Non-Exempt									
Est Total Cost: \$17,883 Open to Traffic: Dec 2016											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - LSI Carry Over	\$10,600	\$10,224	\$376							\$10,600	
Local Funds	\$7,283	\$7,283						\$4,583	\$1,000	\$1,700	
TOTAL	\$17,883	\$17,507	\$376					\$4,583	\$1,000	\$12,300	

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD34		ADOPTION: 18-00								
Project Title:	El Camino Real							RTP PG NO: B-38		
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/S00856)							RAS (M - 46) TransNet - LSI: CR		
Capacity Status:	CI	Exempt Category: Non-Exempt								
Est Total Cost: \$34,011		Open to Traffic: Oct 2024								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$491	\$491						\$491		
TransNet - LSI Carry Over	\$334	\$231	\$104					\$334		
HBP	\$24,116	\$1,428		\$1,992			\$20,696	\$1,420	\$2,000	\$20,696
HBRR	\$1,700	\$1,700						\$1,700		
RSTP	\$2,560	\$2,560						\$2,560		
Local Funds	\$4,810	\$1,631		\$498	\$2,681			\$1,285	\$844	\$2,681
Local Funds AC	\$0				\$20,696		\$(20,696)			
TOTAL	\$34,011	\$8,041	\$104	\$2,490	\$23,377			\$7,790	\$2,844	\$23,377

MPO ID: SD49		ADOPTION: 18-00								
Project Title:	Median Improvements Citywide							TransNet - LSI: CR		
Project Description:	Morena Bl - Ashton St to Littlefield St; University Ave - Winona to 5th Traffic Circles at various locations; Crown Point Dr at La Cima Crown Point Dr at Moorland Ave; Crown Point Dr at Lamont St; Foothill Boulevard & Loring Street - safety improvements and/or left turn movements (AIG00001)									
Capacity Status:	NCI	Exempt Category: Safety - Adding medians								
Est Total Cost: \$7,475										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L (Cash)	\$894	\$894								\$894
TransNet - LSI	\$2,690	\$500	\$750	\$1,140	\$100	\$100	\$100			\$2,690
TransNet - LSI Carry Over	\$2,564	\$1,523	\$1,041							\$2,564
Local Funds	\$1,327	\$1,327						\$1,102		\$225
TOTAL	\$7,475	\$4,244	\$1,791	\$1,140	\$100	\$100	\$100	\$1,102		\$6,373

MPO ID: SD51		ADOPTION: 18-00								
Project Title:	North Torrey Pines Road Bridge							RAS (M - 48)		
Project Description:	North Torrey Pines Road from Carmel Valley Road to Torrey Pines Park Road (.2 miles) - in San Diego, replace North Torrey Pines Road bridge over Los Penasquitos Creek (CIP 53-050.0) S00935							TransNet - LSI: CR		
Capacity Status:	NCI	Exempt Category: Safety - Non capacity widening or bridge reconstruction								
Est Total Cost: \$2,747										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$1,035	\$1,035						\$100		\$935
TransNet - L (Cash)	\$150	\$150								\$150
TransNet - LSI	\$427	\$427								\$427
TransNet - LSI Carry Over	\$892	\$328	\$564							\$892
Local Funds	\$243	\$243								\$243
TOTAL	\$2,747	\$2,183	\$564					\$100		\$2,647

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD70		ADOPTION: 18-00								
Project Title: West Mission Bay Drive Bridge		RTP PG NO: B-38							RAS (M - 46)	
Project Description: West Mission Bay Drive bridge over San Diego River - in San Diego, replace bridge and increase from 4 to 6-lane bridge including Class I bike lane (52-643/S00871)		TransNet - LSI: CR								
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$134,613		Open to Traffic: Mar 2021								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - CP	\$0		\$40,000				\$(40,000)			
TransNet - L	\$650	\$650						\$650		
TransNet - LSI	\$173	\$173						\$100		\$73
TransNet - LSI Carry Over	\$916	\$916						\$140	\$494	\$282
HBP	\$109,451	\$6,402					\$103,049	\$4,720	\$1,682	\$103,049
HBRR	\$2,600	\$2,600						\$2,600		
Local Funds	\$20,823	\$20,823						\$1,010	\$62	\$19,751
Local Funds AC	\$0	\$63,049					\$(63,049)			
TOTAL	\$134,613	\$94,613	\$40,000					\$9,220	\$2,238	\$123,155

MPO ID: SD83		ADOPTION: 18-00								
Project Title: SR 163/Friars Road Interchange Modification		RTP PG NO: B-39							EARMARK NO: CAT 16-071	
Project Description: Intersection at Friars Road and SR 163 - widen and improve Friars Road and overcrossing; reconstruct interchange including improvements to ramp intersections (Phase 1); construct new connector roadways and structures (Phase 2); construct auxiliary lanes along northbound and southbound SR163 (Phase 3) (CIP Legacy#52-455.0,WBS# S-00851)		RAS (M-43)							TransNet - LSI: CR	
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$65,634		Open to Traffic: Sep 2019								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$2,207	\$2,207						\$2,207		
TransNet - LSI	\$21,840	\$18,391	\$3,449					\$2,227		\$19,613
TransNet - LSI Carry Over	\$7,605	\$3,905	\$3,700					\$2,975		\$4,630
Earmark Repurposing	\$1,086	\$1,086								\$1,086
RSTP	\$2,240	\$2,240						\$2,240		
Local Funds	\$19,026	\$19,026						\$1,153	\$3,120	\$14,753
Local RTCIP	\$11,630	\$11,630							\$2,980	\$8,650
TOTAL	\$65,634	\$58,485	\$7,149					\$10,802	\$6,100	\$48,732

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD96		ADOPTION: 18-00								
Project Title:	Street Resurfacing Citywide							TransNet - LSI: CR		
Project Description:	Citywide - in San Diego, resurface/overlay greater than 1 inch on city streets; this project includes replacement/rehabilitation of concrete streets (AID00005/AID00006)									
Capacity Status:	NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$97,187										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$4,000	\$4,000								\$4,000
TransNet - L (Cash)	\$149	\$149								\$149
TransNet - LSI	\$73,158	\$7,436	\$5,311	\$14,736	\$9,564	\$17,588	\$18,522			\$73,158
TransNet - LSI (Cash)	\$1,236	\$1,236								\$1,236
TransNet - LSI Carry Over	\$8,375	\$4,948	\$3,427							\$8,375
Local Funds	\$10,269	\$10,269								\$10,269
TOTAL	\$97,187	\$28,038	\$8,738	\$14,736	\$9,564	\$17,588	\$18,522			\$97,187

MPO ID: SD97		ADOPTION: 18-00								
Project Title:	School Traffic Safety Improvements							TransNet - LSI: CR		
Project Description:	Fairmount Avenue SR2S - in San Diego, provide traffic control devices and pedestrian improvements (AIK00002/L00010/L00011)									
Capacity Status:	NCI		Exempt Category: Other - Intersection signalization projects							
Est Total Cost: \$2,433										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$620	\$620								\$620
TransNet - LSI	\$372	\$372								\$372
TransNet - LSI Carry Over	\$1,291	\$723	\$568							\$1,291
Local Funds	\$150	\$150								\$150
TOTAL	\$2,433	\$1,865	\$568							\$2,433

MPO ID: SD99		ADOPTION: 18-00								
Project Title:	Bridge Rehabilitation							RAS (M-43)		
Project Description:	Citywide - in San Diego, bridge retrofit or replacement projects citywide (AIE00001) including Voltaire Street Bridge over Nimitz Blvd. rehabilitation (CIP 525233/B00870) and Barnett Ave. Bridge over Pacific Highway (CIP 525231/B00869); and RTCIP funding allocated to this project for the Fairmount Avenue Bridge Rehabilitation projects (B17066 and B17067).									
Capacity Status:	NCI		Exempt Category: Safety - Non capacity widening or bridge reconstruction							
Est Total Cost: \$5,944										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$300	\$300								\$300
TransNet - LSI	\$2,791	\$191	\$600	\$500	\$500	\$500	\$500			\$2,791
TransNet - LSI Carry Over	\$1,893	\$775	\$1,118							\$1,893
Local RTCIP	\$960	\$600		\$360						\$960
TOTAL	\$5,944	\$1,866	\$1,718	\$860	\$500	\$500	\$500			\$5,944

*Local fund match for Bridge Preventive Maintenance Program and Fairmount Ave Bridge Rehab - HBP CAL44

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD102A		ADOPTION: 18-00								
Project Title:	Otay Truck Route Widening (Ph. 4)						RTP PG NO: B-39			
Project Description:	Otay Truck Route - in San Diego, from Drucker Lane to La Media, add one lane (total 3 lanes) for trucks; from Britannia to La Media, add one lane for trucks and one lane for emergency vehicles (Border Patrol/fire department access); along Britannia from Britannia Court to the Otay Truck Route - add one lane for trucks (CIP S-11060)						EARMARK NO: CA596/2655, CA700/3776 <i>TransNet</i> - LSI: CR			
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$21,998		Open to Traffic: Phase 1: Dec 2009			Phase 2: Dec 2018					
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - L	\$100	\$100						\$100		
<i>TransNet</i> - LSI	\$1,483	\$483	\$1,000					\$217	\$266	\$1,000
<i>TransNet</i> - LSI Carry Over	\$9,467	\$823	\$8,644					\$250	\$573	\$8,644
HPP	\$3,780	\$3,200	\$580					\$1,800	\$1,400	\$580
SB1 - TCEP	\$6,000		\$6,000							\$6,000
Local Funds	\$1,168	\$1,168						\$518		\$650
TOTAL	\$21,998	\$5,774	\$16,224					\$2,885	\$2,239	\$16,874

MPO ID: SD108		ADOPTION: 18-00								
Project Title:	Bayshore Bikeway						<i>TransNet</i> - LSI: CR			
Project Description:	Along Bayshore Bikeway - in San Diego at the borders of Imperial Beach (13th Street) and Chula Vista (Main Street, design/construct Class I bike path (581400,S-00944)									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$5,591										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - B	\$718	\$718						\$275		\$443
<i>TransNet</i> - LSI	\$11	\$11								\$11
<i>TransNet</i> - LSI Carry Over	\$339	\$330	\$9							\$339
<i>TransNet</i> - MC	\$3,774	\$3,774						\$1,284		\$2,490
PTA	\$90	\$90						\$90		
Local Funds	\$35	\$35								\$35
TDA - Bicycles	\$624	\$624								\$624
TOTAL	\$5,591	\$5,582	\$9					\$1,649		\$3,942

MPO ID: SD120		ADOPTION: 18-00								
Project Title:	San Diego River Multi-Use Bicycle and Pedestrian Path						<i>TransNet</i> - LSI: CR			
Project Description:	Hazard Center Drive from 400' west of SR163 to 600' east of SR163 (1 miles) - in San Diego on Hazard Center Drive under SR 163 - construct bicycle and pedestrian path on north side of San Diego River (CIP 58-191.0; S00958)									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$1,679										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - B	\$180	\$180						\$180		
<i>TransNet</i> - LSI	\$643	\$643						\$564		\$79
<i>TransNet</i> - LSI Carry Over	\$856	\$806	\$50							\$856
TOTAL	\$1,679	\$1,629	\$50					\$744		\$935

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD129		ADOPTION: 18-00								
Project Title:	University Avenue Mobility Project Phase 1							RAS (M-45)		
Project Description:	University Avenue from Florida Street to Boundary Street (1 miles) - in San Diego, environmental studies, design and construction of improvement to University Avenue transit corridor in North Park improvements include installation of new medians for safety improvements, restriping, pedestrian popouts, new traffic signals, traffic signal modifications, enhanced pedestrian crossings and installation of a transit/bicycle/right turn only lane(augments Smart Growth Funding for this project in V10) (CIP S-00915)							TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Safety - Adding medians								
Est Total Cost: \$2,917										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$175	\$175						\$175		
TransNet - L (Cash)	\$200	\$200						\$200		
TransNet - LSI	\$1,417	\$917	\$500					\$635		\$782
TransNet - LSI (Cash)	\$101	\$101								\$101
TransNet - LSI Carry Over	\$874	\$763	\$110					\$45		\$829
Local Funds	\$150	\$150								\$150
TOTAL	\$2,917	\$2,306	\$610					\$1,055		\$1,862

MPO ID: SD164		ADOPTION: 18-00								
Project Title:	Miramar Road/I-805 Easterly Ramps							RAS (M-44)		
Project Description:	Intersection at I 805 and Eastgate Mall - in San Diego, add right turn lane at intersection; roadway design includes Class II bike lane and sidewalks (CIP 52-679.0/CIP S00880)							TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Other - Interchange reconfiguration projects								
Est Total Cost: \$1,885										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$925	\$925							\$925	
TransNet - LSI	\$460		\$460							\$460
Local RTCIP	\$500	\$500								\$500
TOTAL	\$1,885	\$1,425	\$460						\$925	\$960

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD166		ADOPTION: 18-00								
Project Title:	Minor 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 - install Bicycle Facilities (AIA00001)							TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$3,966										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$15	\$15								\$15
TransNet - L (Cash)	\$136	\$136								\$136
TransNet - LSI	\$1,117	\$217	\$100	\$200	\$200	\$200	\$200	\$15		\$1,102
TransNet - LSI Carry Over	\$2,338	\$1,327	\$1,011							\$2,338
HPP	\$360	\$360						\$53		\$307
TOTAL	\$3,966	\$2,055	\$1,111	\$200	\$200	\$200	\$200	\$68		\$3,898

MPO ID: SD176		ADOPTION: 18-00								
Project Title:	Maintenance and Non Congestion Relief Efforts							TransNet - LSI: Maint		
Project Description:	Citywide - in San Diego, maintenance and non congestion relief efforts including but not limited to pavement overlay, pot hole repair, etc									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$53,354										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$53,354		\$9,916	\$10,276	\$10,657	\$11,053	\$11,453			\$53,354
TOTAL	\$53,354		\$9,916	\$10,276	\$10,657	\$11,053	\$11,453			\$53,354

MPO ID: SD186		ADOPTION: 18-00								
Project Title:	Administrative Expenses							TransNet - LSI: CR		
Project Description:	Citywide - City of San Diego 1% administrative costs									
Capacity Status: NCI		Exempt Category: Other - Non construction related activities								
Est Total Cost: \$4,412										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$3,939	\$2,144	\$334	\$345	\$359	\$371	\$386	\$3,939		
TransNet - LSI Carry Over	\$473	\$472		\$1		\$1		\$473		
TOTAL	\$4,412	\$2,616	\$334	\$346	\$359	\$372	\$386	\$4,412		

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD188		ADOPTION: 18-00								
Project Title:	Congestion Relief/Traffic Engineering Operations								TransNet - LSI: CR	
Project Description:	Various locations - congestion relief efforts to include intersection lighting, traffic signal coordination, centrally controlled traffic signal optimization system, traffic data collection for performance monitoring; traffic calming in Smart Growth areas; and project development/preliminary engineering/corridor studies									
Capacity Status:	NCI		Exempt Category: Other - Engineering studies							
Est Total Cost: \$35,437										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$33,405	\$16,986	\$3,284	\$3,284	\$3,284	\$3,284	\$3,284	\$33,405		
TransNet - LSI Carry Over	\$2,032	\$2,032						\$2,032		
TOTAL	\$35,437	\$19,018	\$3,284	\$3,284	\$3,284	\$3,284	\$3,284	\$35,437		

MPO ID: SD190		ADOPTION: 18-00								
Project Title:	Palm Avenue/Interstate 805 Interchange								RTP PG NO: B-41	
Project Description:	On Palm Avenue at Interstate 805; - threshold traffic volumes within the Otay Mesa Community of the City of San Diego have been met, necessitating improvements to the Palm Avenue Bridge over I-805; project will also include repairs to the bridge approaches that are showing signs of failure; a new Project Study Report (PSR) and Preliminary Environmental Assessment Report (PEAR) are needed to consider all conditions within the project vicinity - Phase II of the project will include widening of the bridge, realignment of existing ramps, possible addition of northbound looping entrance ramp, restriping of traffic lanes, and signal modifications; Phase III will provide the ultimate build-out of the project which will incorporate improvements of Phase II plus the northbound and southbound entrance ramps (CIP 52-640.0)								RAS (M - 48)	
Capacity Status:	CI		Exempt Category: Non-Exempt							
Est Total Cost: \$34,869 Open to Traffic: Phase 1: Jun 2008 Phase 2: Jun 2020 Phase 3: Jun 2028										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local Funds	\$34,869	\$7,369		\$27,500				\$7,119	\$250	\$27,500
TOTAL	\$34,869	\$7,369		\$27,500				\$7,119	\$250	\$27,500

MPO ID: SD200		ADOPTION: 18-00								
Project Title:	SR94/Euclid Avenue Interchange Improvements								RAS (M-43)	
Project Description:	Intersection at Euclid Avenue and SR-94 - improvements to the interchange to enhance safety features through this corridor and the optimization of the level of service for both Euclid Avenue and SR 94 (S14009)								TransNet - LSI: CR	
Capacity Status:	NCI		Exempt Category: Other - Interchange reconfiguration projects							
Est Total Cost: \$4,075										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$713	\$713								\$713
TransNet - LSI Carry Over	\$2,337		\$2,337							\$2,337
Local RTCIP	\$1,025	\$1,025						\$825		\$200
TOTAL	\$4,075	\$1,738	\$2,337					\$825		\$3,250

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD208		ADOPTION: 18-00								
Project Title:	Juan Street Reconstruction								TransNet - LSI: CR	
Project Description:	Juan St from Taylor St to Sunset Road (1 miles) - this project provides for the replacement of the existing concrete pavement, curb, gutter and sidewalk on Juan Street from Taylor Street to Sunset Road; Phase I (Taylor Street to Harney Street) will provide new asphalt cement and cement treated base pavement; Phase II (Harney Street to Sunset Road) will provide new Portland cement concrete pavement - Project No. S-00602 (52-729.0)									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$7,208										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L (Cash)	\$2,259	\$2,259								\$2,259
TransNet - LSI (Cash)	\$90	\$90								\$90
TransNet - LSI Carry Over	\$2,159	\$2,043	\$116							\$2,159
Local Funds	\$2,700	\$2,700						\$1,000		\$1,700
TOTAL	\$7,208	\$7,092	\$116					\$1,000		\$6,208

MPO ID: SD209		ADOPTION: 18-00								
Project Title:	Torrey Pines Road Slope Restoration								RAS (M-45)	
Project Description:	Torrey Pines Road from Little St to Roseland Dr (.1 miles) - this project provides for reconstructing a 350-foot section of earthen slope along the south side of Torrey Pines Road between Lookout Drive and Roseland Drive(S-00877)									
Capacity Status: NCI		Exempt Category: Safety - Safety Improvement Program								
Est Total Cost: \$3,846										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI Carry Over	\$714	\$694	\$20							\$714
Local Funds	\$280	\$280						\$280		
Local RTCIP	\$2,852	\$2,852								\$2,852
TOTAL	\$3,846	\$3,826	\$20					\$280		\$3,566

MPO ID: SD226		ADOPTION: 18-00								
Project Title:	Old Otay Mesa Road Improvements								TransNet - LSI: CR	
Project Description:	Old Otay Mesa Road from Crescent Bay Dr to Hawken Drive (1 miles) - in San Diego on Old Otay Mesa Road between Crescent Bay Drive and Hawken Drive - provides for pedestrian improvements to include new sidewalks, curb, gutter, street lighting, traffic calming facilities (S00870)									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$14,325										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L (Cash)	\$39	\$39								\$39
TransNet - LSI (Cash)	\$200	\$200								\$200
TransNet - LSI Carry Over	\$8,836	\$7,376	\$1,459							\$8,836
Local Funds	\$5,250	\$5,250						\$3,250		\$2,000
TOTAL	\$14,325	\$12,865	\$1,459					\$3,250		\$11,075

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD235		ADOPTION: 18-00								
Project Title:	Torrey Pines Road Improvement Phase 2							RAS (M-45)		
Project Description:	Torrey Pines Road from Amalfi to Hillside Drive (1 miles) - in San Diego, on Torrey Pines Road between Hillside Drive and Amalfi Street, provides path of travel for pedestrians and bicyclists (S15023)							TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$1,600										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$1,075	\$1,075								\$1,075
TransNet - LSI Carry Over	\$225		\$225							\$225
Local RTCIP	\$300	\$300						\$300		
TOTAL	\$1,600	\$1,375	\$225					\$300		\$1,300

MPO ID: SD237		ADOPTION: 18-00								
Project Title:	Coastal Rail Trail							TransNet - LSI: CR		
Project Description:	The proposed path will begin near the City of Del Mar at the intersection of Carmel Valley Road and Sorrento Valley Road to the north and continues to Union Station Downtown San Diego. The City is currently focusing on the northerly ten miles of the trail from the Sorrento Valley Road/Carmel Valley to the Gilman Drive/I-5 intersections. - the Coastal Rail Trail (CRT) is a multi-jurisdictional project among the coastal cities of Oceanside, Del Mar, Carlsbad, Encinitas, Solana Beach and San Diego.(City CIP S00951)									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$1,500										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI Carry Over	\$1,500	\$868	\$632					\$1,500		
TOTAL	\$1,500	\$868	\$632					\$1,500		

MPO ID: SD247		ADOPTION: 18-00								
Project Title:	Camino del Sur and Carmel Mountain Rd (Merge 56)									
Project Description:	Camino del Sur from Torrey Santa Fe to Dormouse (1 miles) - In San Diego, on Camino del Sur from Carmel Mountain Road to Dormouse Road, and on Camino del Sur from Torrey Santa Fe to Carmel Mountain Rd, construction of Camino del Sur as a two lane interim roadway (S00872 and RD15000). Project also includes construction of Carmel Mountain Road, from Sundance Avenue to Camino del Sur, as a four lane major street with Class II bicycle lanes.									
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$6,375 Open to Traffic: Jan 2019										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local Funds	\$6,375	\$1,205	\$5,170					\$1,205		\$5,170
TOTAL	\$6,375	\$1,205	\$5,170					\$1,205		\$5,170

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD248		ADOPTION: 18-00								
Project Title: Avenida De La Playa Infrastructure Project		TransNet - LSI: CR								
Project Description: Along Avenida de la Playa from Paseo Grande to ocean outfall - In San Diego - storm drain system replacement (CIP S-13018)										
Capacity Status: NCI		Exempt Category: Other - Damage repair caused by unusual disasters								
Est Total Cost: \$6,000										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$5,619	\$5,619								\$5,619
TransNet - LSI Carry Over	\$381		\$381							\$381
TOTAL	\$6,000	\$5,619	\$381							\$6,000

MPO ID: SD249		ADOPTION: 18-00								
Project Title: Streamview Drive Improvements Phase 2		SANDAG ID: 19011008								
Project Description: Streamview Drive from 54th to College (1 miles) - In San Diego on Streamview Drive from 54th and Lynn/Michael Street and Streamview Drive between Gayle Street and College Avenue-installation of new raised median, new sidewalk including curb and gutter, and traffic circles (CIP S-18000)		TransNet - LSI: CR								
Capacity Status: NCI		Exempt Category: Safety - Adding medians								
Est Total Cost: \$8,800										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$8,093	\$93	\$900		\$7,100			\$993		\$7,100
TransNet - LSI Carry Over	\$57		\$57					\$57		
Local Funds	\$64		\$64					\$64		
TDA	\$586		\$586					\$586		
TOTAL	\$8,800	\$93	\$1,607		\$7,100			\$1,700		\$7,100

MPO ID: SD250		ADOPTION: 18-00								
Project Title: La Media Road Improvements										
Project Description: La Media Road from SR 905 to Siempre Viva Road (.75 miles) - In San Diego, on La Media Road from SR905 to Siempre Viva Road, widen La Media Road to a four lane major roadway from SR905 to Siempre Viva Road transitioning to one lane southbound road to the border (S-15018)										
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$11,797										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local Funds	\$11,797	\$6,257	\$5,540					\$11,797		
TOTAL	\$11,797	\$6,257	\$5,540					\$11,797		

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD251		ADOPTION: 18-00								
Project Title:	Market Street - Euclid to Pitta - Improvements							TransNet - LSI: CR		
Project Description:	Market Street from Euclid to Pitta (.3 miles) - This project provides for sidewalks, curb ramps, bicycle facility improvements, and additional streetlights on Market Street between Euclid Avenue and Pitta Street. (S-16022)									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$200										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$200		\$200					\$200		
TOTAL	\$200		\$200					\$200		

MPO ID: SD252		ADOPTION: 18-00								
Project Title:	University Avenue Complete Street Phase 1							TransNet - LSI: CR		
Project Description:	University Avenue from Fairmount Ave to Euclid Avenue (1 miles) - Implement Complete Street measures including raised medians with pedestrian refuges, roundabouts, and wider sidewalks. (S-18001)									
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$605										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$200		\$200					\$200		
Local Funds	\$405		\$405					\$405		
TOTAL	\$605		\$605					\$605		
*Local match for Highway Safety Improvement Program H8-11-014 programmed on project CAL456 in grouped listing CAL105										

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Marcos, City of

MPO ID: SM19		ADOPTION: 18-00								
Project Title: Grand Avenue Bridge and Street Improvements		RTP PG NO: B-40								
Project Description: From Discovery Street to San Marcos Boulevard - construct 4-lane secondary arterial bridge and a 6-lane arterial street from Craven Road to Grand Avenue										
Capacity Status: CI Exempt Category: Non-Exempt										
Est Total Cost: \$12,524		Open to Traffic: Jun 2023								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local Funds	\$12,524	\$2,424					\$10,100	\$1,744	\$680	\$10,100
TOTAL	\$12,524	\$2,424					\$10,100	\$1,744	\$680	\$10,100

MPO ID: SM22		ADOPTION: 18-00								
Project Title: South Santa Fe from Bosstick to Smilax #88179		RTP PG NO: B-40								
Project Description: From Bosstick to Smilax - realign and signalize the South Santa Fe/Smilax intersection (Phase 1)		RAS (M-48)								
Capacity Status: CI Exempt Category: Non-Exempt		TransNet - LSI: CR								
Est Total Cost: \$7,149		Open to Traffic: May 2020								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - H (78)	\$580	\$580							\$580	
TransNet - LSI	\$1,157	\$39		\$1,118				\$39		\$1,118
TransNet - LSI Carry Over	\$101		\$101					\$101		
Local Funds	\$5,311	\$3,608	\$82	\$1,621				\$263	\$3,308	\$1,740
TOTAL	\$7,149	\$4,227	\$183	\$2,739				\$403	\$3,888	\$2,858

MPO ID: SM24		ADOPTION: 18-00								
Project Title: Woodland Parkway Interchange and Barham Drive Widening & Street Improvements #88005		RTP PG NO: B-36, B-40								
Project Description: SR 78 Bridge 57 0389 - modify existing ramps at Woodland Parkway and Barham Drive; widen and realign SR 78 undercrossing and associated work		RAS (M-48)								
RT:78 Capacity Status: CI Exempt Category: Non-Exempt										
Est Total Cost: \$17,420		Open to Traffic: Jun 2024								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$600	\$600						\$600		
Local Funds	\$16,820	\$4,697	\$2,500	\$2,800	\$1,000	\$5,822		\$9,408	\$7,412	
TOTAL	\$17,420	\$5,297	\$2,500	\$2,800	\$1,000	\$5,822		\$10,008	\$7,412	

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Marcos, City of

MPO ID: SM31		ADOPTION: 18-00								
Project Title:	San Marcos Creek Specific Plan - Discovery St. Widening and Flood Control Improvements #88265						RTP PG NO: B-40 RAS (M-48)			
Project Description:	From Via Vera Cruz Rd to Bent Ave/Craven Rd - widen roadway to four lane secondary arterial						TransNet - LSI: CR			
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$13,227		Open to Traffic: Dec 2020								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - Bond	\$1,997	\$1,998						\$1,457	\$40	\$500
TransNet - LSI Carry Over	\$1,957	\$248	\$1,709					\$537	\$450	\$970
Local Funds	\$7,491	\$605	\$2,069	\$4,816				\$147	\$215	\$7,129
Local RTCIP	\$1,782		\$1,782							\$1,782
TOTAL	\$13,227	\$2,851	\$5,560	\$4,816				\$2,141	\$705	\$10,381

MPO ID: SM32		ADOPTION: 18-00								
Project Title:	Via Vera Cruz Bridge and Street Improvements #88264						RTP PG NO: B-40 TransNet - LSI: CR			
Project Description:	Bridge 57C0867 - Part of San Marcos Creek Specific Plan group of projects to widen to four lane secondary arterial and construct a bridge at San Marcos Creek									
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$30,523		Open to Traffic: Jan 2022								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$175	\$175								\$175
TransNet - LSI Carry Over	\$2,430	\$119	\$1,156	\$1,156				\$119		\$2,311
HBP	\$24,964	\$3,276	\$133		\$17,706	\$3,850		\$2,744	\$531	\$21,689
Local Funds	\$2,954	\$467	\$1,244	\$1,244				\$236	\$69	\$2,649
Local Funds AC	\$0	\$21,689	\$(133)		\$(17,706)	\$(3,850)				
TOTAL	\$30,523	\$25,726	\$2,400	\$2,400				\$3,099	\$600	\$26,824

MPO ID: SM42		ADOPTION: 18-00								
Project Title:	Discovery Street 6-Lane Roadway Improvements						RTP PG NO: B-40 RAS (M-48)			
Project Description:	Discovery Street from Craven Road to Twin Oaks Valley Road (.9 miles) - in the City of San Marcos, on Discovery Street from Craven Road to west of Twin Oaks Valley Road, construct approximately 5,100 lineal feet of a new 6-lane roadway.									
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$12,500		Open to Traffic: Jun 2023								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local Funds	\$12,500	\$5,800					\$6,700	\$500	\$2,000	\$10,000
TOTAL	\$12,500	\$5,800					\$6,700	\$500	\$2,000	\$10,000

Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Marcos, City of

MPO ID: SM48		ADOPTION: 18-00								
Project Title:	San Marcos Creek Specific Plan: Creekside Drive and Pad Grading #88505							RTP PG NO: B-41 <i>TransNet</i> - LSI: CR		
Project Description:	Creekside Drive from Via Vera Cruz to Grand Ave (.57 miles) - construct approximately 3,000 feet of a two-lane collector road from Via Vera Cruz to Grand Avenue in the City of San Marcos; will include two 12' lanes, diagonal parking on the north side, and parallel parking on the south side; the project will also include a 10' bike trail meandering along the south side									
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$15,341		Open to Traffic: Dec 2020								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - Bond	\$1,384	\$1,384						\$929	\$455	
<i>TransNet</i> - LSI (Cash)	\$473	\$473						\$473		
<i>TransNet</i> - LSI Carry Over	\$3,063	\$914	\$2,149							\$3,063
Local Funds	\$10,421	\$1,024	\$3,969	\$5,428					\$170	\$10,251
TOTAL	\$15,341	\$3,795	\$6,118	\$5,428				\$1,402	\$625	\$13,314

MPO ID: SM49		ADOPTION: 18-00								
Project Title:	Palomar Station Pedestrian Bridge #88511									
Project Description:	Bridge unassigned - design and construction of a 100 foot long pedestrian bridge over West Mission Road: bridge will link the Palomar Sprinter station with the Palomar College Transit Center									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$5,552										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TCSP	\$783	\$774			\$9			\$774		\$9
Local Funds	\$4,769	\$195			\$4,574			\$335		\$4,434
TOTAL	\$5,552	\$969			\$4,583			\$1,109		\$4,443

MPO ID: SM54		ADOPTION: 18-00								
Project Title:	Citywide Traffic Signals - RAMS							<i>TransNet</i> - LSI: CR		
Project Description:	Regional Arterial Management System - RAMS Traffic Signals. <i>TransNet</i> - LSI RAMS of \$11 is programmed through FY 2023									
Capacity Status: NCI		Exempt Category: Other - Traffic signal synchronization projects								
Est Total Cost: \$108										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - LSI	\$108	\$54	\$11	\$11	\$11	\$11	\$11	\$108		
TOTAL	\$108	\$54	\$11	\$11	\$11	\$11	\$11	\$108		

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Marcos, City of

MPO ID: SM56		ADOPTION: 18-00								
Project Title:	Bent Ave. Bridge and Improvements #88263							TransNet - LSI: CR		
Project Description:	Bridge 00L0045 - Part of San Marcos Creek Specific Plan set of projects to construct new two lane bridge to replace existing two lane low water crossing- Local and TransNet funds to match HBP funds programmed as part of CAL44 Highway Bridge Program									
Capacity Status: NCI		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
Est Total Cost: \$4,451										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$103	\$103						\$103		
TransNet - LSI Carry Over	\$1,222	\$127	\$826	\$269				\$81	\$46	\$1,095
Local Funds	\$3,126	\$246	\$1,705	\$1,175				\$122		\$3,004
TOTAL	\$4,451	\$476	\$2,531	\$1,444				\$306	\$46	\$4,099

MPO ID: SM59		ADOPTION: 18-00								
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									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$201										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI Carry Over	\$201		\$201					\$201		
TOTAL	\$201		\$201					\$201		

MPO ID: SM61		ADOPTION: 18-00								
Project Title:	Street Rehabilitation - 2015 #86003							RAS (M-48)		
Project Description:	Rancho Santa Fe Rd. from Descanso Ave. to Lake Ridge Dr. (2.1 miles) - Pavement rehabilitation and preventative preservation to Rancho Santa Fe Rd. (greater than 1-inch thick)									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$3,723										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI (Cash)	\$520	\$520								\$520
Local Funds	\$3,203	\$3,103	\$100					\$65		\$3,138
TOTAL	\$3,723	\$3,623	\$100					\$65		\$3,658

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Marcos, City of

MPO ID: SM62		ADOPTION: 18-00								
Project Title: Annual Surface Seal Project		TransNet - LSI: Maint								
Project Description: Various locations throughout San Marcos - street surface seals & overlays under 1" at various locations throughout the city										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$1,700										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$298		\$298							\$298
Local Funds	\$1,402		\$1,402					\$100		\$1,302
TOTAL	\$1,700		\$1,700					\$100		\$1,600

MPO ID: SM63		ADOPTION: 18-00								
Project Title: Rancho Santa Fe & Grandon Traffic Signal Modification		RAS (M-48)								
Project Description: Intersection at Rancho Santa Fe and Grandon - This project will modify traffic signals at the intersection of Rancho Santa Fe and Grandon by replacing traffic signal poles and mast arms. ADA improvements include the installation of a new crosswalk, an APS system, pedestrian signal heads, push buttons and pedestrian ramps. New vehicle detection loops.										
Capacity Status: NCI		Exempt Category: Other - Intersection signalization projects								
Est Total Cost: \$268										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local Funds	\$268		\$268					\$55		\$213
TOTAL	\$268		\$268					\$55		\$213

MPO ID: SM64		ADOPTION: 18-00								
Project Title: San Marcos Blvd. Reconstruction		RAS (M-48)								
Project Description: San Marcos Boulevard from Grand Ave to Rancho Santa Fe Rd. (1.5 miles) - This project includes the reconstruction of San Marcos Blvd. from Grand Ave. to Rancho Santa Fe Rd., including the removal and replacement of deteriorated pavement, removal of pavers at intersections, the installation of new signals throughout the corridor, updated pedestrian ramps for ADA compliance, and the repair and replacement of damaged and uplifted curbs, gutters and uplifted sidewalks.		TransNet - LSI: CR								
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$4,783										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$4,683				\$1,472	\$1,561	\$1,650			\$4,683
Local Funds	\$100		\$100					\$100		
TOTAL	\$4,783		\$100		\$1,472	\$1,561	\$1,650	\$100		\$4,683

Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Marcos, City of

MPO ID: SM65		ADOPTION: 18-00								
Project Title:	San Marcos Blvd. Slope Stabilization							RAS (M-48)		
Project Description:	San Marcos Boulevard from Cascade to View Point Drive (.3 miles) - This project involves the remediation of a slope supporting eastbound West San Marcos Boulevard from Cascade to Viewpoint Drive. The slope has receded which resulted in separations between the curb/sidewalk and the roadway.									
Capacity Status: NCI		Exempt Category: Safety - Hazard elimination program								
Est Total Cost: \$1,581										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local Funds	\$1,581		\$1,581					\$150		\$1,431
TOTAL	\$1,581		\$1,581					\$150		\$1,431

MPO ID: SM66		ADOPTION: 18-00								
Project Title:	San Marcos Blvd. Intersection Improvements							RAS (M-48)		
Project Description:	Intersection at San Marcos Blvd and Via Vera Cruz, Intersection at Twin Oaks Valley Rd - The project includes level of service improvements to San Marcos Blvd. at the intersections of Twin Oaks Valley Rd. and Via Vera Cruz to decrease the wait times at each signal.									
Capacity Status: NCI		Exempt Category: Other - Intersection channelization projects								
Est Total Cost: \$110										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local Funds	\$110		\$110							\$110
TOTAL	\$110		\$110							\$110

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Santee, City of

MPO ID: SNT04		ADOPTION: 18-00								
Project Title:	Santee Rehabilitation and Major Repair Work							TransNet - LSI: CR		
Project Description:	Multiple locations as recommended by Pavement Management Analysis report. - Reconstruction and rehabilitation in the form of removal and replacement of existing pavement sections 2 inches minimum, 1.5 inch minimum overlay, pedestrian ramps, sidewalk improvements, and drainage improvements as part of the rehabilitation improvements.									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$26,035										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - Bond	\$9,855	\$9,856						\$343		\$9,512
TransNet - L	\$7,729	\$7,729								\$7,729
TransNet - LSI	\$2,607	\$627	\$332	\$366	\$355	\$445	\$482	\$220		\$2,387
TransNet - LSI (Cash)	\$1	\$1								\$1
TransNet - LSI Carry Over	\$3,001	\$3,001						\$157		\$2,844
Local Funds	\$2,842	\$1,186	\$279	\$416	\$475	\$485		\$15		\$2,827
TOTAL	\$26,035	\$22,400	\$611	\$782	\$830	\$930	\$482	\$735		\$25,300

MPO ID: SNT20		ADOPTION: 18-00								
Project Title:	Traffic Signals Citywide							TransNet - LSI: CR		
Project Description:	This will be implemented on all citywide traffic signals through the RAMS program - ability to coordinate signal plan development across jurisdictional boundaries with a common time source and a common platform to build an integrated corridor management system; this will include software maintenance, hardware maintenance, and communication infrastructure through the Regional Arterial Management System (RAMS). TransNet - LSI RAMS of \$7 is programmed through FY 2022									
Capacity Status: NCI		Exempt Category: Other - Traffic signal synchronization projects								
Est Total Cost: \$67										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$67	\$37	\$7	\$7	\$7	\$7		\$67		
TOTAL	\$67	\$37	\$7	\$7	\$7	\$7		\$67		

MPO ID: SNT22		ADOPTION: 18-00								
Project Title:	Santee Slurry Seal and Roadway Maintenance							TransNet - LSI: Maint		
Project Description:	Various locations as defined in Santee's Pavement Management Analysis Report - Maintenance repair in the form of crack filling, grind and patch failed areas followed by Cape seal or Slurry seal of the street.									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$5,066										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$1,976	\$1,129	\$142	\$157	\$152	\$191	\$206	\$140		\$1,836
TransNet - LSI Carry Over	\$1,434	\$1,434						\$78		\$1,356
Local Funds	\$1,656		\$279	\$416	\$475	\$485				\$1,656
TOTAL	\$5,066	\$2,563	\$421	\$573	\$627	\$676	\$206	\$218		\$4,848

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Santee, City of

MPO ID: SNT23		ADOPTION: 18-00								
Project Title:	Transportation Improvement Master Plan Implementation; CIP 2013-54							RAS (M-48)		
Project Description:	Magnolia Avenue, Mission Gorge Road, Cuyamaca Street, Mast Boulevard, and Town Center Parkway - citywide improvements to existing traffic signals, communication systems, surveillance cameras and other improvements pursuant to the recommendations of the City's Transportation Improvement Master Plan; includes upgrading the existing obsolete signal traffic controllers and installation of traffic signal inter-connection cabling in order to conform to the San Diego Regional Standards thereby improving signal operations									
Capacity Status: NCI		Exempt Category: Other - Traffic signal synchronization projects								
Est Total Cost: \$5,301										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local Funds	\$2,294	\$723	\$806	\$81	\$684			\$10		\$2,284
Local RTCIP	\$3,007	\$1,962		\$261	\$784			\$543		\$2,464
TOTAL	\$5,301	\$2,685	\$806	\$342	\$1,468			\$553		\$4,748

MPO ID: SNT26		ADOPTION: 18-00								
Project Title:	SR-67 Improvements/Woodside Avenue Interchange Improvements							RAS (M-48)		
Project Description:	Intersection at SR-67 and Woodside Ave - This project proposes to improve traffic circulation at the intersection of Woodside Avenue at State Route 67 and make a sidewalk connection to North Woodside Avenue. It includes replacing the stop sign controlled intersection with medians, sidewalks, roundabout and/or other traffic signal improvements. The project will also require improvements within the Caltrans right-of-way on the State Route 67 off-ramp.									
Capacity Status: NCI		Exempt Category: Other - Changes in vertical and horizontal alignment								
Est Total Cost: \$2,914										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local Funds	\$490		\$490							\$490
Local RTCIP	\$2,424	\$569	\$1,855					\$569		\$1,855
TOTAL	\$2,914	\$569	\$2,345					\$569		\$2,345

MPO ID: SNT28		ADOPTION: 18-00								
Project Title:	Pavement Condition Report							TransNet - LSI: CR		
Project Description:	All local streets city wide - The pavement condition report will be prepared by an assets management consultant to conduct a complete survey of all city streets, and propose repair and funding strategies in order to maintain current and future pavement conditions									
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$70										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$70				\$70			\$70		
TOTAL	\$70				\$70			\$70		

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Solana Beach, City of

MPO ID: SB16		ADOPTION: 18-00								
Project Title:	Pavement Resurfacing							RAS (M-48)		
Project Description:	Various streets as determined by pavement management programming. Street list to be uploaded annually; RTCIP to be used on Lomas Santa Fe Dr - in Solana Beach, pavement overlays							TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$1,065										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$488	\$53	\$50	\$50	\$75	\$130	\$130			\$488
TransNet - LSI Carry Over	\$530	\$265	\$50	\$100	\$75	\$20	\$20			\$530
Local RTCIP	\$47	\$47								\$47
TOTAL	\$1,065	\$365	\$100	\$150	\$150	\$150	\$150			\$1,065

MPO ID: SB18		ADOPTION: 18-00								
Project Title:	Pavement Maintenance							TransNet - LSI: Maint		
Project Description:	Street locations to be determined by city wide condition assessment; street list to be uploaded annually - slurry seals and localized pavement repairs									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$250										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$100			\$50	\$50					\$100
TransNet - LSI Carry Over	\$150		\$50			\$50	\$50			\$150
TOTAL	\$250		\$50	\$50	\$50	\$50	\$50			\$250

Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Transportation Corridor Agencies

MPO ID: TCA01		ADOPTION: 18-00								
Project Title: Foothill Transportation Corridor South		RTP PG NO: A-5, B-30								
Project Description: SR 241 from I-5 to Orange/San Diego County Line Milepost begins at 0 ends at 5.5 (5.5 miles) - construct 2 general purpose toll lanes to/from I-5 to Orange/San Diego County Line- PA&ED only										
RT:241	Capacity Status: NCI	Exempt Category: Other - Engineering studies								
Est Total Cost: \$298,105										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local Funds	\$170,034	\$119,978	\$24,809	\$9,247	\$7,000	\$9,000		\$170,034		
TOTAL	\$170,034	\$119,978	\$24,809	\$9,247	\$7,000	\$9,000		\$170,034		
*Funding Source = Foothill/Eastern Transportation Corridor Agency (TCA). In Nov. 2016, TCA reached a Settlement Agreement that requires a new EIR/EIS to evaluate route alternatives. \$15 million has been expended between 1993 and 2005 for advance mitigation for the SCAG and SANDAG portions of the SR 241 South extension. Additional funding for PE phase are outside of the 5-year RTIP cycle										

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

U.S. Bureau of Indian Affairs

MPO ID: BIA12								ADOPTION: 18-00		
Project Title: Acquisition of Equipment/Vehicles - Tribal Areas										
Project Description: In San Diego County - various tribal locations - Purchase of equipment to support the routine road maintenance on eligible tribal routes										
Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation										
Est Total Cost: \$1,104										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
BIA	\$1,104		\$552	\$552						\$1,104
TOTAL	\$1,104		\$552	\$552						\$1,104

MPO ID: BIA13								ADOPTION: 18-00		
Project Title: Road Maintenance - Tribal Areas										
Project Description: In San Diego County in tribal areas - routine road maintenance on eligible routes on the tribes inventory										
Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation										
Est Total Cost: \$3,123										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
BIA	\$3,123		\$1,562	\$1,562						\$3,123
TOTAL	\$3,123		\$1,562	\$1,562						\$3,123

MPO ID: BIA14								ADOPTION: 18-00		
Project Title: Tribal Transportation Planning										
Project Description: In San Diego County on tribal lands - provide overall transportation planning, TTP management, long range transportation planning and transit planning activities for tribal areas										
Capacity Status: NCI Exempt Category: Other - Engineering studies										
Est Total Cost: \$2,292										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
BIA	\$2,292		\$1,146	\$1,146				\$2,292		
TOTAL	\$2,292		\$1,146	\$1,146				\$2,292		

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Various Agencies

MPO ID: V07		ADOPTION: 18-00								
Project Title:	Biological Mitigation Program								SANDAG ID: 1200200	
Project Description:	Countywide - habitat acquisition, restoration, creation, enhancement, management and monitoring necessary for meeting project mitigation requirements; mitigation efforts will focus on <i>TransNet</i> Early Action Program projects, then Regional Transportation Plan (RTP) Revenue Constrained projects									
Capacity Status:	NCI		Exempt Category: Other - Advance land acquisitions							
Est Total Cost: \$458,000										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - REMP	\$449,091	\$241,547	\$73,675	\$62,017	\$39,658	\$17,375	\$14,819	\$23,634	\$83,645	\$341,812
Local Funds	\$253	\$253								\$253
TOTAL	\$449,344	\$241,800	\$73,675	\$62,017	\$39,658	\$17,375	\$14,819	\$23,634	\$83,645	\$342,065
*Total project funding beyond current RTIP cycle										

MPO ID: V08		ADOPTION: 18-00								
Project Title:	Regional Habitat Conservation Fund								SANDAG ID: 1200300	
Project Description:	Countywide - regional habitat management and monitoring									
Capacity Status:	NCI		Exempt Category: Other - Plantings, landscaping, etc							
Est Total Cost: \$44,520										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - REMP	\$44,177	\$38,502	\$4,100	\$1,574				\$24,302		\$19,875
Local Funds	\$343	\$343								\$343
TOTAL	\$44,520	\$38,845	\$4,100	\$1,574				\$24,302		\$20,218

MPO ID: V10		ADOPTION: 18-00								
Project Title:	Grouped Projects for <i>TransNet</i> Smart Growth Incentive Program								SANDAG ID: 12240036, 1224021, 1224022, 1224028, 1224029, 1224030, 1224031, 1224032, 1224033, 1224034, 1224035, 1224037, 1224038, 1224039, 1224040, 1224041, 1224042, 1224043, 1224044, 1224047, 1224048, 1224049, 1224050, 1224051, 1224052, 1224053, 1224054, 1224055, 1224056, 1224057, 1224058	
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)									
Capacity Status:	NCI		Exempt Category: Other - Transportation enhancement activities							
Est Total Cost: \$34,094										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - BPNS	\$3,700	\$3,200	\$500							\$3,700
<i>TransNet</i> - LSI	\$2,650	\$1,750	\$900							\$2,650
<i>TransNet</i> - LSI Carry Over	\$113		\$113							\$113
<i>TransNet</i> - SGIP	\$15,917	\$6,329	\$6,519	\$2,420	\$649					\$15,917
Local Funds	\$11,714	\$8,098	\$2,533	\$824	\$259					\$11,714
TOTAL	\$34,094	\$19,377	\$10,565	\$3,244	\$908					\$34,094

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Various Agencies

MPO ID: V11		ADOPTION: 18-00								
Project Title:	State Route 11							EA NO: 05631		
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. Toll Credits will be used to match federal funds for the PE phase, Toll Credits will be used to match federal funds for the ROW phase							PPNO: 0999		
								RTP PG NO: A-6; B-5		
								SANDAG ID: 1201101, 1201102, 1201103		
								EARMARK NO: CA393/740		
RT:11	Capacity Status: CI		Exempt Category: Non-Exempt							
Est Total Cost: \$681,747		Open to Traffic: Phase 1: Mar 2016			Phase 2: Sep 2021		Phase 3: Nov 2022			
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - Border	\$7,488	\$1,860	\$5,628					\$2,861	\$4,627	
TransNet - MC	\$4,343	\$1,791	\$2,552					\$2,943	\$1,400	
CBI	\$127,139	\$123,789	\$3,350					\$29,698	\$94,091	\$3,350
HPP	\$800	\$800						\$800		
INFRA	\$49,278		\$49,278							\$49,278
ITS	\$439	\$439						\$439		
Prop 1B - TCIF	\$74,155	\$71,625	\$2,530							\$74,155
SB1 - TCEP	\$42,168		\$9,860	\$32,308				\$8,710	\$1,150	\$32,308
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	\$362,936		\$4,858	\$2,489	\$240,654	\$114,935		\$4,858		\$358,078
TOTAL	\$681,747	\$213,305	\$78,056	\$34,797	\$240,654	\$114,935		\$63,310	\$101,268	\$517,169

MPO ID: V12		ADOPTION: 18-00								
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities.							SANDAG ID: 1223054, 1223057,		
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized)							1223058, 1223059, 1223060,		
								1223062, 1223064, 1223065		
	Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$31,479										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - B	\$500	\$500								\$500
TransNet - BPNS	\$24,430	\$5,744	\$2,546	\$9,384	\$6,571	\$185				\$24,430
TransNet - LSI Carry Over	\$980	\$980								\$980
ATP - S	\$4,450			\$4,450						\$4,450
Local Funds	\$1,105	\$1,100						\$5		\$1,105
Local RTCIP	\$14	\$14								\$14
TOTAL	\$31,479	\$8,338	\$2,546	\$13,834	\$6,571	\$185	\$5			\$31,479

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Various Agencies

MPO ID: V14		ADOPTION: 18-00								
Project Title:	Grouped Projects for Bicycle and pedestrian facilities - Active Transportation Program (ATP)						SANDAG ID: 1223014			
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)									
Capacity Status:	NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$44,216										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - BPNS	\$3,230	\$3,076	\$72	\$62	\$20					\$3,230
TransNet - LSI (Cash)	\$50	\$50								\$50
ATP - R	\$17,664	\$13,698	\$1,080	\$2,886						\$17,664
ATP - S	\$15,401	\$3,983	\$9,740	\$1,678						\$15,401
Local Funds	\$7,871	\$2,061	\$5,800				\$10			\$7,871
TOTAL	\$44,216	\$22,868	\$16,692	\$4,626	\$20		\$10			\$44,216

MPO ID: V15		ADOPTION: 18-00								
Project Title:	I-5/Gilman Drive Bridge						EA NO: 2T175			
Project Description:	I-5 Bridge 57-1084 - In San Diego, construct new overcrossing over I-5 between Gilman Drive and Medical Center Drive						SANDAG ID: 1200508			
RT:5	Capacity Status: CI		Exempt Category: Non-Exempt							
Est Total Cost: \$20,607 Open to Traffic: Jan 2019										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$15,000	\$10,823	\$4,060	\$117				\$439		\$14,561
Local Funds	\$5,607	\$5,242	\$365							\$5,607
TOTAL	\$20,607	\$16,065	\$4,425	\$117				\$439		\$20,168

MPO ID: V16		ADOPTION: 18-00								
Project Title:	Grouped Projects for Operating Assistance - TransNet Senior Mini-Grant Program						SANDAG ID: 1270500, 1270600, 1270700, 1271100, 1271300,			
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						1272100, 1272200, 1272400, 1272500, 3321400, 1270800			
Capacity Status:	NCI		Exempt Category: Mass Transit - Transit operating assistance							
Est Total Cost: \$1,908										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - SS	\$1,277	\$181	\$665	\$430						\$1,277
Local Funds	\$631	\$53	\$314	\$264						\$631
TOTAL	\$1,908	\$234	\$979	\$694						\$1,908

Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Various Agencies

MPO ID: V17		ADOPTION: 18-00								
Project Title:	Grouped Projects for Bicycle and pedestrian facilities funded with <i>TransNet</i> Active Transportation Grant Program (ATGP)	SANDAG ID: 1223068, 1223069, 1223070, 1223071, 1223088, 1223089, 1223090, 1223091, 1223092, 19011001, 19011002, 19011003, 19011004, 19011005, 19011006, 19011007, 19011009, 19011010								
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)									
Capacity Status: NCI Exempt Category: Air Quality - Bicycle and pedestrian facilities										
Est Total Cost: \$8,578										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - BPNS	\$1,487		\$1,219	\$268						\$1,487
<i>TransNet</i> - L (Cash)	\$52	\$52								\$52
<i>TransNet</i> - LSI	\$10	\$10								\$10
<i>TransNet</i> - LSI Carry Over	\$167	\$98	\$45	\$24						\$167
Local Funds	\$2,511	\$1,380	\$800	\$147	\$112	\$72				\$2,511
TDA	\$2,581		\$1,109	\$728	\$541	\$202				\$2,581
TDA - Bicycles	\$1,770	\$1,205	\$501	\$64						\$1,770
TOTAL	\$8,578	\$2,745	\$3,674	\$1,231	\$653	\$274				\$8,578

MPO ID: V18		ADOPTION: 18-00								
Project Title:	I-5/Voigt Drive Improvements	EA NO: 2T215								
Project Description:	between La Jolla Village Drive and Genesee Avenue - in San Diego, on Interstate 5, construction of the realignment of both Campus Point and Voigt Drive between I-5 and Genesee Avenue	RTP PG NO: A-5,16,31,38,B-30 SANDAG ID: 1200507								
RT:5	Capacity Status: CI Exempt Category: Non-Exempt									
Est Total Cost: \$28,980 Open to Traffic: Jan 2021										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - MC	\$25,500	\$5,674	\$5,486	\$5,465	\$4,826	\$4,049		\$6,211	\$4,000	\$15,289
Local Funds	\$3,480	\$3,480								\$3,480
TOTAL	\$28,980	\$9,154	\$5,486	\$5,465	\$4,826	\$4,049		\$6,211	\$4,000	\$18,769

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Vista, City of

MPO ID: VISTA46		ADOPTION: 18-00									
Project Title:	Annual Street Construction and Overlay CIP8225							RAS (M-49)			
Project Description:	Various streets city-wide including two RAS streets: 1) Civic Center Dr (formerly Escondido Ave) entire length between SR-78 and E.Vista Way and 2) Olive Avenue, portion from N. Melrose Ave to Maryland Dr. - repair/rehabilitate distressed pavement and resurface streets identified as high priority in Pavement Management System.; improvements include replacement of damaged curb & gutter, sidewalk, storm drain culverts; all required upgrades such as installation or replacement of curb ramps and traffic signs; all surface preparation such as dig-outs, crack sealing, cold milling, and leveling course; all adjustments such as shoulder grading, traffic signal loop replacement, manhole adjustments, striping, and survey monuments							TransNet - LSI: CR			
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation									
Est Total Cost: \$13,435											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - LSI	\$7,368	\$1,503	\$825	\$1,620	\$1,670	\$1,750		\$300		\$7,068	
TransNet - LSI (Cash)	\$21	\$21								\$21	
TransNet - LSI Carry Over	\$4,875	\$4,876						\$56		\$4,819	
Local Funds	\$1,032	\$1,032						\$165		\$867	
Local RTCIP	\$139	\$139								\$139	
TOTAL	\$13,435	\$7,571	\$825	\$1,620	\$1,670	\$1,750		\$521		\$12,914	

MPO ID: VISTA53		ADOPTION: 18-00									
Project Title:	Annual Street Maintenance and Resurfacing CIP8262							TransNet - LSI: Maint			
Project Description:	Multiple locations citywide (arterials, collectors, and residential streets) annually per priority ranking in the City's Pavement Management Plan - repair/rehabilitate distressed pavement areas and overlay streets with asphalt concrete where identified as priorities in street inventory										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation									
Est Total Cost: \$6,801											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - LSI	\$3,659	\$859	\$600	\$700	\$750	\$750		\$300		\$3,359	
TransNet - LSI Carry Over	\$392	\$392								\$392	
Local Funds	\$2,750	\$2,250	\$500							\$2,750	
TOTAL	\$6,801	\$3,501	\$1,100	\$700	\$750	\$750		\$300		\$6,501	

**Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Vista, City of

MPO ID: VISTA55		ADOPTION: 18-00								
Project Title:	Pedestrian Mobility Sidewalks - CIP 8290								TransNet - LSI: CR	
Project Description:	Along the westerly side of Sycamore Avenue between Shadowridge Drive and Geen Oak Road, on Gannett Drive from Woodrail Drive to Lagan Avenue, on Lagan Avenue from Gannett Drive to Bobier Elementary School and W. Indian Rock Rd. from Lagan Ave. To N. Santa Fe Ave. - construct sidewalks along streets that are improved with curb and gutter and missing sections of sidewalk; priority will be given to areas with high pedestrian traffic or ADA-access issues									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$724										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$579	\$79	\$50	\$150	\$150	\$150				\$579
TransNet - LSI Carry Over	\$145	\$145								\$145
TOTAL	\$724	\$224	\$50	\$150	\$150	\$150				\$724

MPO ID: VISTA56		ADOPTION: 18-00								
Project Title:	Traffic Congestion Management Program - CIP 8294								TransNet - LSI: CR	
Project Description:	City of Vista - The Traffic Congestion Management Plan identifies congested streets and intersections and recommended short-term and long-term/large scale projects to target traffic congestion relief. The short-term projects include traffic signal retiming, traffic signal interconnect in the northern half of the City and the implementation of a traffic measurement system to monitor congestion on City streets.. TransNet - LSI RAMS of \$9 is programmed through FY 2021									
Capacity Status: NCI		Exempt Category: Other - Traffic signal synchronization projects								
Est Total Cost: \$644										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$44	\$18	\$9	\$9	\$9			\$44		
Local Funds	\$600	\$200	\$200	\$200						\$600
TOTAL	\$644	\$218	\$209	\$209	\$9			\$44		\$600

Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)

RTIP Fund Types

Federal Funding	
ARRA	American Recovery and Reinvestment Act (Federal Stimulus Program)
BIA	Bureau of Indian Affairs
BIP/CBI	Border Infrastructure Program/Corridors and Borders Infrastructure Program
CMAQ	Congestion Mitigation and Air Quality
DEMO - TEA 21	High Priority Demonstration Program under TEA-21
DEMO-Sec 115	High Priority Demonstration Program under FY 2004 Appropriations
DEMO-Sec 117/STP	Surface Transportation Program under FHWA Administrative Program (congressionally directed appropriations)
EARREPU	Earmark Repurposing
INFRA/FASTLANE	Infrastructure for Rebuilding America (INFRA) Grant
FRA-ARRA	Federal Railroad Administration (Federal Stimulus)
FRA-PRIIA	Federal Railroad Administration Passenger Rail Investment and Improvement Act of 2008
FTA Section 5307	Federal Transit Administration Urbanized Area Formula Program
FTA Section 5309 (Bus)	Federal Transit Administration Discretionary Program
FTA Section 5309 (FG)	Federal Transit Administration Fixed Guideway Modernization Formula Program
FTA Section 5309 (NS)	Federal Transit Administration Discretionary - New Starts Program
FTA Section 5311	Federal Transit Administration Rural Program
FTA Section 5337	Federal Transit Administration State of Good Repair Grant Program
FTA Section 5339	Federal Transit Administration Bus and Bus Facilities Formula Grant Program
HBP	Highway Bridge Program under SAFETEA-LU
HBRR	Highway Bridge Repair and Rehabilitation under TEA-21
HPP	High Priority Program under SAFETEA-LU
HSIP	Highway Safety Improvement Program
HUD	Housing and Urban Development
ITS	Intelligent Transportation System
NHS	National Highway System (administered by Caltrans)
RSTP	Regional Surface Transportation Program
STP-RL	Surface Transportation Program - Highway Railway Crossings Program (Section 130)
TCSP	Transportation, Community & System Preservation
TE	Transportation Enhancement Program
TIFIA	Transportation Infrastructure Finance and Innovation Act (Federal Loan Program)
TPFP	Truck Parking Facilities Program (Federal Discretionary)
TSGP	Transit Security Grant Program (Federal Discretionary)
USDOTs	United States Department of Transportation's Research and Innovative Technology Admin
CMAQ/RSTP Conversion	Reimbursement of advanced federal funds which have been advanced with local funds in earlier years
State Funding	
ATP	Active Transportation Program (Statewide and Regional)
CMIA	Corridor Mobility Improvement Account (State Prop. 1B)
Coastal Conservancy	California Coastal Conservancy Fund
FSP	Freeway Service Patrol
LBSRA	Local Bridge Seismic Retrofit Account (State Prop. 1B)
Prop 1A - High Speed Rail	High Speed Passenger Train Bond Program (State Prop. 1A)
PTA	Public Transportation Account

Table 3-1
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)

PTMISEA	Public Transportation Modernization, Improvement, and Service Enhancement Account (State Prop 1B)
SB1 - CCP	Senate Bill 1 - Congested Corridors Program
SB1 - TCEP	Senate Bill 1 - Trade Corridor Enhancement Program
SB1 - LPP Formula	Senate Bill 1 - Local Partnership Formula Program
SB1 - LPP Comp	Senate Bill 1 - Local Partnership Competitive Program
SB1 - SGR	Senate Bill 1 - State Transit Assistance State of Good Repair
SB1 - TIRCP	Senate Bill 1 - Transit and Intercity Rail Program
SB1 - SRA Commuter	Senate Bill 1 - State Rail Assistance Commuter Rail
SHOPP (AC)	State Highway Operation & Protection Program
SLPP	State Local Partnership Program (State Prop. 1B)
STA	State Transit Assistance
STIP-IIP	State Transportation Improvement Program - Interregional Program
STIP-RIP	State Transportation Improvement Program - Regional Improvement Program
TCIF	Trade Corridor Improvement Fund (State Prop. 1B)
TIRCP	Transit and Intercity Rail Capital Program
TCRP	Traffic Congestion Relief Program
TSGP	Transit Security Grant Program (State Prop. 1B)
Local Funding	
Local Funds AC	Local Funds - Advanced Construction; mechanism to advance local funds to be reimbursed at a later fiscal year with federal/state funds
RTCIP	Regional Transportation Congestion Improvement Program
TDA	Transportation Development Act
<i>TransNet-ADA</i>	Prop. A Local Transportation Sales Tax - Transit
<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
<i>TransNet-TSI</i>	Prop. A Extension Local Transportation Sales Tax- Transit System Improvements

This project is included in the RTIP to meet the federal programming requirements. This project was not included in the air quality conformity analysis performed for the RTIP.

Table 3-1a
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego Unified Port District

MPO ID: PORT03		ADOPTION: 18-00								
Project Title: TAMT Beyond Compliance Environmental Enhancement Project										
Project Description: In the city of San Diego, Tenth Avenue Marine Terminal - The Port will expand the existing shore power system and implement an Advanced Marine Emission Control System, also known as a bonnet system, at the Tenth Avenue Marine Terminal.										
Capacity Status: NCI		Exempt Category: Other - Noise attenuation								
Est Total Cost: \$8,000										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SB1 - TCEP	\$5,600			\$5,600						\$5,600
Local Funds	\$2,400			\$2,400						\$2,400
TOTAL	\$8,000			\$8,000						\$8,000
*This project is included in the RTIP for programming purposes only and is not included in air quality conformity determination for SANDAG										

Table 3-1a
Draft 2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)

RTIP Fund Types

<i>State Funding</i>	
SB1 - TCEP	Senate Bill 1 - Trade Corridor Enhancement Program
<i>Local Funding</i>	
Local Funds AC	Local Funds - Advanced Construction; mechanism to advance local funds to be reimbursed at a later fiscal year with federal/state funds

Table 3-1b
Detailed Back Up for 2018 RTIP
Projects by Tribe

BIA12		
Acquisition of Equipment/Vehicles		
Barona	\$50,000	\$50,000
Campo	\$35,000	\$35,000
Ewiiapaayp	\$5,000	\$5,000
Inaja	\$1,000	\$1,000
Jamul	\$100,000	\$100,000
LaJolla	\$10,000	\$10,000
Los Coyotes	\$13,000	\$13,000
Mesa Grande	\$12,000	\$12,000
Pala	\$10,000	\$10,000
Pauma	\$100,000	\$100,000
Rincon	\$45,000	\$45,000
San Pasqual	\$26,000	\$26,000
Santa Ysabel	\$20,000	\$20,000
Sycuan	\$100,000	\$100,000
Viejas	\$25,000	\$25,000
Acquisition of Equipment/Vehicles Total	\$552,000	\$552,000
BIA12 Total		
	\$552,000	\$552,000

Detailed Back Up for 2018 RTIP
 Projects by Tribe

BIA13		
Road Maintenance		
Barona	\$320,000	\$320,000
Campo	\$90,000	\$90,000
Ewiiapaayp	\$35,000	\$35,000
Inaja	\$6,000	\$6,000
Jamul	\$146,000	\$146,000
LaJolla	\$75,000	\$75,000
Los Coyotes	\$60,000	\$60,000
Mesa Grande	\$30,000	\$30,000
Pala	\$54,644	\$54,644
Pauma	\$120,000	\$120,000
Rincon	\$100,000	\$100,000
San Pasqual	\$70,000	\$70,000
Santa Ysabel	\$80,000	\$80,000
Sycuan	\$300,000	\$300,000
Viejas	\$75,000	\$75,000
Road Maintenance Total	\$1,561,644	\$1,561,644
BIA13 Total	\$1,561,644	\$1,561,644

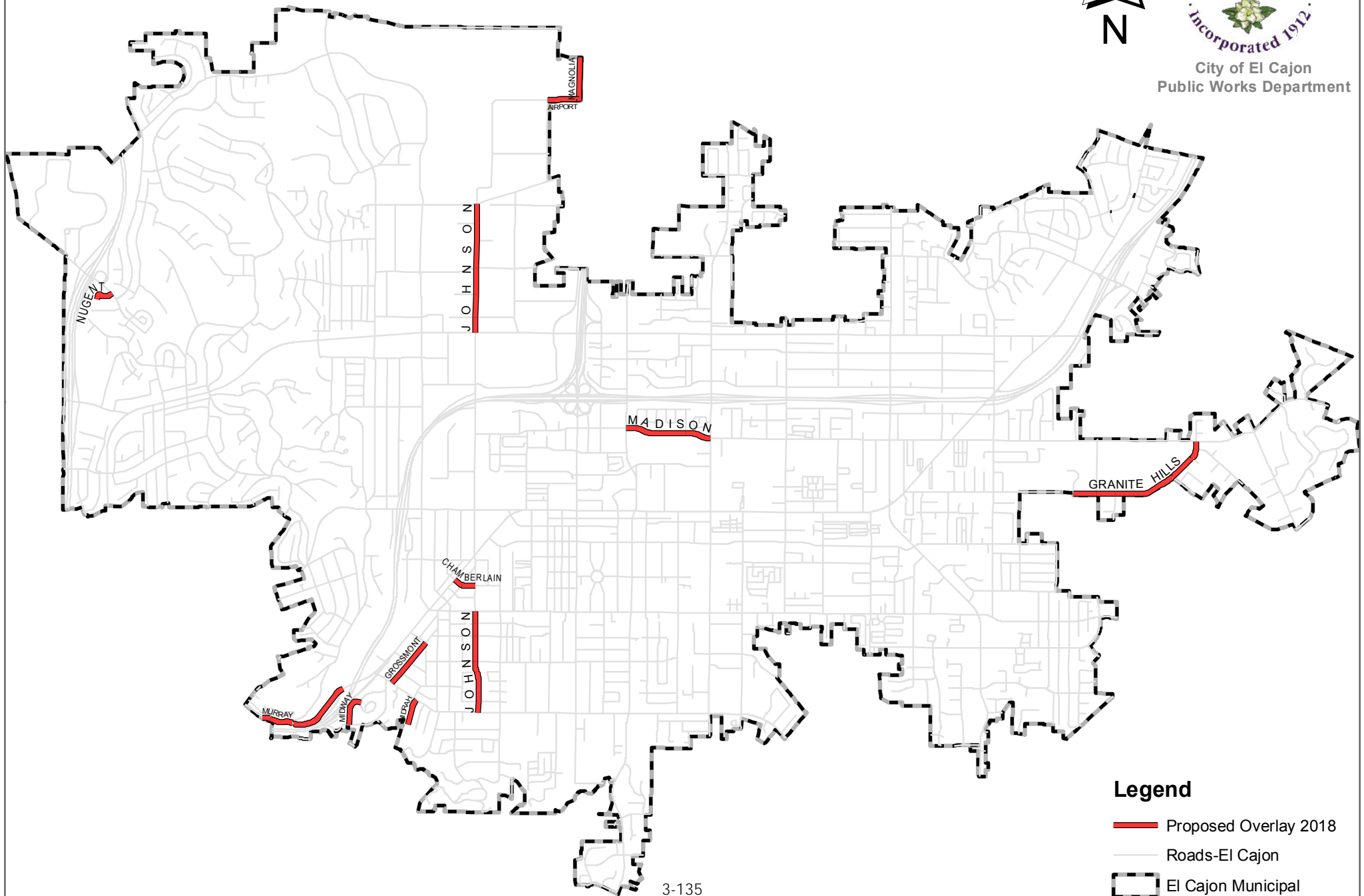
Detailed Back Up for 2018 RTIP
Projects by Tribe

BIA14		
Long Term Planning		
Barona	\$12,348	\$12,348
Campo	\$50,000	\$50,000
Ewiiapaayp	\$25,000	\$25,000
Inaja	\$212	\$212
Jamul	\$7,412	\$7,412
La Posta	\$385	\$385
LaJolla	\$53,183	\$53,183
Los Coyotes	\$45,000	\$45,000
Mesa Grande	\$1,933	\$1,933
Pala	\$2,265	\$2,265
Pauma	\$7,031	\$7,031
Rincon	\$4,809	\$4,809
San Pasqual	\$3,142	\$3,142
Santa Ysabel	\$3,646	\$3,646
Sycuan	\$14,220	\$14,220
Viejas	\$3,333	\$3,333
Long Term Planning Total	\$233,919	\$233,919
Transit Planning		
Barona	\$13,320	\$13,320
Campo	\$5,041	\$5,041
Ewiiapaayp	\$7,520	\$7,520
Inaja	\$330	\$330
Jamul	\$5,120	\$5,120
LaJolla	\$5,034	\$5,034
Los Coyotes	\$2,694	\$2,694
Mesa Grande	\$3,042	\$3,042
Pala	\$5,000	\$5,000
Pauma	\$9,378	\$9,378
Rincon	\$6,598	\$6,598
San Pasqual	\$2,239	\$2,239
Santa Ysabel	\$5,433	\$5,433
Sycuan	\$25,664	\$25,664
Viejas	\$6,664	\$6,664
Transit Planning Total	\$103,077	\$103,077
Transportation Planning		
Barona	\$160,000	\$160,000
Inaja	\$2,000	\$2,000
Jamul	\$75,000	\$75,000
La Posta	\$16,922	\$16,922
LaJolla	\$7,412	\$7,412
Los Coyotes	\$2,743	\$2,743
Mesa Grande	\$40,000	\$40,000
Pala	\$30,000	\$30,000
Pauma	\$80,000	\$80,000
Rincon	\$60,000	\$60,000
San Pasqual	\$40,000	\$40,000
Santa Ysabel	\$55,000	\$55,000
Sycuan	\$200,000	\$200,000
Viejas	\$40,000	\$40,000
Transportation Planning Total	\$809,077	\$809,077
BIA14 Total	\$1,146,073	\$1,146,073

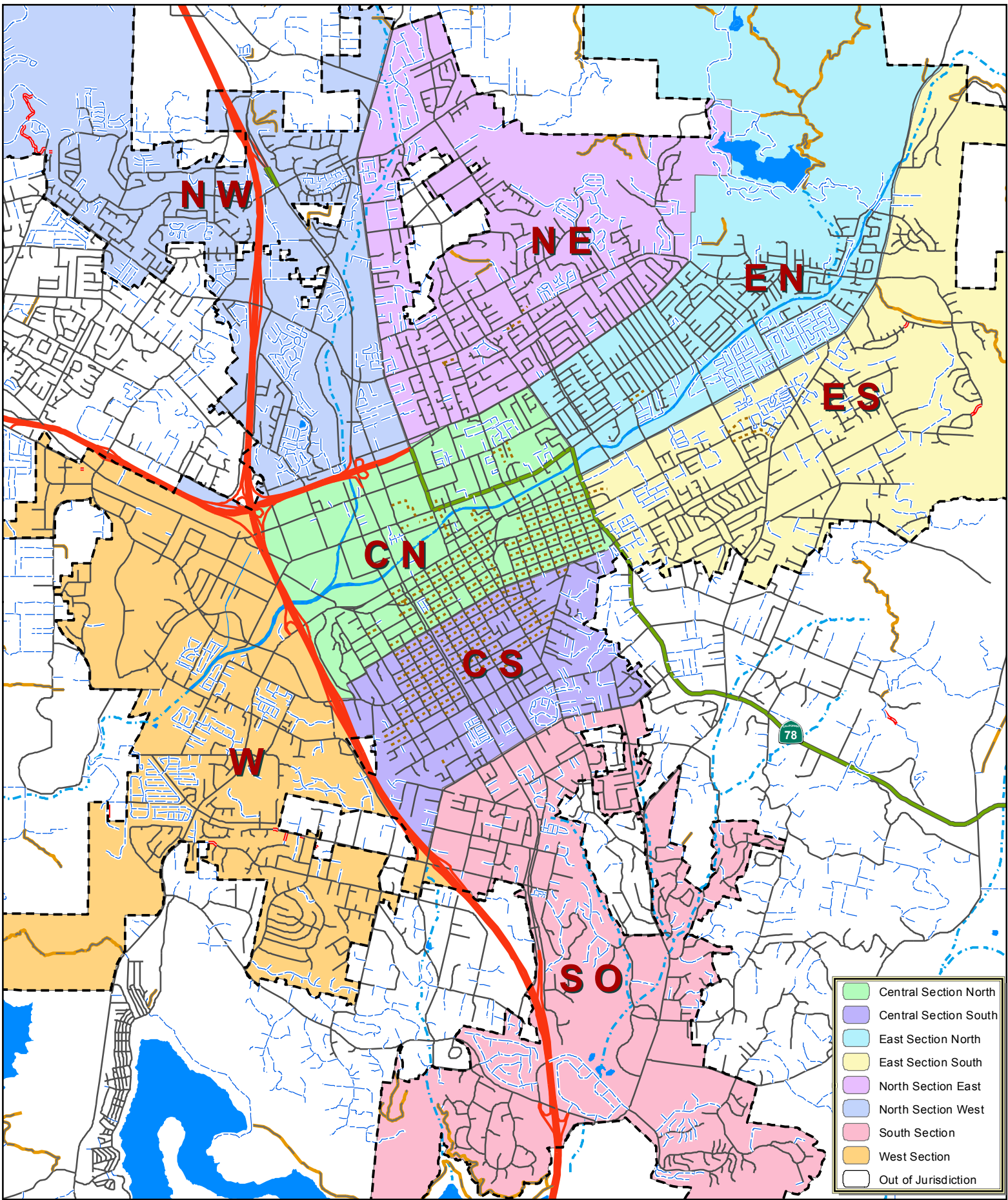
Exhibit A – RMRA Projects List of Proposed Overlay Streets 2018 RTIP

No.	Street Name	Limits	PCI
1	Airport Dr	Wing Ave to Magnolia Ave	48
2	E Madison Ave	Ballantyne St to Mollison Ave	52
3	El Cajon Blvd	Murray Dr to 8 EB On-ramp	69
4	Franklin Ave	El Cajon Blvd to Johnson Ave	67
5	Granite Hills	Melody Ln to Madison Ave	73
6	Grossmont Ave	Chase Ave to Wilson Ave	52
7	Johnson Ave	W Bradley Ave to Fletcher Pkwy	40
8	Johnson Ave	Washington Ave to Chase Ave	52
9	Magnolia Ave	Airport Dr to City Limit	35
10	Midway Dr	Pine Dr to Helix View	42
11	Murray Dr	Water St to El Cajon Blvd	61
12	Nidrah	Chase Ave to End of Cul-de-sac	52
13	Nugent Ct	Grossmont College Dr to End of Cul-de-sac	62

Exhibit B - Map of Proposed Overlay Streets for Fiscal Year 2017-2018



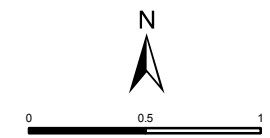
- Legend**
- Proposed Overlay 2018
 - Roads-El Cajon
 - El Cajon Municipal



- Central Section North
- Central Section South
- East Section North
- East Section South
- North Section East
- North Section West
- South Section
- West Section
- Out of Jurisdiction

**City of Escondido
2012 Street Pavement
Maintenance Areas**

- Freeway
- Public Road
- Fire Access
- Ramp
- Private Road
- Alley
- State Route
- 3-136
- Unpaved



NATIONAL CITY 2018 RTIP
STREET RESURFACING LIST

Harding Avenue (north-end to W. 30th St.)
Van Ness Avenue(Leonard St. to 200'south)
E. 31st St. (B Ave. to D Ave.
Roosevelt Avenue (north-end to W. 18th St.)
Thelma Way (4th St. to E. 5th St.)
E Avenue (E. 20th St. to Cul-de-sac)
B Avenue (E. 7th St. to E. 8th St.)
E. 5th Street (D Ave. to Highland Ave.)
E. 17th St. (N Ave. to Palm Ave.)
F Avenue (E. 4th St. to E. 8th St.)
Lanoitan Avenue (Division St. to Melrose St.)
Burden Dr. (E. 7th St. to E. 8th St.)
E. 1st St. (Euclid Ave. to Clairmont Ave.)
E. 24th St. (N.C. Blvd. to D Ave.)
E. 2nd St. (Valva Ave. to Clairmont Ave.)
W. 19th St. (Wilson Ave. to Harding Ave.)
E. 3rd St. (Valva Ave. to Clairmont Ave.)
W. 16th Street (Hoover Ave. to N.C. Blvd.)
Prospect Avenue (E. 20th St. to E. 22nd St.)
E. 28th St. (J Ave. to K Ave.)
U Avenue (E. 1st St. to E. 4th St.)
Paradise Dr. (PCC Fork in Road to E. 10th St.)
E. 5th St. (N.C. Blvd. to D Ave.), E. 5th St. (Q Ave. to R Ave.)
N Avenue (E. 16th St. to E. 18th St.)
E. 15th St. (Highland Ave. to K Ave.)
G Ave.(E. 21st St. to E. 22nd St.)
E. 7th St. (Palm Ave. to Q Ave.)
F Ave. (E. 26th St. to E. 28th St.)
E. 18th St. (Highland Ave. to Palm Ave.)
Valva Ave. (Melrose St. to E. 3rd St.)
Paradise Drive (E. 8th St. to Fork in Road)
Salot Street (E. 7th St. to E. 8th St.)
I Ave. (E. 13th St. to E. 15th St.)
Melrose St. (Valva Ave. to Clairmont Ave.)
V Ave. (E. 7th St. to E. 8th St.)
C Ave. (E. 18th St. to E. 22nd St.)
Terry Lane (R Ave. to East Cul-de-sac)
W. 11th St. (Hoover Ave. to N.C. Blvd.)
40 W. 20th St. (Wilson Ave. to Harding Ave.)
E. 16th St. (N Ave. to Palm Ave.)
E. 28th St. (K Ave. to L Ave.)

IB12 Major Street Improvements

Various Locations

- | | | | |
|-----|----------------|-----|--------------------------------|
| 1. | 2nd St | 26. | Elkwood Ave |
| 2. | 3rd St | 27. | Elm Ave |
| 3. | 5th St | 28. | Emory St |
| 4. | 7th St | 29. | Essex St |
| 5. | 8th St | 30. | Fern Ave |
| 6. | 9th St | 31. | Florence St |
| 7. | 10th St | 32. | Florida St |
| 8. | 11th St | 33. | Grove Ave |
| 9. | 12th St | 34. | Hemlock Ave |
| 10. | 15th St | 35. | Holly Ave |
| 11. | Arriba Ave | 36. | Imperial Beach Blvd |
| 12. | Bonito Ave | 37. | Iris Ave |
| 13. | Boulevard Ave | 38. | Palm Ave |
| 14. | California St | 39. | Palm Ave (Triangle Park) RTCIP |
| 15. | Calla Ave | | |
| 16. | Cherry Ave | | |
| 17. | Citrus Ave | | |
| 18. | Connecticut St | | |
| 19. | Cypress Ave | | |
| 20. | Dahlia Ave | | |
| 21. | Daisy Ave | | |
| 22. | Date Ave | | |
| 23. | Delaware St | | |
| 24. | Donax Ave | | |
| 25. | Ebony Ave | | |

Chapter 4

Financial Capacity Analysis

Chapter 4

Financial Capacity Analysis

This chapter provides an analysis of the financial capacity of the San Diego region's transportation agencies to implement the programmed projects. Financial capacity is measured by a comparison of the total cost of the proposed projects against the assumed revenues and a test of the reasonableness of the revenue assumptions.

Separate analyses are provided for the state highway and local street and road projects, the Transit Program, and other transportation projects and programs. The assumptions used in the forecasts of available funding are based upon information provided in the 2018 State Transportation Improvement Program (STIP) Fund Estimate (FE) adopted by the California Transportation Commission (CTC), and other forecasts of ongoing transportation funding programs.

Inflation Assumptions

The projects programmed in the 2018 Regional Transportation Improvement Program (RTIP), covering FY 2018/19 to FY 2022/23, are expressed in future dollars. That is, they have been escalated based upon anticipated inflation and other factors to the expected year of obligation or expenditure. For the STIP and State Highway Operations and Protection Program (SHOPP), the revenues and program are based on the 2018 FE adopted by the CTC in August 2017. The 2018 STIP FE includes applicable resources provided by Senate Bill 1 (Beall, 2017) (SB 1). The FE includes total STIP program capacity over the five-year FE period of \$3.3 billion and new SHOPP capacity of \$22 billion. This represents an increase over the 2016 SHOPP of 83 percent, which is attributable to the enactment of SB 1. Increases in funding provided through SB 1 are legislatively tied to the California Consumer Price Index beginning in November 2019. For the major transportation projects funded with the County Transportation sales tax, *TransNet*, the SANDAG rate takes into account recent trends showing faster economic growth, improved employment rates in the San Diego region, and upward trending wages. This is offset by a trend away from brick-and-mortar retail to online and a spending shift to non-taxable items, which will continue to provide a drag on retail sales and consequently locally collected sales tax.

The rate used for FY 2018/19 starts at a 3 percent annual escalation, with an increase of 4 percent over the next four years until FY 2022/23. The short-term growth rate was approved by the Board of Directors at its February 2018 meeting.

Expenditures and Revenues Demonstration of Fiscal Constraint

Tables 4-1a to 4-1c provide a summary by major funding sources (i.e., federal, state, *TransNet*, and other local funds) for programs, expenditures, and balance of remaining revenues for the RTIP program period. The five-year project costs and programmed revenues are contained within the individual project listings in Chapter 3. Individual projects listed in Chapter 3 include phases where full funding is reasonably anticipated to be available within the time period contemplated for completion of the phase or project.

Table 4-1a: Revenues
San Diego Association of Governments
2018 Regional Transportation Improvement Program (in \$000s)

Funding Source		Prior	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	TOTAL	
LOCAL	Sales Tax	\$3,091,279	\$685,851	\$480,968	\$339,500	\$278,992	\$381,435	\$5,258,024	
	-- County	\$3,091,279	\$685,851	\$480,968	\$339,500	\$278,992	\$381,435	\$5,258,024	
	Other Local Funds	\$518,306	\$143,921	\$94,888	\$292,943	\$144,023	\$52,960	\$1,247,040	
	-- County General Funds								
	-- City General Funds	\$369,998	\$104,711	\$83,152	\$44,835	\$20,088	\$26,322	\$649,105	
	-- Street Taxes and Developer Fees	\$148,308	\$39,210	\$11,736	\$248,108	\$123,935	\$26,638	\$597,935	
	-- RSTP Exchange funds								
Other	\$668,620	\$93,890	\$97,928	\$99,822	\$103,042	\$51,532	\$1,114,834		
	Local Total	\$4,278,204	\$923,661	\$673,784	\$732,265	\$526,057	\$485,928	\$7,619,899	
STATE	State Highway Operations and Protection Program	\$98,382	\$117,106	\$147,554	\$121,431	\$139,622	\$2,877	\$626,972	
	SHOPP (Including Augmentation)	\$98,382	\$117,106	\$147,554	\$121,431	\$139,622	\$2,877	\$626,972	
	SHOPP Prior								
	State Transportation Improvement Program	\$395,343	\$20,753	\$72,183	\$1,105	\$1,105	\$89,668	\$580,157	
	STIP (Including Augmentation)	\$372,958	\$20,753	\$72,183	\$1,105	\$1,105	\$89,668	\$557,772	
	STIP Prior	\$22,384						\$22,384	
	Proposition 1 A	\$99,698						\$99,698	
	Proposition 1 B	\$675,277	\$2,530				\$1,319	\$679,126	
	Active Transportation Program	\$20,667	\$22,570	\$20,341	\$782			\$64,360	
	Highway Maintenance (HM)		\$6,311					\$6,311	
	Highway Bridge Program (HBP)	\$58,375	\$1,887	\$15,503	\$23,157	\$29,121	\$258,860	\$386,903	
	Road Repair and Accountability Act of 2017 (SB1)	\$12,463	\$225,039	\$94,435	\$31,227	\$5,675	\$5,675	\$374,514	
	Traffic Congestion Relief Program (TCRP)	\$77,933						\$77,933	
	State Transit Assistance (e.g., population/revenue based, Prop 42)	\$114,848	\$22,246	\$15,420	\$15,420	\$15,420	\$15,420	\$198,775	
	Other	\$91,702	\$7,135	\$7,135	\$7,135	\$7,135	\$7,135	\$127,377	
	State Total	\$1,644,688	\$425,577	\$372,571	\$200,258	\$198,078	\$380,955	\$3,222,127	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$621,051	\$71,717	\$71,135	\$71,135	\$71,135	\$71,135	\$977,307	
	5309a - Fixed Guideway Modernization	\$97,086						\$97,086	
	5309b - New and Small Starts (Capital Investment Grants)	\$273,331	\$100,000	\$100,000	\$100,000	\$100,000	\$393,380	\$1,066,711	
	5309c - Bus and Bus Related Grants	\$58,636						\$58,636	
	5310 - Mobility of Seniors and Individuals with Disabilities	\$3,446						\$3,446	
	5311 - Nonurbanized Area Formula Program	\$8,674	\$903	\$903	\$903	\$903	\$479	\$12,764	
	5337 - State of Good Repair	\$207,504	\$45,569	\$39,828	\$39,828	\$39,828	\$39,828	\$412,385	
	5339 - Bus and Bus Facilities Program	\$24,038	\$7,360	\$5,470	\$5,470	\$5,470	\$5,470	\$53,280	
	Other	\$50,351						\$50,351	
		Federal Transit Total	\$1,344,118	\$225,549	\$217,336	\$217,336	\$217,336	\$510,291	\$2,731,966
	FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$326,686	\$12,959 *	\$33,819	\$33,807	\$33,794	\$33,794	\$474,859
Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)		\$126,997	\$3,350					\$130,347	
GARVEE Bonds (Includes Debt Service Payments)									
Highway Infrastructure Program (HIP)			\$8,118					\$8,118	
High Priority Projects (HPP) and Demo		\$56,673	\$580					\$57,253	
Highway Safety Improvement Program (HSIP)		\$379	\$7,246	\$13,231	\$3,185	\$3,237		\$27,278	
National Significant Freight & Highway Projects (FASTLANE/INFRA)			\$49,278					\$49,278	
Public Lands Highway			\$3,260	\$3,260				\$6,519	
Surface Transportation Program (Regional)		\$389,499	\$42,382	\$43,985	\$43,970	\$43,955	\$43,985	\$607,776	
Other		\$159,724	\$3,782		\$9			\$163,515	
	Federal Highway Total	\$1,059,958	\$130,955	\$94,294	\$80,971	\$80,986	\$77,779	\$1,524,944	
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$26,264						\$26,264	
	Other								
	Federal Railroad Administration Total	\$26,264						\$26,264	
	Federal Total	\$2,430,341	\$356,504	\$311,630	\$298,307	\$298,322	\$588,071	\$4,283,174	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					\$537,484			
	Innovative Financing Total					\$537,484			
REVENUES TOTAL		\$8,353,233	\$1,705,742	\$1,357,985	\$1,230,830	\$1,559,941	\$1,454,953	\$15,662,684	

* Reflects repayment of Loaned CMAQ apportionment to OCTA of \$20,197

**Table 4-1b: Program
San Diego Association of Governments
2018 Regional Transportation Improvement Program (in \$000s)**

Funding Source		Prior	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	TOTAL
LOCAL	Local Total	\$4,278,204	\$893,227	\$656,554	\$719,413	\$469,871	-\$113,937 *	\$6,903,333
STATE	State Highway Operations and Protection Program	\$98,382	\$117,106	\$147,554	\$121,431	\$139,622	\$2,877	\$626,972
	SHOPP (Including Augmentation)	\$98,382	\$117,106	\$147,554	\$121,431	\$139,622	\$2,877	\$626,972
	State Transportation Improvement Program	\$395,343	\$20,753	\$72,183	\$1,105	\$1,105	\$89,668	\$580,157
	STIP (Including Augmentation)	\$372,958	\$20,753	\$72,183	\$1,105	\$1,105	\$89,668	\$557,772
	STIP Prior	\$22,384						\$22,384
	Proposition 1 A	\$99,698						\$99,698
	Proposition 1 B	\$675,277	\$2,530				\$1,319	\$679,126
	Active Transportation Program	\$20,667	\$22,570	\$20,341	\$782			\$64,360
	Highway Maintenance (HM)		\$6,311					\$6,311
	Highway Bridge Program (HBP)	\$58,375	\$1,887	\$15,503	\$23,157	\$29,121	\$258,860	\$386,903
	Road Repair and Accountability Act of 2017 (SB1)	\$12,463	\$225,039	\$94,435	\$31,227	\$5,675	\$5,675	\$374,514
	Traffic Congestion Relief Program (TCRP)	\$77,933						\$77,933
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	\$114,848	\$22,246	\$15,420	\$15,420	\$15,420	\$15,420	\$198,775
	Other	\$91,702	\$7,135	\$7,135	\$7,135	\$7,135	\$7,135	\$127,377
	State Total	\$1,644,688	\$425,577	\$372,571	\$200,258	\$198,078	\$380,955	\$3,222,127
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$621,051	\$71,134	\$71,135	\$71,135	\$71,135	\$30,371	\$935,960
	5309a - Fixed Guideway Modernization	\$97,086						\$97,086
	5309b - New and Small Starts (Capital Investment Grants)	\$273,331	\$100,000	\$100,000	\$100,000	\$100,000	\$393,380	\$1,066,711
	5309c - Bus and Bus Related Grants	\$58,636						\$58,636
	5310 - Elderly & Persons with Disabilities Formula Program	\$3,446						\$3,446
	5311 - Nonurbanized Area Formula Program	\$8,674	\$903	\$903	\$903	\$903	\$479	\$12,764
	5337 - State of Good Repair	\$207,504	\$39,828	\$39,828	\$39,828	\$39,828	\$28,232	\$395,047
	5339 - Bus and Bus Facilities Program	\$24,038	\$5,470	\$5,470	\$5,470	\$5,470		\$45,920
	Other	\$50,351						\$50,351
	Federal Transit Total	\$1,344,118	\$217,336	\$217,336	\$217,336	\$217,336	\$452,461	\$2,665,923
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$326,686	\$12,959	\$33,819	\$33,807	\$33,794	\$33,794	\$474,859
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$126,997	\$3,350					\$130,347
	GARVEE Bonds (Includes Debt Service Payments)							
	Highway Infrastructure Program (HIP)							
	High Priority Projects (HPP) and Demo	\$56,673	\$580					\$57,253
	Highway Safety Improvement Program (HSIP)	\$379	\$7,246	\$13,231	\$3,185	\$3,237		\$27,278
	Public Lands Highway		\$3,260	\$3,260				\$6,519
	National Significant Freight & Highway Projects (FASTLANE/INFRA)		\$49,278					\$49,278
	Surface Transportation Program (Regional)	\$389,499	\$35,252	\$2,273	\$8,756	\$5,000		\$440,780
	Other	\$159,724	\$3,782		\$9			\$163,515
Federal Highway Total	\$1,059,958	\$115,707	\$52,582	\$45,757	\$42,031	\$33,794	\$1,349,830	
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$26,264						\$26,264
	Other							
	Federal Railroad Administration Total	\$26,264						\$26,264
Federal Total	\$2,430,341	\$333,042	\$269,918	\$263,093	\$259,367	\$486,256	\$4,042,016	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					\$537,484		\$537,484
	Innovative Financing Total					\$537,484		
PROGRAM TOTAL		\$8,353,233	\$1,651,847	\$1,299,044	\$1,182,764	\$1,464,800	\$753,273	\$14,704,960

* Negative programming amount is reflective of the need to show the TIFIA loan payback in the five-year RTIP. Payback will begin in future years.

Table 4-1c: Revenues versus Program
San Diego Association of Governments
2018 Regional Transportation Improvement Program (in \$000s)

Funding Source		2018/2019	2020/2021	2021/2022	2021/2022	2022/2023	TOTAL
LOCAL	Local Total	\$30,434	\$17,229	\$12,852	\$56,186	\$599,865	\$716,566
STATE	State Highway Operations and Protection Program						
	SHOPP (Including Augmentation)						
	SHOPP Prior						
	State Minor Program						
	State Transportation Improvement Program						
	STIP (Including Augmentation)						
	STIP Prior						
	Proposition 1 A						
	Proposition 1 B						
	Active Transportation Program						
	Highway Maintenance (HM)						
	Highway Bridge Program (HBP)						
	Road Repair and Accountability Act of 2017 (SB1)						
	Traffic Congestion Relief Program (TCRP)						
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
Other							
State Total							
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$583				\$40,764	\$41,346
	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	\$5,742				\$11,596	\$17,337
	5339 - Bus and Bus Facilities Program	\$1,889				\$5,470	\$7,360
	Other						
	Federal Transit Total	\$8,213				\$57,830	\$66,044
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)						
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)						
	GARVEE Bonds (Includes Debt Service Payments)						
	Highway Infrastructure Program (HIP)	\$8,118					\$8,118
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)						
	National Significant Freight & Highway Projects (FASTLANE/INFRA)						
	Surface Transportation Program (Regional)	\$7,130	\$41,712	\$35,214	\$38,955	\$43,985	\$166,996
Other							
Federal Highway Total	\$15,248	\$41,712	\$35,214	\$38,955	\$43,985	\$175,114	
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)						
	Other						
	Federal Railroad Administration Total						
	Federal Total	\$23,462	\$41,712	\$35,214	\$38,955	\$101,815	\$241,158
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Innovative Financing Total						
REVENUES - PROGRAM TOTAL		\$53,895	\$58,941	\$48,066	\$95,141	\$701,680	\$957,724

Financing

With the approval by the voters of San Diego County of the *TransNet* Program, the Board of Directors approved a set of projects for accelerated implementation referred to as the *TransNet* Early Action Program (EAP). Since the initial list of EAP projects was approved in January 2005, the Board of Directors has added other regionally significant projects in subsequent meetings, which total 11. To accomplish this, SANDAG annually updates the *TransNet* Plan of Finance (POF), the financial strategy for implementing the EAP, which includes major corridor projects identified in the *TransNet* Extension Ordinance and Expenditure Plan. The POF is the debt financing mechanism through which SANDAG plans to complete the EAP projects, providing much needed congestion relief.

SANDAG firmly believes that the continuation of major transportation projects would benefit the regional economic outlook by providing jobs, containing costs (by avoiding cost increases associated with project delays), and providing congestion relief, which saves travel time. With the use of such financial tools as the Transportation Infrastructure Finance and Innovation Act (TIFIA), the financial strategies outlined in the *TransNet* POF, and other innovative mechanisms, SANDAG, with endorsement from its Board of Directors, fully intends to continue to aggressively promote early completion of transportation projects. However, based on current income projections, SANDAG will exhaust debt financing capacity near the end of the 2018 RTIP period and transition to implementing projects as short-term revenues allow.

Program Revenues

Federal Revenues

Federal funds programmed are based on the federal authorizing legislation. The Fixing America's Surface Transportation (FAST) Act was signed into law by the President on December 4, 2015. The FAST Act, covering FY 2016/17 to FY 2019/20, is the first long-term federal transportation reauthorization since 2005 and makes slight modifications to existing formula funds. These federal funding programs include the following:

- **Congestion Mitigation Air Quality/Regional Surface Block Grant Program:** Both of these formula programs are estimated and apportioned by Caltrans for the San Diego region. By SANDAG policy, 90 percent of these programs are allocated to the *TransNet* EAP, which seeks to advance regionally significant projects in order to provide increased mobility in the region.
- **Demonstration/High-Priority Projects:** The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, otherwise known as SAFETEA-LU, included several San Diego region projects under the High-Priority Project Authorizations Program. Projects are currently funded with funds from the previous authorization; however, no new funds are included in the FAST Act. In March 2016, and again in June 2017 and May 2018, the FHWA released guidance regarding repurposing projects funded with these discretionary funds; new projects may be proposed for these funds contingent upon FHWA approval.
- **Federal Railroad Administration:** The FAST Act includes authorization for rail programs for the first time in the surface transportation bill, which includes competitive discretionary grants and financing. A new notice of funding opportunity was released in February 2018 to make funds available through the Consolidated Rail Infrastructure and Safety Improvement Grant Program and the Restoration and

Enhancement Grants Program to strengthen intercity passenger rail, support capital projects, and boost safety initiatives.

- **Federal Transit Administration Urbanized Area Formula (Section 5307):** The Federal Transit Administration (FTA) Section 5307 is a formula-based program. Section 5307 funds ongoing preventive maintenance, bus acquisition programs, the Regional Vanpool Program, office and shop equipment, and other transit capital projects.
- **Federal Transit Administration Fixed Guideway Capital Investment Grants New Starts (Section 5309b):** This program awarded SANDAG a Full Funding Grant Agreement to provide the 50 percent federal funding match for the Mid-Coast Trolley Extension Project.
- **Federal Transit Administration Formula Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310):** This program provides formula funding to increase the mobility of seniors and persons with disabilities. Eligible projects include both “traditional” capital investments and “non-traditional” investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services. Eligible use of these funds includes capital and operating expenses for new public transportation services and alternatives beyond those required by the ADA designed to assist seniors and individuals with disabilities.
- **Federal Transit Administration Rural Area Formula Grants Program (Section 5311):** Section 5311 is administered by Caltrans and provides capital, planning, and operating assistance to support transit services in the non-urbanized areas of the San Diego region. Caltrans provides the estimates of revenues for the formula program and announces the award under the discretionary program on an annual basis.
- **Federal Transit Administration State of Good Repair Program (Section 5337):** Section 5337 is a formula program. Eligible uses of the funds include replacement and rehabilitation of fixed guideway assets, including railcars, ferry vessels, buses operating in High Occupancy Vehicle Lanes, and related infrastructure.
- **Federal Transit Administration Bus and Bus Facilities Program (Section 5339):** Section 5339 is a formula program. Eligible uses of these funds include bus and bus facility replacement, rehabilitation, expansion, and enhancement projects. These funds are distributed through a formula based on urbanized areas by FTA-based population, vehicle revenue miles, and passenger miles as well as competitive grants for bus and bus facility projects that support low and zero-emission vehicles.
- **Infrastructure for Rebuilding America/FASTLANE:** This program is aimed at improving freight movement and is funded from a set-aside of the Surface Transportation Block Grant Program. The Infrastructure for Rebuilding America, otherwise known as the INFRA Grant Program, provides additional discretionary funding for competitive programs.
- **Highway Bridge Program/High Risk Rural Roads/Highway Safety Improvement Program:** These programs are administered by Caltrans at the statewide level. All funding is provided by Caltrans and programmed as a lump sum.

State Revenues

The state revenues are based on programming actions by the CTC and/or the California State Transportation Agency.

- **Active Transportation Program:** This program is to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The Active Transportation Program (ATP) consolidates existing federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and Safe Routes to School Program, into a single program. This program is nearly doubled with funding available from SB 1. ATP funds are administered by the CTC and the designated Metropolitan Planning Organization, and projects are selected through a competitive process.
- **California Air Resources Board Cap-and-Trade Program:** Funding from this program will go toward direct investments in transit programs that reduce greenhouse gas emissions and benefit disadvantaged communities throughout California. Under this program, the region has received \$11 million for the South Bay Bus Rapid Transit (BRT) Project and \$66 million for the Los Angeles – San Diego – San Luis Obispo Rail Corridor. This program will be supplemented with funds from SB 1.
- **Freeway Service Patrol:** Funds are provided through the state legislature. The Freeway Service Patrol (FSP) program costs and revenue estimates have been developed jointly by SANDAG, Caltrans, and the California Highway Patrol based upon the most current statewide FSP Act funding levels.
- **Proposition 1B:** The CTC is the responsible agency for administering the transportation component of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006. The CTC has approved or allocated funding for various programs, including STIP/SHOPP Augmentation, Public Transportation Modernization, Improvement and Service Enhancement, Corridor Mobility Improvement Account, State-Local Partnership Program, and the Trade Corridor Improvement Fund. The funding received under these programs is included in the RTIP. Since the passage of Proposition 1B, approximately \$1.8 billion has been identified for the San Diego region from the various bond programs, although no new funding is expected.
- **State Highway Operations and Protection Program and State Transportation Improvement Program:** SHOPP is a four-year portfolio of projects aimed at preserving and rehabilitating State Highway System infrastructure. STIP is a five-year plan for future allocations of funds for state highway improvements, intercity rail, and regional highway and transit improvements. Both programs are updated every two years. The CTC programs the SHOPP and STIP on a statewide basis. The San Diego projects will be programmed in the RTIP based upon approved 2018 SHOPP and 2018 STIP.
- **Senate Bill 1:** Signed by the governor in April 2017, the Road Repair and Accountability Act provides the first significant, stable, and on-going increase in the state's transportation funding in more than two decades. Guidelines have been developed for a variety of different funding programs with targeted objectives to relieve congestion, improve freight movement, provide local funds for roadway maintenance,

and provide funds for regional projects to self-help areas. As projects are awarded through the CTC for formula and competitive programs, they will be added to the 2018 RTIP.

- **State Transit Assistance:** The State Transit Assistance (STA) budget provides funding for allocation to local transit agencies to fund a portion of the operations and capital costs associated with local mass transportation programs. Pursuant to ABx8-6 (March 2010), STA allocations are based on sales tax generated from consumption of diesel fuel. The State Controller's office is responsible for providing the estimates in January of each year.

Local Revenues

The *TransNet* Ordinance specifies several sub-programs that augment the major transportation projects in the region, including Major Corridors, Bicycle/Pedestrian, and local Transit programs, and an innovative program for early mitigation for projects – Environmental Mitigation Program – the first in the state to purchase Right-of-Way early in order to reduce the cost of projects in the future, while preserving the ecology of the region.

- **TransNet Local Transportation Sales Tax Program:** *TransNet* revenues are estimated based upon taxable retail sales forecasts derived from three factors influencing the growth in taxable retail sales: the population forecast from the California Department of Finance, a consensus of three independent national forecasts of real rates of growth in per-capita retail sales, and a consensus of projected inflation rates.
- **Local Agency Funding:** The local agency revenues programmed are based on reasonably expected revenues as submitted by local agencies. Some local funding may include city and county local gas tax subventions, SB 1 local street and road funds, developer fees, local public funds, Proposition 42 funds, and developer funds administered by local agencies.
- **Local Privatization/Toll Revenues:** There are two local privatization/toll revenue funded projects in the 2018 RTIP: State Route 241 Foothill Corridor and State Route 11 Toll Roads.
- **Transportation Development Act:** Although this is a state program, the Transportation Development Act (TDA) is administered locally. Funds are based on a one-fourth percent state sales tax, with revenues made available primarily for transit operating and capital purposes. The San Diego County Auditor's office estimates the apportionment for the upcoming fiscal year. SANDAG prepares forecasts of TDA funds based on a forecast of sales tax revenues estimated for San Diego County using the consensus method described above.

Other Transportation Program Revenues

- **Other Funds:** These funds include contributions from various state funding sources, local agency contributions, private sector funding, advertising income, investment earnings, passenger fare revenue, and other miscellaneous income. Revenues from these sources are generally consistent with established historical trends or are based upon funding commitments from local agencies.
- **Financing:** The Board of Directors issues long-term debt backed by *TransNet* in order to complete major transportation projects early.

- **Innovative Financing:** TIFIA Federal Credit Assistance: The U.S. Department of Transportation awarded SANDAG a loan of up to \$571 million to complete construction on the Mid-Coast Transit Project, which provides lower interest rates than traditional long-term sales tax bonds.

***TransNet* Revenue Estimates**

The *TransNet* Ordinance and Expenditure Plan describe the process for allocating the sales tax program revenues to specified agencies and for selecting which major projects will be eligible to receive sales tax funding. Table 4-2 shows the current forecast of *TransNet* sales tax revenues from FY 2018/19 to FY 2022/23.

The *TransNet* revenues programmed reflect the latest estimate of sales tax revenues based upon the SANDAG short-term forecast model. The programming of *TransNet* funds is typically less than the *TransNet* receipts, since a portion of the annual receipts is committed to bond debt service. Debt service information is provided as part of the annual Cash Flow Update sent to each agency at the beginning of the fiscal year.

Table 4-2: TransNet Revenue Forecast
FY 2018/19-2022/23 RTIP – San Diego Region (in \$000s of future dollars)

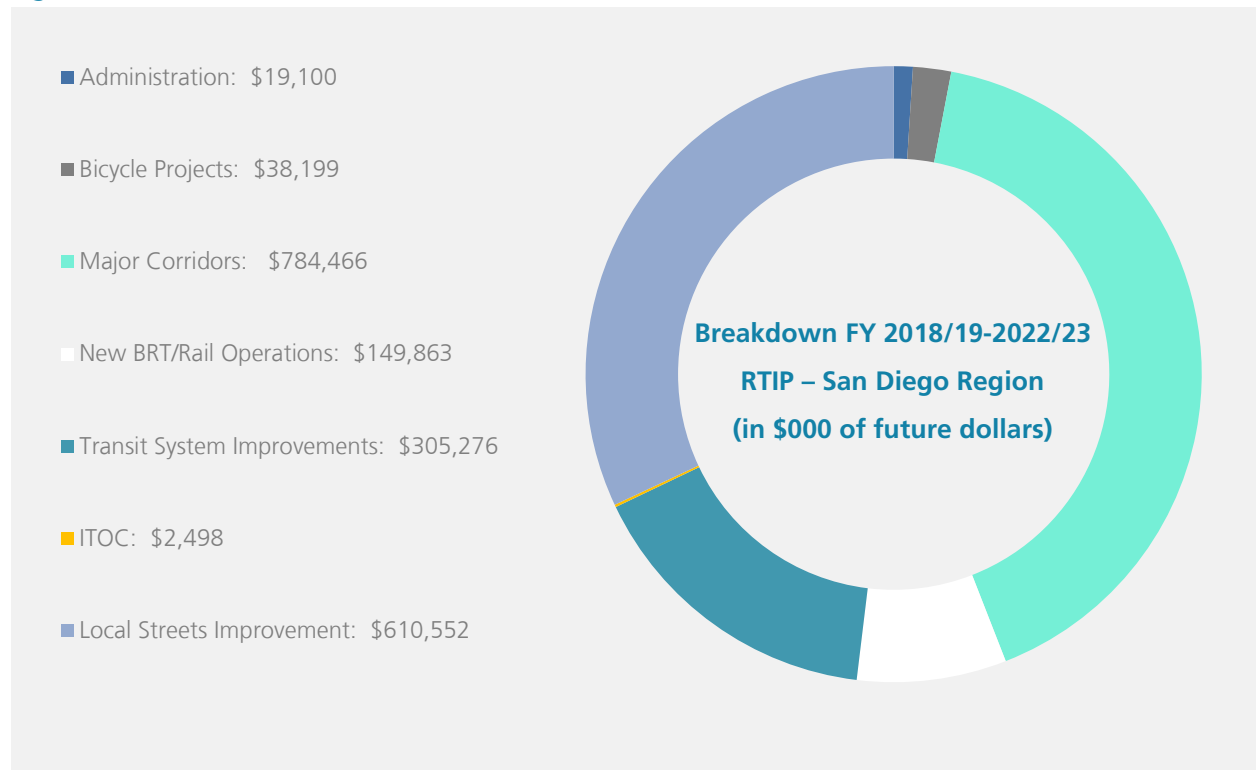
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Estimated Revenue ⁽¹⁾	\$300,897	\$311,699	\$323,138	\$335,030	\$347,057	\$1,617,821
Administration ⁽²⁾	\$3,009	\$3,117	\$3,231	\$3,350	\$3,471	\$16,178
ITOC	\$399	\$409	\$419	\$433	\$443	\$2,103
Bicycle Projects	\$6,018	\$6,234	\$6,463	\$6,701	\$6,941	\$32,356
Major Corridors	\$123,584	\$128,022	\$132,722	\$137,607	\$142,550	\$664,485
New Rapid/Rail Operations	\$23,609	\$24,457	\$25,355	\$26,288	\$27,232	\$126,942
Transit System Improvements	\$48,093	\$49,820	\$51,649	\$53,550	\$55,473	\$258,585
Local Street Improvements	\$96,185	\$99,640	\$103,298	\$107,100	\$110,947	\$517,171
Total Program Allocations	\$291,471	\$301,939	\$313,024	\$324,546	\$336,202	\$1,567,182

⁽¹⁾ one-half percent sales tax

⁽²⁾ 1 percent maximum

Note: Revenue estimates are based upon FY 2019 *TransNet* budget and current SANDAG short-term forecasting model.

Figure 4-1: Total TransNet Revenue Forecast



Operations and Maintenance Costs

Although the RTIP is a program document that includes major transportation capital projects, 23 CFR 450.218(m) and 23 CFR 450.326(j) require that the RTIP financial chapter illustrate the costs and revenue sources to adequately operate and maintain highway, transit, and other federally funded public transportation systems projects.

Transit Operating Costs

Two transit districts provide transit service in San Diego County – the North County Transit District (NCTD) and the San Diego Metropolitan Transit System (MTS). NCTD services 1,020 square miles located in the northern portion of the county and provides commuter rail, light rail, fixed-route, general purpose demand response, and ADA paratransit services. For FY 2018/19, NCTD estimates providing 8 million revenue service miles, carrying 10.7 million passengers. MTS provides transit service in the remaining areas of the county. In addition to providing fixed-route and ADA paratransit services, MTS also operates the San Diego Trolley light rail system. MTS estimates carrying approximately 91 million passengers over 28.4 million annual service miles in FY 2018/19. Both NCTD and MTS provide these services on a coordinated basis.

Table 4-3 shows the projected ongoing operating costs as developed by the two transit districts for the next five years. The current five-year forecast for NCTD shows a balanced budget for FY 2018/19, with deficits in the out years beginning with FY 2019/20. National trends in declining transit ridership – which depress fare revenue – coupled with contractually based increases in operating costs, create a budget challenge. NCTD is attempting to manage this through internal cost control and increased frequency of higher revenue per boarding COASTER service. It is anticipated that NCTD will balance the operating budget on an annual basis for the upcoming fiscal year. The total five-year forecast for NCTD shows a deficit of approximately \$13.4 million.

MTS shows a balanced budget for FY 2018/19, while showing an increasing deficit each year for the next four years of the RTIP. This forecast anticipates an increase in ridership due to initial South Bay BRT service; and beginning Mid-Coast Trolley Extension service will bring increased revenue along with increased operating expenses. MTS based its revenue increases on SANDAG sales tax growth projections, but anticipates higher increases in operating expenses due to inflation. To remain conservative, MTS did not include any additional STA revenues from SB 1 in anticipation of a possible ballot measure repeal. It is anticipated that MTS will work toward balancing the operating budget on an annual basis. The current forecast for MTS shows a deficit of approximately \$44.6 million over the next five years.

Table 4-3: Transit Operating Costs and Revenues Forecast (in \$000s)

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
NCTD						
Revenues	\$110,686	\$109,239	\$112,552	\$114,821	\$117,258	\$564,555
Less Expenses	\$110,686	\$112,413	\$115,302	\$118,264	\$121,311	\$577,976
Projected Deficit/ <i>Surplus</i>	\$0	(\$3,174)	(\$2,751)	(\$3,443)	(\$4,053)	(\$13,421)
MTS						
Revenues	\$286,905	\$288,950	\$295,721	\$314,842	\$325,025	\$1,511,443
Less Expenses	\$286,905	\$297,913	\$306,388	\$326,811	\$338,057	\$1,556,074
Projected Deficit/ <i>Surplus</i>	\$0	(\$8,963)	(\$10,666)	(\$11,969)	(\$13,033)	(\$44,631)

Source: June 15, 2018, Transportation Committee Meeting (Proposed FY 2019 Transit Agency Operating Budgets)

Preventive Maintenance

Preventive maintenance projects are those projects which focus on maintenance of equipment, rolling stock, and facilities for bus and rail systems. Timely preventive maintenance activities are necessary to ensure proper performance of the transportation infrastructure and enhance safety and accessibility. MTS and NCTD have programmed a total of \$555.9 million for FY 2018/19 – FY 2022/23. MTS32A and NCTD02 are those projects, which are programmed with \$438.2 million and \$117.7 million, respectively.

Highway Costs

Caltrans is responsible for the operations, maintenance, and rehabilitation of state highways in the San Diego region. Excluding capital projects, over the next five years Caltrans estimates approximately \$69.5 million for operations and administrative costs and \$400 million for maintenance costs. The highway costs are based upon anticipated revenues the state has deemed available, including funds from SB 1; therefore, costs equal revenues.

Local Street and Road Costs

There are four federally funded local street and road projects in the 2018 RTIP. It is anticipated that the maintenance cost associated with these projects will be absorbed into the agencies' annual maintenance budget funded from local sources.

Chapter 5

Air Quality Conformity Analysis

Chapter 5

Air Quality Conformity Analysis

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

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

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

On May 21, 2012, the U.S. EPA designated the San Diego air basin as a nonattainment area for the 2008 Eight-Hour Ozone standard and classified it as a marginal area with an attainment date of December 31, 2015. This designation became effective on July 20, 2012. SANDAG redetermined conformity to the new standard on May 24, 2013, using the applicable model approved by the U.S. EPA to forecast regional emissions (EMFAC2011). The United States Department of Transportation (U.S. DOT), in consultation with the U.S. EPA, made its conformity determination on June 28, 2013. The U.S. EPA final rule also provided for the revocation of the 1997 Eight-Hour Ozone NAAQS for transportation conformity purposes effective July 20, 2013. In a D.C. Circuit Court decision on December 23, 2014 (NRDC v. EPA, No. 12-1321) it was determined that the attainment date for marginal areas would be set for July 20, 2015. Portions of the revocation of the 1997 Eight-Hour Ozone NAAQS are currently in litigation due to a D.C. Circuit Court ruling on February 16, 2018. The U.S. EPA submitted a petition for rehearing of the decision on April 23, 2018, and the South Coast Air Quality Management District did the same on April 20, 2018.

Effective June 3, 2016, the U.S. EPA determined that 11 areas, including the San Diego air basin, failed to attain the 2008 ozone NAAQS by the applicable attainment date of July 20, 2015, and thus are reclassified by

operation of law as “Moderate” for the 2008 ozone NAAQS. States containing any portion of these new Moderate areas must submit SIP revisions that meet the statutory and regulatory requirements that apply to 2008 ozone nonattainment areas classified as Moderate by January 1, 2017. The San Diego Air Pollution Control District submitted a SIP revision addressing Moderate area requirements to CARB on December 27, 2016. CARB submitted the SIP revision document to the U.S. EPA on April 12, 2017. Effective December 4, 2017, the U.S. EPA found the motor vehicle emissions budgets for the Reasonable Further Progress milestone year of 2017 from the *2008 Eight-Hour Ozone Attainment Plan for San Diego County* adequate for transportation conformity purposes for the 2008 ozone NAAQS.

The San Diego region had been designated by the U.S. EPA as a federal maintenance area for the Carbon Monoxide (CO) standard. On November 8, 2004, CARB submitted the 2004 revision to the California SIP for CO to the U.S. EPA, which extended the maintenance plan demonstration to 2018. Effective January 30, 2006, the U.S. EPA approved this maintenance plan as a SIP revision. On March 21, 2018, the U.S. EPA documented in a letter that transportation conformity requirements for CO will cease to apply after June 1, 2018.

On September 23, 2016, the Board of Directors adopted the final 2016 Regional Transportation Improvement Program (RTIP) and its conformity determination and re-determination of conformity for San Diego Forward: The Regional Plan (Regional Plan). The U.S. DOT, in consultation with the U.S. EPA, made its conformity determination on December 16, 2016.

Demonstration of Fiscal Constraint

The 2018 RTIP is consistent with the Regional Plan. As a financially constrained document, the 2018 RTIP contains only those major transportation projects listed in the Revenue Constrained Regional Plan. Chapter 4 of the 2018 RTIP includes detailed discussion on fiscal constraint and overall financial capacity to carry out projects included in the RTIP.

Development of Transportation Control Measures

In 1982, SANDAG adopted four Transportation Tactics as elements of the 1982 Revised Regional Air Quality Strategy (RAQS). These Transportation Tactics are: (1) ridesharing; (2) transit improvements; (3) traffic flow improvements; and (4) bicycle facilities and programs.

These four Transportation Tactics were subsequently approved by the San Diego Air Pollution Control Board and are included in the 1982 SIP for Air Quality as Transportation Control Measures (TCMs). The U.S. EPA approved this SIP revision for the San Diego Air Basin in 1983. The four TCMs have been fully implemented. Ridesharing, transit, bicycling, and traffic-flow improvements continue to be funded, although the level of implementation established in the SIP has been surpassed.

The California CAA required the preparation of a 1991 RAQS, including TCMs. During 1991 and 1992, SANDAG, in cooperation with local agencies, transit agencies, and the APCD developed a TCM Plan. SANDAG approved the TCM Plan on March 27, 1992.

On June 30, 1992, the APCD amended the TCM Plan and adopted the 1991 RAQS, including the amended TCM Plan. TCMs included in the 1991 RAQS include the four Transportation Tactics described above, as well as a Transportation Demand Management (TDM) program, vanpools, high occupancy vehicle lanes, and park-and-ride facilities. On November 12, 1992, CARB gave approval to the 1991 RAQS, including the TCMs.

The 1995 Triennial RAQS Update subsequently deleted the Employee Commute Travel Reduction Program contained in the TDM program because the program was no longer required under federal law. Assembly Bill 3048 (Statutes of 1996, Chapter 777) eliminated all state requirements for mandatory trip reduction programs. As a result, the Student Travel Reduction Program, the Non-Commute Travel Reduction Program, and the Goods Movement/Truck Operation Program proposed in the 1991 RAQS were no longer statutorily mandated and were deleted from the RAQS in 1998. The 2001, 2004, 2009, and 2016 RAQS Revisions did not make changes to measures related to mobile sources or the TCM Plan.

Air Quality Conformity Requirements

SANDAG, as the Metropolitan Planning Organization, and the U.S. DOT must make a determination that the 2018 RTIP and the Regional Plan conform to the applicable SIP. Conformity to the SIP means that transportation activities will not create new air quality violations, worsen existing violations, or delay the attainment of the NAAQS.

Based upon the U.S. EPA's Transportation Conformity Rule, as amended, conformity of transportation plans and programs, including the 2018 RTIP is determined according to the 1990 Clean Air Act Amendments (CAAA) [Section 176(c)(3)(A)] if the following is demonstrated:

- The 2018 RTIP provides for the timely implementation of the Transportation Tactics contained in the 1991 RAQS. These tactics also are included as TCMs in the 1982 SIP.
- A quantitative analysis is conducted on the cumulative emissions of projects programmed within the 2018 RTIP, including all regionally significant, capacity-increasing projects. Further, implementation of the projects and programs must meet the motor vehicle emissions budget developed by local and state air quality agencies and be approved by the U.S. EPA. The 2018 RTIP must meet the applicable emission budgets prescribed in the 2008 Eight Hour Ozone Attainment Plan for San Diego County (December 2016), which were found adequate for transportation conformity purposes effective December 4, 2017.
- In addition to the required emissions tests, consultation with transportation and air quality agencies is required. The consultation process followed to prepare the air quality conformity analysis complies with the San Diego Transportation Conformity Procedures adopted in July 1998.
- Interagency consultation involves SANDAG, APCD, Caltrans, CARB, U.S. DOT, and the U.S. EPA, which form the San Diego Region Conformity Working Group (CWG).

Consultation is a three-tier process that:

1. Formulates and reviews drafts through a conformity working group.
2. Provides local agencies and the public with opportunities for input through existing regional advisory committees and workshops.
3. Seeks comments from affected federal and state agencies through participation in the development of draft documents and circulation of supporting materials prior to formal adoption.

SANDAG consulted with the CWG for the preparation of the new air quality analysis of the 2018 RTIP. Conformity of the San Diego Regional Plan also is being redetermined for consistency purposes. On December 30, 2015, the U.S. EPA approved a new model to forecast regional emissions (EMFAC2014) for conformity purposes; this model was used to conduct this conformity analysis.

The schedule for the development of the 2018 RTIP was presented to the CWG on December 6, 2017, and criteria and procedures for determining conformity were presented to the CWG on March 7, 2018. In addition, the draft list of Capacity Increasing (CI) and non-CI projects was discussed at the April 4, 2018, CWG meeting.

The quantitative emissions analyses for the 2018 RTIP conformity determination and Regional Plan redetermination were initiated in April 2018, and the results distributed on May 18, 2018, to the CWG for an initial review and comment period. The CWG reviewed the draft air quality conformity analysis at its June 6, 2018, meeting, and provided minor comments, which have been incorporated. The draft 2018 RTIP and its conformity analysis and the Regional Plan conformity redetermination were released for public review and comment on July 27, 2018. Subsequently, the conformity analysis was presented for final adoption by the Board of Directors on September 28, 2018. The following sections provide a summary of the air quality conformity analysis of the 2018 RTIP and Regional Plan in relation to the above conformity requirements.

The first requirement of the air quality conformity finding is to provide for the expeditious implementation of adopted TCMs, which are also the Transportation Tactics included in the 1991 RAQS. These tactics are ridesharing, transit improvements, traffic flow improvements, and bicycle facilities and programs.

The 1982 SIP established the TCMs, which identified general objectives and implementing actions for each tactic. Due to substantial investments since 1982, SANDAG has fully implemented the TCMs. Ridesharing, transit, bicycling, and traffic flow improvements continue to be funded, although the level of implementation established in the SIP has been surpassed. No TCMs have been removed or substituted from the SIP.

The 2018 RTIP programs substantial funds for the implementation of the four TCMs (identified as Transportation Tactics) in the 1982 SIP and 2016 RAQS and have been fully implemented. The Transportation Tactics programmed for implementation are provided in Table 5-1, with approximately \$8.1 billion, or 55 percent of the total funds programmed. Included are \$71 million for Ridesharing, \$7.5 billion for Transit Improvements, \$339 million for Bicycle Facilities and Programs, and \$163 million for Traffic Flow Improvements. Based upon this analysis, the 2018 RTIP provides for the expeditious implementation of the existing TCMs in the 1982 SIP and 2016 RAQS, which remain the federally approved TCMs for the San Diego region.

Table 5-1: 2018 RTIP – San Diego Region (in \$000s) Transportation Tactics

TRANSPORTATION TACTIC	AMOUNT
RIDESHARING	
Transportation Demand Management	<u>\$71,819</u>
Subtotal Ridesharing:	\$71,819
TRANSIT IMPROVEMENTS	
Mid-Coast	\$2,171,201
Ops/Maint – Transit	\$3,979,223
Major Transit - LOSSAN Corridor	\$609,607
Bus Rapid Transit (<i>Rapid</i>)	<u>\$794,835</u>
Subtotal Transit Improvements:	\$7,554,866
BICYCLE FACILITIES	
Bicycle/Pedestrian Projects	<u>\$342,315</u>
Subtotal Bicycle Facilities:	\$342,315
TRAFFIC FLOW IMPROVEMENTS	
Transportation Management System/Intelligent Transportation System	<u>\$162,680</u>
Subtotal Traffic Flow Improvements:	\$162,680
Total Transportation Tactics in 2018 RTIP: \$8,131,680	
Total All Transportation Projects in 2018 RTIP: \$14,704,960	
Share of T-Tactics Projects in 2018 RTIP: 55%	

Quantitative Emissions Analysis

The second requirement of the conformity finding is to conduct a quantitative emissions analysis for the 2018 RTIP. The emissions analysis must show that implementation of the 2018 RTIP and Regional Plan meet the emissions budgets established in the 2008 *Eight Hour Ozone Attainment Plan for San Diego County* (December 2016).

A quantitative emissions analysis was conducted according to the requirements established in the Transportation Conformity Rule under Section 93.122(b). Motor vehicle emissions forecasts were produced for the following analysis years: 2020, 2030, 2040, and 2050. The SANDAG regional growth forecasts and transportation models, as well as the ARB emissions model, were used to generate the emissions forecasts. Transportation forecasts were developed using SANDAG’s activity based model (ABM). The ABM simulates individual and household transportation decisions that comprise their daily travel itinerary. It predicts whether,

where, when, and how people travel outside their home for activities such as work, school, shopping, healthcare, and recreation. ABM outputs are used as inputs for regional emissions forecasts.

The emissions analysis was conducted using the EMISSIONS FACTORS 2014 v.1.0.7 (EMFAC2014) model. The 2018 RTIP and Regional Plan air quality conformity analysis was conducted for the years 2018-2050. All of the capacity-increasing improvements identified in the 2018 RTIP that are on the Regional Arterial System (as defined in the RTP) or the Federal Highway Administration functional classification system (other principal arterials and higher classifications) were modeled.

Emissions Budget Analysis

Table 5-2 provides a summary of the results of the quantitative emissions analysis conducted for the 2018 RTIP and Regional Plan using budgets from the *2008 Eight-Hour Ozone Attainment Plan for San Diego County* (December 2016). The table demonstrates that the 2018 RTIP and the Regional Plan meet the budgets for the 2008 Eight-Hour Ozone Standard. Projected ROG and NOx emissions for 2020, 2030, 2040, and 2050 are below the established SIP budget.

**Table 5-2: 2018 RTIP and the Revenue Constrained Regional Plan
Air Quality Conformity Analysis for 2008 Eight-Hour Ozone Standard**

Year	Average Weekday Vehicle Starts (1,000s)	Average Weekday Vehicle Miles (1,000s)	ROG		NOx	
			SIP Emissions Budget Tons/Day	ROG Emissions Tons/Day	SIP Emissions Budget Tons/Day	NOx Emissions Tons/Day
2020	15,270	85,185	23	18	42	25
2030	18,105	91,610	23	13	42	12
2040	19,909	95,017	23	10	42	10
2050	21,116	97,662	23	9	42	10

Note: Emissions budgets from the 2008 Eight-Hour Ozone Attainment Plan for San Diego County (December 2016), which were found adequate for transportation conformity purposes by the U.S. EPA effective December 4, 2017, are used for all analysis years.

Conclusion

Based upon an evaluation of projects and funds programmed and a quantitative emissions analysis, the 2018 RTIP and Regional Plan meet the U.S. EPA transportation conformity regulations contained within the federal guidelines published on August 15, 1997, and subsequent amendments, as well as the requirements of the federal CAAA of 1990.

APPENDICES

Appendix A

Grouped Projects Detailed Project Listing

Table A-1
2018 Regional Transportation Improvement Program
Grouped Project Listing Detailed Project List

2016/17-2021/22 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

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- Notes: 1) This is the FTIP lump sum “backup” list for HBP funded projects. Please see the Local Assistance web site for the most current listings:
- http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_FSTIP.html
- 2) The purpose of this list is to show which projects being advanced by local agencies have met the eligibility requirements of the federal Highway Bridge Program and have been prioritized for funding by the Department in cooperation with local agencies for funding.
- 3) Contractual funding levels are determined at time of federal authorization/obligation for given phase of work. For details see Chapter 3 of the Local Assistance Procedures Manual.
- 4) For FTIP/FSTIP purposes, Federal Highway Bridge Program (HBP) funding constraint is managed by Caltrans.
- 5) Prop 1B bond funds for the Local Seismic Safety Retrofit Program (LSSRP) used for matching federal funds are also managed by Caltrans.
- 6) Financial constraint of LOCAL matching funds (including regional STIP funds) and LOCAL Advance Construction (AC) is the responsibility of the MPOs and their local agencies.
- 7) Some projects show that they are programmed using State STP funds. These funds are HBP funds transferred to the STP for bridge work that is not ordinarily eligible for HBP funds. See the HB Program Guidelines for details. Do not confuse these STP funds with Regional STP funds.
- 8) Corrections to this report should be addressed to the District Local Assistance Engineer:
- <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Note id: 24

2016/17-2021/22 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

Carlsbad 1007 BRIDGE NO. 57C0307, CARLSBAD BLVD, OVER ENCINA DISCHARGE CH, 0.5 MI N CANNON RD. Upgrade bridge railings. (STP)

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	288,750								288,750
R/W									
CON		787,794	399,796						1,187,590
Total	288,750	787,794	399,796						1,476,340
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	255,630	697,434	353,939						1,307,004
Local Match	33,120	90,360	45,857						169,336
LSSRP Bond									
Local AC									
Total	288,750	787,794	399,796						1,476,340
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	255,630								255,630
Local Match	33,120								33,120
LSSRP Bond									
Local AC									
Total	288,750								288,750
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$		697,434	353,939						1,051,373
Local Match		90,360	45,857						136,217
LSSRP Bond									
Local AC									
Total		787,794	399,796						1,187,590

Project #:
5308(016)

2016/17-2021/22 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

Del Mar 3408 BRIDGE NO. 57C0209, CAMINO DEL MAR, OVER SAN DIEGUITO RIVER, 0.35 MI S VIA DE LA VALLE. Bridge replacement. No adding travelled lanes.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	223,000	1,400,000						1,100,000	2,723,000
R/W					130,000				130,000
CON								18,782,000	18,782,000
Total	223,000	1,400,000			130,000			19,882,000	21,635,000

Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	197,422	1,239,420			115,089			17,601,535	19,153,466
Local Match	25,578	160,580			14,911			2,280,465	2,481,535
LSSRP Bond									
Local AC									
Total	223,000	1,400,000			130,000			19,882,000	21,635,000

PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	197,422	1,239,420						973,830	2,410,672
Local Match	25,578	160,580						126,170	312,328
LSSRP Bond									
Local AC									
Total	223,000	1,400,000						1,100,000	2,723,000

R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$					115,089				115,089
Local Match					14,911				14,911
LSSRP Bond									
Local AC									
Total					130,000				130,000

CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								16,627,705	16,627,705
Local Match								2,154,295	2,154,295
LSSRP Bond									
Local AC									
Total								18,782,000	18,782,000

Project #:

5356(007)

5356(008)

2016/17-2021/22 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

La Mesa 4031 BRIDGE NO. 57C0467, GROSSMONT CENTR DR OVER MTDB LRT & SDIV RR, 0.04 M S/O FLETCHER PKWY. Bridge Rehabilitation.
Widen bridge to accommodate wider lanes, shoulders and sidewalks. (No added capacity)

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	200,000	225,000							425,000
R/W									
CON								2,380,000	2,380,000
Total	200,000	225,000						2,380,000	2,805,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	177,060	199,193						2,107,014	2,483,267
Local Match	22,940	25,808						272,986	321,734
LSSRP Bond									
Local AC									
Total	200,000	225,000						2,380,000	2,805,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	177,060	199,193							376,253
Local Match	22,940	25,808							48,748
LSSRP Bond									
Local AC									
Total	200,000	225,000							425,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$									
Local Match									
LSSRP Bond									
Local AC									
Total									
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								2,107,014	2,107,014
Local Match								272,986	272,986
LSSRP Bond									
Local AC									
Total								2,380,000	2,380,000

Project #: 5207(036)

2016/17-2021/22 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

Oceanside 2796 BRIDGE NO. 57C0010, DOUGLAS DR, OVER SAN LUIS REY RIVER, 0.9 MI N ROUTE 76. LSSRP Seismic Retrofit

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	545,072		500,000					2,754,928	3,800,000
R/W									
CON								11,500,000	11,500,000
Total	545,072		500,000					14,254,928	15,300,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	482,552		442,650					12,619,888	13,545,090
Local Match	62,520		57,350					315,990	435,860
LSSRP Bond								1,319,050	1,319,050
Local AC									
Total	545,072		500,000					14,254,928	15,300,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	482,552		442,650					2,438,938	3,364,140
Local Match	62,520		57,350					315,990	435,860
LSSRP Bond									
Local AC									
Total	545,072		500,000					2,754,928	3,800,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								10,180,950	10,180,950
Local Match									
LSSRP Bond								1,319,050	1,319,050
Local AC									
Total								11,500,000	11,500,000

Project #:

5079(016)

5079(029)

2016/17-2021/22 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

Oceanside 2821 BRIDGE NO. 57C0322, HILL ST, OVER SAN LUIS REY RIVER, 0.3 MI S OCNSIDE HRBOR DR. Replace existing two lane bridge with new two lane bridge. Originally LSSRP Seismic Retrofit. 7/23/2013: Toll credits used for PE and CON. 9/25/2014: Toll credits used for R/W. High cost project agreement needs to be signed for this project.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	1,200,000				4,050,000				5,250,000
R/W					5,000,000				5,000,000
CON								36,750,000	36,750,000
Total	1,200,000				9,050,000			36,750,000	47,000,000

Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	1,200,000				9,050,000			36,750,000	47,000,000
Local Match									
LSSRP Bond									
Local AC									
Total	1,200,000				9,050,000			36,750,000	47,000,000

PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	1,200,000				4,050,000				5,250,000
Local Match									
LSSRP Bond									
Local AC									
Total	1,200,000				4,050,000				5,250,000

R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$					5,000,000				5,000,000
Local Match									
LSSRP Bond									
Local AC									
Total					5,000,000				5,000,000

CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								36,750,000	36,750,000
Local Match									
LSSRP Bond									
Local AC									
Total								36,750,000	36,750,000

Project #: 5079(030)

2016/17-2021/22 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

San Diego 4352 BRIDGE NO. 57C0420L, FAIRMOUNT AVE OVER ALDINE DRIVE, 1.2 MI S OF RTE 8. Rehabilitation of a two lane bridge. (no added capacity) Scope is not Clear.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE		135,000			557,750				692,750
R/W					10,000				10,000
CON								3,485,640	3,485,640
Total		135,000			567,750			3,485,640	4,188,390
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$		119,516			502,629			3,085,837	3,707,982
Local Match		15,485			65,121			399,803	480,408
LSSRP Bond									
Local AC									
Total		135,000			567,750			3,485,640	4,188,390
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$		119,516			493,776				613,292
Local Match		15,485			63,974				79,458
LSSRP Bond									
Local AC									
Total		135,000			557,750				692,750
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$					8,853				8,853
Local Match					1,147				1,147
LSSRP Bond									
Local AC									
Total					10,000				10,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								3,085,837	3,085,837
Local Match								399,803	399,803
LSSRP Bond									
Local AC									
Total								3,485,640	3,485,640

Project #: 5004(200)

2016/17-2021/22 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

San Diego 4351 BRIDGE NO. 57C0420R, FAIRMOUNT AVE OVER ALDINE DRIVE, 1.2 MI S OF RTE 8. Rehabilitation of a two lane bridge. (no added capacity)
Scope is not Clear.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE		135,000			557,750				692,750
R/W					10,000				10,000
CON								3,485,640	3,485,640
Total		135,000			567,750			3,485,640	4,188,390
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$		119,516			502,629			3,085,837	3,707,982
Local Match		15,485			65,121			399,803	480,408
LSSRP Bond									
Local AC									
Total		135,000			567,750			3,485,640	4,188,390
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$		119,516			493,776				613,292
Local Match		15,485			63,974				79,458
LSSRP Bond									
Local AC									
Total		135,000			557,750				692,750
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$					8,853				8,853
Local Match					1,147				1,147
LSSRP Bond									
Local AC									
Total					10,000				10,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								3,085,837	3,085,837
Local Match								399,803	399,803
LSSRP Bond									
Local AC									
Total								3,485,640	3,485,640

Project #: 5004(198)

2016/17-2021/22 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

San Diego 3510 PM00046, Bridge Preventive Maintenance with the City of San Diego. See Caltrans HBP web site for backup list of bridges.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	142,400								142,400
R/W									
CON				1,134,800					1,134,800
Total	142,400			1,134,800					1,277,200
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	126,067			1,004,638					1,130,705
Local Match	16,333		-0	130,162					146,495
LSSRP Bond									
Local AC									
Total	142,400			1,134,800					1,277,200
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	126,067								126,067
Local Match	16,333								16,333
LSSRP Bond									
Local AC									
Total	142,400								142,400
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$				1,004,638					1,004,638
Local Match			-0	130,162					130,162
LSSRP Bond									
Local AC									
Total				1,134,800					1,134,800

Project #:
5004(188)
5004(189)

2016/17-2021/22 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

San Diego County 3683 BRIDGE NO. 00L0048, 13th STREET OVER THE SANTA MARIA CREEK. Construct new two lane bridge to replace existing two lane low water crossing. 10/1/2010: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	1,425,000				375,000				1,800,000
R/W					150,000				150,000
CON								8,000,000	8,000,000
Total	1,425,000				525,000			8,000,000	9,950,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	1,425,000				525,000			8,000,000	9,950,000
Local Match									
LSSRP Bond									
Local AC									
Total	1,425,000				525,000			8,000,000	9,950,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	1,425,000				375,000				1,800,000
Local Match									
LSSRP Bond									
Local AC									
Total	1,425,000				375,000				1,800,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$					150,000				150,000
Local Match									
LSSRP Bond									
Local AC									
Total					150,000				150,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								8,000,000	8,000,000
Local Match									
LSSRP Bond									
Local AC									
Total								8,000,000	8,000,000

Project #:
NBIL(515)

2016/17-2021/22 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

San Diego County 3685 BRIDGE NO. 00L0049, QUARRY ROAD OVER SPRING VALLEY CREEK. Construct new two lane bridge to replace existing two lane low water crossing. 9/23/2010: Toll Credits programmed for PE. 4/28/2016: Toll credits for R/W and CON deleted.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	750,000				1,100,000				1,850,000
R/W					1,100,000				1,100,000
CON								7,400,000	7,400,000
Total	750,000				2,200,000			7,400,000	10,350,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	750,000				2,073,830			6,551,220	9,375,050
Local Match					126,170			848,780	974,950
LSSRP Bond									
Local AC									
Total	750,000				2,200,000			7,400,000	10,350,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	750,000				1,100,000				1,850,000
Local Match									
LSSRP Bond									
Local AC									
Total	750,000				1,100,000				1,850,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$					973,830				973,830
Local Match					126,170				126,170
LSSRP Bond									
Local AC									
Total					1,100,000				1,100,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								6,551,220	6,551,220
Local Match								848,780	848,780
LSSRP Bond									
Local AC									
Total								7,400,000	7,400,000

Project #:

NBIL(520)

2016/17-2021/22 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

San Diego County 3888 BRIDGE NO. 00L0059, COLE GRADE ROAD low water crossing OVER SAN LUIS REY RIVER. Replace existing 2 lane low water crossing with 2 lane bridge.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	1,340,000								1,340,000
R/W					250,000				250,000
CON								7,500,000	7,500,000
Total	1,340,000				250,000			7,500,000	9,090,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	1,186,302				221,325			6,639,750	8,047,377
Local Match	153,698				28,675			860,250	1,042,623
LSSRP Bond									
Local AC									
Total	1,340,000				250,000			7,500,000	9,090,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	1,186,302								1,186,302
Local Match	153,698								153,698
LSSRP Bond									
Local AC									
Total	1,340,000								1,340,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$					221,325				221,325
Local Match					28,675				28,675
LSSRP Bond									
Local AC									
Total					250,000				250,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								6,639,750	6,639,750
Local Match								860,250	860,250
LSSRP Bond									
Local AC									
Total								7,500,000	7,500,000

Project #: 5957(113)

2016/17-2021/22 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

San Diego County 4615 BRIDGE NO. 00L0105, MAGNOLIA AVENUE OVER HATFIELD CREEK. Replace 2 lane low water crossing with 2 lane bridge.

New!

Project #:

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE								1,380,000	1,380,000
R/W								50,000	50,000
CON								7,786,660	7,786,660
Total								9,216,660	9,216,660
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								8,159,509	8,159,509
Local Match								1,057,151	1,057,151
LSSRP Bond									
Local AC									
Total								9,216,660	9,216,660
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								1,221,714	1,221,714
Local Match								158,286	158,286
LSSRP Bond									
Local AC									
Total								1,380,000	1,380,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								44,265	44,265
Local Match								5,735	5,735
LSSRP Bond									
Local AC									
Total								50,000	50,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								6,893,530	6,893,530
Local Match								893,130	893,130
LSSRP Bond									
Local AC									
Total								7,786,660	7,786,660

2016/17-2021/22 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

San Diego County 1772 BRIDGE NO. 57C0120, IRR WILLOWS RD, OVER VIEJAS CREEK, 0.9 MI E/O ALPINE WILLOW. Construct scour countermeasure.
4/5/2010: Toll Credits programmed for R/W & Con.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	1,155,000								1,155,000
R/W									
CON		3,230,369	600,000						3,830,369
Total	1,155,000	3,230,369	600,000						4,985,369

Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	924,000	3,230,369	600,000						4,754,369
Local Match	231,000								231,000
LSSRP Bond									
Local AC									
Total	1,155,000	3,230,369	600,000						4,985,369

PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	924,000								924,000
Local Match	231,000								231,000
LSSRP Bond									
Local AC									
Total	1,155,000								1,155,000

R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$									
Local Match									
LSSRP Bond									
Local AC									
Total									

CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$		3,230,369	600,000						3,830,369
Local Match									
LSSRP Bond									
Local AC									
Total		3,230,369	600,000						3,830,369

Project #: 5957(062)

2016/17-2021/22 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

San Diego County 3450 BRIDGE NO. 57C0270, BUCKMAN SPRINGS RD, OVER COTTONWOOD CR, 3.5 MI S ROUTE I-8. Replacement (HBP). No lanes being added.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	1,600,000								1,600,000
R/W									
CON								3,000,000	3,000,000
Total	1,600,000							3,000,000	4,600,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	1,416,480							2,655,900	4,072,380
Local Match	183,520							344,100	527,620
LSSRP Bond									
Local AC									
Total	1,600,000							3,000,000	4,600,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	1,416,480								1,416,480
Local Match	183,520								183,520
LSSRP Bond									
Local AC									
Total	1,600,000								1,600,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$									
Local Match									
LSSRP Bond									
Local AC									
Total									
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								2,655,900	2,655,900
Local Match								344,100	344,100
LSSRP Bond									
Local AC									
Total								3,000,000	3,000,000

Project #: 5957(084)

2016/17-2021/22 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

San Diego County 3451 BRIDGE NO. 57C0344, LAWSON VALLEY RD, OVER LAWSON CREEK, 3.4 MI E OF SKYLINE TRUCK. Bridge Replacement (HBP). No added lane capacity. 4/1/2010: Toll Credits programmed for PE, R/W, & Con.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	875,000			750,000					1,625,000
R/W							100,000		100,000
CON								6,500,000	6,500,000
Total	875,000			750,000			100,000	6,500,000	8,225,000
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	875,000			750,000			100,000	6,500,000	8,225,000
Local Match									
LSSRP Bond									
Local AC									
Total	875,000			750,000			100,000	6,500,000	8,225,000
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	875,000			750,000					1,625,000
Local Match									
LSSRP Bond									
Local AC									
Total	875,000			750,000					1,625,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$							100,000		100,000
Local Match									
LSSRP Bond									
Local AC									
Total							100,000		100,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								6,500,000	6,500,000
Local Match									
LSSRP Bond									
Local AC									
Total								6,500,000	6,500,000

Project #: 5957(090)

2016/17-2021/22 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

San Diego County 4029 BRIDGE NO. 57C0358, SYCAMORE DR OVER N FK SAN MARCOS CREEK, 0.35 MI N OLIVE ST. Replace two lane bridge with two lane bridge.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	881,250								881,250
R/W					75,000				75,000
CON							4,935,000		4,935,000
Total	881,250				75,000		4,935,000		5,891,250
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	780,171				66,398		4,368,956		5,215,524
Local Match	101,079				8,603		566,045		675,726
LSSRP Bond									
Local AC									
Total	881,250				75,000		4,935,000		5,891,250
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	780,171								780,171
Local Match	101,079								101,079
LSSRP Bond									
Local AC									
Total	881,250								881,250
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$					66,398				66,398
Local Match					8,603				8,603
LSSRP Bond									
Local AC									
Total					75,000				75,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$							4,368,956		4,368,956
Local Match							566,045		566,045
LSSRP Bond									
Local AC									
Total							4,935,000		4,935,000

Project #: 5957(118)

2016/17-2021/22 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

San Diego County 3533 BRIDGE NO. 57C0709, Live Oak Park Rd Over San Luis Rey Tributary. Replace existing 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	1,000,000				300,000				1,300,000
R/W					100,000				100,000
CON							4,000,000		4,000,000
Total	1,000,000				400,000		4,000,000		5,400,000

Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	885,300				354,120		3,541,200		4,780,620
Local Match	114,700				45,880		458,800		619,380
LSSRP Bond									
Local AC									
Total	1,000,000				400,000		4,000,000		5,400,000

PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	885,300				265,590				1,150,890
Local Match	114,700				34,410				149,110
LSSRP Bond									
Local AC									
Total	1,000,000				300,000				1,300,000

R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$					88,530				88,530
Local Match					11,470				11,470
LSSRP Bond									
Local AC									
Total					100,000				100,000

CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$							3,541,200		3,541,200
Local Match							458,800		458,800
LSSRP Bond									
Local AC									
Total							4,000,000		4,000,000

Project #: 5957(105)

2016/17-2021/22 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

San Diego County 3396 PM00027, Bridge Preventive Maintenance Program (BPMP) various locations in the County of San Diego. See Caltrans Local Assistance HBP web site for backup list of bridges.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	945,804								945,804
R/W									
CON	3,216,299					848,820			4,065,119
Total	4,162,103					848,820			5,010,923
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	3,684,710					751,460			4,436,170
Local Match	477,393					97,360			574,753
LSSRP Bond									
Local AC									
Total	4,162,103					848,820			5,010,923
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	837,320								837,320
Local Match	108,484								108,484
LSSRP Bond									
Local AC									
Total	945,804								945,804
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	2,847,390					751,460			3,598,850
Local Match	368,909					97,360			466,269
LSSRP Bond									
Local AC									
Total	3,216,299					848,820			4,065,119

Project #:
5957(096)
5957(099)
5957(100)
5957(101)

2016/17-2021/22 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

San Diego County 4307 BRIDGE NO. PM00130, Bridge Preventive Maintenance Program (BPMP), various bridges in the County of San Diego. See Caltrans Local Assistance HBP web site for backup list of bridges.

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE		1,650,000							1,650,000
R/W									
CON								4,884,383	4,884,383
Total		1,650,000						4,884,383	6,534,383
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$		1,460,745						4,324,144	5,784,889
Local Match		189,255						560,239	749,494
LSSRP Bond									
Local AC									
Total		1,650,000						4,884,383	6,534,383
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$		1,460,745							1,460,745
Local Match		189,255							189,255
LSSRP Bond									
Local AC									
Total		1,650,000							1,650,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$								4,324,144	4,324,144
Local Match								560,239	560,239
LSSRP Bond									
Local AC									
Total								4,884,383	4,884,383

Project #:

5957(123)
5957(124)

2016/17-2021/22 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

San Marcos 3623 BRIDGE NO. 00L0045, SOUTH BENT AVENUE OVER SAN MARCOS CREEK. Construct new two lane bridge to replace existing two lane low water crossing.

Change!

Phase Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
PE	1,850,000	350,000	300,000						2,500,000
R/W	400,000								400,000
CON			19,496,400						19,496,400
Total	2,250,000	350,000	19,796,400						22,396,400
Fund Source Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	1,991,925	309,855	265,590				17,260,163		19,827,533
Local Match	258,075	40,145	2,270,647						2,568,867
LSSRP Bond									
Local AC			17,260,163				-17,260,163		
Total	2,250,000	350,000	19,796,400						22,396,400
PE Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	1,637,805	309,855	265,590						2,213,250
Local Match	212,195	40,145	34,410						286,750
LSSRP Bond									
Local AC									
Total	1,850,000	350,000	300,000						2,500,000
R/W Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	354,120								354,120
Local Match	45,880								45,880
LSSRP Bond									
Local AC									
Total	400,000								400,000
CON Summary:	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$							17,260,163		17,260,163
Local Match			2,236,237						2,236,237
LSSRP Bond									
Local AC			17,260,163				-17,260,163		
Total			19,496,400						19,496,400

Project #: NBIL(522)

2016/17-2021/22 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

MPO Summary: San Diego Association Of Governments

Number of Projects: 20

Totals:

	Prior	16/17	17/18	18/19	19/20	20/21	21/22	Beyond	Total
Fed \$	16,357,619	7,376,047	1,662,179	1,754,638	13,411,020	751,460	25,270,318	118,080,634	184,663,915
Local Match	1,679,956	537,116	2,373,854	130,162	354,480	97,360	1,024,845	7,339,567	13,537,340
LSSRP Bond								1,319,050	1,319,050
Local AC			17,260,163				-17,260,163		
Total for all Phases	18,037,575	7,913,163	21,296,196	1,884,800	13,765,500	848,820	9,035,000	126,739,251	199,520,305

**Grouped Projects for Safety Improvements -
SHOPP Mobility Program (CAL46A)**

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
CAL437	Caltrans	In San Diego County, on various routes at various locations-Routes 5, 8, 52, 54, 94, 163, 805, and 905	Replace Changeable Message Sign (CMS) panels with Advanced Variable Message Sign (AVMS) panels.	\$585,000	\$0	\$5,287,000	\$0	\$0	\$0	\$5,872,000
CAL438	Caltrans	In San Diego County, on various routes at various locations.	In San Diego County, on various routes at various locations. Replace Changeable Message Sign (CMS) panels with Advanced Variable Message Sign (AVMS) panels.	\$974,000	\$5,472,000	\$0	\$0	\$0	\$0	\$6,446,000
CAL462	Caltrans	In San Diego County, at various locations.	In San Diego County, at various locations. Repair and install Vehicle Detection Stations (VDS) elements including Microwave Vehicle Detections Systems (MVDS) and loop detectors.	\$911,000	\$2,160,000	\$13,799,000	\$0	\$0	\$0	\$16,870,000
CAL463	Caltrans	In San Diego County, at various locations.	In San Diego County, at various locations. Update Microwave Vehicle Detection System (MVDS) elements for traffic flow monitoring and data collections.	\$1,237,000	\$4,843,000	\$0	\$0	\$0	\$0	\$5,215,000
CAL468	Caltrans	In San Diego County - Route 5/8 Separation to Route 5/76 Separation	In San Diego County, from 0.6 mile south of Route 5/8 Separation to 1.5 miles north of Route 5/76 Separation. Install VDS, CMS, CCTV, Ramp Metering, Traffic Signal and Fiber Optic Network elements. (PM: R19.5 / R55.4)	\$1,619,000	\$122,000	\$22,619,000	\$0	\$0	\$0	\$24,238,000
CAL472	Caltrans	In San Diego County at various locations (Routes 5,805, & 905)	In San Diego County at Various Locations on Route 5, 805, and 905. Install fiber optic line. (Post Miles: I-5 R0.3/R15.2; SR905 2.5/5.4; I-805 0.2/14.0); I-805 0.2/14.0)	\$818,000	\$1,783,000	\$0	\$24,606,000	\$0	\$0	\$27,207,000
CAL491	Caltrans	In Carlsbad - Construct auxiliary lane.	In Carlsbad, from Palomar Airport Road to Cannon Road. Construct auxiliary lane of .5 miles in southbound direction for operational efficiency.	\$0	\$207,000	\$1,075,000	\$0	\$6,744,000	\$0	\$8,026,000
Total				\$6,144,000	\$14,587,000	\$42,780,000	\$24,606,000	\$6,744,000	\$0	\$93,874,000

Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program (CAL46B)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
CAL354	Caltrans	Buckman Springs Safety Roadside Rest Area (SRRA) Rehab	Near Pine Valley, at Buckman Springs Safety Roadside Rest Area (SRRA), rehabilitate SRRA sewer and water systems.	\$1,949,000	\$4,329,000	\$0	\$0	\$0	\$0	\$6,278,000
CAL422	Caltrans	In the city of San Diego on Routes 8 and 805.	In the city of San Diego, from east of Route 163 to east of Route 805; also on Route 805 from north of Adams Avenue to south of Route 8 (PM 17.3/17.5). Roadside safety improvements.	\$603,000	\$7,948,000	\$0	\$0	\$0	\$0	\$8,551,000
CAL427	Caltrans	In the city of San Diego and Santee, from Route 5 to Route 125.	Construct rumble strips, enhance pavement delineation, and construct concrete barriers (PM 0.0/14.8).	\$1,493,000	\$0	\$5,438,000	\$0	\$0	\$0	\$6,931,000
CAL430	Caltrans	In the city of San Diego on Routes 8 and 15.	In the city of San Diego, from east of Route 805 to east of Route 15; also on Route 15 from north of Adams Avenue to north of Route 8 (PM M5.8/R6.3). Roadside safety improvements.	\$1,701,000	\$4,083,000	\$0	\$0	\$0	\$0	\$5,784,000
CAL432	Caltrans	In the city of San Diego and La Mesa, from west of Mission Gorge Road to west of Route 125.	Roadside safety improvements.	\$565,000	\$1,503,000	\$5,887,000	\$0	\$0	\$0	\$7,955,000
CAL433	Caltrans	In San Diego County, on various routes at various locations.	In San Diego County, on various routes at various locations. Construct maintenance vehicle pullouts, pave areas beyond the gore, upgrade crash cushions, reduce maintenance intensive landscaping and relocate irrigation controls.	\$1,878,000	\$4,348,000	\$0	\$0	\$0	\$0	\$6,226,000
CAL473	Caltrans	Near Oceanside, Fallbrook OH to San Onofre Bridge.	Near Oceanside, from Fallbrook Overhead to 1.0 mile south of San Onofre Bridge. Install cable safety barrier.	\$0	\$1,588,000	\$0	\$6,905,000	\$0	\$0	\$8,493,000
CAL474	Caltrans	In San Diego County - On various Routes.	In San Diego County, on Routes 8, 67, 79, and 94 at various locations. Widen and grade existing hinges at end treatment platforms, and to upgrade guardrails and end treatments to current standards.	\$0	\$526,000	\$1,046,000	\$5,376,000	\$0	\$0	\$6,948,000
CAL475	Caltrans	In El Cajon - east of Grossmont Blvd OC to Second Street UC.	In El Cajon, at various locations, from 0.5 mile east of Grossmont Boulevard Overcrossing to Second Street Undercrossing. Construct MVPs, pave beyond gore areas, relocate irrigation controllers and reduce high maintenance landscaping.	\$0	\$1,646,000	\$0	\$5,749,000	\$0	\$0	\$7,395,000

Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program (CAL46B)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
CAL476	Caltrans	In San Diego and Lemon Grove - at various locations, west of 47th Street OC to west of College Avenue UC.	In the cities of San Diego and Lemon Grove, at various locations from 0.2 mile west of 47th Street Overcrossing to 0.6 mile west of College Avenue Undercrossing. Construct MVPs, pave areas beyond gore, upgrade guardrail, install concrete barrier/crash cushions, relocate irrigation/electrical equipment and upgrade curb ramps to current ADA standards.	\$0	\$340,000	\$901,000	\$3,831,000	\$0	\$0	\$5,072,000
CAL477	Caltrans	Lemon Grove and San Diego - 94/125 Separation.	In the cities of Lemon Grove and San Diego, from 0.1 mile south of Elkelton Place Undercrossing to Route 94/125 Separation. Construct MVPs, pave beyond gore areas, replace crash cushions, guardrail with concrete barrier, install access gates, relocate irrigation equipment and remove high maintenance landscaping.	\$0	\$431,000	\$864,000	\$6,734,000	\$0	\$0	\$8,029,000
CAL478	Caltrans	City of San Diego - construct MVPs, pave beyond gore areas, replace cushions, guardrail with concrete barrier, install access gates, relocate irrigation equipment, remove high maintenance landscaping.	In the city of San Diego, at various locations, from Linda Vista Road Overcrossing to Route 805/52 Separation. Construct MVPs, install access gates, pave beyond gore areas, reduce high maintenance landscaping, relocate irrigation controls, and upgrade crash cushions.	\$0	\$453,000	\$1,109,000	\$7,580,000	\$0	\$0	\$9,142,000
CAL486	Caltrans	In San Diego County on various routes, warning signs.	In San Diego County on various routes in the western portion of the County, SR-52, SR-54, SR-56, SR-67, SR-75, SR-76, SR-78, SR-94, SR-125, SR-163, I-5, I-8, I-15, and I-805. Upgrade/install curve warning signs at horizontal curves.	\$0	\$498,000	\$561,000	\$2,847,000	\$0	\$0	\$3,906,000
CAL488	Caltrans	In and near El Cajon - Greenfield Drive to East of Los Coches Road Undercrossing.	In and near El Cajon, at various locations, from Greenfield Drive to 0.4 mile east of Los Coches Road Undercrossing. Pave beyond gore areas, reduce high maintenance landscaping and relocate irrigation components.	\$0	\$0	\$346,000	\$536,000	\$2,344,000	\$0	\$3,226,000
CAL489	Caltrans	City of San Diego - Route 5 to Convoy Street. MVPs, pave slopes, pave narrow areas beyond gores.	In the city of San Diego, from 0.1 mile east of Route 5 to 0.1 mile east of Convoy Street. Construct MVPs, pave slopes under bridge structures, pave narrow areas and beyond gores.		\$394,000	\$1,118,000	\$3,835,000	\$0	\$0	\$5,347,000

Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program (CAL46B)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
CAL495	Caltrans	City of San Diego - El Camino Real to Route 56/15. Pave beyond gore areas, relocate irrigation control valve boxes, construct rumble strip.	In the city of San Diego, from El Camino Real Undercrossing to Route 56/15 Separation. Pave beyond gore areas, relocate irrigation control valve boxes, construct rumble strip.		\$0	\$284,000	\$629,000	\$2,436,000	\$0	\$3,349,000
Total				\$8,189,000	\$28,087,000	\$17,554,000	\$44,022,000	\$4,780,000	\$0	\$102,632,000

Grouped Projects for Shoulder Improvements - Roadside Preservation Program (CAL46C)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
CAL482	Caltrans	San Diego - Iris Street Overcrossing to Otay River Bridge Landscaping	In the city of San Diego, from Iris Street Overcrossing to Otay River Bridge. Replace deteriorated water supply lines and plant landscaping for erosion control.	\$0	\$304,000	\$564,000	\$1,854,000	\$0	\$0	\$2,722,000
CAL494	Caltrans	In Chula Vista - Potable Irrigation Systems	In Chula Vista, from 0.3 mile south of Main Street Undercrossing to Palomar Street Overcrossing. Convert potable irrigation systems to recycled water.	\$0	\$284,000	\$744,000	\$4,985,000	\$0	\$0	\$6,013,000
CAL496	Caltrans	City of San Diego - Camino de la Plaza to Otay River Bridge, Route 805/5 Separation to San Ysidro Boulevard.	In the city of San Diego, from Camino de la Plaza Overcrossing to Otay River Bridge; also on Route 805 from Route 805/5 Separation to San Ysidro Boulevard Undercrossing. Convert potable irrigation system to recycled water.	\$0	\$384,000	\$1,286,000	\$12,031,000	\$0	\$0	\$13,701,000
CAL499	Caltrans	City of San Diego - San Ysidro Blvd UC to Otay River Bridge, Route 905, Picador Blvd UC to Caliente Avenue OC. Potable irrigation systems.	In the city of San Diego, from San Ysidro Boulevard Undercrossing to Otay River Bridge; also on Route 905 from 0.3 mile east of Picador Boulevard Undercrossing to Caliente Avenue Overcrossing. Convert potable irrigation systems to recycled water.	\$0	\$327,000	\$1,182,000	\$9,394,000	\$0	\$0	\$10,903,000
Total				\$0	\$1,299,000	\$3,776,000	\$28,264,000	\$0	\$0	\$33,339,000

Grouped Projects for Safety Improvements - SHOPP Program (CAL46D)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
CAL461	Caltrans	In San Diego County at various locations.	In San Diego County at various locations. Apply methacrylate to bridge decks, replace joint seals, repair unsound concrete and replace approach slabs.	\$0	\$4,275,000	\$0	\$0	\$0	\$0	\$4,938,000
CAL484	Caltrans	In and near Chula Vista, Sweetwater River Bridge No. 57-0638R/L to Route 54.	In and near Chula Vista, from 0.2 mile south of Sweetwater River Bridge No. 57-0638R/L to Route 54. Upgrade bridge rails, widen bridges to make standard, and repair approach slabs, joint seals, gore pavement, and shoulders.	\$0	\$23,390,000	\$0	\$0	\$0	\$0	\$23,390,000
CAL485	Caltrans	Bridge Rail Replacement and Upgrade. San Diego, Quince Street to Washington Street.	In San Diego County in San Diego at various locations from Quince Street OC to Washington Street OC. Bridge Rail Replacement/Upgrade.	\$0	\$4,740,000	\$0	\$0	\$0	\$2,877,000	\$7,617,000
CAL492	Caltrans	City of San Diego - 163 Connector	In the city of San Diego, at the east Route 8 to south Route 163 Connector Overcrossing No. 57-0355G. Bridge rail replacement.	\$0	\$374,000	\$969,000	\$2,715,000	\$0	\$0	\$4,058,000
Total				\$0	\$32,779,000	\$969,000	\$2,715,000	\$0	\$2,877,000	\$40,003,000

**Grouped Projects for Pavement Resurfacing and/or Rehabilitation -
SHOPP Roadway Preservation Program (CAL46E)**

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
CAL421	Caltrans	In San Diego County - On various routes at various locations.	In San Diego County, on various routes at various locations. Culvert Rehabilitation.	\$568,000	\$1,889,000	\$3,364,000	\$0	\$0	\$0	\$5,821,000
CAL423	Caltrans	In and near Escondido, west of North Broadway to Teepee Drive.	(PM N17.6/R21.4); Pavement Rehabilitation.	\$1,180,000	\$4,958,000	\$23,510,000	\$0	\$0	\$0	\$29,648,000
CAL426	Caltrans	In the city of San Diego, from Spring to Route 54.	(PM R10.4/14.9); Pavement Rehabilitation.	\$1,767,000	\$0	\$13,008,000	\$0	\$0	\$0	\$14,775,000
CAL442	Caltrans	In San Diego County - Flinn Springs Rd UC to Crestwood Rd UC.	In San Diego County, from 0.7 mile west of Flinn Springs Road Undercrossing to 0.2 mile east of Crestwood Road Undercrossing. Rehabilitate culverts and energy dissipaters. PM: R23.0 / R61.3	\$845,000	\$1,565,000	\$0	\$8,259,000	\$0	\$0	\$10,669,000
CAL467	Caltrans	In San Diego County, at various locations, Midway Drive to Flinn Springs Road	In San Diego County, at various locations, from 0.5 mile west of Midway Drive Undercrossing to 0.6 mile west of Flinn Springs Road Undercrossing. Repair, rehabilitate and replace culvert systems. (PM: L0.7 / R23.0)	\$1,173,000	\$1,590,000	\$10,467,000	\$0	\$0	\$0	\$13,230,000
CAL469	Caltrans	In San Diego County at various locations on Route 78	In San Diego County at various locations from 0.1 mile east of Route 78/5 Separation to Route 15/78 Separation. Rehabilitate and replace culverts including invert paving, joint repair grouting, Cured-in-place Pipeliner (CIPP) and drainage inlet lid repair (PM: 0.0/R16.5)	\$811,000	\$0	\$1,681,000	\$0	\$10,770,000	\$0	\$13,262,000
CAL470	Caltrans	In San Diego County near Alpine on Route 8.	In San Diego County near Alpine from Viejas Creek Bridge to Pine Valley Creek Bridge. Grind, remove and replace Jointed Plain Concrete Pavement lanes, remove and replace asphalt concrete outside shoulders and cold plane and overlay inside shoulders. Upgrade guardrail, replace approach/departure slabs and construct rumble strips (PM: R31.8/R41.7)	\$936,000	\$0	\$3,276,000	\$0	\$49,247,000	\$0	\$53,459,000

**Grouped Projects for Pavement Resurfacing and/or Rehabilitation -
SHOPP Roadway Preservation Program (CAL46E)**

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
CAL471	Caltrans	In San Diego County near La Mesa to Santee on Route 125.	In San Diego near La Mesa, from 0.2 mile south of S125-94 separation to Mission Gorge Road in Santee. Pavement Rehabilitation.	\$1,383,000	\$0	\$2,594,000	\$0	\$38,300,000	\$0	\$42,277,000
CAL481	Caltrans	In San Diego - Replace aging roadside sign panels with retroreflective sheeting	In San Diego County at various locations on various routes, replace aging roadside sign panels with retroreflective sheeting	\$0	\$355,000	\$2,287,000	\$0	\$0	\$0	\$2,642,000
CAL501	Caltrans	National City and Chula Vista - Pavement Rehabilitation.	In and near National City and Chula Vista, from Route 54/5 Separation to the Route 54/125 Junction. Rehabilitate flexible and rigid pavement on the traveled way, shoulders, ramps and connectors, upgrade guard rail and dike.	\$0	\$709,000	\$2,581,000	\$0	\$23,842,000	\$0	\$27,132,000
CAL505	Caltrans	In the city of San Diego on Route 52.	In San Diego County in San Diego on Route 52 from 0.4 mile west of Convoy Street Overcrossing to Santo Road Overcrossing.	\$0	\$2,066,000	\$0	\$0	\$0	\$0	\$2,066,000
CAL506	Caltrans	In San Diego County in and near Lemon Grove north of Paradise Valley Road OC to S125/94 Separation.	In San Diego County in and near Lemon Grove from 0.2 mile north of Paradise Valley Road (Jamacha Boulevard) Overcrossing to 0.2 mile south of S125/94 Separation.	\$0	\$3,071,000	\$0	\$0	\$0	\$0	\$3,071,000
CAL507	Caltrans	In San Diego County, west of Harbison Canyon UC to east of Horsethief Road UC. Rehabilitate culverts.	In San Diego County, from 0.6 mile west of Harbison Canyon Undercrossing to 0.4 mile east of Horsethief Road Undercrossing. Rehabilitate culverts.	\$262,000	\$1,300,000	\$6,425,000	\$0	\$0	\$0	\$7,987,000
Total				\$8,925,000	\$17,503,000	\$69,193,000	\$8,259,000	\$122,159,000	\$0	\$226,039,000

**Grouped Projects for Safety Improvements -
SHOPP Mandates (CAL46I)**

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
CAL434	Caltrans	In the city of San Diego, from 0.8 mile to 1.0 mile north of Del Mar Heights Road.	Repair and enhance detention basin and regrade overflow channel and access road (PM R34.6/35.1).	\$241,000	\$526,000	\$2,577,000	\$0	\$0	\$0	\$3,344,000
CAL435	Caltrans	In San Diego County, on various routes at various locations.	In San Diego County, on routes 5, 15, 75, and 163 at various locations. Construct and upgrade curb ramps, driveways and sidewalks to comply with ADA standards.	\$881,000	\$2,526,000	\$4,534,000	\$0	\$0	\$0	\$7,941,000
CAL439	Caltrans	In Oceanside on Route 78 - West of College Blvd. UC.	In Oceanside, from 0.8 mile to 0.6 mile west of College Boulevard. Stormwater mitigation and slope erosion repair.	\$977,000	\$4,651,000	\$0	\$0	\$0	\$0	\$5,628,000
CAL479	Caltrans	Imperial Beach - Relinquishment	In Imperial Beach, from Georgia Street to 0.2 mile north of Rainbow Drive. Relinquish roadway to Imperial Beach. Financial contribution only.	\$0	\$5,624,000	\$0	\$0	\$0	\$0	\$5,624,000
CAL480	Caltrans	San Diego and Lemon Grove - Pedestrian curb ramps and sidewalks	In and near the cities of San Diego and Lemon Grove, from 32nd Street Undercrossing to Bancroft Drive Undercrossing. Construct and upgrade pedestrian curb ramps and sidewalks to meet current standards	\$0	\$776,000	\$3,026,000	\$3,493,000	\$0	\$0	\$7,295,000
CAL487	Caltrans	San Diego County - East of Pauma Creek Bridge, west of Santa Ysabel, west of San Luis Rey River.	In San Diego County near Pauma Valley from 0.2 mile west to 0.1 mile east of Pauma Creek Bridge and about 6 miles west of Santa Ysabel at 1.8 mile west of San Luis Rey River Bridge. Drainage System Restoration.	\$0	\$2,244,000	\$0	\$0	\$0	\$0	\$2,244,000
CAL497	Caltrans	City of San Diego - ADA Curb Ramps	In the city of San Diego, from Mission Center Road to College Avenue. Construct and upgrade pedestrian curb ramps to meet ADA standards. Replaced damaged sidewalk and install accessible pedestrian signals.	\$0	\$0	\$326,000	\$1,173,000	\$1,652,000	\$0	\$3,151,000
CAL498	Caltrans	Various cities - Curb ramps, pedestrian signal heads, push buttons, relocate pull boxes, light poles, and controller cabinet.	In various cities, from Main Street/Auto Park Drive Undercrossing to Market Street Overcrossing. Construct and upgrade pedestrian curb ramps to meet ADA standards. Replace pedestrians signal heads, push buttons and relocated pull boxes, light poles and controller cabinet.		\$0	\$843,000	\$1,972,000	\$4,287,000	\$0	\$7,102,000

**Grouped Projects for Safety Improvements -
SHOPP Mandates (CAL46I)**

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
CAL500	Caltrans	City of San Diego - Carmel Mountain Road UC to Route 5/56 Separation. Stabilize slope and landscape.	In the city of San Diego, from Carmel Mountain Road Undercrossing to 0.05 mile west of Route 5/56 Separation. Stabilize existing slopes and landscaping from further erosion and sediment deposition into the Los Penasquitos Lagoon.		\$283,000	\$632,000	\$2,425,000	\$0	\$0	\$3,340,000
Total				\$2,099,000	\$16,630,000	\$11,938,000	\$9,063,000	\$5,939,000	\$0	\$45,669,000

**Highway Safety Improvement Program (HSIP) (CAL105)
2019 FTIP/ 2018 RTIP Back-Up List for
San Diego Association of Governments**

Unique Project ID	TIP ID	Agency	Project Location	Description of Work	Current Total Project Cost Estimate	Current Programmed Federal Funds	Other/ Local Funds	Federal Funds Programmed under "Prior"	Federal Funds Programmed in 2018/19	Federal Funds Programmed in 2019/20	Federal Funds Programmed in 2020/21	Federal Funds Programmed in 2021/22
H8-11-001	CAL444	Chula Vista	Various locations citywide.	Install pedestrian countdown signals.	\$1,215,900	\$1,215,900	\$0	\$0	\$1,215,900	\$0	\$0	\$0
H8-11-002	CAL445 ¹	Chula Vista	Various locations west of I-805 and east of I-5 to City Limits and signals along Main St.	Retiming of traffic signals and installation of fiber optic/ethernet communication system.	\$1,323,100	\$661,550	\$0	\$0	\$661,550	\$0	\$0	\$0
H8-11-003	CAL446	Chula Vista	Five (5) intersections: Broadway and Anita Street; Third Avenue and Oxford Street; Fifth Avenue and "E" Street; Fifth Avenue and "F" Street; Fifth Avenue and "G" Street.	Provide for protected left turn movement at two intersections and install traffic signals on mast arms at three intersections.	\$829,800	\$829,800	\$0	\$0	\$829,800	\$0	\$0	\$0
HSIP7-11-001	CAL409	Chula Vista	At Broadway/F street and Broadway/G Street	Provide protected left-turn phases	\$517,000	\$517,000	\$0	\$67,000	\$0	\$0	\$450,000	\$0
HSIP7-11-002	CAL410	Chula Vista	At 4 intersections: H Street / Oaklawn Ave, Fourth Ave / Park Way, Fourth Ave / Davidson St, H Street / Woodlawn Ave	Install pedestrian crossing and protected left-turn phase	\$437,300	\$437,300	\$0	\$58,000	\$0	\$0	\$379,300	\$0
HSIP7-11-003	CAL411	Chula Vista	On Palomar St between Industrial Blvd to Broadway	Install Bike Lanes and sidewalks	\$430,100	\$387,090	\$43,010	\$60,300	\$0	\$0	\$326,790	\$0
H8-11-004	CAL447	El Cajon	Washington Avenue between Third Street and Dehesa Road.	Reconfigure lane geometry from four travel lanes to three, add a two-way left-turn lane, bicycle lanes, and install roadway segment lighting.	\$627,500	\$564,750	\$62,750	\$0	\$564,750	\$0	\$0	\$0
HSIP7-11-004	CAL412	El Cajon	Washington Ave. between Jamacha Rd. and El Cajon Blvd.; Chase Ave. between Anza St. and Johnson Ave.; El Cajon Blvd. between Boulevard Pl. and Main St.; Main St. between Travelodge Dr. and Magnolia Ave	Installation of a traffic signal interconnect fiberoptic cable system to implement coordination timing and the installation of street lighting	\$1,039,500	\$1,039,500	\$0	\$74,000	\$0	\$0	\$965,500	\$0
H8-11-005	CAL448	Encinitas	Intersections of Encinitas Blvd and Vulcan Avenue, Leucadia Boulevard and Quail Gardens Drive, Santa Fe Drive and Scripps Driveway, and Leucadia Boulevard and North Vulcan Avenue.	Replace existing permissive left-turn phases and signal heads with protected left-turn phases and signal heads on existing and/or new traffic signal poles and mast arms.	\$532,200	\$532,200	\$0	\$0	\$532,200	\$0	\$0	\$0

**Highway Safety Improvement Program (HSIP) (CAL105)
2019 FTIP/ 2018 RTIP Back-Up List for
San Diego Association of Governments**

Unique Project ID	TIP ID	Agency	Project Location	Description of Work	Current Total Project Cost Estimate	Current Programmed Federal Funds	Other/ Local Funds	Federal Funds Programmed under "Prior"	Federal Funds Programmed in 2018/19	Federal Funds Programmed in 2019/20	Federal Funds Programmed in 2020/21	Federal Funds Programmed in 2021/22
H8-11-006	CAL449	Encinitas	North Coast Highway 101 from Jasper Street to Phoebe Street.	Install a HAWK beacon.	\$316,000	\$316,000	\$0	\$0	\$316,000	\$0	\$0	\$0
H8-11-007	CAL450	Encinitas	Corridors of 2nd St, Birmingham Dr, Coast Highway 101, El Camino Real, Encinitas Blvd, Garden View Rd, Leucadia Blvd, Mountain Vista Dr, Olivenhain Rd, Quail Garden Dr, Santa Fe Dr, Via Cantabria, Village Park Wy, and Vulcan Ave/San Elijo Ave.	Install LED luminaire safety lighting at signalized intersections and LED street lighting along project corridors.	\$718,000	\$718,000	\$0	\$0	\$718,000	\$0	\$0	\$0
H8-11-009	CAL451	La Mesa	Various streets.	Install regulatory and warning signs.	\$161,100	\$151,540	\$9,560	\$0	\$151,540	\$0	\$0	\$0
HSIP7-11-005	CAL413	La Mesa	Signalized intersections on the following corridors: Amaya Dr, Baltimore Dr, Center Dr, El Cajon Blvd, Grossmont Center Dr, Jackson Dr, La Mesa Blvd, Lake Murray Blvd, Murray Dr, Spring St, and University Ave	Upgrade fiber optic traffic signal interconnect system including installation of: cable, controllers, BBS, monitoring devices, and related communication equipment to improve safety and operations via optimized traffic signal timing and coordination.	\$904,900	\$904,900	\$0	\$75,000	\$0	\$0	\$0	\$829,900
H8-11-010	CAL452	National City	Sweetwater Road from Plaza Bonita Road/Stockman to Plaza Bonita Centerway.	Install pinned raised median and street lighting.	\$786,600	\$680,940	\$105,660	\$0	\$680,940	\$0	\$0	\$0
H8-11-011	CAL453	National City	Signalized intersections on corridors: 8th St, 18th St, 30th St/Sweetwater Rd, Bay Marina Dr/Mile of Cars Wy, Division St, Euclid Ave, National City Blvd, Plaza Blvd/Paradise Valley Rd, Tidelands Ave;Plaza Bonita Ctrwy &Valley Rd, 16th St & Palm Ave.	Install pedestrian countdown signal heads and ADA-compliant pedestrian push buttons.	\$520,900	\$512,900	\$8,000	\$0	\$512,900	\$0	\$0	\$0
H8-11-012	CAL454	National City	Signalized intersections of National City Blvd at 16th St and Euclid Ave at 4th St.	Replace existing permissive left-turn phases and signal heads with protected left-turn phases and signal heads on existing and/or new traffic signal poles and mast arms.	\$191,800	\$176,800	\$15,000	\$0	\$176,800	\$0	\$0	\$0

**Highway Safety Improvement Program (HSIP) (CAL105)
2019 FTIP/ 2018 RTIP Back-Up List for
San Diego Association of Governments**

Unique Project ID	TIP ID	Agency	Project Location	Description of Work	Current Total Project Cost Estimate	Current Programmed Federal Funds	Other/ Local Funds	Federal Funds Programmed under "Prior"	Federal Funds Programmed in 2018/19	Federal Funds Programmed in 2019/20	Federal Funds Programmed in 2020/21	Federal Funds Programmed in 2021/22
H8-11-013	CAL455	National City	Thirty-two (32) signalized intersections - Tidelands Ave/19th St, Palm Ave/16th St, and on the following corridors: 8th St, 18th St, 30th St/Sweetwater Rd, Bay Marina Dr/Mile of Cars Wy/24th St, Division St, Euclid Ave, Plaza Blvd/Paradise Valley Rd.	Install LED luminaire safety lighting.	\$183,200	\$175,200	\$8,000	\$0	\$175,200	\$0	\$0	\$0
HSIP7-11-006	CAL414	National City	Signalized intersections along the following corridors within City limits: 8th Street, 18th Street, Division Road, Euclid Avenue, Mile of Cars Way, Palm Avenue, and Plaza Boulevard.	Upgrade 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.	\$475,100	\$455,100	\$20,000	\$0	\$0	\$0	\$455,100	\$0
HSIP7-11-007	CAL415	National City	Signalized Intersections on the following corridors: D Ave, Euclid Ave, Highland Ave, National City Blvd, Palm Ave, Plaza Blvd, Sweetwater Rd Midblock crosswalk locations citywide	Install LED luminaire safety lighting at signalized intersections and pedestrian level LED street lighting at midblock crosswalks with additional pedestrian safety enhancements at select midblock locations	\$724,700	\$625,230	\$99,470	\$0	\$0	\$0	\$0	\$625,230
HSIP7-11-008	CAL416	National City	At the intersections of National City Blvd & 30th St, Plaza Blvd & N Ave, Plaza Blvd & Harbison Ave, Euclid Ave & 16th St, Euclid Ave & 18th St, 30th St & L Ave, Sweetwater Rd & Prospect St, Sweetwater Rd & Ring Rd.	Installing pedestrian crossings at signalized intersections and necessary related access and equipment improvements.	\$261,200	\$243,200	\$18,000	\$0	\$0	\$0	\$243,200	\$0
HSIP7-11-009	CAL417 ²	Oceanside	On Douglas Drive between approximately 300 feet south of Westport Drive and 250 feet north of Via Cibola.	Install a raised median from 300 ft. south of Westport Dr to 250 ft. north of Festival Dr, and raised median islands on the approaches of two non-signalized intersections along Douglas Dr at Corte Bocina and at Via Cibola.	\$778,700	\$700,830	\$0	\$45,000	\$0	\$0	\$0	\$655,830
H8-11-014	CAL456 ³	San Diego	University Avenue between Fairmount Avenue and Euclid Avenue.	Implement Complete Street measures including raised medians with pedestrian refuges, roundabouts, and wider sidewalks.	\$6,045,800	\$5,441,220	\$0	\$0	\$0	\$5,441,220	\$0	\$0

**Highway Safety Improvement Program (HSIP) (CAL105)
2019 FTIP/ 2018 RTIP Back-Up List for
San Diego Association of Governments**

Unique Project ID	TIP ID	Agency	Project Location	Description of Work	Current Total Project Cost Estimate	Current Programmed Federal Funds	Other/ Local Funds	Federal Funds Programmed under "Prior"	Federal Funds Programmed in 2018/19	Federal Funds Programmed in 2019/20	Federal Funds Programmed in 2020/21	Federal Funds Programmed in 2021/22
H8-11-015	CAL457	San Diego County	Jamacha Boulevard between Sweetwater Road and Gillespie Drive, adjacent the Spring Valley Shopping Center, in the unincorporated community of Spring Valley.	Construct raised median and install traffic signal with striping, raised pavement markers, signage, and continental crosswalk striping.	\$930,600	\$837,540	\$93,060	\$0	\$0	\$837,540	\$0	\$0
H8-11-016	CAL458	San Diego County	Woodside Ave from Marilla Dr to Chestnut St in the unincorporated community of Lakeside.	Construct sidewalks, bike lanes, and advanced dilemma zone detection with signal coordination.	\$7,724,200	\$6,951,780	\$772,420	\$0	\$0	\$6,951,780	\$0	\$0
HSIP7-11-010	CAL418	San Diego County	Wintergardens Blvd. from Woodside Ave to Lemoncrest Dr in the unincorporated community of Lakeside in San Diego County.	Construct sidewalk, curb, gutter, curb ramps, driveways, bike lanes, stripes, pavement markings and a traffic signal modification	\$741,000	\$607,440	\$133,560	\$0	\$0	\$0	\$0	\$607,440
HSIP7-11-011	CAL419	Santee	Mission Gorge Road from SR 52 westbound on-ramp to Carlton Hills Boulevard	Install streetlights	\$365,500	\$365,500	\$0	\$0	\$0	\$0	\$365,500	\$0
HSIP7-11-012	CAL420	Santee	Around Santana High School on Mast Boulevard from Park Center Drive to Grand Teton Way, Magnolia Avenue from Mast Boulevard to 2nd Street, 2nd Street from Magnolia Avenue to Cleary Street	Install streetlights	\$518,200	\$518,200	\$0	\$0	\$0	\$0	\$0	\$518,200
H8-11-017	CAL459	Vista	Signalized intersections on the following corridors: North Melrose Drive, Santa Fe Avenue, Civic Center Drive, Vista Way/Vista Village Drive, and Bobier Drive/Foothill Drive.	Install traffic signal interconnect system including: conduit, cable, monitoring devices, controllers, and related communication equipment.	\$1,420,400	\$710,200	\$710,200	\$0	\$710,200	\$0	\$0	\$0
Totals					\$30,720,300	\$27,277,610	\$2,098,690	\$379,300	\$7,245,780	\$13,230,540	\$3,185,390	\$3,236,600

¹ Local funds of \$661,550 for CAL445 are programmed on CHV84

² Local funds of \$77,870 for CAL417 are programmed on O45

³ Local funds of \$604,580 for CAL456 are programmed on SD252

Group Projects for Pavement Resurfacing and/or Rehabilitation on the State Highway System - Highway Maintenance Program (CAL194)

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	LEAD AGENCY	PRIOR YEAR	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
CAL504	HM 124 - In San Diego - Various Locations - RHMA Overlay	- In San Diego County at various locations from 0.1 mile north of Sampson Street Overcrossing to Las Pulgas Road Undercrossing Back Post Mile: R13.9 Ahead Post Mile: R62.1	Caltrans	0	\$6,311,000	\$0	\$0	\$0	\$0	\$6,311,000
Total				\$0	\$6,311,000	\$0	\$0	\$0	\$0	\$6,311,000

Grouped Projects for Rehabilitation or Reconstruction of Track Structures, Track and Trackbed in Existing Rights-of-Way - Blue Line Corridor (SAN66)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
SAN172	San Diego Association of Governments	BL Station Rehabilitation	along trolley system from Barrio Logan Station to San Ysidro Station; reconstruct station platforms for low-floor Light Rail Transit vehicles between Barrio Logan and San Ysidro, replace existing shelters. Provides for renewed rail, ties, grade crossings, and repairs substations, wayside slopes and other state of good repair improvements on the Blue Line south of 12th & Imperial.	\$131,632,302	\$498,000	\$14,000	\$0	\$0	\$0	\$132,144,302
SAN173	San Diego Association of Governments	BL Rail Infrastructure	purchase and install 17 traction power substations (TPSS) and ROW as needed; includes fencing, new power feeds and access development	\$29,723,483	\$500,000	\$51,000	\$0	\$0	\$0	\$30,274,483
Total				\$161,355,785	\$998,000	\$65,000	\$0	\$0	\$0	\$162,418,785

Grouped Projects for Rehabilitation or Reconstruction of Track Structures, Track and Trackbed in Existing Rights-of-Way - Coastal Rail Corridor (SAN114)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
SAN116	San Diego Association of Governments	Oceanside Station Pass Through Track	install third track at station to facilitate train passing and improve operations	\$27,583,231	\$522,450	\$0	\$0	\$0	\$0	\$28,105,681
SAN117	San Diego Association of Governments	Poinsettia Station Improvements	includes track reconfiguration, intertrack fence, reconstruction of pedestrian loading platforms, signals, and a new grade separated pedestrian crossing	\$18,268,719	\$5,336,000	\$9,406,000	\$737,000	\$0	\$0	\$33,747,719
SAN130	San Diego Association of Governments	Carlsbad Village Double Track	Conduct feasibility study of two rail trench alternatives; prepare final environmental document and 30 percent design for 1.0 miles of double track, a new bridge across Buena Vista Lagoon, and new signals	\$3,673,394	\$80,400	\$0	\$0	\$0	\$0	\$3,753,794
SAN149	San Diego Association of Governments	Coaster PE	preliminary engineering and environmental studies for prioritization of Coaster improvement projects to better define future projects	\$1,005,164	\$157,000	\$60,000	\$0	\$0	\$0	\$1,222,164
SAN182	San Diego Association of Governments	San Diego River Bridge	Construct 0.9 miles of double track and new bridge over the San Diego River - construction funds are for phase 1	\$81,208,104	\$6,069,000	\$6,231,000	\$200,000	\$158,000	\$0	\$93,866,104
SAN183	San Diego Association of Governments	Batiquitos Lagoon Double Track	construct 0.8 miles of double-track and a new bridge over Batiquitos Lagoon - Construction funds are for first phase of project	\$8,959,670	\$2,579,000	\$1,882,000	\$1,432,000	\$0	\$0	\$14,852,670
SAN30	San Diego Association of Governments	San Dieguito Lagoon Double Track and Platform	prepare final environmental document and design for 2.1 miles of second track and San Dieguito Bridge replacement Project includes construction of a special event platform at the Del Mar Fairgrounds	\$12,945,231	\$1,750,000	\$1,750,000	\$0	\$0	\$0	\$16,445,231
Total				\$153,643,513	\$16,493,850	\$19,329,000	\$2,369,000	\$158,000	\$0	\$191,993,363

Grouped Projects for Bicycle and Pedestrian Facilities - Bayshore Bikeway (SAN147)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
SAN144	San Diego Association of Governments	Bayshore Bikeway Segments 4 and 5	construct 2.8 miles of new bike path with project design and construction separated into two phases consisting of Segment 4 from 32nd Street in San Diego to Vesta Street and Segment 5 from Vesta Street to National City Marina. Toll Credits of \$114 will be used to match federal funds for the CON phase	\$6,178,471	\$500,100	\$0	\$0	\$0	\$0	\$6,678,571
SAN154	San Diego Association of Governments	Bayshore Bikeway - Segment 8B	0.4 miles of class I bike path in the City of Chula Vista	\$1,402,916	\$163,000	\$1,612,000	\$15,000	\$0	\$0	\$3,192,916
SAN195	San Diego Association of Governments	Bayshore Bikeway - Barrio Logan	Bayshore Bikeway from 32nd Street and Harbor Drive to Park Blvd. and Harbor Dr. in the City of San Diego	\$2,433,842	\$4,934,000	\$10,489,000	\$86,000	\$21,000	\$0	\$17,963,842
SAN203	San Diego Association of Governments	Border to Bayshore Bikeway	construct 8.5 miles of bike lane	\$2,261,345	\$9,340,000	\$69,000	\$443,000	\$101,000	\$2,000	\$12,216,345
Total				\$12,276,574	\$14,937,100	\$12,170,000	\$544,000	\$122,000	\$2,000	\$40,051,674

Grouped Projects for Bicycle and Pedestrian Facilities - Coastal Rail Trail (SAN148)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
SAN155	San Diego Association of Governments	Coastal Rail Trail San Diego - Rose Creek	final environmental document and design for 0.8 miles of Class I shared use path (includes new 250-foot long bridge over Rose Creek) and 1.3 miles protected bike lanes along Santa Fe Street.	\$7,576,088	\$11,611,000	\$4,593,000	\$5,000	\$3,000	\$3,000	\$23,791,088
SAN156	San Diego Association of Governments	Coastal Rail Trail - Encinitas	Final environmental document, design and construction for 1.7 miles of bike path and bike lane	\$5,506,063	\$4,567,000	\$35,000	\$0	\$0	\$0	\$10,108,063
Total				\$13,082,151	\$16,178,000	\$4,628,000	\$5,000	\$3,000	\$3,000	\$33,899,151

Grouped Projects for Bicycle and Pedestrian Facilities - San Diego River Trail (SAN196)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
SAN197	San Diego Association of Governments	San Diego River Trail - Qualcomm Stadium	design and construct Class 1 bicycle facility.	\$700,657	\$2,295,000	\$30,000	\$0	\$0	\$0	\$3,025,657
SAN198	San Diego Association of Governments	San Diego River Trail - Carlton Oaks Segment	Design 2 miles of new bike path, including connection to Mast Park - along San Diego River from West Hills Parkway to Carlton Hills Boulevard	\$877,196	\$564,000	\$140,804	\$0	\$0	\$0	\$1,582,000
Total				\$1,577,853	\$2,859,000	\$170,804	\$0	\$0	\$0	\$4,607,657

**Grouped Projects for Operating Assistance - FTA Section 5310
Enhanced Mobility of Seniors and Individuals with Disabilities (SAN213)**

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
LAM27	La Mesa, City of	Rides4Neighbors	City of La Mesa - Volunteer Driver Transportation Service - develop, coordinate, and implement new service provide assistance for essential medial shopping needs	\$0	\$153,727	\$75,000	\$16,782	\$0	\$0	\$245,509
SAN70	San Diego Association of Governments	for Jewish Family Services - Volunteer Driver Transportation/ Rides and Smiles	volunteer driver program that offers personal transportation to seniors and disabled	\$0	\$473,791	\$319,561	\$0	\$0	\$0	\$3,892,935
Total				\$0	\$627,518	\$394,561	\$16,782	\$0	\$0	\$4,138,444

**Grouped Projects for Capital Purchase - FTA Section 5310
Enhanced Mobility of Seniors and Individuals with Disabilities (SAN214)**

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
SAN168	San Diego Association of Governments	FACT Mobility Management	maintain FACT's existing mobility management services throughout San Diego County	\$0	\$183,329	\$239,005	\$0	\$0	\$0	\$2,743,490
SAN244	San Diego Association of Governments	MTS Vehicle Purchase	Purchasing Class B Vehicle	\$570,892	\$33,908	\$115,200	\$0	\$0	\$0	\$720,000
Total				\$570,892	\$217,237	\$354,205	\$0	\$0	\$0	\$3,463,490

Grouped Projects for Bicycle and Pedestrian Facilities - North Park/Mid-City Bikeways (SAN227)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
SAN158	San Diego Association of Governments	North Park/Mid-City Bikeways: Robinson Bikeway	Complete final design and construct 0.2 miles of bikeway that consists of on-street bike facilities, traffic calming improvements, and an elevated shared-use path.	\$3,317,958	\$440,000	\$115,000	\$1,995,000	\$78,000	\$0	\$5,945,958
SAN229	San Diego Association of Governments	North Park/Mid-City Bikeways: Landis Bikeway	Final design and construct 3 miles of bikeway consisting of on-street bike facilities and traffic calming improvements - In the City of San Diego communities of North Park and City Heights on Landis Street, Swift Avenue, Wightman Street, and 35th Street between Alabama Street and Chamoune Avenue	\$940,486	\$2,835,000	\$3,469,514	\$5,000	\$0	\$0	\$7,250,000
SAN230	San Diego Association of Governments	North Park/Mid-City Bikeways: Howard-Orange Bikeway	Final design for 3.7 miles of bikeway consisting of on-street bike facilities and traffic calming improvements - In the City of San Diego communities of North Park and City Heights on Howard Avenue, Orange Avenue, Estrella Avenue, Polk Avenue and Winona Avenue between Park Boulevard and Winona Avenue	\$198,000	\$432,000	\$1,003,000	\$103,000	\$0	\$0	\$1,736,000
SAN232	San Diego Association of Governments	North Park/Mid-City Bikeways: University Bikeway	final design and construction for 2.5 miles of on-street protected bikeway, including multi-modal ADA accessible transit islands - In the City of San Diego communities of City Heights and Eastern Area on University Avenue between Winona Avenue and 70th Street	\$289,821	\$495,000	\$6,163,000	\$0	\$619,000	\$9,000	\$7,575,821
SAN233	San Diego Association of Governments	North Park/Mid-City Bikeways: Georgia-Meade Bikeway	Final design and construct 3.5 miles of urban bikeways including traffic calming improvements - Within the City of San Diego communities of North Park, Normal Heights, and Kensington: along Meade Avenue from Park Boulevard to 44th Street; Georgia Street between Robinson Avenue and Howard Avenue; Howard Avenue between Georgia Street and Florida Street; and Florida Street between Howard Avenue and Meade Avenue	\$2,017,547	\$3,801,000	\$4,530,000	\$933,553	\$0	\$0	\$11,282,100
SAN238	San Diego Association of Governments	North Park/Mid-City Bikeways: Monroe Bikeway	final design for 1.3 miles of urban bikeways, including traffic calming improvements.	\$196,000	\$270,000	\$60,000	\$0	\$0	\$0	\$526,000
Total				\$6,959,812	\$8,273,000	\$15,340,514	\$3,036,553	\$697,000	\$9,000	\$34,315,879

Grouped Projects for Bicycle and Pedestrian Facilities - Uptown Bikeways (SAN228)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
SAN160	San Diego Association of Governments	Uptown Bikeways: Fourth and Fifth Avenue Bikeways	Construct three miles of new on-street bikeways.	\$5,874,118	\$1,138,000	\$9,054,000	\$5,236,000	\$257,000	\$0	\$21,559,118
SAN234	San Diego Association of Governments	Uptown Bikeways: Eastern Hillcrest Bikeways	Construct 1 mile of on-street bikeway - University Avenue east of SR 163 and connecting to the North Park/Mid-City Bikeways	\$741,013	\$1,000,000	\$669,000	\$1,356,000	\$10,000	\$0	\$3,776,013
SAN235	San Diego Association of Governments	Uptown Bikeways: Washington Street and Mission Valley Bikeways	Final design for 2.6 miles of on street bikeways - Washington Street from the Washington Street Trolley Station to Ibis Street and Bachman Place to the San Diego River Trail in Mission Valley	\$585,462	\$904,138	\$374,400	\$0	\$0	\$0	\$1,864,000
SAN236	San Diego Association of Governments	Uptown Bikeways: Mission Hills and Old Town Bikeways	Final design of 1.8 miles of on-street bikeways - University Avenue between Ibis Street and Albatross Street in Mission Hills and between Five Points and Old Town along San Diego Avenue and Congress Street in the City of San Diego	\$17,000	\$181,000	\$160,000	\$0	\$0	\$0	\$358,000
SAN237	San Diego Association of Governments	Uptown Bikeways: Park Boulevard Bikeway	Preliminary engineering for 1.7 miles of on-street bikeways - Park Boulevard between Robinson Avenue and Village Place in the City of San Diego	\$193,000	\$375,000	\$110,000	\$10,000	\$0	\$0	\$688,000
Total				\$7,410,593	\$3,598,138	\$10,367,400	\$6,602,000	\$267,000	\$0	\$28,245,131

**Grouped Projects for TransNet -
Smart Growth Incentive Program (V10)**

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
CNTY95	San Diego County	Alpine Community Plan Implementation Financing Tools and Mechanisms Plan	The project will enhance the effectiveness of the community plan by identifying potential funding tools and mechanisms for implementation of plan recommendations. Would refine costs associated with plan recommendations, identify potential funding/financing mechanisms, include additional outreach to identify and coordinate potential partnerships, and provide technical support in financing tool execution.	\$0	\$90,000	\$189,500	\$70,500	\$0	\$0	\$350,000
CNTY96	San Diego County	Casa De Oro - Campo Road Specific Plan	This project would develop a Specific Plan for the Campo Road corridor, including a form-based-code and design guidelines, would establish a framework to guide future private investment to transform the area into an inviting, compact, walkable and bikable environment.	\$0	\$58,000	\$270,500	\$216,500	\$0	\$0	\$545,000
CNTY97	San Diego County	Valley Center Community Plan Update	The project will update the content and broaden the scope of the existing community plan by focusing on land use refinements, diversifying mobility and housing options; connecting community services; and simplifying/streamlining development review processes.	\$0	\$40,000	\$257,000	\$328,000	\$0	\$0	\$625,000
EL33	El Cajon, City of	El Cajon Transit Center Transit-Supportive Land Use and Mobility Plan	The project would comprehensively analyze the study area surrounding the El Cajon Transit Center to plan a new vision for the area to include transit-supportive land use, improved mobility options, and an enhanced public realm which will result in a general plan amendment, rezone, and specific plan to facilitate smart growth development, mobility improvements, and public facilities	\$373,867	\$96,133	\$0	\$0	\$0	\$0	\$470,000
EL37	El Cajon, City of	CAP Environmental and Benefit Cost Analysis	The City of El Cajon is preparing a Climate Action Plan. This project will result in an Environmental Impact Report and Benefit-Cost Analysis for the CAP	\$0	\$190,000	\$0	\$0	\$0	\$0	\$190,000

**Grouped Projects for TransNet -
Smart Growth Incentive Program (V10)**

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
ESC44	Escondido, City of	Escondido Transit Center Active Transportation Connections	The project connects the ETC to grocery, commercial, residential and office centers to the west by constructing a bridge for pedestrians over the Spruce Street Creek and by providing bike lanes between Tulip and Quince Street with connection of the ETC to the Mercado/Grand Avenue Smart Growth Project Area to the southeast with bike lanes along Quince Street.	\$375,080	\$894,920	\$0	\$0	\$0	\$0	\$1,270,000
IB17	Imperial Beach, City of	Palm Avenue Mixed-Use & Commercial Corridor Master Plan - Rainbow to Delaware Construction Drawings	Design and development of street improvement plans for the Palm Avenue Mixed Use and Commercial Corridor Master Plan Project, this project will take the plans from 30 percent level to 100 percent construction drawings for the project area (West End Sector)	\$400,000	\$100,000	\$0	\$0	\$0	\$0	\$500,000
LAM47	La Mesa, City of	North Spring Street Smart Growth Corridor	Enhancements include A vital pedestrian connection at I-8 with ADA ramps, high visibility cross walks, lighting, & safety fencing; A Class III bicycle route with sharrow markings along the corridor; A pedestrian railroad crossing connecting Spring Street to a proposed private development, new sidewalk along Nebo Drive, and a new pedestrian crossing at Nebo Drive and University Avenue - providing a linkage to the regional transit center and civic services located downtown.	\$914,410	\$965,999	\$25,591	\$0	\$0	\$0	\$1,906,000
LAM49	La Mesa, City of	Complete Streets Integrated Design Manual	This project will evaluate the City's Complete Streets policies, update them, as needed and integrate them with the engineering design principles in one, easy to use, coordinated Complete Streets Integrated Design Manual. By integrating Complete Streets policies with engineering requirements, the city will ensure that Completes Streets policies will be applied to every development project.	\$0	\$47,867	\$151,582	\$0	\$0	\$0	\$199,449
LG22	Lemon Grove, City of	Lemon Grove Avenue Realignment Project (SGIP)	Realigns and reconstructs segments of Lemon Grove and North Avenues, trolley/railroad crossing and the LGA State Route 94 (SR 94) entrance/exit	\$2,835,709	\$2,169,291	\$0	\$0	\$0	\$0	\$5,005,000

**Grouped Projects for TransNet -
Smart Growth Incentive Program (V10)**

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
LG25	Lemon Grove, City of	Lemon Grove Smart Growth General Plan Update and Implementation Project	This project will produce a Program Environmental Impact Report (PIER) for the City's General Plan Update (GPU), Downtown Specific Plan, and Climate Action Plan (CAP) as an element in the GPU. It includes additional technical support for the GPU and CAP leading to the PEIR. These three planning efforts expedite the City's implementation of the smart growth projects through the CEQA review process	\$0	\$0	\$261,494	\$113,619	\$0	\$0	\$375,113
NC23	National City, City of	Westside Mobility Improvement Project	enhance bicycling and pedestrian connections in the Downtown and Westside Specific Plan areas and encourage smart growth development through the following improvements: completing the missing Class II bicycle facilities, bicycle racks, trash/recycling receptacles, intersection curb bulb-outs at key intersections, ADA-compliant curb ramps at intersections with improved crosswalks, traffic circles at ten intersections, public art within the traffic circles, decorative street lighting along the Wilson Avenue and 14th Street community corridors, and communications support system.	\$1,325,201	\$874,799	\$0	\$0	\$0	\$0	\$2,200,000
NC25	National City, City of	Downtown-Westside Wayfinding and Community Gateways	The project includes the installation of new wayfinding/gateway signs throughout the Downtown and Westside Communities. The goal of the primarily pedestrian-oriented signs is to direct area residents, visitors, and workers to popular destinations, schools, transit stations, and parks	\$591,231	\$433,769	\$0	\$0	\$0	\$0	\$1,025,000
NC29	National City, City of	National City 24th Street Transit Oriented Development Overlay	The project would comprehensively analyze the study area surrounding the 24th Street Transit Center to plan a new vision for the area to include transit-supportive land use, improved mobility and parking options, and an enhanced public realm. The project will result in a general plan amendment, rezone, smart growth and public mobility improvements, and a program level environmental clearance	\$0	\$110,000	\$390,000	\$60,000	\$0	\$0	\$560,000

**Grouped Projects for TransNet -
Smart Growth Incentive Program (V10)**

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
O42	Oceanside, City of	Seagaze Drive Downtown Mobility Project	This project will enhance the quality of Seagaze Drive and provide much needed continuity with Mission Avenue through innovative smart growth supporting infrastructure including: pedestrian bulb-outs, ADA ramps with truncated domes, rectangular rapid flashing beacons, enhanced crosswalks, and a raised pork-chop median	\$420,497	\$113,001	\$0	\$0	\$0	\$0	\$533,498
O49	Oceanside, City of	Coastal Rail Trail Extension	The project will extend the existing Coastal Rail Trail limits in the City of Oceanside by creating a Class 1 bicycle and pedestrian path that spans across the Alta Loma Marsh between Oceanside Boulevard and Morse Street. This connection will improve pedestrian and bicycle mobility and create a safe route for pedestrians and bicyclists between North and South Oceanside	\$0	\$150,000	\$250,000	\$100,000	\$0	\$0	\$500,000
SD227	San Diego, City of	Morena Boulevard Station Area Study Phase 2	This Project will support the Mid-Coast Trolley Line and the future development of the Project Area by encouraging mixed-use transit-oriented development surrounding the existing and planned trolley stations, and enhancing multi-modal connectivity and access for pedestrians, bicyclists, and transit riders.	\$347,117	\$52,883	\$0	\$0	\$0	\$0	\$400,000
SD238	San Diego, City of	San Ysidro Wayfinding Signs	The project includes the design and installation of wayfinding signs in the San Ysidro Port of Entry District to improve the area's mobility and respond to changes in the configuration of the Port of Entry	\$84,500	\$265,500	\$0	\$0	\$0	\$0	\$350,000
SD241	San Diego, City of	Pacific Beach Greenways, Parks and Transit	The study effort will include the creation of public open spaces, multi-modal infrastructure improvements that improve safety for all modes of travel and expand beach access, improvements to the beach boardwalk, and integration of arts and culture in urban design.	\$415,269	\$24,731	\$0	\$0	\$0	\$0	\$440,000
SD243	San Diego, City of	14th Street Pedestrian Promenade Demonstration Block	Design and construction of the first block of the 14th Street Promenade adjacent to the San Diego Police Headquarters. The promenade would create an approximately 30-foot wide pedestrian promenade/linear park by eliminating a parking lane and narrowing two travel lanes.	\$1,194,498	\$55,502	\$0	\$0	\$0	\$0	\$1,250,000

**Grouped Projects for TransNet -
Smart Growth Incentive Program (V10)**

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
SD253	San Diego, City of	Clairemont Transit Oriented Development Design Concepts	Would create draft design concepts and draft policies for potential Transit Oriented Development (TOD) at SGOAs within Clairemont. Would illustrate potential streetscape designs, pedestrian, bicycle and transit improvements, transit hubs, and building form through 2D and 3D renderings and illustrations.	\$0	\$374,318	\$350,682	\$0	\$0	\$0	\$725,000
SD254	San Diego, City of	College Area Smart Growth Study (CASGS)	Would identify, analyze and provide recommendations for nodes and corridors with smart growth development potential within the College Area community. Would result in draft land use scenarios for these smart growth opportunity areas (SGOAs), as well as mobility improvement concepts, urban design concepts, recommendations, and policies.	\$0	\$411,828	\$313,172	\$0	\$0	\$0	\$725,000
SD255	San Diego, City of	E Street Greenway Master Plan	Would develop a master plan for E Street Greenway, a linear park that will expand much needed open space in the City of San Diego's densest community and provide a safe pedestrian connection from the Gaslamp Quarter through the East Village neighborhood. The Greenway would contain widened pedestrian paths, enhanced landscaping and place-making opportunities.	\$0	\$20,000	\$160,000	\$20,000	\$0	\$0	\$200,000
SD256	San Diego, City of	Mira Mesa Transit Oriented Development Concept Plan (MMTOD CP)	Would produce a land use strategy to support transit/mobility hubs within the Sorrento Mesa and Miramar Road employment areas and the SGOAs along Mira Mesa Blvd./Black Mountain Road. Would consider higher densities, formulate policies, and provide urban design illustrations within the SGOAs.	\$0	\$420,668	\$304,332	\$0	\$0	\$0	\$725,000
SD257	San Diego, City of	University Community Smart Growth Concept Study	The University Community Smart Growth Concept Study will be used to support the basic principles of smart growth by building upon the community's role as a major employment, retail, education and housing center interconnected by an expanding regional transportation system. The project area includes many existing transit routes and the Mid Coast trolley to support a mix of higher intensity land uses including industrial and commercial employment and mid high density residential	\$0	\$405,263	\$319,737	\$0	\$0	\$0	\$725,000

**Grouped Projects for TransNet -
Smart Growth Incentive Program (V10)**

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
VISTA54	Vista, City of	Paseo Santa Fe Phase II	a complete and livable streets revitalization project that includes a road diet that will reduce the street width from five lanes to two lanes; install new curbs, gutters, and enhanced sidewalks; construction of roundabouts at key intersections; and, install decorative elements such as landscaping, street lights, street signs, and pedestrian furniture; SANDAG approved TransNet/ATP swap on October 23, 2015	\$10,100,000	\$2,200,000	\$0	\$0	\$0	\$0	\$12,300,000
Total				\$19,377,379	\$10,564,472	\$3,243,590	\$908,619	\$0	\$0	\$34,094,060

Grouped Projects for *TransNet* - Bicycle and Pedestrian Facilities (V12)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
CHV76	Chula Vista, City of	F Street Promenade Streetscape Master Plan	Prepare a streetscape master plan based on complete streets principles and produce preliminary design drawings for a 1.25 mile segment of F Street from Third Avenue to Bay Boulevard - SANDAG Board approved TransNet/ATP swap on November 21, 2014 for \$491,000	\$431,000	\$60,000	\$0	\$0	\$0	\$0	\$491,000
CNTY87	San Diego County	County of San Diego - Active Transportation Plan	Prepare a comprehensive master plan and policy document for the unincorporated county area to guide the development and maintenance of active transportation infrastructure and supportive programs - SANDAG Board approved TransNet/ATP swap on November 21, 2014 for \$500,000	\$459,430	\$40,570	\$0	\$0	\$0	\$0	\$500,000
ESC43	Escondido, City of	Escondido Creek Bikeway Missing Link	Construct Class I and Class II bike facilities that connect the Escondido Creek Trail and Inland Rail Trail - SANDAG Board approved TransNet/ATP swap on November 21, 2014 for \$1,092,000	\$880,751	\$211,249	\$0	\$0	\$0	\$0	\$1,092,000
SAN204	San Diego Association of Governments	Central Avenue Bikeway	final environmental document and design for 1.2 miles of new bikeways	\$623,257	\$347,000	\$24,000	\$0	\$0	\$0	\$994,257
SAN205	San Diego Association of Governments	Pershing Bikeway	construct 3 miles of new bike and pedestrian facilities	\$1,376,316	\$351,000	\$7,882,000	\$2,700,000	\$5,000	\$0	\$12,314,316
SAN206	San Diego Association of Governments	Downtown to Imperial Avenue Bikeway	Final environmental document for 8 miles of urban on-street bike lane - on Imperial Avenue from 47th Street to Park Boulevard and Downtown San Diego at various locations	\$1,973,176	\$1,536,000	\$5,928,000	\$3,871,000	\$180,000	\$0	\$13,488,176
SD141	San Diego, City of	Poway Road Bike Lane	in San Diego, install Class I bicycle lane along the south side (CIP S-00943)	\$2,593,500	\$0	\$0	\$0	\$0	\$5,000	\$2,598,500
Total				\$8,337,430	\$2,545,819	\$13,834,000	\$6,571,000	\$185,000	\$5,000	\$31,478,249

Grouped Projects for Active Transportation Program (ATP) (V14)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
CAL330	Caltrans	SR-15 Commuter Bike Facility	Construct Class 1 bicycle facility	\$15,461,000	\$72,000	\$62,000	\$20,000	\$0	\$0	\$15,615,000
CAL386	Caltrans	National City - SRTS Ped Enhancements	In the city of National City SRTS Ped Enhancements.	\$1,690,000	\$0	\$1,678,000	\$0	\$0	\$0	\$3,368,000
CNTY93	San Diego County	Rock Springs Road SRTS Sidewalks and Bike Lanes	The project proposes to construct walkway and class II bicycle lane along the north side of Rock Springs Road from Highland Heights to Rock Springs Elementary School. The proposed walkways will be constructed of asphalt concrete. The project includes modifying the pedestrian ramps to ADA Standards Traffic signal and drainage facilities. The project proposes class III bike route on the south side of Rock Springs Road.	\$405,000	\$1,312,000	\$0	\$0	\$0	\$0	\$1,717,000
ENC46	Encinitas, City of	El Portal Pedestrian and Bike Underpass	construct a grade-separated pedestrian and bike underpass beneath the LOSSAN rail corridor, and will provide pedestrian, bike, and crosswalk improvements in order to connect adjacent active transportation routes to the facility. Toll Credits of \$539 will be used to match federal funds for the CON phase. Toll Credits will be used to match federal funds for the CON phase	\$851,000	\$4,549,000	\$0	\$0	\$0	\$0	\$5,400,000
ESC46	Escondido, City of	Escondido Creek Trail Bike Path Improvements	This project closes gaps on approximately 2.5 miles of the Escondido creek trail bike path by adding lighting, ped signals, crosswalks, ramps and signage to 7 intersections. The project's construction limits are the Escondido creek trail bike path between Juniper Street and Citrus Avenue.	\$90,000	\$200,000	\$1,342,000	\$0	\$0	\$0	\$1,632,000
IB18	Imperial Beach, City of	Imperial Beach Boulevard Safe Routes to School	Design and construct pedestrian, bicycle, pavement, traffic calming, storm water drainage, and green street improvements	\$312,000	\$5,509,985	\$0	\$0	\$0	\$0	\$5,821,985

Grouped Projects for Active Transportation Program (ATP) (V14)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost	
NC22	National City, City of	El Toyon - Las Palmas Bicycle Corridor	The 1.75 mile El Toyon-Las Palmas Bicycle Corridor project in the National City SMART Foundation's Plan to improve the pedestrian and bicycling environment in National City.		\$0	\$1,544,000	\$0	\$0	\$0	\$1,919,000	
NC26A	National City, City of	Sweetwater River Bikeway/30th Street Bicycle Facility Improvements	The project will provide nearly one mile of Class II and Class III bicycle facilities, per the City's Bicycle Master Plan and will include bicycle detector loops, bicycle boxes, and decreased lane widths for vehicles.		\$914,000	\$0	\$0	\$0	\$0	\$1,154,000	
SD234	San Diego, City of	Chollas Creek-Bayshore Bikeway	Final design and construction plans for 0.75 mile segment of multi-use path connecting from Southeastern San Diego along the Chollas Creek to the Bayshore Bikeway in Barrio Logan.		\$0	\$0	\$0	\$0	\$5,000	\$700,000	
SD245	San Diego, City of	Euclid+ Market Complete Streets project	Final design and construction of new and expanded sidewalks, new bike facilities, and added crosswalks, medians, and curb extensions to slow and calm traffic		\$4,135,000	\$0	\$0	\$0	\$0	\$5,931,000	
SD246	San Diego, City of	Chollas Creek, Oak Park Branch Trail	Preliminary Engineering and Construction for a 2.3 mile multi-use recreation and active transportation trail with two bridges, informational kiosks, and stairs and fencing where needed		\$0	\$0	\$0	\$0	\$5,000	\$958,000	
Total					\$22,868,000	\$16,691,985	\$4,626,000	\$20,000	\$0	\$10,000	\$44,215,985

**Grouped Projects for
Operating Assistance - TransNet Senior Mini-Grant Program - (V16)**

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY2017 - FY2021	Total Cost
COR20	Coronado, City of	Coronado Seniors Out and About Volunteer Driver Program	The services will include a volunteer driver program that will allow seniors to schedule a ride to help them access destinations	\$50,028	\$34,179	\$0	\$0	\$0	\$0	\$34,179	\$84,207
O34	Oceanside, City of	Oceanside Senior Shuttle Program	provide seniors with the following transportation options: curb-to-curb taxi scrip subsidies, door-to-door shuttle services, and doorthrough-door volunteer driver services	\$0	\$195,624	\$256,410	\$0	\$0	\$0	\$452,034	\$452,034
SAN138	San Diego Association of Governments	Renewing Life	expanding its door-through-door transportation service to reach additional 400 low-income, disabled and senior residents in the South Bay; expand target population to serve domestic violence shelter clients with safety-focused transportation services to court meetings, counseling, and therapy sessions	\$0	\$82,984	\$0	\$0	\$0	\$0	\$82,984	\$82,984
SAN185	San Diego Association of Governments	FACT - RideFact	Provide a "one stop" transportation solution for seniors and persons with disabilities to reach medical appointments and other related services and operating trip reimbursement	\$0	\$382,472	\$400,000	\$0	\$0	\$0	\$782,472	\$782,472
SAN194	San Diego Association of Governments	Mountain Health and Community	volunteer driver program assists seniors and individuals with disabilities in accessing vital services and resources	\$184,331	\$3,200	\$0	\$0	\$0	\$0	\$3,200	\$187,531
SAN90	San Diego Association of Governments	Peninsula Shepherd Senior Center - Volunteer Drive	provide shuttle program and distribute senior transportation option brochure	\$0	\$71,750	\$38,000	\$0	\$0	\$0	\$109,750	\$109,750
SAN92	San Diego Association of Governments	Travelers Aid Society - SenioRide	provide taxi voucher program volunteer driver program and develop ride sharing program for low- and fixed-income seniors	\$0	\$208,860	\$0	\$0	\$0	\$0	\$208,860	\$208,860
Total				\$234,359	\$979,069	\$694,410	\$0	\$0	\$0	\$1,673,479	\$1,907,838

**Grouped Projects for
Active Transportation Grant Program (ATGP) (V17)**

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
CB45	Carlsbad, City of	Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project	reconfigure the intersection and the approaches to the intersection and provide enhanced facilities for pedestrians, transit users and bicyclists; SANDAG approved TransNet/ATP swap on October 23, 2015	\$1,354,706	\$1,545,294	\$0	\$0	\$0	\$0	\$2,900,000
CHV53	Chula Vista, City of	Bikeway Master Plans	Update the Citywide Bikeway Master Plan and prepare a bikeway feasibility study for Broadway. Includes preparation of a Multi-Modal Pedestrian/ bikeway Master Plan.	\$376,428	\$119,285	\$64,285	\$0	\$0	\$0	\$559,998
COR21	Coronado, City of	Comprehensive Active Transportation Strategy	The Coronado Comprehensive Active Transportation Strategy (CATS) will help develop a complete multi-modal transportation network in Coronado that accommodates the needs of all users and modes.	\$173,613	\$6,387	\$0	\$0	\$0	\$0	\$180,000
DM07	Del Mar, City of	Civic Center Bike Locker Project	With the construction of the City's new Civic Center near completion, it is an ideal time to install convenient, secure and innovative bike lockers within the sites parking structure. By installing dual entry, blue tooth enabled bike locker, employees and residents and visitors will be able to store their bike with ease via their smart phone while they complete their work day or visit the various attractions throughout the City.	\$0	\$13,500	\$5,500	\$0	\$0	\$0	\$19,000
EL38	El Cajon, City of	Active Transportation Plan	This effort will develop an Active Transportation Plan for the City of El Cajon. Key deliverables will include a Sidewalk/Pedestrian Master Plan, an update to the 2011 Bicycle Master Plan. incorporation and prioritization of the findings from the City's ongoing Safe Routes to School program, and refinement of the conceptual mobility improvements found in the City's Transit District Specific Plan	\$0	\$0	\$160,000	\$70,000	\$0	\$0	\$230,000
EL39	El Cajon, City of	El Cajon Bicycle Parking Enhancement Project	The El Cajon Bicycle Parking Enhancement Project will install bicycle racks throughout El Cajon's bicycle network. The Bicycle racks will provide cyclists with safe, secure, and convenient parking for end- of-trip storage and enhance regional and local bicycle networks.	\$0	\$0	\$30,000	\$32,500	\$0	\$0	\$62,500
ESC45	Escondido, City of	Escondido Creek Trail Signalized Bike/Ped Crossing at El Norte Parkway Project	Provide active transportation connectivity for the Escondido Creek Trail by installing a pedestrian signal and pedestrian refuge across El Norte Parkway, including a decorative trail overhead signage structure in addition to a bridge across Escondido Creek	\$207,668	\$467,333	\$0	\$0	\$0	\$0	\$675,001
IB19	Imperial Beach, City of	IB Biking Education, Encouragement, and Awareness Campaign	The EEA Campaign will create a partnership wit the City of Imperial Beach and the San Diego County Bicycle Coalition to build a positive multimedia, informational and outreach campaign to market new biking infrastructure and destination opportunities, increase bike use, teach bike safety skills, educate businesses and residents, and promote active transportation choices in Imperial Beach. The campaign will include fun mini events, bicycle rodeos, community bike rides and a free Open Streets event.	\$0	\$27,500	\$27,500	\$0	\$0	\$0	\$55,000

Grouped Projects for Active Transportation Grant Program (ATGP) (V17)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
LAM50	La Mesa, City of	University Avenue Corridor - Bike Network and Pedestrian Improvements	The will fill critical gaps in the Currently Adopted Regional Bike Network by providing class II bike lanes on University Avenue from 69th Street to Harbison Avenue (connecting to the end of of the soon to be completed University Bikeway project by SANDAG) and from La Mesa Boulevard to Baltimore Avenue. Additionally, this project will construct new pedestrian ramps and sidewalks improving safe access for walking and biking	\$0	\$304,200	\$197,800	\$0	\$0	\$0	\$502,000
LAM51	La Mesa, City of	Massachusetts Avenue and Blackton Drive - Bike Connectivity and Intersection Improvements	This project will fill a gap in the City of La Mesa Bike Network by installing a northbound Class II bicycle lane on the east side of Massachusetts Avenue between Blackton Drive and University Avenue. Additionally, this project would construct new pedestrian ramps, a crosswalk, and medians at the intersection of Massachusetts Avenue and Blackton Drive. This project would improve access for people walking and biking, vehicular sight distance, and overall safety of the project area.	\$0	\$10,000	\$15,000	\$137,000	\$0	\$0	\$162,000
LG24	Lemon Grove, City of	ADA Transition Plan	The project consists of a comprehensive evaluation and documentation of City policies, programs and facilities to determine the extent to which individuals with disabilities may be restricted in their access to City services, activities and facilities. A document will be produced to provide guidance for the implementation of necessary program and facility modifications over the next several years. The City's assessment will identify and correct those policies and practices that are inconsistent with the requirements of Title II of the ADA. The City will institute a number of programs to increase pedestrian accessibility via capital improvement projects and will continue to monitor these programs in order to meet its overall goals based upon a priority system. The plan will include cost estimates for implementation. The plan will be integrated into the CIP with a timeline for implementation	\$34,002	\$25,998	\$0	\$0	\$0	\$0	\$60,000
NC28	National City, City of	Citywide Midblock Crossing Enhancements Project	The project will generally provide additional pedestrian level lighting enhancements at 14 existing midblock pedestrian crossing locations throughout the City; Specific improvements will include new solar-powered lights at 10 intersections and curb bulbouts, enhanced crosswalk striping, and upgrades to curb ramp to be ADA-compliant at 4 intersections.	\$598,027	\$26,973	\$0	\$0	\$0	\$0	\$625,000
NC31	National City, City of	Division Street - Euclid to Harbison Bicycle Improvements	This project will build upon the recently constructed, and State ATP Cycle 1 funded, Division Street Road Diet project, and complete a Division Street road diet from Euclid Avenue to Harbison Avenue. The project will reduce street from four to two lanes with a center turning lane; the project will also include a Class II buffered bike lane on each side of the road while maintaining parking; and add a pedestrian crossing with curb-extensions and LED illuminated signs at the intersection of Division Street at Drexel Avenue.	\$0	\$412,000	\$0	\$0	\$0	\$0	\$412,000

Grouped Projects for Active Transportation Grant Program (ATGP) (V17)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total Cost
NC33	National City, City of	National City Boulevard Inter City-Bike Connection	The project will provide nearly .2 miles of enhanced (buffered) bike lanes along 33rd Street from Hoover Avenue to National City Boulevard. The project will implement nearly .4 miles of class II facilities along National City Boulevard from 33rd Street to C Street. The project will include traffic calming features, decreased lane widths, bike/pedestrian improvements at freeway on/off ramps, bike boxes, lighting, and pedestrian safety enhancements. The project improves safety for people walking and biking	\$0	\$25,063	\$30,076	\$239,606	\$100,256	\$0	\$395,001
NC34	National City, City of	Waterfront to Homefront Connectivity Study	This study will take a holistic look at connections between the people of National City and the waterfront. The I-5 and the "waterfront" industrial areas have been a barrier to free movement from the "homefront" of the residents in National City to destinations of employment and recreation. The Study will look at connecting transit, bike and walking facilities with new technologies of car share, bikeshare, NEV, shuttles, electric bikes and ride hailing to lower GHG and VMT	\$0	\$111,000	\$109,000	\$0	\$0	\$0	\$220,000
NC35	National City, City of	National City Bicycle Parking Enhancements	The project will install custom bike corrals throughout the city. The corrals will consist of a 12 foot by 6 foot concrete pad with custom bookend bike racks. The design intent is to provide bike parking for cyclists using their own bike (i.e. the bookend bike racks), while also providing space between the bookend bike racks for dockless bike share bikes. The project will provide quality end-of-trip facilities	\$0	\$11,250	\$51,250	\$0	\$0	\$0	\$62,500
O48	Oceanside, City of	Enclosed Bike Parking Facility (Bike Station)	Project will construct and enclosed bike parking facility to support City Hall and downtown business employees. Facility would provide secured 24 hour bike parking for City and local business employees. An enclosed secured bike storage facility is considered critical to increasing the number of bike commuters	\$0	\$85,000	\$15,000	\$0	\$0	\$0	\$100,000
SB19	Solana Beach, City of	Lomas Santa Fe Active Transportation Improvements	The project provides enhanced bicycle, pedestrian, and traffic calming improvements including: bulb-outs, ADA push buttons, curb ramps, high visibility crosswalks, sidewalks, pedestrian scale lighting, pocket park, multi-use path, roundabouts, buffered bicycle lanes, green bike lanes through conflict zones, landscaped medians, increased on -street parking and parking buffers	\$0	\$448,500	\$236,000	\$0	\$0	\$0	\$684,500
SD259	San Diego, City of	Move Free SD Education, Encouragement and Awareness Campaign	Move Free SD is an Education, Encouragement and Awareness Campaign to increase pedestrian, transit, and bicycle mode share in the City of San Diego	\$0	\$35,000	\$115,000	\$0	\$0	\$0	\$150,000
SNT29	Santee, City of	Prospect Avenue and Mesa Road Intersection Improvements	This project will modify the intersection by rebuilding the northeast, southeast, and southwest corners of the intersection. It will improve visibility, reduce pedestrian crossing distance, add a bicycle connection, and improve safety at the school crossing.	\$0	\$0	\$174,293	\$174,293	\$174,293	\$0	\$522,879
Total				\$2,744,444	\$3,674,283	\$1,230,704	\$653,399	\$274,549	\$0	\$8,577,379

Appendix B

Non-Carry Over Projects from the 2016 Regional Transportation Improvement Program

Appendix B

Non-Carryover Projects from 2016 Regional Transportation Improvement Program

SANDAG has a practice for Regional Transportation Improvement Program (RTIP) project listing wherein the status for each project from the previous RTIP is identified. If a project does not show any funding during the RTIP cycle – for the 2018 RTIP, FY 2018/19 to FY 2022/23 – then that project is considered non-active for purposes of programming. However, the sponsor agency may still consider the project active because there are ongoing activities. In order to still show these projects, SANDAG has provided certain status designations as follows for purposes of programming; sponsor agency designations may differ:

- ▶ **Completed:** the project opened to traffic or has begun construction; for federally funded projects, the project funding has been obligated; for state funded projects, the funding has been allocated.
- ▶ **Delayed:** (1) project is ongoing but using prior year funding, or (2) the agency has determined there are other higher priority projects. Under either scenario, the project may be brought back into the RTIP as appropriate.
- ▶ **Deleted:** indicates that the agency has decided to no longer pursue the project and requested the project be deleted from the program.

Certain grouped projects or lump sum projects such as the State Highway Operations and Protection Program show up as completed in this appendix, but the same project titles may show up in Chapter 3 in the current 2018 RTIP. These completed grouped projects represent those projects within the lump sum that are complete, while those that are continuing or any new projects that were added to the lump sum are shown in Chapter 3.

The following list of projects falls under one of the above categories.

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

COMPLETED

MPO ID: CAL18		ADOPTION: 18-00								
Project Title: I-15 Managed Lanes (Middle)		EA NO: 064811								
Project Description: I-15 - construct managed lanes including 3 Direct Access Ramps (DARs)		PPNO: 0672								
		RTP PG NO: A-9								
		SANDAG ID: 1201502								
		EARMARK NO: 3783, CA707								
RT:15	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$466,769		Open to Traffic: Phase 1: Sep 2008			Phase 2: Sep 2008		Phase 3: Mar 2009			
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$34,675	\$34,675						\$2,218	\$126	\$32,331
CMAQ	\$27,761	\$27,761							\$247	\$27,514
DEMO - Sec 115	\$1,000	\$1,000								\$1,000
HPP	\$5,000	\$5,000								\$5,000
RSTP	\$64,720	\$64,720								\$64,720
SHOPP-State Cash-Operations	\$5,205	\$5,205						\$1,069		\$4,136
STIP-IIP NHS	\$36,032	\$36,032								\$36,032
STIP-IIP NHS GARVEE	\$49,250	\$49,250								\$49,250
STIP-IIP State Cash	\$4,668	\$4,668								\$4,668
STIP-RIP NHS	\$3,984	\$3,984						\$3,984		
STIP-RIP NHS GARVEE	\$147,750	\$147,750								\$147,750
STIP-RIP State Cash	\$516	\$516						\$516		
TCRP	\$64,300	\$64,300						\$24,963	\$9,337	\$30,000
Local Funds	\$15,954	\$15,954								\$15,954
TOTAL	\$460,815	\$460,815						\$32,750	\$9,710	\$418,355
*State contributed \$5.954M in additional funds outside of the RTIP										

COMPLETED

MPO ID: CAL18A		ADOPTION: 18-00								
Project Title: I-15 Managed Lanes-North Segment		EA NO: 081001								
Project Description: I-15 - construct managed lanes and add northbound auxiliary lane from Valley Parkway to 1/2 mile north of SR 78. Toll Credits will be used to match federal funds for the CON phase		PPNO: 0672F								
		RTP PG NO: A-9								
		SANDAG ID: 1201503								
RT:15	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$185,479		Open to Traffic: Phase 1: Jan 2012			Phase 2: Jan 2012					
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$42,130	\$42,130						\$16,227	\$524	\$25,379
CMAQ	\$60,700	\$60,700						\$4,050	\$572	\$56,078
RSTP	\$56,654	\$56,654						\$1,505		\$55,149
STIP-RIP NHS	\$4,426	\$4,426						\$4,426		
STIP-RIP State Cash	\$574	\$574						\$574		
TOTAL	\$164,484	\$164,484						\$26,782	\$1,096	\$136,606
*\$20.995M programmed outside of the RTIP										

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

COMPLETED

MPO ID: CAL38		ADOPTION: 18-00									
Project Title:	SR-905 New Freeway								EA NO: 093160, 28880		
Project Description:	SR 905 from I-805 to Otay Mesa Port of Entry - construct 6-lane freeway (Phase 1). Toll Credits will be used to match federal funds for the CON phase								PPNO: 0374K		
									RTP PG NO: A-6		
									SANDAG ID: 1390501		
									EARMARK NO: CA281, CA297, CA612, HPP 2813		
RT:905	Capacity Status: CI	Exempt Category: Non-Exempt									
Est Total Cost: \$419,916		Open to Traffic: Aug 2012									
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - Border	\$1,582	\$1,582								\$1,582	
CBI	\$105,342	\$105,342						\$105,342			
DEMO - Sec 115	\$3,000	\$3,000						\$3,000			
DEMO - TEA 21	\$40,485	\$40,485						\$40,485			
HPP	\$5,836	\$5,836						\$499		\$5,337	
Other Fed - ARRA-STP	\$73,931	\$73,931								\$73,931	
STP	\$1,000	\$1,000						\$1,000			
STP - Sec 117	\$1,067	\$1,067								\$1,067	
STIP-IIP Interstate	\$100,666	\$100,666						\$12,944	\$28,087	\$59,635	
STIP-IIP Prior NHS	\$6,406	\$6,406						\$1,976	\$4	\$4,426	
STIP-IIP Prior State Cash	\$12,966	\$12,966						\$7,000	\$5,966		
STIP-IIP State Cash	\$23,296	\$23,296						\$1,933	\$9,176	\$12,187	
STIP-RIP Interstate	\$20,974	\$20,974							\$11,912	\$9,062	
TCRP	\$23,365	\$23,365							\$23,365		
TOTAL	\$419,916	\$419,916						\$24,352	\$228,337	\$167,227	

DELAYED

MPO ID: CAL71		ADOPTION: 18-00									
Project Title:	I-5/SR 78								EA NO: 07890K		
Project Description:	In Carlsbad, on I-5 from Carlsbad Village Drive (formally Elm Street) undercrossing to California Street overcrossing on SR 78 from I-5/SR 78 separation to Jefferson Street overcrossing - modify interchange, future construction of auxiliary lanes and direct connectors.. Toll Credits of \$1,000 will be used to match federal funds for the PE phase. Toll Credits will be used to match federal funds for the PE phase								RTP PG NO: A-7,18,19,B-32,33		
									EARMARK NO: 3206, 656		
RT:5	Capacity Status: NCI	Exempt Category: Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action									
Est Total Cost: \$4,989											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
HPP	\$4,000	\$4,000						\$4,000			
STP	\$497	\$497						\$497			
STP - Sec 117	\$492	\$492						\$492			
TOTAL	\$4,989	\$4,989						\$4,989			

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

COMPLETED

MPO ID: CAL120		ADOPTION: 18-00									
Project Title:	SR-78 Auxiliary Lanes & Nordahl Road Bridge at SR-78								EA NO:	29310	
Project Description:	SR 78 from I-15 to Nordahl Road -Nordahl Road from Mission Avenue to Montiel Road - cities of Escondido and San Marcos, Phase 1: widen southbound I-15 to westbound SR 78 ramp; construct westbound auxiliary lane on SR 78; widen westbound SR 78 off ramp to Nordahl Road. On Nordahl Road from Mission Road to Montiel Road, Phase 2: Replace the Nordahl Road Overcrossing to increase clearance and provide additional 14-feet of structure width necessary to facilitate the required construction staging of the project. The additional width of the overcrossing will accommodate operational improvements through left-turn storage at the ramp intersections; widen Nordahl Road to provide a dedicated right-turn lane onto Montiel Road								RTP PG NO:	A-5	
									SANDAG ID:	1201510	
Capacity Status: CI		Exempt Category: Non-Exempt									
Est Total Cost: \$24,220		Open to Traffic: Phase 1: Jan 2012			Phase 2: Nov 2012						
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - MC	\$12,098	\$12,098						\$1,666		\$10,432	
DEMO - TEA 21	\$578	\$578								\$578	
HSIP	\$827	\$827								\$827	
TCSP	\$500	\$500								\$500	
SHOPP Augmentation - Mobility	\$3,905	\$3,905							\$90	\$3,815	
SHOPP-State Cash-Mobility	\$200	\$200							\$200		
TOTAL	\$18,108	\$18,108						\$1,666	\$290	\$16,152	
*Joint project with the cities of San Marcos (SM47) and Escondido (ESC13)											

DELAYED

MPO ID: CAL278		ADOPTION: 18-00									
Project Title:	SR78 HOV/Managed Lanes								EA NO:	2T241	
Project Description:	SR-78 from Post Mile 0.0 to R16.54 - PSR for SR-78 HOV and corridor improvements								RTP PG NO:	A.2 16	
									SANDAG ID:	1207801	
RT:78	Capacity Status: NCI	Exempt Category: Other - Engineering studies									
Est Total Cost: \$1,683											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - MC	\$1,683	\$1,683						\$1,683			
TOTAL	\$1,683	\$1,683						\$1,683			

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

COMPLETED

MPO ID: CAL325		ADOPTION: 18-00								
Project Title:	State Routes 905/125/11 Northbound Connectors							EA NO: 28881		
Project Description:	Westbound SR-905 north of Siempre Viva Rd.; Eastbound SR-905 east of La Media Rd.; and Westbound SR-11 west of Enrico Fermi Dr. - on westbound SR-905 north of Siempre Viva Rd., on eastbound SR-905 east of La Media Rd., on westbound SR-11 west of Enrico Fermi Dr., advance design of northbound connectors to SR-125 from eastbound SR-905, westbound SR-905, and westbound SR-11. Toll Credits will be used to match federal funds for the ROW phase, Toll Credits will be used to match federal funds for the CON phase							RTP PG NO: A-17 SANDAG ID: 1390504		
RT:905	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$26,157		Open to Traffic: Dec 2016								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - Border	\$2,700	\$2,700						\$2,700		
CBI	\$3,436	\$3,436							\$800	\$2,636
Prop 1B - TCIF	\$20,021	\$20,021								\$20,021
TOTAL	\$26,157	\$26,157						\$2,700	\$800	\$22,657

COMPLETED

MPO ID: CAL350		ADOPTION: 18-00								
Project Title:	San Diego - SR 805 to SR 163, Repair median erosion and implement storm water quality measures. (part of Lump Sum CAL461)							EA NO: 29280 PPNO: 1088		
Project Description:	SR 52 from SR 805 to SR 163 Milepost begins at 3.8 ends at 6.6 (2.8 miles) - In the city of San Diego from Route 805 to Route 163. Repair median erosion and implement storm water quality measures.									
RT:52	Capacity Status: NCI	Exempt Category: Other - Plantings, landscaping, etc								
Est Total Cost: \$4,520										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP (AC)-Mandates	\$4,520	\$4,520						\$916	\$11	\$3,593
TOTAL	\$4,520	\$4,520						\$916	\$11	\$3,593

COMPLETED

MPO ID: CAL351		ADOPTION: 18-00								
Project Title:	In San Diego County - On Routes 94 and 125. (part of Lump Sum CAL46B)							EA NO: 41110 PPNO: 1083		
Project Description:	In San Diego County, at various locations on Routes 94 and 125. Improve maintenance worker safety by installing access gates and Maintenance Vehicle Pullouts (MVP), paving, construct concrete barrier and other measures.									
RT:94	Capacity Status: NCI	Exempt Category: Safety - Guardrails, median barriers, crash cushions								
Est Total Cost: \$6,886										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP - CR - NHS (AC)	\$6,886	\$6,886						\$1,744	\$40	\$5,102
TOTAL	\$6,886	\$6,886						\$1,744	\$40	\$5,102

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

COMPLETED

MPO ID: CAL352		ADOPTION: 18-00									
Project Title:	San Diego and Chula Vista - South of San Ysidro Blvd to North of Main St. (part of Lump Sum CAL46B)	EA NO: 41120									
		PPNO: 1084									
Project Description:	Not Location Specific - In the cities of San Diego and Chula Vista, from south of San Ysidro Boulevard to north of Main Street, at various locations, construct Maintenance Vehicle Pullouts (MVP), paving, construct concrete barrier and other measures.										
RT:805	Capacity Status: NCI	Exempt Category: Safety - Guardrails, median barriers, crash cushions									
Est Total Cost: \$6,296											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
SHOPP - CR - NHS (AC)	\$6,296	\$6,296						\$1,301	\$87	\$4,908	
	TOTAL	\$6,296						\$1,301	\$87	\$4,908	

COMPLETED

MPO ID: CAL353		ADOPTION: 18-00									
Project Title:	In San Diego and Chula Vista - Camino De La Plaza OC to Main Street OC. (part of Lump Sum CAL46B)	EA NO: 41090									
		PPNO: 1104									
Project Description:	Milepost begins at .3 ends at 5.4 - In San Diego and Chula Vista, at various locations from Camino De La Plaza Overcrossing to Main Street Overcrossing. Construct pullouts and pave beyond gore areas to improve safety for maintenance personnel. (PM: R0.3/5.4)										
RT:5	Capacity Status: NCI	Exempt Category: Safety - Shoulder Improvements									
Est Total Cost: \$5,587											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
SHOPP - CR - NHS (AC)	\$5,587	\$5,587						\$1,418	\$85	\$4,084	
	TOTAL	\$5,587						\$1,418	\$85	\$4,084	

COMPLETED

MPO ID: CAL355		ADOPTION: 18-00									
Project Title:	Lemon Grove - Paradise Valley Rd. to North of Troy St, erosion and storm water quality measures. (part of Lump Sum CAL46I)	EA NO: 29200									
		PPNO: 1087									
Project Description:	SR 125 from Paradise Valley Rd OC to North of Troy Street Milepost begins at 9.8 ends at 12.4 (2.6 miles) - In and near Lemon Grove, from Paradise Valley Road to north of Troy Street. Repair median erosion and implement storm water quality measures.										
RT:125	Capacity Status: NCI	Exempt Category: Other - Plantings, landscaping, etc									
Est Total Cost: \$4,896											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
SHOPP (AC)-Mandates	\$4,896	\$4,896						\$1,185	\$12	\$3,699	
	TOTAL	\$4,896						\$1,185	\$12	\$3,699	

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

COMPLETED

MPO ID: CAL356		ADOPTION: 18-00								
Project Title:	San Diego and Coronado - San Diego Coronado Bay Bridge Rehab and upgrade of electrical components. (part of Lump Sum CAL46D)	EA NO: 26220								
		PPNO: 1063								
Project Description:	SR 75 Bridge 57-0857 - In the cities of San Diego and Coronado, from 0.1 mile south of San Diego - Coronado Bay Bridge to 0.3 mile south of North Junction 5. Rehabilitate and upgrade bridge electrical components.									
RT:75	Capacity Status: NCI	Exempt Category: Safety - Non capacity widening or bridge reconstruction								
Est Total Cost: \$19,139										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP (AC)-Brdg Presrv (HBP)	\$19,139	\$19,139						\$2,097		\$17,042
	TOTAL	\$19,139						\$2,097		\$17,042

COMPLETED

MPO ID: CAL357		ADOPTION: 18-00								
Project Title:	Palomar Mountain State Park - Gomez Creek Bridge to La Jolla Amago Creek Bridge, bridge rail upgrades. (part of Lump Sum CAL46D)	EA NO: 29910								
		PPNO: 1067								
Project Description:	SR 76 Bridge 57-0158 Milepost begins at 22.2 ends at 40 - Near Palomar Mountain State Park, from Gomez Creek Bridge No. 57-0158 to La Jolla Amago Creek Bridge No. 57-0169 at various locations. Bridge rail upgrade.									
RT:76	Capacity Status: NCI	Exempt Category: Safety - Non capacity widening or bridge reconstruction								
Est Total Cost: \$4,846										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP (AC)-Brdg Presrv (HBP)	\$4,846	\$4,846						\$1,744	\$1	\$3,101
	TOTAL	\$4,846						\$1,744	\$1	\$3,101

COMPLETED

MPO ID: CAL358		ADOPTION: 18-00								
Project Title:	Campo - Campo Creek Bridge, upgrade bridge rails and bridge approach rails. (part of Lump Sum CAL46D)	EA NO: 40900								
		PPNO: 1064								
Project Description:	Route 94 - Near Campo at Campo Creek Bridge No. 57-0118, and 7 miles west of Manzanita at Campo Creek Bridge No. 57-0686. Upgrade bridge rails and bridge approach rails. Postmile (Beg PM 46.9 to End PM R58.9).									
RT:94	Capacity Status: NCI	Exempt Category: Safety - Non capacity widening or bridge reconstruction								
Est Total Cost: \$4,708										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP (AC)-Brdg Presrv (HBP)	\$4,708	\$4,708						\$1,352	\$42	\$3,314
	TOTAL	\$4,708						\$1,352	\$42	\$3,314

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

COMPLETED

MPO ID: CAL359		ADOPTION: 18-00								
Project Title:	San Diego, La Mesa, and El Cajon - I-8 Pavement Rehab (part of Lump Sum CAL46E)	EA NO: 40870 PPNO: 1062								
Project Description:	I-8 from west of Lake Murray Blvd to Johnson Avenue Milepost begins at 9 ends at 15.3 (6.3 miles) - In the cities of San Diego, La Mesa, and El Cajon, from west of Lake Murray Boulevard to Johnson Avenue. Pavement rehabilitation.									
RT:8	Capacity Status: NCI	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$22,904										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP (AC)-Rdway Presrv NHS	\$22,904	\$22,904						\$2,351	\$142	\$20,411
TOTAL	\$22,904	\$22,904						\$2,351	\$142	\$20,411

COMPLETED

MPO ID: CAL364		ADOPTION: 18-00								
Project Title:	In and near the cities of Chula Vista, National City, Coronado and San Diego (part of Lump Sum CAL46I)	EA NO: 40580 PPNO: 1022								
Project Description:	On various routes in and near the cities of Chula Vista, National City, Coronado and San Diego. (Route: VAR) - In and near the cities of Chula Vista, National City, Coronado and San Diego on -Routes 5,8,52,75,163 and 805 at various locations. Upgrade curb ramps to comply with (ADA)standards.									
	Capacity Status: NCI	Exempt Category: Safety - Safety Improvement Program								
Est Total Cost: \$7,023										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP (AC)-Mandates	\$7,023	\$7,023						\$2,697	\$434	\$3,892
TOTAL	\$7,023	\$7,023						\$2,697	\$434	\$3,892

COMPLETED

MPO ID: CAL365		ADOPTION: 18-00								
Project Title:	San Diego - Robinson Ave to San Diego River Safety Enhancements (part of Lump Sum CAL46B)	EA NO: 41530 PPNO: 1103								
Project Description:	SR 163 from Robinson Ave to San Diego River Milepost begins at 2.5 ends at 4 (1.5 miles) - In the city of San Diego, from Robinson Avenue to San Diego River, safety enhancements that include lighting, rumble strips, striping, lighting, bridge rail end treatments and high friction surface treatment.									
RT:163	Capacity Status: NCI	Exempt Category: Safety - Lighting improvements								
Est Total Cost: \$17,180										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP - CR - NHS (AC)	\$8,350	\$8,350						\$1,069	\$2	\$7,279
SHOPP - CR - STP (AC)	\$8,830	\$8,830						\$1,158	\$218	\$7,454
TOTAL	\$17,180	\$17,180						\$2,227	\$220	\$14,733

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

COMPLETED

MPO ID: CAL366		ADOPTION: 18-00								
Project Title:	San Diego - Landis St to Route 8, Improve Maintenance Worker Safety (part of Lump Sum CAL46B)							EA NO: 41080		
								PPNO: 1086		
Project Description:	I-805 from Landis Street to Route 8 Milepost begins at 15.7 ends at 17.5 (1.8 miles) - In the city of San Diego, from Landis Street to Route 8, improve maintenance worker safety by relocating equipment away from traffic, installing access gates, constructing Maintenance Vehicle Pullouts (MVP), replace MBGR with concrete barrier, and other measures.									
RT:805	Capacity Status: NCI	Exempt Category: Safety - Guardrails, median barriers, crash cushions								
Est Total Cost: \$5,440										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP - CR - NHS (AC)	\$5,440	\$5,440						\$1,255	\$14	\$4,171
TOTAL	\$5,440	\$5,440						\$1,255	\$14	\$4,171

COMPLETED

MPO ID: CAL371		ADOPTION: 18-00								
Project Title:	I-8 San Diego - West of Morena Blvd to east of Hotel Circle Interchange (part of Lump Sum CAL46B)							EA NO: 41480		
								PPNO: 1068		
Project Description:	I-8 from 0.2 mile west of Morena Boulevard to 0.1 mile east of Hotel Circle North interchange ramps Milepost begins at .1 ends at 2 (1.9 miles) - In the city of San Diego, from 0.2 mile west of Morena Boulevard to 0.1 mile east of Hotel Circle North interchange ramps. Restripe westbound I-8, add an additional westbound lane and improve signage. (PM: R0.1/2.0)									
RT:8	Capacity Status: NCI	Exempt Category: Safety - Pavement marking demonstration								
Est Total Cost: \$32,123										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP - CR - NHS (AC)	\$12,332	\$12,332						\$2,064	\$254	\$10,014
SHOPP STP - Collision Reduction	\$19,791	\$19,791						\$3,300	\$474	\$16,017
TOTAL	\$32,123	\$32,123						\$5,364	\$728	\$26,031

COMPLETED

MPO ID: CAL390		ADOPTION: 18-00								
Project Title:	San Diego County - Live Oak Elementary/Potter Junior High (part of Lump Sum V14)									
Project Description:	In San Diego County, Live Oak Elementary/Potter Junior High. - In San Diego County, SRTS Live Oak Elementary/Potter Junior High.									
	Capacity Status: NCI	Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$2,760										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
ATP - S	\$2,760	\$2,760						\$694	\$166	\$1,900
TOTAL	\$2,760	\$2,760						\$694	\$166	\$1,900

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

COMPLETED

MPO ID: CAL394								ADOPTION: 18-00		
Project Title:	In various cities, at various locations (part of Lump Sum CAL46E)						EA NO:	41910		
Project Description:	Various - In various cities, at various locations. Upgrade existing guide signs to current standards.						PPNO:	1129		
Capacity Status:		NCI		Exempt Category:		Other - Directional and informational signs				
Est Total Cost: \$28,557										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP (AC)-Rdside Presrv NHS	\$14,026	\$14,026						\$1,864	\$5	\$12,157
SHOPP (AC)-Rdway Presrv NHS	\$14,531	\$14,531						\$1,974		\$12,557
TOTAL	\$28,557	\$28,557						\$3,838	\$5	\$24,714

COMPLETED

MPO ID: CAL395								ADOPTION: 18-00		
Project Title:	San Diego County Sign Upgrades (part of Lump Sum CAL46E)						EA NO:	41911		
Project Description:	Various - In various cities, at various locations. Upgrade existing guide signs to current standards.						PPNO:	1130		
Capacity Status:		NCI		Exempt Category:		Other - Directional and informational signs				
Est Total Cost: \$27,391										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP (AC)-Rdway Presrv NHS	\$13,443	\$13,443						\$1,864		\$11,579
SHOPP Roadway Pres. Emrgny	\$13,948	\$13,948						\$1,864	\$5	\$12,079
TOTAL	\$27,391	\$27,391						\$3,728	\$5	\$23,658

COMPLETED

MPO ID: CAL396								ADOPTION: 18-00		
Project Title:	Near Warner Springs, at Canada Verde Creek and Agua Caliente Creek Bridges (part of Lump Sum CAL46D)						EA NO:	41430		
Project Description:	SR 79 Bridge 57-0063 Milepost begins at 34.2 ends at 36.5 - Near Warner Springs, at Canada Verde Creek Bridge and at Agua Caliente Creek Bridge. Rehabilitate bridge railing.						PPNO:	1123		
RT:79	Capacity Status:		NCI		Exempt Category:		Safety - Guardrails, median barriers, crash cushions			
Est Total Cost: \$5,135										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP (AC)-Brdg Presrv (HBP)	\$5,135	\$5,135						\$1,656		\$3,479
TOTAL	\$5,135	\$5,135						\$1,656		\$3,479

COMPLETED

MPO ID: CAL397								ADOPTION: 18-00		
Project Title:	In San Diego and Lemon Grove Overcrossings (Kelton Road and Grove Street) (part of Lump Sum CAL46D)						EA NO:	41440		
Project Description:	Route 94 Milepost begins at 5.8 ends at 9.3 - In the city of San Diego at Kelton Road Overcrossing No. 57-0300; also in Lemon Grove at Grove Street Overcrossing No. 57-0322. Upgrade bridge rails.						PPNO:	1124		
RT:94	Capacity Status:		NCI		Exempt Category:		Safety - Guardrails, median barriers, crash cushions			
Est Total Cost: \$6,213										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP (AC)-Brdg Presrv (HBP)	\$6,213	\$6,213						\$1,780	\$126	\$4,307
TOTAL	\$6,213	\$6,213						\$1,780	\$126	\$4,307

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

COMPLETED

MPO ID: CAL401		ADOPTION: 18-00										
Project Title:	Dulzura - Roadway realignment, curve improvement, shoulder widening. (part of Lump Sum CAL46B)									EA NO: 41660		
										PPNO: 1163		
Project Description:	SR 94 from North of Marron Valley to South of Dutchman Cyn Rd Milepost begins at 29.6 ends at 29.8 (.2 miles) - Near Dulzura, from north of Marron Valley Road to south of Dutchman Canyon Road. Roadway realignment, curve improvement, and shoulder widening.											
RT:94	Capacity Status: NCI	Exempt Category: Safety - Pavement marking demonstration										
Est Total Cost: \$7,876												
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON		
SHOPP - CR - STP (AC)	\$7,876	\$7,876						\$2,123	\$922	\$4,831		
TOTAL	\$7,876	\$7,876						\$2,123	\$922	\$4,831		

COMPLETED

MPO ID: CAL404		ADOPTION: 18-00										
Project Title:	In various cities, at various routes - apply methacrylate to decks (part of Lump Sum CAL46D)									EA NO: 42150		
										PPNO: 1172		
Project Description:	Various locations - In various cities, on various routes at various locations. Repair bridge decks, rails, and replace approach slabs.											
	Capacity Status: NCI	Exempt Category: Safety - Non capacity widening or bridge reconstruction										
Est Total Cost: \$3,085												
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON		
SHOPP (AC)-Brdg Presrv (HBP)	\$3,085	\$3,085						\$600		\$2,485		
TOTAL	\$3,085	\$3,085						\$600		\$2,485		

COMPLETED

MPO ID: CAL405		ADOPTION: 18-00										
Project Title:	In various cities, on various routes at various locations (part of Lump Sum CAL46D)									EA NO: 2M820		
										PPNO: 1173		
Project Description:	Various locations (Route: VAR) - In various cities, on various routes at various locations. Repair bridge decks, rails, and replace approach slabs.											
	Capacity Status: NCI	Exempt Category: Safety - Non capacity widening or bridge reconstruction										
Est Total Cost: \$3,655												
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON		
SHOPP (AC)-Brdg Presrv (HBP)	\$3,655	\$3,655						\$651		\$3,004		
TOTAL	\$3,655	\$3,655						\$651		\$3,004		

COMPLETED

MPO ID: CAL424		ADOPTION: 18-00										
Project Title:	In the city of San Diego on Route 52. (part of Lump Sum CAL46E)									EA NO: 41950		
Project Description:	SR 52 from Route 805 to west of Convoy Street Milepost begins at 3.8 ends at 5.1 (1.3 miles) - In the city of San Diego, from Route 805 to west of Convoy Street-Pavement rehabilitation											
RT:52	Capacity Status: NCI	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation										
Est Total Cost: \$18,390												
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON		
SHOPP (AC)-Rdway Presrv NHS	\$18,390	\$18,390						\$1,056		\$17,334		
TOTAL	\$18,390	\$18,390						\$1,056		\$17,334		

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

COMPLETED

MPO ID: CAL425		ADOPTION: 18-00									
Project Title:	In the city of San Diego on Route 805. (part of Lump Sum CAL46E)							EA NO:	41990		
Project Description:	I-805 from Mira Mesa Blvd. to North of Route 5 Milepost begins at 27.1 ends at 28.9 (1.8 miles) - In the city of San Diego, from Mira Mesa Boulevard to north of Route 5 - Pavement rehabilitation							PPNO:	1175		
RT:805	Capacity Status: NCI	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation									
Est Total Cost: \$10,693											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
SHOPP (AC)-Rdway Presrv NHS	\$10,693	\$10,693						\$1,181	\$90	\$9,422	
	TOTAL	\$10,693	\$10,693					\$1,181	\$90	\$9,422	

COMPLETED

MPO ID: CAL436		ADOPTION: 18-00									
Project Title:	SR 52/Gilman Drive							EA NO:	42010		
Project Description:	I-5 from Route 52 to Gilman Drive Milepost begins at 25.9 ends at 26.8 (.9 miles) - In the city of San Diego, along I-5 from Route 52 to Gilman Drive (PM R25.9/R26.8). Construct Auxiliary lane.							PPNO:	1137		
RT:5	Capacity Status: CI	Exempt Category: Non-Exempt									
Est Total Cost: \$9,701 Open to Traffic: Jul 2018											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
SHOPP (AC)-Mobility	\$9,701	\$9,701						\$1,400	\$268	\$8,033	
	TOTAL	\$9,701	\$9,701					\$1,400	\$268	\$8,033	

DELAYED

MPO ID: CAL440		ADOPTION: 18-00									
Project Title:	In the city of San Diego and Coronado: San Diego-Coronado Bay Bridge. (part of Lump Sum CAL46D)							EA NO:	40940		
Project Description:	SR 75 Bridge 57-0857 - In the city of San Diego and Coronado from San Diego-Coronado Bay Bridge to the Route 75/5 Connector Overcrossing. Bridge rehabilitation. (PM R20.5/R22.0)							PPNO:	1065		
RT:75	Capacity Status: NCI	Exempt Category: Safety - Non capacity widening or bridge reconstruction									
Est Total Cost: \$0											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
	TOTAL										

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

COMPLETED

MPO ID: CAL441		ADOPTION: 18-00									
Project Title:	HM 124 - In San Diego - Various Locations - Asphalt Overlay (part of Lump Sum CAL194)								EA NO:	2M980	
Project Description:	SD Route:75 Back PM:19.9 Ahead PM:20.5SD Route:805 Back PM:2.9 Ahead PM:3.9SD Route:805 Back PM:15.5 Ahead PM:15.7SD Route:78 Back PM:15.4 Ahead PM:17.3 - In San Diego County at various locations. Maintenance asphalt overlay.										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation									
Est Total Cost: \$1,951											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
Highway Maintenance - NHS	\$1,951	\$1,951						\$350	\$1	\$1,600	
TOTAL	\$1,951	\$1,951						\$350	\$1	\$1,600	

COMPLETED

MPO ID: CAL443		ADOPTION: 18-00									
Project Title:	In San Diego County, from north of Lomas Santa Fe Drive Undercrossing to north of Agua Hedionda Lagoon Bridge (part of Lump Sum CAL46E)								EA NO:	42260	
Project Description:	I-5 from 0.3 mile north of Lomas Santa Fe Drive Undercrossing to 0.2 mile north of Agua Hedionda Lagoon Bridge Milepost begins at 37.7 ends at 48.9 (11.2 miles) - In San Diego County, from 0.3 mile north of Lomas Santa Fe Drive Undercrossing to 0.2 mile north of Agua Hedionda Lagoon Bridge. Rehabilitate culverts. The project will be combined with I-5 NCC HOV Extension Phase 1 11-2T210, PPNO 0615C (STIP) for construction. (PM: R37.7 / R48.9)										
RT:5	Capacity Status: NCI	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation									
Est Total Cost: \$12,035											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
SHOPP (AC)-Rdway Presrv NHS	\$12,035	\$12,035								\$12,035	
TOTAL	\$12,035	\$12,035								\$12,035	

COMPLETED

MPO ID: CAL460		ADOPTION: 18-00									
Project Title:	In San Diego County in Lemon Grove and La Mesa on Route 94 and on Route 125. (part of Lump Sum CAL46B)								EA NO:	41800	
Project Description:	Not Location Specific Milepost begins at 8.3 ends at 8.3 - In Lemon Grove and La Mesa, at the Massachusetts Avenue Undercrossing and also on Route 125 at the Panorama Drive Undercrossing (PM 13.8). Construct outer barrier, apply friction enhancement treatment and upgrade guardrail and end treatments.										
RT:94	Capacity Status: NCI	Exempt Category: Safety - Pavement marking demonstration									
Est Total Cost: \$2,667											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
SHOPP STP - Collision Reduction	\$2,667	\$2,667						\$569		\$2,098	
TOTAL	\$2,667	\$2,667						\$569		\$2,098	

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

COMPLETED

MPO ID: CAL464		ADOPTION: 18-00								
Project Title:	In the City of San Diego and Santee (part of Lump Sum CAL46B)							EA NO: 42120		
Project Description:	Not Location Specific Milepost begins at 13.3 ends at 14.8 - In the City of San Diego and Santee, from Mast Boulevard Undercrossing to Mission Gorge Road Undercrossing. Construct median barrier.							PPNO: 1180		
RT:52	Capacity Status: NCI	Exempt Category: Safety - Pavement marking demonstration								
Est Total Cost: \$3,576										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP - CR - NHS (AC)	\$3,576	\$3,576						\$742		\$2,834
TOTAL	\$3,576	\$3,576						\$742		\$2,834

COMPLETED

MPO ID: CAL465		ADOPTION: 18-00								
Project Title:	In San Diego County at various locations. (part of Lump Sum CAL46B)							EA NO: 42440		
Project Description:	Various Locations - In San Diego County, at various locations. Groove pavement, place high friction surface treatment (HFST) and upgrade lighting.							PPNO: 1202		
RT:5	Capacity Status: NCI	Exempt Category: Safety - Pavement marking demonstration								
Est Total Cost: \$4,152										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP - CR - NHS (AC)	\$4,152	\$4,152						\$686		\$3,466
TOTAL	\$4,152	\$4,152						\$686		\$3,466

COMPLETED

MPO ID: CAL466		ADOPTION: 18-00								
Project Title:	In San Diego County on Route 79 (part of Lump Sum CAL194)							EA NO: 2N018		
Project Description:	SR 79 from Route 8/79 Separation to East Junction Route 78/79 Milepost begins at 0 ends at 20.2 (20.2 miles) - In San Diego County from Route 8/79 Separation to East Junction Route 78/79. Maintenance Asphalt Overlay. (Back PM: L0.0, Ahead PM: 20.2)									
RT:79	Capacity Status: NCI	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$6,994										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Highway Maintenance - STP	\$6,994	\$6,994						\$610	\$1	\$6,383
TOTAL	\$6,994	\$6,994						\$610	\$1	\$6,383

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

DELETED

MPO ID: CAL482A		ADOPTION: 18-00								
Project Title:	San Diego - Iris Street Overcrossing to Otay River Bridge Landscaping (part of Lump Sum CAL46B)	EA NO:	41880							
		PPNO:	1205							
Project Description:	I-5 from IRIS STREET O.C. to OTAY RIVER BRIDGE Milepost begins at 3.4 ends at 5 (1.6 miles) - In the city of San Diego, from Iris Street Overcrossing to Otay River Bridge. Replace deteriorated water supply lines and plant landscaping for erosion control.									
RT:5	Capacity Status: NCI	Exempt Category: Safety - Hazard elimination program								
Est Total Cost: \$2,722										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
SHOPP (AC)-Rdside Preserv NHS	\$0									
TOTAL										

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Carlsbad, City of

COMPLETED

MPO ID: CB04A		ADOPTION: 18-00								
Project Title:	El Camino Real Widening - Tamarack Avenue to Chestnut Avenue							RTP PG NO: B-34		
Project Description:	El Camino Real from Tamarack Ave. to Chestnut Ave. (.9 miles) - In Carlsbad, widen El Camino Real to prime arterial standards with three travel lanes, bike lanes and sidewalks in each direction including intersection improvements at Tamarack Avenue and Chestnut Avenue							RAS (M-38) <i>TransNet</i> - LSI: CR		
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$12,256		Open to Traffic: Sep 2016								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$3,833	\$3,833								\$3,833
Local Funds	\$3,851	\$3,851						\$1,225	\$60	\$2,566
Local RTCIP	\$4,572	\$4,572								\$4,572
TOTAL	\$12,256	\$12,256						\$1,225	\$60	\$10,971

COMPLETED

MPO ID: CB17		ADOPTION: 18-00								
Project Title:	Carlsbad Blvd. Bridge over Encina Power Station							RAS (M-38)		
Project Description:	Bridge 57C0307 - In Carlsbad, Carlsbad Blvd bridge over the Encina Power Plant warm water discharge channel, upgrade bridge railings on the bridge, (local match to HBP funding)							<i>TransNet</i> - LSI: CR		
Capacity Status: NCI		Exempt Category: Safety - Guardrails, median barriers, crash cushions								
Est Total Cost: \$223										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - L (Cash)	\$8	\$8						\$8		
<i>TransNet</i> - LSI Carry Over	\$215	\$215						\$25		\$190
TOTAL	\$223	\$223						\$33		\$190

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Chula Vista, City of

COMPLETED

MPO ID: CHV43		ADOPTION: 18-00								
Project Title: Congestion Relief Study and Implementation		TransNet - LSI: CR								
Project Description: Citywide - program will allow for identification and implementation of solutions for congestion relief on local streets, such as median installation, new traffic signals, traffic signal upgrades, intersection lighting, traffic signal coordination/interconnection, video traffic surveillance systems, traffic data collection systems										
Capacity Status: NCI Exempt Category: Other - Intersection signalization projects										
Est Total Cost: \$951										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$75	\$75						\$25		\$50
TransNet - L (Cash)	\$526	\$526						\$526		
TransNet - LSI	\$10	\$10						\$10		
TransNet - LSI Carry Over	\$290	\$290						\$290		
Local Funds	\$50	\$50						\$15		\$35
TOTAL	\$951	\$951						\$866		\$85

COMPLETED

MPO ID: CHV64		ADOPTION: 18-00								
Project Title: Eastern Chula Vista TSM/TDM System		TransNet - LSI: CR								
Project Description: East H Street, Telegraph Canyon Road and Olympic Parkway from I-805 to about one mile east - three major east/west corridors constantly need signal timing changes due to fluctuating traffic demands; improving the Transportation Systems Management (TSM) and Transportation Demand Management (TDM) will improve mobility and reduce delays; permanent software/hardware systems will incorporate additional vehicle/bicycle detection on approaches and gaps; real time data collected will be used to assess, refine and implement optimal traffic signal timing plans; this information will be made available to the region, Caltrans and the public through the Regional Arterial Management System (RAMS)										
Capacity Status: NCI Exempt Category: Other - Traffic signal synchronization projects										
Est Total Cost: \$250										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$3	\$3						\$3		
TransNet - LSI Carry Over	\$247	\$247						\$247		
TOTAL	\$250	\$250						\$250		

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

El Cajon, City of

COMPLETED

MPO ID: EL36		ADOPTION: 18-00								
Project Title:	Cajon Valley Union School District Safe Routes to School Plan (part of Lump Sum V14)									
Project Description:	The scope of this "non-infrastructure" project entails educational, encouragement, enforcement, and evaluation activities at a total of six elementary and middle schools in the City of El Cajon									
	Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$500										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
ATP - S	\$500	\$500								\$500
TOTAL	\$500	\$500								\$500

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Encinitas, City of

COMPLETED

MPO ID: ENC45		ADOPTION: 18-00								
Project Title:	Roadway Drainage Improvements							RAS (M-39)		
Project Description:	Various locations - In Encinitas construct drainage improvements at various locations.									
Capacity Status: NCI		Exempt Category: Safety - Hazard elimination program								
Est Total Cost: \$2,080										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
STP	\$830	\$830								\$830
Local Funds	\$1,250	\$1,250						\$570		\$680
TOTAL	\$2,080	\$2,080						\$570		\$1,510

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Escondido, City of

COMPLETED

MPO ID: ESC11		ADOPTION: 18-00								
Project Title: Street Rehabilitation & Resurface		TransNet - LSI: Maint								
Project Description: Citywide - Refer to City Maintenance Zone Map - reconstruction, resurfacing, chip sealing, crack filling and sidewalk repair										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$23,046										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$1,904	\$1,904								\$1,904
TransNet - L (Cash)	\$961	\$961								\$961
TransNet - LSI	\$1,996	\$1,996								\$1,996
TransNet - LSI (Cash)	\$39	\$39								\$39
TransNet - LSI Carry Over	\$3,638	\$3,638								\$3,638
Local Funds	\$14,508	\$14,508						\$300		\$14,208
TOTAL	\$23,046	\$23,046						\$300		\$22,746

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Imperial Beach, City of

DELETED

MPO ID: IB11		ADOPTION: 18-00								
Project Title:	SR 75 Vehicle, Bicycle, Transit, Pedestrian Improvements							RAS (M-40)		
Project Description:	SR 75 from 7th Street to 9th Street - design and construct vehicle, bicycle and public transit circulation and pedestrian access improvements along and across SR 75, including 7th Street and 9th Street intersections									
RT:75	Capacity Status: NCI	Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$300										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
	TOTAL									

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Lemon Grove, City of

COMPLETED

MPO ID: LG23		ADOPTION: 18-00								
Project Title:	Broadway Downtown Village Specific Plan (DVSP) Expansion (part of Lump Sum V10)	SANDAG ID: 1224041								
Project Description:	Not Location Specific - The expansion would consider promoting mixed-use with increased residential densities and commercial intensities within the proposed boundaries consistent with the adopted Downtown Village Specific Plan.									
	Capacity Status: NCI	Exempt Category: Other - Transportation enhancement activities								
Est Total Cost: \$225										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - SGIP	\$175	\$175						\$175		
Local Funds	\$50	\$50						\$50		
TOTAL	\$225	\$225						\$225		

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

National City, City of

COMPLETED

MPO ID: NC20		ADOPTION: 18-00								
Project Title:	Division Street Road Diet (part of Lump Sum V12)							SANDAG ID: 1223064		
Project Description:	Not Location Specific - Implement pedestrian improvements and install approximately 1 mile of Class II buffered bike lanes along Division Street - SANDAG Board approved <i>TransNet</i> /ATP swap on November 21, 2014 for \$875,000									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$875										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - BPNS	\$875	\$875								\$875
TOTAL	\$875	\$875								\$875

COMPLETED

MPO ID: NC21		ADOPTION: 18-00								
Project Title:	Euclid Avenue Bicycle and Pedestrian Enhancements (part of Lump Sum V12)							SANDAG ID: 1223065		
Project Description:	Euclid Avenue from Cervantes to E. 24th Street (1.7 miles) - Implement a road diet and provide approximately 1.7 miles of Class II buffered bike lane along Euclid Avenue between Cervantes Avenue and East 24th Street - SANDAG Board approved <i>TransNet</i> /ATP swap on November 21, 2014 for \$425,000									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$3,960										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - BPNS	\$425	\$425								\$425
ATP - R	\$3,335	\$3,335								\$3,335
Local Funds	\$200	\$200						\$30		\$170
TOTAL	\$3,960	\$3,960						\$30		\$3,930

COMPLETED

MPO ID: NC24		ADOPTION: 18-00								
Project Title:	Downtown Specific Plan Update (part of Lump Sum V10)							SANDAG ID: 1224037		
Project Description:	Not Location Specific - The Downtown Specific Plan Update will provide an overall update to the original plan adopted in 2005. The plan will incorporate new elements related to Smart Growth, specifically Transportation Demand Management and parking policies.									
Capacity Status: NCI		Exempt Category: Other - Transportation enhancement activities								
Est Total Cost: \$370										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - SGIP	\$320	\$320						\$320		
Local Funds	\$50	\$50						\$50		
TOTAL	\$370	\$370						\$370		

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Oceanside, City of

COMPLETED

MPO ID: O39		ADOPTION: 18-00								
Project Title:	Storm Drain Improvements	<i>TransNet - LSI: CR</i>								
Project Description:	Three locations: S Clementine St and Topeka St; N Clementine St and Surfrider Way; Coco Palms Drive between El Camino Real and Sunfish Lane - construction of curb drains and culverts where localized flooding of vehicle travel lanes occurs. Project uses green streets concepts to include underground storage of runoff.									
Capacity Status:	NCI	Exempt Category: Safety - Shoulder Improvements								
Est Total Cost: \$1,236										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet - LSI</i>	\$1,236	\$1,236						\$100		\$1,136
TOTAL	\$1,236	\$1,236						\$100		\$1,136

COMPLETED

MPO ID: O44		ADOPTION: 18-00								
Project Title:	El Camino Real Guardrail	RAS (M-41)								
Project Description:	El Camino Real from Mesa Drive to SR-76 Overcrossing (.35 miles) - Design and installation of metal beam guardrail on the west side of El Camino Real between Mesa Drive and the SR-76 overcrossing.	<i>TransNet - LSI: CR</i>								
Capacity Status:	NCI	Exempt Category: Safety - Guardrails, median barriers, crash cushions								
Est Total Cost: \$415										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet - LSI</i>	\$415	\$415						\$50		\$365
TOTAL	\$415	\$415						\$50		\$365

COMPLETED

MPO ID: O47		ADOPTION: 18-00								
Project Title:	Pier View Pedestrian Bridge Study and Renovation	<i>TransNet - LSI: CR</i>								
Project Description:	Bridge C0605, C0605 - engineering study for permanent structural repairs to the Pier View Way pedestrian bridge with CON funds to provide for temporary repairs									
Capacity Status:	NCI	Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$500										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet - LSI</i>	\$500	\$500						\$400		\$100
TOTAL	\$500	\$500						\$400		\$100

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Poway, City of

COMPLETED

MPO ID: POW20		ADOPTION: 18-00								
Project Title:	16/17 Annual Reconstruction and Overlay Project							RAS (M-41; M-42)		
Project Description:	In Poway Reconstruct localized arterial reconstruction on Scripps Poway Parkway from Kirkham St to East City Limits. Additional scope to include Poway Rd from Community Rd to west City limits, Pomerado Rd from Poway Rd to south City limits and Ted Williams Pkwy from Pomerado Rd to west City limits - reconstruct and Overlay Streets greater than 1" thick AC							TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$950										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$778	\$778								\$778
TransNet - LSI Carry Over	\$172	\$172								\$172
TOTAL	\$950	\$950								\$950

DELETED

MPO ID: POW23		ADOPTION: 18-00								
Project Title:	Twin Peaks Median Improvements							RAS (TA 4-69)		
Project Description:	Twin Peaks Rd from Ted Williams Pkwy to Community Rd (1 miles) - in Poway on Twin Peaks Road between Community Road and Ted Williams Pkwy, construct a raised median							TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Safety - Adding medians								
Est Total Cost: \$0										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$0									
TOTAL										

COMPLETED

MPO ID: POW28		ADOPTION: 18-00								
Project Title:	Street Maintenance Project Zones 7 (16/17) and 8 (17/18)							TransNet - LSI: Maint		
Project Description:	Zone 7 16/17 Zone 8 17/18 - in Poway; street maintenance project; construct slurry and CAPE seals on City Streets on an annually rotating zones									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$893										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$893	\$893								\$893
TOTAL	\$893	\$893								\$893

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Poway, City of

COMPLETED

MPO ID: POW31		ADOPTION: 18-00								
Project Title:	17/18 Annual Street Reconstruction and Overlay Project							TransNet - LSI: CR		
Project Description:	in Poway - Pomerado, Poway Francine Terrace and Residential Streets within Street Maintenance Zone 1 to be identified - In Poway - Arterial localized reconstruction on Zone 3 - Twin Peaks Rd from Ted Williams Pkwy to Pomerado Rd, Ted Williams Pkwy from Twin Peaks Rd to Pomerado Rd, Pomerado Rd from Twin Peaks Rd to Poway Rd, Espola Rd from Sandhill to Twin Peaks Rd; Overlay and Reconstruct streets greater than 1" thick ACoverlay and reconstruct									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$847										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$847	\$847								\$847
TOTAL	\$847	\$847								\$847

COMPLETED

MPO ID: POW34		ADOPTION: 18-00								
Project Title:	Neighborhood Sidewalk Projects							TransNet - LSI: CR		
Project Description:	Powers Road from Tassel Road to Vaughan Road and Frame Road from Tassel Road to Vaughan Road - in Poway; construct new sidewalks in residential neighborhoods									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$200										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$200	\$200								\$200
TOTAL	\$200	\$200								\$200

COMPLETED

MPO ID: POW41		ADOPTION: 18-00								
Project Title:	Poway Road Corridor Study - Project Level EIR							RAS (M-41)		
Project Description:	Poway Road from Oak Knoll Rd to Garden Rd (2 miles) - In Poway - This project is to conduct a project level EIR for the Poway Road Corridor Study for future developments and improvements that the Poway Road Corridor Study recommends. The PEIR will address impacts involving transportation and traffic.									
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$125										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$125	\$125						\$125		
TOTAL	\$125	\$125						\$125		

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Poway, City of

COMPLETED

MPO ID: POW42		ADOPTION: 18-00								
Project Title:	Traffic Signal Communication Improvements							RAS (M-42)		
Project Description:	Poway Road (Iolua Way, Oak Knoll Road and Garden Road), Espola Road from Summerfield Lane to Poway Road - In Poway, Install Ethernet capable wireless communication equipment at ten traffic signals. All seven traffic signals on Espola Road from Summerfield Lane to Poway Road, as well as three signals on Poway Road (Iolua Way, Oak Knoll Road and Garden Road). The wireless communication will connect the signals to the City's existing signal communication system.									
Capacity Status: NCI		Exempt Category: Other - Traffic signal synchronization projects								
Est Total Cost: \$60										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local RTCIP	\$60	\$60						\$6		\$54
TOTAL	\$60	\$60						\$6		\$54

Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego Association of Governments

COMPLETED

MPO ID: SAN39		ADOPTION: 18-00								
Project Title: Rail Electrification & Power Distribution 125-00		SANDAG ID: 1142000, 1144400								
Project Description: MTS service area - catenary improvements, substation standardization, and improvements related to fixed guideway electrification and power distribution										
Capacity Status: NCI		Exempt Category: Mass Transit - Track rehabilitation in existing right of way								
Est Total Cost: \$26,846										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$497	\$497								\$497
FTA 5307	\$9,158	\$9,158								\$9,158
FTA 5309 (FG)	\$2,682	\$2,682								\$2,682
FTA Funds - AR-5307	\$12,000	\$12,000								\$12,000
Local Funds	\$951	\$951								\$951
TDA	\$1,558	\$1,558								\$1,558
TOTAL	\$26,846	\$26,846								\$26,846

COMPLETED

MPO ID: SAN55		ADOPTION: 18-00								
Project Title: Bus & Fixed Guideway Support Equipment and Facilities 114-00 / 124-00		SANDAG ID: 1143900								
Project Description: MTS service area - provide for support equipment and facilities work related to bus and rail operations such as roof renovations, shop equipment, Light Rail Vehicle (LRV) car wash replacement, building repairs, Intelligent Transportation infrastructure, servers, and storage, non-revenue vehicles, and safety and security equipment										
Capacity Status: NCI		Exempt Category: Mass Transit - Purchase of office, shop and operating equipment for existing facilities								
Est Total Cost: \$2,089										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$237	\$237								\$237
FTA 5307	\$1,331	\$1,331								\$1,331
TDA	\$501	\$501								\$501
TOTAL	\$2,069	\$2,069								\$2,069

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

COMPLETED

MPO ID: SAN79		ADOPTION: 18-00									
Project Title:	Centralized Train Control (CTC)										SANDAG ID: 1142500
Project Description:	MTS service area - develop modern operation center which combines elements of train location, switch control, and fire/life and safety monitoring, to control passenger information signs and public address systems; procure both a back-end computer system, as well as deploy the necessary field equipment to safely and efficiently control the train network										
Capacity Status:	NCI	Exempt Category: Mass Transit - Construction or renovation of power, signal, and communications systems									
Est Total Cost: \$14,467											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - MC	\$8,017	\$8,017								\$8,017	
FTA 5307	\$5,145	\$5,145								\$5,145	
Local Funds	\$1,305	\$1,305								\$1,305	
TOTAL	\$14,467	\$14,467								\$14,467	
*STIP-TransNet swap											

COMPLETED

MPO ID: SAN87		ADOPTION: 18-00									
Project Title:	for ElderHelp - Volunteer Driver Program (part of Lump Sum V16)										SANDAG ID: 1270700
Project Description:	countywide - expand existing program										
Capacity Status:	NCI	Exempt Category: Mass Transit - Transit operating assistance									
Est Total Cost: \$1,142											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - SS	\$913	\$913						\$913			
Local Funds	\$229	\$229						\$229			
TOTAL	\$1,142	\$1,142						\$1,142			

COMPLETED

MPO ID: SAN139		ADOPTION: 18-00									
Project Title:	FACT MedAccessRide (part of Lump Sum SAN214)										SANDAG ID: 1271500
Project Description:	In North County Inland and North County Coastal areas - expand mobility management services by purchasing an accessible vehicle to provide medical transportation for persons with disabilities beyond the service area covered by ADA paratransit										
Capacity Status:	NCI	Exempt Category: Mass Transit - Purchase of support vehicles									
Est Total Cost: \$718											
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON	
TransNet - SS	\$125	\$125						\$125			
FTA 5310	\$240	\$240						\$240			
FTA 5317 - NF	\$325	\$325						\$325			
TDA	\$28	\$28						\$28			
TOTAL	\$718	\$718						\$718			

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

COMPLETED

MPO ID: SAN146		ADOPTION: 18-00								
Project Title:	I-805 Imperial BRT Station							SANDAG ID: 1280512		
Project Description:	On I-805, north of Imperial Avenue - project study report and preliminary environmental assessment for BRT station and pedestrian access with connection to 47th Street trolley station									
Capacity Status:	NCI		Exempt Category: Other - Engineering studies							
Est Total Cost: \$1,463										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$1,404	\$1,404						\$1,404		
TOTAL	\$1,404	\$1,404						\$1,404		

DELAYED

MPO ID: SAN163		ADOPTION: 18-00								
Project Title:	Los Penasquitos Lagoon Bridge Replacement							SANDAG ID: 1145000		
Project Description:	Bridges 246.1, 246.9, 247.1, and 247.7 in the Los Penasquitos Lagoon. - replace three aging timber trestle railway bridges in order to maintain compliance with Federal Railroad Administration (FRA) standards and support intercity, commuter and freight rail services in the second busiest rail corridor in the nation									
Capacity Status:	NCI		Exempt Category: Mass Transit - Reconstruction or renovation of transit structures							
Est Total Cost: \$45,183										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5307	\$17,570	\$17,570								\$17,570
TIGER13	\$14,000	\$14,000								\$14,000
STA	\$3,049	\$3,049								\$3,049
TDA	\$10,564	\$10,564								\$10,564
TOTAL	\$45,183	\$45,183								\$45,183

COMPLETED

MPO ID: SAN171		ADOPTION: 18-00								
Project Title:	BL Crossovers & Signals (part of Lump Sum SAN66)							SANDAG ID: 1210020		
Project Description:	Blue Line - new crossovers, signaling, fiber optic connections and relocation of catenary poles									
Capacity Status:	NCI		Exempt Category: Mass Transit - Reconstruction or renovation of transit structures							
Est Total Cost: \$40,928										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$10,500	\$10,500								\$10,500
FTA Funds - AR-5307	\$17,247	\$17,247								\$17,247
FTA Funds - AR-5309	\$2,011	\$2,011								\$2,011
Prop 1B - SLPP	\$10,200	\$10,200								\$10,200
Local Funds	\$970	\$970								\$970
TOTAL	\$40,928	\$40,928								\$40,928

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

COMPLETED

MPO ID: SAN176		ADOPTION: 18-00								
Project Title: System Station Platforms (part of Lump Sum SAN66)		SANDAG ID: 1210070								
Project Description: Along Blue Line - raise or reconstruct existing platforms to 8 inches above top of rail to accommodate low floor vehicles, a double crossover at America Plaza and replacement of switches and signaling system at Santa Fe Depot										
Capacity Status: NCI		Exempt Category: Mass Transit - Reconstruction or renovation of transit structures								
Est Total Cost: \$69,272										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$32,129	\$32,129								\$32,129
TransNet - MC AC	\$0									
FTA 5307	\$11,313	\$11,313								\$11,313
FTA Funds - AR-5307	\$17,884	\$17,884								\$17,884
Local Funds	\$7,946	\$7,946								\$7,946
TOTAL	\$69,272	\$69,272								\$69,272

COMPLETED

MPO ID: SAN189		ADOPTION: 18-00								
Project Title: St. Madeline Sophie's Center (SMSC) (part of Lump Sum SAN214)		SANDAG ID: 3321400								
Project Description: Not Location Specific - Capital purchases of paratransit vehicles										
Capacity Status: NCI		Exempt Category: Mass Transit - Purchase of support vehicles								
Est Total Cost: \$495										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5310	\$202	\$202						\$202		
FTA 5316 - JARC	\$194	\$194						\$194		
Local Funds	\$99	\$99						\$99		
TOTAL	\$495	\$495						\$495		

COMPLETED

MPO ID: SAN190		ADOPTION: 18-00								
Project Title: St. Madeline Sophie's Center (SMSC) (part of Lump Sum SAN213)		SANDAG ID: 3321400								
Project Description: Operating funds for volunteer driver program										
Capacity Status: NCI		Exempt Category: Mass Transit - Transit operating assistance								
Est Total Cost: \$1,750										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5310	\$683	\$683						\$683		
FTA 5316 - JARC	\$192	\$192						\$192		
Local Funds	\$875	\$875						\$875		
TOTAL	\$1,750	\$1,750						\$1,750		

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

DELAYED

MPO ID: SAN199		ADOPTION: 18-00								
Project Title:	Rose Canyon Bridge Replacements								SANDAG ID: 1145300	
Project Description:	Mileposts 254.7, 255.1, and 255.3. - replace four aging timber trestle railway bridges in order to maintain compliance with FRA bridge standards for state of good repair and support intercity, commuter and freight rail services in a segment of the nations second busiest rail corridor.									
Capacity Status: NCI		Exempt Category: Mass Transit - Reconstruction or renovation of transit structures								
Est Total Cost: \$14,500										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5307	\$1,053	\$1,053						\$1,053		
TDA	\$365	\$365						\$365		
TOTAL	\$1,418	\$1,418						\$1,418		

COMPLETED

MPO ID: SAN200		ADOPTION: 18-00								
Project Title:	San Onofre Bridge Replacement								SANDAG ID: 1145400	
Project Description:	Point location at MP 207.6 - 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									
Capacity Status: NCI		Exempt Category: Mass Transit - Reconstruction or renovation of transit structures								
Est Total Cost: \$13,641										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5307	\$7,084	\$7,084						\$217		\$6,867
TDA	\$1,771	\$1,771						\$54		\$1,717
TOTAL	\$8,855	\$8,855						\$271		\$8,584
*An additional \$1.08M contributed from previous FTA grants										

COMPLETED

MPO ID: SAN207		ADOPTION: 18-00								
Project Title:	Coastal Rail Trail Encinitas: Chesterfield Drive to Solana Beach (part of Lump Sum SAN148)								SANDAG ID: 1223018	
Project Description:	Coast Highway 101 from Chesterfield Dr. to N. of Ocean Street (1.3 miles) - Prepare final environmental document for 1.3 miles of bike facilities - on Highway 101 from Chesterfield Drive to north of Ocean Street (Solana Beach City Limit) in Encinitas									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$102										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - BPNS	\$102	\$102						\$102		
TOTAL	\$102	\$102						\$102		

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

COMPLETED

MPO ID: SAN212		ADOPTION: 18-00								
Project Title: BRT Wi-Fi Phase 1		SANDAG ID: 1201517								
Project Description: MTS Rapid Bus Routes 235, 237 and 215 - Wi-Fi on BRT Routes										
Capacity Status: NCI		Exempt Category: Mass Transit - Construction or renovation of power, signal, and communications systems								
Est Total Cost: \$151										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - MC	\$151	\$151								\$151
TOTAL	\$151	\$151								\$151

COMPLETED

MPO ID: SAN216		ADOPTION: 18-00								
Project Title: Home of Guiding Hands (HGH) (part of Lump Sum SAN214)		SANDAG ID: 3321400								
Project Description: Not Location Specific - Community Integration and Mobilization Program purchase of buses and mini-vans										
Capacity Status: NCI		Exempt Category: Mass Transit - Purchase of support vehicles								
Est Total Cost: \$1,881										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5310	\$1,505	\$1,505						\$1,505		
Local Funds	\$376	\$376						\$376		
TOTAL	\$1,881	\$1,881						\$1,881		

COMPLETED

MPO ID: SAN217		ADOPTION: 18-00								
Project Title: Sharp Healthcare Foundation (part of Lump Sum SAN214)		SANDAG ID: 3321400								
Project Description: Not Location Specific - Healthcare Patient Transportation Services - vehicle procurement										
Capacity Status: NCI		Exempt Category: Mass Transit - Purchase of support vehicles								
Est Total Cost: \$340										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5310	\$272	\$272						\$272		
Local Funds	\$68	\$68						\$68		
TOTAL	\$340	\$340						\$340		

COMPLETED

MPO ID: SAN218		ADOPTION: 18-00								
Project Title: Jewish Family Services (part of Lump Sum SAN214)		SANDAG ID: 3321400								
Project Description: Not Location Specific - Vehicle Procurement										
Capacity Status: NCI		Exempt Category: Mass Transit - Purchase of support vehicles								
Est Total Cost: \$285										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5310	\$228	\$228						\$228		
Local Funds	\$57	\$57						\$57		
TOTAL	\$285	\$285						\$285		

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

COMPLETED

MPO ID: SAN219		ADOPTION: 18-00								
Project Title:	Independent Transportation Network (ITN) Greater San Diego (part of Lump Sum V16)	SANDAG ID: 1272400								
Project Description:	Not Location Specific - Providing individualized transportation services to South County, a region not currently served by the ITN (Independent Transportation Network) model.									
Capacity Status: NCI		Exempt Category: Mass Transit - Transit operating assistance								
Est Total Cost: \$106										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - SS	\$85	\$85						\$85		
Local Funds	\$21	\$21						\$21		
TOTAL	\$106	\$106						\$106		

COMPLETED

MPO ID: SAN239		ADOPTION: 18-00								
Project Title:	Rides to Wellness Demonstration	SANDAG ID: 3321401								
Project Description:	San Diego County - Facilitating Access to Coordinated Transportation (FACT) to coordinate rides for patients – both those traveling from emergency rooms to hospitals for admission and discharged patients traveling to pharmacies, treatments or their homes.									
Capacity Status: NCI		Exempt Category: Mass Transit - Transit operating assistance								
Est Total Cost: \$200										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5312 - NRTP	\$160	\$160								\$160
Local Funds	\$40	\$40								\$40
TOTAL	\$200	\$200								\$200

COMPLETED

MPO ID: SAN240		ADOPTION: 18-00								
Project Title:	Noah Homes Residents Transportation Program and Services (part of Lump Sum SAN213)	SANDAG ID: 3321400								
Project Description:	Operations									
Capacity Status: NCI		Exempt Category: Mass Transit - Transit operating assistance								
Est Total Cost: \$508										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5310	\$254	\$254						\$254		
Local Funds	\$254	\$254						\$254		
TOTAL	\$508	\$508						\$508		

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

COMPLETED

MPO ID: SAN241		ADOPTION: 18-00								
Project Title: Noah Homes Vehicle Purchase (part of Lump Sum SAN214)		SANDAG ID: 3321400								
Project Description: Not Location Specific - Purchase of Class D Vehicle										
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: \$100										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5310	\$80	\$80						\$80		
Local Funds	\$20	\$20						\$20		
TOTAL	\$100	\$100						\$100		

COMPLETED

MPO ID: SAN242		ADOPTION: 18-00								
Project Title: Travelers Aid Society - Ride Easy (part of Lump Sum SAN213)		SANDAG ID: 3321400								
Project Description: Operating										
Capacity Status: NCI		Exempt Category: Mass Transit - Transit operating assistance								
Est Total Cost: \$222										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5310	\$111	\$111						\$111		
Local Funds	\$111	\$111						\$111		
TOTAL	\$222	\$222						\$222		

COMPLETED

MPO ID: SAN243		ADOPTION: 18-00								
Project Title: Travelers Aid Society - RideFinder (part of Lump Sum SAN213)		SANDAG ID: 3321400								
Project Description: Provides Mobility Training										
Capacity Status: NCI		Exempt Category: Mass Transit - Transit operating assistance								
Est Total Cost: \$94										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5310	\$75	\$75						\$75		
Local Funds	\$19	\$19						\$19		
TOTAL	\$94	\$94						\$94		

COMPLETED

MPO ID: SAN245		ADOPTION: 18-00								
Project Title: BEZSAM Inc. Vehicle Purchase (part of Lump Sum SAN214)		SANDAG ID: 3321400								
Project Description: Not Location Specific - Purchase of 2 Class B Vehicles (#2 and #3)										
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: \$144										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
FTA 5310	\$93	\$93						\$93		
Local Funds	\$51	\$51						\$51		
TOTAL	\$144	\$144						\$144		

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego County

COMPLETED

MPO ID: CNTY36		ADOPTION: 18-00								
Project Title:	San Vicente Road Improvements							RTP PG NO: A-26 AND B-36		
Project Description:	San Vicente Road from Warnock Drive to Wildcat Canyon Road (2.25 miles) - in Ramona, design and reconstruct road improvements, including 2-lane community collector road with intermittent turn lanes, bike lanes, asphalt concrete dike, and pathway/walkway							RAS (M-47) TransNet - LSI: CR		
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$31,195		Open to Traffic: Jun 2016								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$790	\$790						\$790		
TransNet - L (Cash)	\$591	\$591						\$591		
TransNet - LSI	\$4,828	\$4,828						\$1,219	\$277	\$3,332
TransNet - LSI Carry Over	\$24,986	\$24,986						\$381	\$1,968	\$22,637
TOTAL	\$31,195	\$31,195						\$2,981	\$2,245	\$25,969

COMPLETED

MPO ID: CNTY82		ADOPTION: 18-00								
Project Title:	Alpine Boulevard Streetscape Improvements							RTP PG NO: A-26 AND B-37		
Project Description:	Alpine Boulevard from Tavern Road to South Grade Road (1.59 miles) - In unincorporated community of Alpine; Alpine Boulevard Streetscape Improvements - between Tavern Road and South Grade Road, widen from two-lane to three-lane roadway including a median turn-lane with bicycle, parking, and pedestrian improvements							RAS (M-46) TransNet - LSI: CR		
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$5,920		Open to Traffic: Jul 2017								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$2,744	\$2,744						\$750		\$1,994
TransNet - LSI Carry Over	\$3,000	\$3,000								\$3,000
Local RTCIP	\$176	\$176						\$176		
TOTAL	\$5,920	\$5,920						\$926		\$4,994

COMPLETED

MPO ID: CNTY83		ADOPTION: 18-00								
Project Title:	SR67/Highland/Dye Intersection							RTP PG NO: B-37		
Project Description:	Intersection at Dye Road and Highland Valley Rd - in unincorporated Ramona: intersection widening (double left turn lanes on Dye/Highland and double through lanes with dedicated right turn lanes on SR 67), signal modification with bicycle and pedestrian improvements, and associated improvements							RAS (M-46) TransNet - LSI: CR		
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$3,193		Open to Traffic: Sep 2017								
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$2,177	\$2,177								\$2,177
Local Funds	\$1,016	\$1,016								\$1,016
TOTAL	\$3,193	\$3,193								\$3,193
*\$14M of SHOPP funds programmed under CAL46A										

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Unified Port District

COMPLETED

MPO ID: V19		ADOPTION: 18-00								
Project Title:	Harbor Drive Multi-Modal Corridor Study							RAS (M-43)		
Project Description:	Harbor Drive from Tenth Avenue to Tidelands Avenue (.15 miles) - Study developing a multi-modal corridor along Harbor Drive and Tidelands Avenue between the Port of San Diego's two cargo facilities - Tenth Avenue Marine Terminal and National City Marine Terminal									
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$474										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Earmark Repurposing	\$379	\$379						\$379		
Local Funds	\$95	\$95						\$95		
TOTAL	\$474	\$474						\$474		
*Demo ID CA560 repurposed to FHWA transfer number CAT 16-068										

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

COMPLETED

MPO ID: SD17		ADOPTION: 18-00								
Project Title:	Guard Rails	RAS (M-42; M-45)								
Project Description:	Citywide - install new and replace old guard rails along streets (CIP 68-006.0/AIE00002); RTCIP funding allocated to this project for installation of guardrails on streets included in the RAS: Black Mountain Road, Pomerado Road, and North Torrey Pines Road.									
Capacity Status: NCI		Exempt Category: Safety - Guardrails, median barriers, crash cushions								
Est Total Cost: \$2,413										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$1,050	\$1,050								\$1,050
TransNet - L (Cash)	\$538	\$538								\$538
Local Funds	\$200	\$200								\$200
Local RTCIP	\$625	\$625								\$625
TOTAL	\$2,413	\$2,413								\$2,413

COMPLETED

MPO ID: SD19		ADOPTION: 18-00								
Project Title:	Streamview Drive	TransNet - LSI: CR								
Project Description:	Streamview Drive from Lynn/Michael to Gayle (.5 miles) - in San Diego, on Streamview Drive from Lynn/Michael Streets to Gayle Street installation of new raised median, new sidewalk including curb & gutter, and traffic circles to improve the flow of traffic and increase safety (CIP 52-588.0,S-00864)									
Capacity Status: NCI		Exempt Category: Safety - Adding medians								
Est Total Cost: \$4,447										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$350	\$350						\$350		
TransNet - L (Cash)	\$71	\$71								\$71
TransNet - LSI	\$180	\$180						\$180		
TransNet - LSI (Cash)	\$1	\$1								\$1
TransNet - LSI Carry Over	\$3,245	\$3,245						\$448		\$2,797
Local Funds	\$600	\$600								\$600
TOTAL	\$4,447	\$4,447						\$978		\$3,469

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

DELAYED

MPO ID: SD38		ADOPTION: 18-00								
Project Title: Georgia Street Bridge Improvements		TransNet - LSI: CR								
Project Description: On Georgia Street over University Avenue - in San Diego, provides for the rehabilitation and seismic retrofitting of the bridge and retaining walls (CIP 52-555; S00863). Toll Credits will be used to match federal funds for the CON phase										
Capacity Status: NCI		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
Est Total Cost: \$2,991										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$631	\$631						\$631		
TransNet - LSI	\$238	\$238						\$238		
TransNet - LSI Carry Over	\$1,701	\$1,701						\$262	\$40	\$1,399
Local Funds	\$421	\$421						\$421		
TOTAL	\$2,991	\$2,991						\$1,552	\$40	\$1,399
*Local Matching funds for Highway Bridge Program funding as part of CAL44										

COMPLETED

MPO ID: SD90		ADOPTION: 18-00								
Project Title: SR 163/Clairemont Mesa Blvd. Interchange		RTP PG NO: A-28; B-39								
Project Description: Clairemont Mesa Blvd. from Kearny Villa Road to Kearny Mesa (.3 miles) - in San Diego, widen from 4 to 6 lane prime arterial; Phase II of the project - west ramps (CIP 52-745.0,S-00905)		RAS (M - 46) TransNet - LSI: CR								
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$27,074 Open to Traffic: Phase 1: Jun 2008 Phase 2: Dec 2016										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$500	\$500								\$500
TransNet - LSI	\$1,824	\$1,824						\$1,000		\$824
TransNet - LSI Carry Over	\$6,500	\$6,500								\$6,500
RSTP	\$5,238	\$5,238								\$5,238
Local Funds	\$10,462	\$10,462						\$3,135		\$7,327
Local RTCIP	\$2,550	\$2,550								\$2,550
TOTAL	\$27,074	\$27,074						\$4,135		\$22,939

COMPLETED

MPO ID: SD106		ADOPTION: 18-00								
Project Title: Mission Beach Bulkhead Preservation		TransNet - LSI: CR								
Project Description: Ocean Front Walk from Balboa Ct. to Pacific Beach Dr. (.5 miles) - in San Diego, preserves bulkhead including replacing concrete deck and restoring wall (CIP S00726/CIP527190)										
Capacity Status: NCI		Exempt Category: Other - Plantings, landscaping, etc								
Est Total Cost: \$4,393										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$720	\$720								\$720
TransNet - L (Cash)	\$83	\$83								\$83
TransNet - LSI Carry Over	\$500	\$500								\$500
Local Funds	\$3,090	\$3,090								\$3,090
TOTAL	\$4,393	\$4,393								\$4,393

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

COMPLETED

MPO ID: SD113		ADOPTION: 18-00								
Project Title:	I-5/Sorrento Valley Road						RAS (M-45)			
Project Description:	Interstate 5 along Sorrento Valley Road - in San Diego, future new freeway access interchange including ramp (CIP 52-765.0,S-00914)						TransNet - LSI: CR			
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$4,063										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$189	\$189						\$189		
TransNet - LSI Carry Over	\$274	\$274						\$274		
DEMO - Sec 115	\$1,500	\$1,500						\$1,500		
STP - Sec 112	\$600	\$600						\$600		
STP - Sec 117	\$1,500	\$1,500						\$1,500		
TOTAL	\$4,063	\$4,063						\$4,063		

COMPLETED

MPO ID: SD137		ADOPTION: 18-00								
Project Title:	Palm Avenue Roadway Improvements						RAS (M - 48)			
Project Description:	Palm Ave from I-805 to Beyer Blvd (2.94 miles) - in San Diego, install traffic improvements to include raised medians with turn pockets, traffic signals, pedestrian refuge areas, etc (CIP 52-764.0,S-00913)						TransNet - LSI: CR			
Capacity Status: NCI		Exempt Category: Other - Intersection channelization projects								
Est Total Cost: \$5,282										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$300	\$300						\$300		
TransNet - LSI	\$1,161	\$1,161						\$1,161		
TransNet - LSI (Cash)	\$315	\$315								\$315
TransNet - LSI Carry Over	\$3,306	\$3,306								\$3,306
Local RTCIP	\$200	\$200								\$200
TOTAL	\$5,282	\$5,282						\$1,461		\$3,821

COMPLETED

MPO ID: SD154		ADOPTION: 18-00								
Project Title:	La Jolla Mesa Drive Sidewalk						TransNet - LSI: CR			
Project Description:	On La Jolla Mesa Drive (east side) south of Deer Hill Court - in San Diego, install curb, gutter, sidewalk (CIP 52-780.0, S-00928)									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$616										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$115	\$115						\$115		
TransNet - L (Cash)	\$111	\$111								\$111
TransNet - LSI Carry Over	\$390	\$390								\$390
TOTAL	\$616	\$616						\$115		\$501

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

COMPLETED

MPO ID: SD157		ADOPTION: 18-00								
Project Title:	Cherokee Street Improvements	TransNet - LSI: CR								
Project Description:	Cherokee St from Monroe Ave to E Mountain View (1 miles) - in San Diego, construction of sidewalk and drainage improvements including curb and gutter; drainage improvements will reduce frequent flooding problems (CIP 52-773.0,S-00921)									
Capacity Status:	NCI	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$1,930										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L	\$30	\$30						\$30		
TransNet - LSI	\$235	\$235						\$70	\$165	
TransNet - LSI Carry Over	\$1,665	\$1,665							\$78	\$1,587
TOTAL	\$1,930	\$1,930						\$100	\$243	\$1,587

COMPLETED

MPO ID: SD179		ADOPTION: 18-00								
Project Title:	Linda Vista Road at Genesee Avenue	RAS (M - 47)								
Project Description:	On Linda Vista Road at Genesee Avenue - in San Diego, roadway improvements to include modification of medians for left turn lanes and the widening of Linda Vista Road for the creation of exclusive right turn lanes (CIP 52-754.0, S-00907)	TransNet - LSI: CR								
Capacity Status:	NCI	Exempt Category: Other - Intersection channelization projects								
Est Total Cost: \$1,057										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - L (Cash)	\$68	\$68								\$68
TransNet - LSI	\$333	\$333						\$70	\$69	\$194
TransNet - LSI (Cash)	\$34	\$34								\$34
TransNet - LSI Carry Over	\$569	\$569							\$40	\$529
Local Funds	\$53	\$53						\$53		
TOTAL	\$1,057	\$1,057						\$123	\$109	\$825

COMPLETED

MPO ID: SD210		ADOPTION: 18-00								
Project Title:	Washington/India Five Points	TransNet - LSI: CR								
Project Description:	Washington Street - removal of asphalt concrete, installation of landscaping, irrigation, curb, gutter, and a neighborhood sign within existing median on Washington St., between India St. & San Diego Ave; construction of two new curb ramps, the upgrade of five existing curb ramps (four standard and one popout) on Washington St. at San Diego Ave. and Hancock St, the relocation of several signal poles to facilitate the curb ramp reconstructions and installation of countdowns & audible pedestrian signals on Washington St at Hancock St are also proposed. (S-00703 & S-00704 and S-00988)									
Capacity Status:	NCI	Exempt Category: Other - Plantings, landscaping, etc								
Est Total Cost: \$1,026										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$80	\$80								\$80
TransNet - LSI (Cash)	\$75	\$75								\$75
TransNet - LSI Carry Over	\$721	\$721								\$721
Local Funds	\$150	\$150						\$150		
TOTAL	\$1,026	\$1,026						\$150		\$876

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

COMPLETED

MPO ID: SD228		ADOPTION: 18-00								
Project Title:	The Complete Boulevard Planning Study (part of Lump Sum V10)							SANDAG ID: 1224022		
Project Description:	Multi-modal mobility infrastructure improvements within the Little Saigon primary study area along the soon-to-be completed Boulevard Rapid Bus line by creating more walkable, bikeable, and transit-friendly locations along the Rapid Bus route									
Capacity Status:	NCI		Exempt Category: Other - Transportation enhancement activities							
Est Total Cost: \$172										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - SGIP	\$172	\$172						\$172		
TOTAL	\$172	\$172						\$172		

COMPLETED

MPO ID: SD239		ADOPTION: 18-00								
Project Title:	Grantville Trolley Station/Alvarado Creek Enhancement Project (part of Lump Sum V10)							SANDAG ID: 1224038		
Project Description:	Not Location Specific - Planning project to speed up the recovery of the creek by transforming it into an amenity that serves as a catalyst project to spark redevelopment. By restoring the channel to a naturalized creek with bridges and walking/cycling trails, the pedestrian and bicycle experience between future TODs and the transit stop will be greatly enhanced.									
Capacity Status:	NCI		Exempt Category: Other - Transportation enhancement activities							
Est Total Cost: \$500										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - SGIP	\$400	\$400						\$400		
Local Funds	\$100	\$100						\$100		
TOTAL	\$500	\$500						\$500		

COMPLETED

MPO ID: SD240		ADOPTION: 18-00								
Project Title:	6th Avenue Bridge Promenade Feasibility and Conceptual Design (part of Lump Sum V10)							SANDAG ID: 1224040		
Project Description:	6th Avenue from Downtown to Balboa Park (.5 miles) - The project will complete a Feasibility and Conceptual Design study for an enhanced pedestrian connection between Downtown and Bankers Hill/Balboa Park and includes an enhanced pedestrian pathway or promenade from Downtown to Balboa Park with treatments such as widened sidewalks, landscaping, benches, and trellises, which will be accomplished by removing a northbound parking lane and travel lane along Sixth Avenue.									
Capacity Status:	NCI		Exempt Category: Other - Transportation enhancement activities							
Est Total Cost: \$250										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - SGIP	\$200	\$200						\$200		
Local Funds	\$50	\$50						\$50		
TOTAL	\$250	\$250						\$250		

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

COMPLETED

MPO ID: SD242		ADOPTION: 18-00
Project Title:	Kearny Mesa Smart Growth Employment Area Plan (part of Lump Sum V10)	SANDAG ID: 1224044
Project Description:	Not Location Specific - The Kearny Mesa Smart Growth Employment Area Plan will produce an updated land use and zoning strategy to expand employment potential of the Project Area and allow complementary residential uses in a mixed-use context.	
Capacity Status:	NCI Exempt Category: Other - Transportation enhancement activities	

Est Total Cost: **\$600**

	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
<i>TransNet</i> - SGIP	\$105	\$105						\$105		
Local Funds	\$495	\$495						\$495		
TOTAL	\$600	\$600						\$600		

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Marcos, City of

COMPLETED

MPO ID: SM60		ADOPTION: 18-00								
Project Title: Annual Surface Seal Project - 2017 #86008		TransNet - LSI: Maint								
Project Description: Various locations - Preventative preservation to various streets throughout the city.										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$200										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$100	\$100								\$100
Local Funds	\$100	\$100								\$100
TOTAL	\$200	\$200								\$200

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Santee, City of

COMPLETED

MPO ID: SNT24		ADOPTION: 18-00								
Project Title:	Riverwalk Crossing (part of Lump Sum V17)							SANDAG ID: 1223069		
Project Description:	Riverwalk Drive Pedestrian Crossing from North Side of Riverwalk Drive to South Side of Riverwalk Drive (.01 miles) - The project will install new concrete bulbouts, pedestrian ramps, pedestrian warning signage, a new ladder crosswalk and enhanced area lighting. It will also add parking lanes to narrow the lanes and add sharrows down the length of the project.									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$241										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
Local Funds	\$24	\$24								\$24
TDA - Bicycles	\$217	\$217								\$217
TOTAL	\$241	\$241								\$241

COMPLETED

MPO ID: SNT25		ADOPTION: 18-00								
Project Title:	Citywide Bike Lanes (part of Lump Sum V17)							SANDAG ID: 1223070		
Project Description:	Not Location Specific - Fanita Parkway from Mast Boulevard to Carlton Oaks Boulevard; Cuyamaca Street from Riverpark Drive to Mast Boulevard; El Nopal from Magnolia Avenue to eastern City limits; Fanita Drive from Prospect Avenue to southern City limits; Riverview Parkway from Mission Gorge Road to Town Center Boulevard; Woodside Avenue North from SR 67 offramp to eastern City limits.									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$156										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TDA - Bicycles	\$156	\$156								\$156
TOTAL	\$156	\$156								\$156

COMPLETED

MPO ID: SNT27		ADOPTION: 18-00								
Project Title:	Pavement Condition Survey and Report							TransNet - LSI: CR		
Project Description:	Citywide - The pavement condition report will be prepared by an assets management consultant to conduct a complete survey of all City streets and propose repair and funding strategies in order to maintain current and future pavement conditions									
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$70										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$70	\$70						\$70		
TOTAL	\$70	\$70						\$70		

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Solana Beach, City of

COMPLETED

MPO ID: SB17			ADOPTION: 18-00							
Project Title:	Stevens/Valley Avenue Corridor - Bicycle and Pedestrian Improvement Project (part of Lump Sum V17)							TransNet - LSI: CR		
Project Description:	Not Location Specific - This project will enhance the use of the existing roadway for all users by reducing the number of lanes on Stevens/Valley Avenue in order to provide for bike lanes along all of Stevens/Valley Avenue; to construct sidewalks in missing locations; to provide enhanced crosswalks; to construct curb ramps consistent with current standards; and to provide traffic calming features to slow down traffic.									
Capacity Status: NCI			Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$1,060										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - LSI	\$129	\$129								\$129
TransNet - LSI Carry Over	\$251	\$251								\$251
Local Funds	\$180	\$180								\$180
TDA - Bicycles	\$500	\$500								\$500
TOTAL	\$1,060	\$1,060								\$1,060

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Vista, City of

COMPLETED

MPO ID: VISTA44		ADOPTION: 18-00								
Project Title:	City of Vista - Out and About (part of Lump Sum V16)						SANDAG ID: 1270600			
Project Description:	a senior transportation service to provide affordable, accessible and flexible transportation throughout the community									
Capacity Status: NCI		Exempt Category: Mass Transit - Transit operating assistance								
Est Total Cost: \$633										
	TOTAL	PRIOR	18/19	19/20	20/21	21/22	22/23	PE	RW	CON
TransNet - SS	\$506	\$506						\$506		
Local Funds	\$127	\$127						\$127		
TOTAL	\$633	\$633						\$633		

**Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

RTIP Fund Types

<i>Federal Funding</i>	
ARRA	American Recovery and Reinvestment Act (Federal Stimulus Program)
BIP/CBI	Border Infrastructure Program/Corridors and Borders Infrastructure Program
CMAQ	Congestion Mitigation and Air Quality
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
FTA Section 5307	Federal Transit Administration Urbanized Area Formula Program
FTA Section 5309 (FG)	Federal Transit Administration Fixed Guideway Modernization Formula Program
FTA Section 5310	Federal Transit Administration Elderly & Disabled Program
FTA Section 5312 (NRTP)	Federal Transit Administration National Research and Technology Program
FTA Section 5316 (JARC)	Federal Transit Administration Jobs Access and Reverse Commute
FTA Section 5317 (NF)	Federal Transit Administration New Freedom
HBP	Highway Bridge Program under SAFETEA-LU
HPP	High Priority Program under SAFETEA-LU
HSIP	Highway Safety Improvement Program
NHS	National Highway System (administered by Caltrans)
RSTP	Regional Surface Transportation Program
STP-RL	Surface Transportation Program - Highway Railway Crossings Program (Section 130)
TCSP	Transportation, Community & System Preservation
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
<i>State Funding</i>	
ATP	Active Transportation Program (Statewide and Regional)
GARVEE	Grant Anticipation Revenue Vehicles
SHOPP (AC)	State Highway Operation & Protection Program
SLPP	State Local Partnership Program (State Prop. 1B)
STA	State Transit Assistance
STIP-IIP	State Transportation Improvement Program - Interregional Program
STIP-RIP	State Transportation Improvement Program - Regional Improvement Program
TCIF	Trade Corridor Improvement Fund (State Prop. 1B)
TCRP	Traffic Congestion Relief Program
<i>Local Funding</i>	
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</i> -Border	Prop. A Extension Local Transportation Sales Tax - Border
<i>TransNet</i> -BPNS	Prop. A Extension Local Transportation Sales Tax - Bicycle, Pedestrian and Neighborhood Safety Program
<i>TransNet</i> -L	Prop. A Local Transportation Sales Tax - Local Streets & Roads
<i>TransNet</i> -L (Cash)	TransNet - L funds which agencies have received payment, but have not spent
<i>TransNet</i> -LSI	Prop. A Extension Local Transportation Sales Tax - Local System Improvements

Table B-1 - Completed/Deleted/Delayed Projects
2018 Regional Transportation Improvement Program
San Diego Region (in \$000s)

<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-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

Appendix C

Expedited Project Selection Process

Appendix C

Expedited Project Selection Process

Federal Regulations 23 CFR 450.332 and Title 23 of the United States Code allow for the movement of projects within the quadrennial element of the Federal Transportation Improvement Program (FTIP), subject to procedures agreed to by the cooperating parties. SANDAG as the Metropolitan Planning Organization for the San Diego region has in place a formal project selection process agreed to by all of the region's partners, including the two transit districts.

SANDAG developed the project selection process through numerous consultations and cooperation of our region's partners – Caltrans, North County Transit District, Metropolitan Transit System, and local agencies. The SANDAG Board of Directors formally adopted the process and criteria as part of the Regional Plan in October 2015. The projects included in the 2018 Regional Transportation Improvement Program (RTIP) reflect the projects prioritized in the Regional Plan via the project selection process and projects from the first four years of the 2018 RTIP (2019 FSTIP) have been selected using the approved project selection procedures. Projects in the quadrennial element are either already in construction or identified as ready to deliver. The project selection criteria for these projects are derived from Appendix M from the 2015 Regional Plan. This appendix describes the process for developing evaluation criteria for prioritizing transportation projects included in the Regional Plan and the draft 2018 RTIP.

For projects within the State Transportation Improvement Program, SANDAG would advance projects subject to amendments or allocations approved by the California Transportation Commission.

For projects in which the State acts as the program manager, the decision for priority lies with the state. These programs include, among others, the State Highway Operation and Protection Program, Highway Bridge Program, Active Transportation Program, High Risk Rural Roads Program, and Highway Safety Improvement Program.

Regional Plan: Appendix M
Transportation Project Evaluation Criteria and Rankings

Appendix M

Transportation Project Evaluation Criteria and Rankings

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Introduction

This Appendix describes the process for developing evaluation criteria for prioritizing highway, Managed Lanes and Managed Lane connectors, freeway connectors, transit service, active transportation, and rail grade separation projects for inclusion in the Preferred Revenue Constrained Transportation Scenario of San Diego Forward: The Regional Plan. This Appendix also includes information on the screening criteria for the regional arterial system.

In past Regional Transportation Plans (RTP), SANDAG utilized transportation project evaluation criteria informed by the plan goals as elements of a multistep process to prioritize and evaluate transportation projects in the development of the preferred revenue constrained transportation network. For the Regional Plan, an extensive update effort was undertaken, which included a comprehensive review of the 2050 RTP criteria, efforts to streamline the criteria, incorporate new goals and policy objectives, and input from the public and a peer review panel.

The Board of Directors approved the transportation project evaluation criteria at its October 11, 2013, meeting. Project evaluation criteria were applied to each modal category of projects in the Unconstrained Transportation Network.

Background

Vision and goals

In early 2013, the Board of Directors provided input to frame questions for a statistically significant telephone survey intended to gauge public opinion and to inform the development of the vision and goals as the policy foundation for the Regional Plan. Based on the results of the telephone survey, the broad categories with the most support, in order of overall preference, included:

- Improving the regional economy, business climate, and local job opportunities
- Maintaining what we've built, including streets, highways, and public facilities
- Protecting the environment, reducing air pollution, and making better use of renewable energy sources
- Improving the transportation system to improve the flow of people and goods
- Locating future housing and new businesses near major employment centers and transit services to reduce commute times and traffic congestion

After discussion of the survey results, the Board crafted the vision and three goals for the plan: (1) Innovative Mobility and Planning, (2) Healthy Environment and Communities, and (3) Vibrant Economy. The Board of Directors accepted the vision and goals for the San Diego Forward: The Regional Plan on May 10, 2013. The vision and goals guide all elements of the Regional Plan, including the project evaluation criteria.

Transportation Project Evaluation Criteria Development Process

Using the evaluation criteria from the 2050 RTP and Sustainable Communities Strategy (SCS) as a starting point, staff initiated the review and refinement of the transportation project evaluation criteria for San Diego Forward: The Regional Plan in February 2013. A consultant team with strong technical expertise assisted in the development of the draft criteria. Revisions to the criteria and methodologies were made to align them with the vision and goals accepted for the Regional Plan and to take advantage of the enhanced modeling tool: the Activity Based Model.

Transportation project evaluation criteria

The project evaluation criteria for San Diego Forward: The Regional Plan is organized within the three goals established by the Board: (1) Innovative Mobility and Planning, (2) Healthy Environment and Communities, and (3) Vibrant Economy. Each individual criterion is nested into one of the three goals. The Transportation Project Evaluation Criteria are included in Tables M.1, M.3, M.5, M.7, M.9, and M.11.

The refinements that were incorporated into the project evaluation criteria for the Regional Plan can be organized into three broad areas: (1) model enhancement-related, (2) new criteria, and (3) reorganized criteria. The majority of proposed changes to the criteria have resulted from newer capabilities of the model enhancements, which allow greater analysis of household travel. Project evaluation criteria that have benefited from model enhancements include: *provides congestion relief, serves daily trips, facilitates FasTrak®/carpool/transit, pedestrian and bike mobility, serves Regional Comprehensive Plan (RCP) Smart Growth areas, provides accessibility, serves goods movement, and project cost-effectiveness*. Other new modal criteria are incorporated, including *physical activity, and access to schools, recreational areas, and beaches*.

Active transportation criteria were also included as a modal category for the first time in the Regional Plan and were developed through similar combined efforts with local jurisdictions, partner agencies, SANDAG working groups, other stakeholders, consultants, and the general public. The majority of the criteria are consistent with other modal categories, including *serves daily trips, safety, greenhouse gas and pollutant emissions, serves RCP Smart Growth areas, physical activity, accessibility, and cost-effectiveness, greenhouse gas reductions, disadvantaged communities' served by the project, and cost-effectiveness* criteria were added to the rail grade separation category to provide greater consistency of analysis across modal categories.

SANDAG has been developing active transportation enhancements to the Activity-based Model (ABM). The Active Transportation criteria were intended to be used with the active transportation-enhanced ABM. However, these enhancements were not completed in time to be used in application of the Active Transportation criteria, so the project rankings from *Riding to 2050: The San Diego Regional Bike Plan* was utilized.

Cost-effectiveness and jobs criterion

A more comprehensive cost-effectiveness and jobs criterion was included that builds upon the 2050 RTP/SCS method, which evaluated the person hours saved or ridership of the project relative to its capital costs and operating and maintenance costs. For the Regional Plan, the cost-effectiveness criterion monetized a number of factors such as fuel costs, greenhouse gas emissions, smog-forming pollutants, physical activity, travel time savings, safety, and the value of jobs created by the project, which were compared to the capital, operating, and maintenance cost of the project. While analyses such as the project cost-effectiveness criterion attempt to capture the economic effects of the projects as comprehensively as possible, such analyses may not fully reflect the importance of individual factors to the project prioritization process. As a result, some components of the project cost-effectiveness criterion also are reflected in other evaluation criteria to capture the relative importance of these factors.

Public outreach

SANDAG received input on the project evaluation criteria from regional stakeholders at meetings of the Active Transportation Working Group, Cities and County Technical Advisory Committee, community-based organization partners, Freight Stakeholders Working Group, Independent Taxpayer Oversight Committee (ITOC), Public Health Stakeholders Working Group, Regional Planning Technical Working Group, and the Tribal Transportation Working Group. Staff also sought input from other partner agencies including Caltrans, the Metropolitan Transit System (MTS), and the North County Transit District (NCTD). Input on the prioritization of transportation projects also was solicited from the public at the San Diego Forward: The Regional Plan workshops held throughout the region and at Caltrans

in June 2013. In addition to the workshop series, a public workshop was held on August 5, 2013, with more than 75 participants. More than 400 comments were collected from local jurisdictions, partner agencies, stakeholders, and the general public. This feedback provided valuable information that was considered in development of the final project evaluation criteria.

Peer review

A five-person peer review panel was created to review and assess the criteria, and to consider feedback and input that was proposed to be incorporated into the criteria. Panelists included staff from the San Francisco Bay Area Metropolitan Transportation Commission in Oakland, California and the Puget Sound Regional Council, Seattle, Washington. Experts from academia and the private sector included: Jennifer Dill, Professor, Nohad A. Toulan School of Urban Studies and Planning Director; Oregon Transportation Research & Education Consortium; Portland State University; Marty Wachs, Senior Principal Researcher at RAND, Distinguished Professor Emeritus in Urban Planning, University of California Los Angeles Luskin School of Public Affairs; and Joel Freedman, Manager, Systems Analysis Technical Resource Center, Parsons Brinckerhoff.

Based on the panel's review and comments received from working groups and the public, several refinements were made to the initial draft criteria. Additionally, individual criterion weightings were adjusted to provide greater consistency of common measures across modal categories.

Project evaluation criteria weightings

The project evaluation criteria weighting allocates roughly one-third of the total possible points for each of the goal focus areas. These proposed weightings reflect the highest regional priority areas, which are nested in the goals.

All mode categories have a 100-point scale, with each individual criterion allocated a specified maximum score. Feedback from the ITOC, as well as other SANDAG working group members, stakeholders, and the general public, was considered during the development of the proposed criteria weightings. As a result, additional weight was given to the greenhouse gas and pollutant emissions and cost-effectiveness criteria in the active transportation evaluation criteria, providing greater consistency with weighting of these criteria across modes.

Highway Corridors

SANDAG has used criteria for evaluating and ranking highway corridor projects since 1997. Using the 2050 RTP criteria as a starting point, a set of revised criteria which reflect the Board-adopted goals were developed.

The eleven highway evaluation criteria presented in Table M.1 quantify *congestion relief, project safety, provides access to evacuation routes, facilitates FasTrak/carpool/transit, pedestrian and bike mobility, minimizes habitat and residential impacts, greenhouse gas and pollutant emissions, serves RCP smart growth areas, physical activity, accessibility, serves goods movement and relieves freight system bottlenecks/capacity constraints, and project cost-effectiveness*. The approved highway criteria incorporates a number of refined or new elements including the daily person hours saved for disadvantaged communities; reduction in smog forming pollutants; increase in physical activity; and an expanded accessibility measure which quantifies access to jobs, schools, and recreation.

The highway network corridor evaluation was used to develop the Revenue Constrained Network alternatives and project phasing included in the Regional Plan. The 37 unconstrained highway corridors evaluated for the 2050 Regional Plan are listed in priority order in Table M.2.

The prioritized list of highway projects was used as a tool in assembling logical transportation networks of highway projects that complement transit and arterial projects. Priority order is not necessarily strictly followed. Rather, emphasis is placed upon developing meaningful networks in accordance with the Regional Plan goals and objectives.

Table M.1
Project Evaluation Criteria Highway Corridors

No.	Criteria	Description	Proposed Calculation	Max Score	Total Percent	Policy Objectives
<i>Innovative Mobility & Planning</i>						
1	Provides Congestion Relief	A) What is the number of daily person-hours saved from implementing the project?*	Change in daily person-hours saved	10	35	Mobility Choices
		B) What is the number of daily person-hours saved for disadvantaged communities?	Change in daily person-hours saved for disadvantaged communities population	5		
2	Project Safety	How does the project compare against the statewide average for collisions?*	Project percentage of collisions measured against statewide average	5		Preservation and Safety of the Transportation System
3	Provides Access to Evacuation Routes	How will the project provide evacuation access for regional hazard areas?	Proximity analysis of hazard areas (dam failure, earthquake, flood, landslide, liquefaction, tsunami, and wildfire), weighted by population and employment	5		Preservation and Safety of the Transportation System, Partnerships and Collaboration, Binational Collaboration with Baja California
4	Facilitates FasTrak/ Carpool/Transit, Pedestrian and Bike Mobility	How will the project facilitate FasTrak/carpool/Managed Lane facilities and/or regional or corridor transit services and/or pedestrian and bike access?	Projects will receive points if they include FasTrak/carpool/Managed Lane facility, and/or regional or corridor transit services, and/or pedestrian and bike facilities, which is then weighted by combined carpool person volume + transit person volume	10		Mobility Choices, Complete Communities

Table M.1 (continued)

Project Evaluation Criteria Highway Corridors

No.	Criteria	Description	Proposed Calculation	Max Score	Total Percent	Policy Objectives
<i>Healthy Environment & Communities</i>						
5	Minimizes Habitat and Residential Impacts	How will the project minimize negative habitat and residential impacts?*	Proximity analysis of preserve areas, native habitats, and housing (more than two dwelling units per acre)	5	30	Habitat and Open Space Preservation, Environmental Stewardship
6	Greenhouse gas and Pollutant Emissions	A) What is the reduction in CO ₂ emissions from implementing the project?*	Reduction in CO ₂ emissions	5		Environmental Stewardship, Energy and Climate Change Mitigation and Adaptation
		B) What is the reduction in smog forming pollutants from implementing the project?*	Reduction in smog-forming pollutants	5		
7	Serves RCP Smart Growth Areas	What is the share of trips on the facility serving RCP Smart Growth Areas (Metropolitan Center, Urban Center, and Special Use Center)?*	Share of trips on facility serving existing/planned or potential Metropolitan Center, Urban Center, and Special Use Center is calculated, using select link analysis	10		Complete Communities, Regional Economic Prosperity, Habitat and Open Space Preservation
8	Physical Activity	What is the increase in physical activity?	Increase in time engaged in moderate transportation-related physical activity	5		Mobility Choices, Complete Communities

Table M.1 (continued)

Project Evaluation Criteria Highway Corridors

No.	Criteria	Description	Proposed Calculation	Max Score	Total Percent	Policy Objectives
<i>Vibrant Economy</i>						
9	Accessibility	A) What is the improved access to jobs and schools?	Weighted average number of jobs and school enrollment accessible in 30 minutes by auto	4	35	Mobility Choices, Regional Economic Prosperity
		B) How will the project support access to recreational areas and beaches?	Acres of parkland/recreational areas and beaches within 1/4 mile of project	4		Complete Communities, Habitat and Open Space Preservation
		C) What percentage of users of the project access Indian reservations?	Select link used to determine origins and destinations served, total trips to/from Indian reservation areas	2		Mobility Choices, Partnerships and Collaboration
10	Serves Goods Movement and Relieves Freight System Bottlenecks/ Capacity Constraints	What is the improved average travel time for freight?*	Total travel time savings for medium and heavy truck classes	5		Mobility Choices, Regional Economic Prosperity, Binational Collaboration with Baja California
11	Project Cost-Effectiveness	What is the cost-effectiveness of the project?*	Enhanced cost-effectiveness measure incorporates the following components: - Project cost - Generalized delay costs - Fuel costs - greenhouse gas emissions - Smog-forming pollutants - Physical activity - Safety	20		Mobility Choices, Regional Economic Prosperity, Complete Communities, Binational Collaboration with Baja California, Preservation and Safety of the Transportation System, Environmental Stewardship, Energy and Climate Change Mitigation and Adaptation

* Provides dual evaluation for both passenger vehicles and trucks.

Table M.2
Highway Corridor Project Rankings

<i>TransNet</i> , Early Action Program (EAP)	Freeway/ Highway	From	To	Existing	With Improvements	Unconstrained Cost (\$2014) (millions)	Total Score	Regional Plan Project Rank
EAP (Env)	I-5	La Jolla Village Dr	Vandegrift	8F/10F+2HOV	8F/10F+4ML	\$3,045.2	57.7	1
EAP (Transit/Env)	I-805	SR 905	Carroll Canyon Rd	8F+2HOV	8F+2ML/8F+4ML	\$3,419.0	54.1	2
<i>TransNet</i>	SR 78	I-5	I-15	6F	6F+2ML/Operational	\$959.5	51.4	3
<i>TransNet</i>	I-5	SR 905	SR 15	8F	8F/10F+2HOV	\$651.5	45.2	4
n/a	SR 15	SR 94	I-805	6F	6F+2HOV	\$30.3	45.0	5
<i>TransNet</i>	SR 54	I-5	SR 125	6F	6F/8F+2HOV	\$232.3	37.2	6
<i>TransNet</i>	I-5	I-8	La Jolla Village Dr	8F/10F	8F/10F+2HOV	\$555.5	36.7	7
<i>TransNet</i>	I-5	SR 15	I-8	8F	8F+Operational	\$1,176.7	33.2	8
EAP (Transit)	I-15	I-8	SR 163	8F	8F+2HOV	\$55.6	31.6	9
EAP (Transit)	SR 94	I-5	I-805	8F	8F+2HOV	\$484.8	31.3	10
n/a	I-8	Los Coches	Dunbar Rd	4F/6F	6F	\$131.3	30.5	11
<i>TransNet</i>	SR 94	I-805	SR 125	8F	8F/10F+2ML	\$469.7	30.5	11
n/a	SR 76	I-15	Couser Canyon	2C	4C/6C+Operational	\$131.3	29.8	13
<i>TransNet</i>	I-8	2nd St	Los Coches	4F/6F	6F	\$35.4	29.2	14
<i>TransNet</i>	SR 125	SR 54	SR 94	6F	8F+2HOV	\$146.5	29.2	14
n/a	SR 125	SR 94	I-8	8F	10F+2HOV	\$292.9	29.1	16
n/a	I-8	SR 125	2nd St	6F/8F	6F/8F+Operational	\$166.7	28.9	17
n/a	I-15	Viaduct		8F	8F+2HOV	\$843.4	28.1	18
<i>TransNet</i>	SR 94	SR 125	Avocado Blvd	4F	6F	\$111.1	27.5	19
n/a	SR 52	I-5	I-805	4F	6F	\$111.1	26.5	20

Table M.2 (continued)

Highway Corridor Project Rankings

<i>TransNet</i> , Early Action Program (EAP)	Freeway/ Highway	From	To	Existing	With Improvements	Unconstrained Cost (\$2014) (millions)	Total Score	Regional Plan Project Rank
n/a	SR 15	I-5	SR 94	6F	8F+2HOV	\$136.4	26.3	21
n/a	SR 163	I-805	I-15	8F	8F+2HOV	\$333.3	25.9	22
n/a	SR 52	SR 125	SR 67	4F	6F	\$252.5	25.8	23
n/a	SR 125	SR 905	SR 54	4F	8F	\$232.3	25.2	24
n/a	SR 76	Couser Canyon	SR 79	2C	2C+Operational	\$632.8	25.1	25
n/a	SR 125	I-8	SR 52	6F	6F+2HOV	\$262.6	24.8	26
<i>TransNet</i>	SR 94	Avocado Blvd	Melody Ln	4C/2C	6C/2C+Operational	\$419.2	24.2	27
n/a	SR 905	I-5	I-805	4F	8F	\$156.6	23.6	28
<i>TransNet</i>	SR 56	I-5	I-15	4F	6F+2HOV	\$303.0	23.4	29
n/a	SR 15	Lake Hodges	SR 78	8F/10F	10F	\$232.3	21.7	30
<i>TransNet</i>	SR 67	Mapleview St	Dye Rd	2C/4C	4C	\$575.7	21.1	31
n/a	I-8	I-5	SR 125	8F/10F	8F/10F+Operational	\$666.6	20.7	32
n/a	SR 76	I-5	Melrose Dr	4E	6E	\$232.3	20.6	33
n/a	SR 52	I-805	I-15	6F	6F+2HOV	\$90.9	20.2	34
n/a	SR 67	I-8	Mapleview St	4F/6F	6F/8F	\$141.4	19.2	35
<i>TransNet</i> (2ML(R))	SR 52	I-15	SR 125	4F/6F	6F+3ML(R)	\$454.5	14.5	36
n/a	SR 905	I-805	Mexico	6F	8F	\$202.0	13.5	37

Table M.2 Legend

C = Conventional Highway Lanes

F = Freeway Lanes

HOV = High Occupancy Vehicle Lanes

ML = Managed Lanes

ML(R) = Managed Lanes (Reversible)

T = Toll Lanes

Transit Services

With key input from MTS and NCTD staff, updated criteria was created to prioritize transit service projects. The transit services category incorporates several new or refined criteria which includes providing access to evacuation routes, an expanded accessibility criterion which quantifies access to jobs, schools, and amenities, as well as the percentage of disadvantaged community users, and an expanded project cost-effectiveness criterion. Table M.3 includes the detailed criteria and weighting for prioritizing transit service projects. The 51 unconstrained transit routes evaluated for the Regional Plan are listed in priority order in Table M.4.

Table M.3
Project Evaluation Criteria Transit Services

No.	Criteria	Description	Proposed Calculation	Max Score	Total Percent	Policy Objectives
<i>Innovative Mobility & Planning</i>						
1	Provides Time Competitive/ Reliable Transit Service	What is the percentage of the route located in priority treatment?	Analysis of percentage of transit route within dedicated transit guideway; dedicated arterial lane, interrupted rail, or Managed Lane; or HOV lane or arterial spot treatment	10	35	Mobility Choices, Complete Communities
2	Serves Daily Trips	What is the number of additional daily transit trips resulting from the project?	Change in daily transit linked trips	15		Mobility Choices, Complete Communities
3	Provides Access to Evacuation Routes	How will the project provide evacuation access for regional hazards?	Proximity analysis of hazard areas (dam failure, earthquake, flood, landslide, liquefaction, tsunami, and wildfire), weighted by population and employment	5		Mobility Choices, Partnerships and Collaboration, Binational Collaboration with Baja California, Preservation and Safety of the Transportation System
4	Daily System Utilization	What is the daily transit utilization?	Daily passenger miles/ daily service seat miles (system wide)	5		Mobility Choices, Complete Communities

Table M.3 (continued)

Project Evaluation Criteria Transit Services

No.	Criteria	Description	Proposed Calculation	Max Score	Total Percent	Policy Objectives
<i>Healthy Environment & Communities</i>						
5	greenhouse gas and Pollutant Emissions	A) What is the reduction in CO ₂ emissions from implementing the project?	Reduction in CO ₂ emissions	5	30	Environmental Stewardship, Energy and Climate Change Mitigation and Adaptation
		B) What is the reduction in smog forming pollutants from implementing the project?	Reduction in smog forming pollutants	5		
6	Serves RCP Smart Growth Areas	What is the share of trips on the transit service serving RCP Smart Growth areas?	Share of trips on transit service serving all existing/planned or potential Smart Growth Areas is calculated, using select link analysis	10		Complete Communities, Regional Economic Prosperity, Habitat and Open Space Preservation
7	Physical Activity	What is the increase in physical activity?	Increase in time engaged in moderate transportation-related physical activity	10		Mobility Choices, Complete Communities
<i>Vibrant Economy</i>						
8	Accessibility	A) What is the increase in job and school trips by transit?	Change in daily transit linked work and school trips	4	35	Mobility Choices, Regional Economic Prosperity
		B) How will the project support access to recreational areas and beaches?	Acres of parkland/ recreational areas and beaches within 1/4 mile of project	3		

Table M.3 (continued)

Project Evaluation Criteria Transit Services

No.	Criteria	Description	Proposed Calculation	Max Score	Total Percent	Policy Objectives
<i>Vibrant Economy (continued)</i>						
		C) What is the increase in transit trips by disadvantaged communities?	Change in total transit trips by disadvantaged communities population	3		Mobility Choices, Partnerships and Collaboration
		D) How will the project facilitate pedestrian and bike access?	Project located within 1/4 mile of pedestrian and bike facilities	3		Mobility Choices, Complete Communities
		E) What is the increase in transit trips to federally recognized Indian reservations?	Change in total transit trips to/from Indian reservations	2		Mobility Choices, Partnerships and Collaboration
9	Project Cost-Effectiveness	What is the cost-effectiveness of the project?	Enhanced cost-effectiveness measure incorporates the following components: <ul style="list-style-type: none"> - Project cost - Fuel costs - greenhouse gas emissions - Smog forming pollutants - Physical activity - Safety 	20		Mobility Choices, Regional Economic Prosperity, Binational Collaboration with Baja California, Preservation and Safety of the Transportation System, Environmental Stewardship, Energy and Climate Change Mitigation and Adaptation

**Table M.4
Transit Service Project Rankings**

<i>TransNet/ Early Action Program (EAP)</i>	Service	Route	Project Description	Unconstrained Cost (\$2014) (millions)	Total Score	Regional Plan Project Rank
	Trolley	562	Carmel Valley to San Ysidro via Kearny Mesa	\$2,632.5	95.9	1
	Trolley	550	SDSU to Palomar Station via East San Diego, SE San Diego, National City	\$1,581.5	65.2	2
	Trolley	560	SDSU to Downtown via El Cajon Blvd/Mid-City (transition of Mid-City <i>Rapid</i> to LRT)	\$2,389.9	64.5	3
<i>TransNet/ EAP</i>	COASTER	398	Double Tracking (includes all COASTER improvements, positive train control, extension to National City, and Camp Pendleton)	\$2,901.6	63.7	4
	Trolley	563	Pacific Beach to El Cajon Transit Center via Kearny Mesa, Mission Valley, SDSU	\$1,297.7	61.9	5
	BRT	650	Chula Vista to Palomar Airport Rd Business Park via I-805/I-5 (peak only)	\$81.9	51.6	6
<i>TransNet</i>	SPRINTER	399	Double Tracking (includes all SPRINTER improvements and extension to South Escondido)	\$945.5	51.5	7
	<i>Rapid</i>	28	Point Loma to Kearny Mesa via Old Town, Linda Vista	\$49.8	49.4	8
	<i>Rapid</i>	103	Solana Beach to Sabre Springs BRT station via Carmel Valley	\$66.8	47.4	9
	<i>Rapid</i>	10	La Mesa to Ocean Beach via Mid-City, Hillcrest, Old Town	\$87.7	44.9	10
	Trolley	561	UTC to Mira Mesa via Sorrento Mesa/Carroll Cyn (extension of route 510). Includes connection with COASTER at Scranton Rd	\$1,167.4	42.1	11
<i>TransNet</i>	BRT	680 and 688/ 689	Otay Mesa/San Ysidro to Sorrento Mesa via I-805 Corridor, Otay Ranch/Millenia, National City, Southeastern San Diego, Mid-City, Kearny Mesa	\$457.9	42.0	12

Table M.4 (continued)

Transit Service Project Rankings

<i>TransNet/ Early Action Program (EAP)</i>	Service	Route	Project Description	Unconstrained Cost (\$2014) (millions)	Total Score	Regional Plan Project Rank
	Trolley	522	Orange Line Express - El Cajon to ITC/Airport	\$197.2	41.6	13
	<i>Rapid</i>	30	Old Town to Sorrento Mesa via Pacific Beach, La Jolla, UTC	\$104.9	40.6	14
	Trolley	564	Otay Mesa East Border Crossing to Western Chula Vista via Otay Ranch/Millenia	\$1,000.7	40.5	15
	<i>Rapid</i>	41	Fashion Valley to VA Hospital via SR 163, Genesee, La Jolla Village Dr	\$55.4	40.2	16
	BRT	940	Oceanside to Sorrento Mesa via I-5, Carlsbad, Encinitas (peak only)	\$39.0	40.0	17
	<i>Rapid</i>	473	Oceanside TC to UC San Diego via Pacific Hwy, Del Mar Heights, El Camino Real and UTC	\$129.7	38.4	18
	Trolley	540	Blue Line Express - Santa Fe Depot to San Ysidro via Downtown	\$390.6	38.3	19
	<i>Rapid</i>	2	North Park to Downtown San Diego via 30th St / Broadway	\$38.9	35.6	20
	Trolley	566	Palomar St Trolley Station to UTC via Mid-City, Kearny Mesa (Route 562 Express)	\$334.9	35.5	21
	<i>Rapid</i>	477	East Camp Pendleton to Carlsbad Village via Vandergrift, College Blvd, Plaza Camino Real	\$80.0	33.7	22
	BRT	430	Oceanside to Escondido via SR 78	\$239.6	33.3	23
	<i>Rapid</i>	910	Coronado to Downtown via Coronado Bridge	\$25.7	31.9	24
	<i>Rapid</i>	11	Spring Valley to SDSU via SE San Diego, Downtown, Hillcrest, Mid-City	\$113.2	31.5	25
	BRT	905	Iris Trolley Station to East Otay Mesa via Otay Mesa	\$0.00	30.6	26

Table M.4 (continued)

Transit Service Project Rankings

<i>TransNet/ Early Action Program (EAP)</i>	Service	Route	Project Description	Unconstrained Cost (\$2014) (millions)	Total Score	Regional Plan Project Rank
	Streetcar	553	Downtown San Diego: Little Italy to East Village	\$139.4	30.6	26
	Streetcar	554	Hillcrest/Balboa Park/Downtown San Diego Loop	\$285.2	30.3	28
	<i>Rapid</i>	440	Carlsbad Pointsettia to Escondido TC to UC San Diego via Palomar Airport Rd, San Marcos Blvd, Mission Rd	\$51.3	30.3	28
	SPRINTER	588	SPRINTER Express. Escondido Transit Center - Oceanside Transit Center	\$243.9	30.2	30
	BRT	652	Downtown to UTC via Kearny Mesa Guideway/I-805	\$2.8	29.7	31
	BRT	653	Mid-City to Palomar Airport Rd via Kearny Mesa/I-805/I-5	\$10.5	29.4	32
	Streetcar	565	Mission Beach to La Jolla via Pacific Beach	\$246.0	29.0	33
	<i>Rapid</i>	709	H St Trolley to Millenia via H St Corridor, Southwestern College	\$37.0	28.2	34
	Streetcar	555	30th St to Downtown San Diego via North Park/Golden Hill	\$256.1	28.1	35
	<i>Rapid</i>	120	Kearny Mesa to Downtown via SR 163/Fashion Valley. No guideway.	\$77.9	27.9	36
	<i>Rapid</i>	635	Eastlake/EUC to Palomar Trolley Station via Main St Corridor	\$55.3	27.4	37
	Streetcar	557	El Cajon Downtown	\$164.5	26.7	38
	<i>Rapid</i>	639	Iris Trolley Station to North Island via Imperial Beach and Silver Strand, Coronado	\$54.2	26.2	39
	<i>Rapid</i>	636	SDSU to Spring Valley via East San Diego, Lemon Grove, Skyline	\$39.5	25.1	40
	<i>Rapid</i>	637	North Park to 32nd St Trolley via Golden Hill	\$32.6	24.9	41

Table M.4 (continued)

Transit Service Project Rankings

<i>TransNet/ Early Action Program (EAP)</i>	Service	Route	Project Description	Unconstrained Cost (\$2014) (millions)	Total Score	Regional Plan Project Rank
	BRT	870	El Cajon to Campus Point via Santee, SR 52, I-805	\$7.7	24.4	42
	<i>Rapid</i>	471	Downtown Escondido to East Escondido	\$31.7	24.3	43
	<i>Rapid</i>	474	Oceanside to Vista via Mission Ave/Santa Fe Rd Corridor	\$50.4	23.8	44
	BRT	692	Grossmont Center to Otay Town Center/Millenia via Southwest College, SR 125, Spring Valley	\$4.5	23.4	45
	BRT	890	El Cajon to Sorrento Mesa via SR 52, Kearny Mesa	\$12.7	23.1	46
	Streetcar	551	Chula Vista Downtown	\$137.8	22.5	47
	Streetcar	558	Escondido Downtown	\$51.2	22.4	48
	<i>Rapid</i>	638	Iris Trolley to Otay Mesa via Otay, SR 905 Corridor	\$38.2	21.6	49
	Streetcar	559	Oceanside Downtown	\$45.7	21.4	50
	Streetcar	552	National City Downtown	\$41.2	21.3	51

Active Transportation

For the first time, active transportation criteria were developed. These criteria were developed through similar combined efforts with local jurisdictions, partner agencies, SANDAG working groups, other stakeholders, consultants, and the general public. The majority of the active transportation evaluation criteria is consistent with other modal categories, including *and pollutant emissions* and *serves RCP smart growth areas*. SANDAG has been developing active transportation enhancements to the Activity-based Model (ABM). The Active Transportation criteria were intended to be used with the active transportation-enhanced ABM. These enhancements were not completed in time to be used to apply the Active Transportation criteria, so the project rankings from *Riding to 2050: The San Diego Regional Bike Plan* were utilized. The detailed criteria developed as part of the Regional Plan effort are shown in Table M.5. A list of ranked active transportation projects can be seen in Table M.6.

Table M.5
Project Evaluation Criteria Active Transportation

No.	Criteria	Description	Proposed Calculation	Max Score	Total Percent	Policy Objectives
<i>Innovative Mobility & Planning</i>						
1	Serves Daily Trips	What is the change in the number of active transportation trips?	Change in active transportation mode trips or transit accessed by active transportation mode trips	15	35	Mobility Choices
2	Project Safety	Is the project located in an area with a high bike and pedestrian traffic incident rate?	Number of bike and pedestrian traffic incidents within 1/4 mile of project	5		Preservation and Safety of the Transportation System
3	System Connectivity	A) Does the project provide enhanced connectivity to/from transit station/stop areas, highway project areas, or rail grade separations?	Project located within 1/4 mile of transit, highway, or rail grade separation project areas	5		Mobility Choices, Complete Communities
		B) Does the project provide multimodal connections?	Project provides direct access to other transit, highway, rail grade separation, or active transportation projects	5		
4	Consistency with local plans	Is the improvement identified in a locally adopted plan?	Project is in a locally adopted plan	5		Partnerships and Collaboration

Table M.5 (continued)

Project Evaluation Criteria Active Transportation

No.	Criteria	Description	Proposed Calculation	Max Score	Total Percent	Policy Objectives
<i>Healthy Environment & Communities</i>						
5	Reduced Bike/Pedestrian Stress Level	Does the project result in a safer facility for people biking and pedestrians?	Project area is currently unsafe for pedestrian and bike activity due to speeds, vehicular traffic volumes, conflict points such as freeway on/off-ramps, etc.	10	35	Mobility Choices, Preservation and Safety of the Transportation System
6	greenhouse gas and Pollutant Emissions	A) What is the reduction in CO ₂ emissions from implementing the project?	Reduction in CO ₂ emissions	5		Environmental Stewardship, Energy and Climate Change Mitigation and Adaptation
		B) What is the reduction in smog forming pollutants from implementing the project?	Reduction in smog forming pollutants	5		
7	Serves RCP Smart Growth Areas	Is the project located near population and employment?	Population and employment in all smart growth areas within 1/4 mile distance of project	5		Complete Communities, Regional Economic Prosperity, Habitat and Open Space Preservation
8	Physical Activity	What is the increase in physical activity?	Increase in time engaged in moderate transportation-related physical activity	5		Mobility Choices, Complete Communities
9	Range of Users/Skill Levels Served	For major arterial street, are alternative routes attractive to all riders considered, or are the arterial or alternative routes traffic calmed?	Project results in route attractive to all riders	5		Mobility Choices, Preservation and Safety of the Transportation System

Table M.5 (continued)

Project Evaluation Criteria Active Transportation

No.	Criteria	Description	Proposed Calculation	Max Score	Total Percent	Policy Objectives
<i>Vibrant Economy</i>						
10	Accessibility	A) Does the project support access to jobs and schools?	Employment and schools within 1/4 mile of project	4	30	Mobility Choices, Regional Economic Prosperity
		B) Does the project support access to recreational areas, parks, and beaches?	Acres of parkland/recreational areas and beaches within 1/4 mile of project	3		Complete Communities, Habitat and Open Space Preservation
		C) What percentage of the project users are from disadvantaged communities?	Disadvantaged communities population within 1/4 mile of project	3		Mobility Choices, Partnerships and Collaboration
11	Project Cost-Effectiveness	What is the cost-effectiveness of the project?	Enhanced cost-effectiveness measure may incorporate the following components: <ul style="list-style-type: none"> - Project cost - Generalized delay costs - Fuel costs - greenhouse gas emissions - Smog forming pollutants - Health and physical activity - Safety 	20		Mobility Choices, Regional Economic Prosperity, Binational Collaboration with Baja California, Environmental Stewardship, Energy and Climate Change Mitigation and Adaptation, Preservation and Safety of the Transportation System

Table M.6**Regional Bike Plan Network Corridor Rankings***Early Action Program (EAP)*

EAP Priority	Project	Jurisdiction(s)	Funding Through Project Phase	Cost (\$2014)
1	Uptown - Fashion Valley to Downtown San Diego	San Diego	Const.	\$22,889,000
2	Uptown - Old Town to Hillcrest	San Diego	Const.	\$17,979,000
3	Uptown - Hillcrest to Balboa Park	San Diego	Const.	\$2,579,000
4	North Park - Mid-City - Hillcrest to Kensington	San Diego	Const.	\$5,727,000
5	North Park - Mid-City - Hillcrest to City Heights (Hillcrest-El Cajon Corridor)	San Diego	Const.	\$5,775,000
6	North Park - Mid-City - City Heights	San Diego	Const.	\$2,688,000
7	North Park - Mid-City - Hillcrest to City Heights (City Heights - Old Town Corridor)	San Diego	Const.	\$4,869,000
8	North Park - Mid-City - City Heights to Rolando	San Diego	Const.	\$4,319,000
9	San Diego River Trail - Qualcomm Stadium	San Diego	Const.	\$829,000
10	San Diego River Trail - Father Junipero Serra Trail to Santee	Santee	ROW	\$2,816,000
11	Coastal Rail Trail San Diego - Rose Creek	San Diego	Const.	\$20,636,000
12	Bayshore Bikeway - Main St to Palomar	Chula Vista/ Imperial Beach	Const.	\$2,959,000
13	Coastal Rail Trail Encinitas - Chesterfield to G	Encinitas	Const.	\$6,885,000
14	Coastal Rail Trail Encinitas - Chesterfield to Solana Beach	Encinitas	Eng.	\$100,000
15 to 18	Inland Rail Trail (combination of four projects)	San Marcos, Vista, County of San Diego	Const.	\$32,691,000
19	Coastal Rail Trail Oceanside - Wisconsin to Oceanside Blvd.	Oceanside	Const.	\$200,000
20	Plaza Bonita Bike Path	National City	Const.	\$400,000
21	Bayshore Bikeway - National City Marina to 32nd St	San Diego/ National City	Const.	\$1,503,000
22	I-15 Mid-City - Adams Ave to Camino Del Rio S	San Diego	Const.	\$9,341,000
23	Bayshore Bikeway - Barrio Logan	San Diego	ROW	\$4,604,000
24	Pershing and El Prado - North Park to Downtown San Diego	San Diego	Const.	\$7,282,000
25	Pershing and El Prado - Cross-Park	San Diego	Const.	\$613,000
26	Downtown to Southeast connections - East Village	San Diego	ROW	\$787,000
27	Downtown to Southeast connections - Downtown San Diego to Encanto	San Diego	ROW	\$3,045,000

Table M.6 (continued)

Regional Bike Plan Network Corridor Rankings

Early Action Program (EAP) (continued)

EAP Priority	Project	Jurisdiction(s)	Funding Through Project Phase	Cost (\$2014)
28	Downtown to Southeast connections - Downtown San Diego to Golden Hill	San Diego	ROW	\$2,825,000
29	San Ysidro to Imperial Beach - Bayshore Bikeway Connection (Border Access)	Imperial Beach/ San Diego	ROW	\$1,726,000
30	San Ysidro to Imperial Beach - Bayshore Bikeway Connection (Imperial Beach Connector)	Imperial Beach/ San Diego	ROW	\$860,000
31	Terrace Dr/Central Ave - Adams to Wightman	San Diego	Const.	\$1,407,000
32	San Diego River Trail - I-805 to Fenton	San Diego	Const.	\$1,741,000
33	San Diego River Trail - Short gap connections	San Diego	Const.	\$1,370,000
34	Coastal Rail Trail Encinitas - Leucadia to G St	Encinitas	Const.	\$4,763,000
35	Coastal Rail Trail San Diego - UTC	San Diego	ROW	\$791,000
36	Coastal Rail Trail San Diego - Rose Canyon	San Diego	ROW	\$2,508,000
37	Coastal Rail Trail San Diego - Pacific Hwy (W. Washington St to Laurel St)	San Diego	Const.	\$4,050,000
38	Coastal Rail Trail San Diego - Pacific Hwy (Laurel St to Santa Fe Depot)	San Diego	Const.	\$7,628,000
39	Coastal Rail Trail San Diego - Encinitas Chesterfield to Solana Beach	Encinitas	Const.	\$127,000
40	Coastal Rail Trail San Diego – Pacific Hwy (Taylor St to W. Washington St)	San Diego	Const.	\$3,994,000
41	San Ysidro to Imperial Beach - Bayshore Bikeway Connection	Imperial Beach/ San Diego	Const.	\$6,204,000
42	Coastal Rail Trail San Diego - Pacific Hwy (Fiesta Island Rd to Taylor St)	San Diego	Const.	\$7,270,000
43	San Diego River Trail - Father Junipero Serra Trail to Santee	Santee	Const.	\$7,412,000
44	Bayshore Bikeway - Barrio Logan	San Diego	Const.	\$13,591,000
45	Downtown to Southeast connections	San Diego	Const.	\$17,015,000
46	Coastal Rail Trail San Diego - UTC	San Diego	Const.	\$2,691,000
47	City Heights /Encanto/Lemon Grove	Lemon Grove/ San Diego	Const.	\$7,045,000
48	City Heights/Fairmount Corridor	San Diego	Const.	\$12,216,000
49	Rolando to Grossmont/La Mesa	La Mesa/ El Cajon/ San Diego	Const.	\$2,469,000
50	La Mesa/Lemon Grove/El Cajon connections	Lemon Grove/ La Mesa	Const.	\$5,458,000

Table M.6 (continued)

Regional Bike Plan Network Corridor Rankings

Early Action Program (EAP) (continued)

EAP Priority	Project	Jurisdiction(s)	Funding Through Project Phase	Cost (\$2014)
51	Coastal Rail Trail - Rose Canyon	San Diego	Const.	\$8,433,000
52	San Diego River Trail - Qualcomm Stadium to Ward Rd	San Diego	Const.	\$1,568,000
53	San Diego River Trail - Rancho Mission Road to Camino Del Rio North	San Diego	Const.	\$263,000
54	Coastal Rail Trail San Diego - Rose Creek Mission Bay Connection	San Diego	Const.	\$3,990,000
55	Coastal Rail Trail Carlsbad - Reach 4 Cannon to Palomar Airport Rd	Carlsbad	Const.	\$5,084,000
56	Coastal Rail Trail Carlsbad - Reach 5 Palomar Airport Rd to Poinsettia Station	Carlsbad	Const.	\$2,738,000
57	Coastal Rail Trail Encinitas - Carlsbad to Leucadia	Encinitas	Const.	\$6,634,000
58	Coastal Rail Trail Del Mar	Del Mar	Const.	\$396,000
59	Coastal Rail Trail San Diego - Del Mar to Sorrento via Carmel Valley	Del Mar/ San Diego	Const.	\$411,000
60	Coastal Rail Trail San Diego - Carmel Valley to Roselle via Sorrento	San Diego	Const.	\$867,000
61	Coastal Rail Trail San Diego - Roselle Canyon	San Diego	Const.	\$4,958,000
62	Chula Vista National City connections	Chula Vista/ National City	Const.	\$10,516,000
63	Pacific Beach to Mission Beach	San Diego	Const.	\$9,509,000
64	Ocean Beach to Mission Bay	San Diego	Const.	\$23,815,000
65	San Diego River Trail - Bridge connection (Sefton Field to Mission Valley YMCA)	San Diego	Const.	\$7,259,000
66	San Diego River Trail - Mast Park to Lakeside baseball park	Santee	Const.	\$10,335,000
67	I-8 Flyover (Camino del Rio South to Camino del Rio North)	San Diego	Const.	\$9,914,000
68	Coastal Rail Trail Oceanside - Broadway to Eaton	Oceanside	Const.	\$445,000
69	El Cajon - Santee connections	El Cajon/ La Mesa/ Santee	Const.	\$12,289,000
70	San Diego River Trail - Father JS Trail to West Hills Parkway	San Diego	Const.	\$2,883,000
71	Inland Rail Trail Oceanside	Oceanside	Const.	\$18,786,000
72	Coastal Rail Trail Carlsbad - Reach 3 Tamarack to Cannon	Carlsbad	Const.	\$4,814,000
73	Clairemont Dr (Mission Bay to Burgener)	San Diego	Const.	\$7,688,000

Table M.6 (continued)

Regional Bike Plan Network Corridor Rankings

Early Action Program (EAP) (continued)

EAP Priority	Project	Jurisdiction(s)	Funding Through Project Phase	Cost (\$2014)
74	Harbor Dr (Downtown to Ocean Beach)	San Diego	Const.	\$6,980,000
75	Mira Mesa Bike Blvd	San Diego	Const.	\$3,751,000
76	Sweetwater River Bikeway Ramps	National City	Const.	\$8,883,000
77	Coastal Rail Trail Oceanside - Alta Loma Marsh bridge	Oceanside	Const.	\$4,684,000
78	Coastal Rail Trail San Diego - Mission Bay (Clairemont to Tecolote)	San Diego	Const.	\$3,092,000
79	Bayshore Bikeway Coronado - Golf course adjacent	Coronado	Const.	\$2,817,000

Non-Early Action Program (EAP)

Non-EAP Priority	Corridor	Corridor Limits	Jurisdiction
80	Coastal Rail Trail	Del Mar segments	Del Mar
81	Central Coast Corridor	Coastal Rail Trail, Del Mar to Bayshore Bikeway	Del Mar, San Diego
82	Kearny Mesa-Beaches Corridor	Central Coast Corridor, Pacific Beach to I-15 Bikeway	San Diego
83	San Diego River Bikeway	Segments west of I-805	San Diego
84	SR 125 Corridor	San Diego River Bikeway, Santee to Otay Mesa Border Crossing	Santee, County, San Diego, Chula Vista
85	Mira Mesa Corridor	Coastal Rail Trail to I-15 Bikeway	San Diego
86	Mid-County Bikeway	Coastal Rail Trail, Del Mar to Inland Rail Trail	Del Mar, County, Escondido
87	Bay to Ranch Bikeway	Bayshore Bikeway to Chula Vista Greenbelt	Chula Vista
88	Escondido Creek Bikeway	I-15 Bikeway, Escondido to Valley Centre Rd	Escondido
89	Chula Vista Greenbelt	Bayshore Bikeway, San Diego to SR 125 Corridor	Chula Vista
90	SR 52 Bikeway	Coastal Rail Trail to San Diego River Bikeway	San Diego
91	Sweetwater River Bikeway	Bayshore Bikeway to SR 125 Corridor	National City, Chula Vista
92	Vista Way Connector	San Luis Rey River Trail to Inland Rail Trail	Vista, County
93	SR 905 Corridor	Border Access Corridor to Future SR 11 Border Crossing	San Diego, County

Table M.6 (continued)

Regional Bike Plan Network Corridor Rankings

Non-Early Action Program (EAP) (continued)

Non-EAP Priority	Corridor	Corridor Limits	Jurisdiction
94	Carlsbad-San Marcos Corridor	Coastal Rail Trail, Carlsbad to Inland Rail Trail, San Marcos	Carlsbad, San Marcos
95	I-15 Bikeway	Northern boundary of County to City Heights - Old Town Corridor	Escondido, City of San Diego
96	San Luis Rey River Trail	Coastal Rail Trail Oceanside to I-15 Bikeway (County)	Oceanside, County
97	Camp Pendleton Trail	Northern boundary of County to San Luis Rey River Trail	USMC
98	Encinitas - San Marcos Corridor	Coastal Rail Trail, Inland Rail Trail	Encinitas, San Marcos
99	I-8 Corridor	SR 125 Corridor to Japatul Valley Rd	County of San Diego
100	SR 56 Bikeway	Coastal Rail Trail to I-15 Bikeway	San Diego
101	El Camino Real	San Luis Rey River Trail to Coastal Rail Trail, Encinitas	Oceanside, Carlsbad, Encinitas
102	East County Northern Loop	SR 125 Corridor, La Mesa to SR 125 Corridor, County	El Cajon, La Mesa, County
103	East County Southern Loop	East County Northern Loop, El Cajon to SR 125 Corridor	County
Bike Plan EAP Estimated Cost (Priorities 1-79)			\$460.5 M
Regional Bike Plan Non-EAP Estimated Cost (Priorities 80-103)			\$276.7 M
Regional Bike Plan Estimated Cost			\$737.2 M

Managed Lane Connectors

Managed Lane connectors will facilitate direct Managed Lane to Managed Lane access and allow for continuous movement on the HOV or Managed Lanes network. The six criteria and weighting for the Managed Lanes Connectors are shown in Table M.7. The 22 Managed Lane connectors evaluated for the Regional Plan are listed in priority order by pairs in Table M.8.

Table M.7
Project Evaluation Criteria Managed Lane Connector

No.	Criteria	Description	Proposed Calculation	Max Score	Total Percent	Policy Objectives
<i>Innovative Mobility & Planning</i>						
1	Provides Congestion Relief	What is the number of daily person-hours saved from implementing the project?	Change in daily person-hours saved	15	35	Mobility Choices
2	Provides Access to Evacuation Routes	How will the project provide evacuation access for regional hazard areas?	Proximity analysis of hazard areas (dam failure, earthquake, flood, landslide, liquefaction, tsunami, and wildfire), weighted by population and employment	5		Preservation and Safety of the Transportation System, Partnerships and Collaboration, Binational Collaboration with Baja California
3	Facilitates FasTrak/Carpool/Transit, Pedestrian and Bike Mobility	How will the project facilitate FasTrak/ carpool/Managed Lane facilities and/or regional or corridor transit services and/or pedestrian and bike access?	Projects will receive points if they include FasTrak/carpool/ Managed Lane facility, and/or regional or corridor transit services, and/or pedestrian and bike facilities, which is then weighted by combined carpool person volume + transit person volume	15		Mobility, Complete Communities

Table M.7 (continued)

Project Evaluation Criteria Managed Lane Connector

No.	Criteria	Description	Proposed Calculation	Max Score	Total Percent	Policy Objectives
<i>Healthy Environment & Communities</i>						
4	Minimizes Habitat and Residential Impacts	How will the project minimize negative habitat and residential impacts?	Proximity analysis of preserve areas, native habitats, and housing (more than two dwelling units per acre)	15	30	Habitat and Open Space Preservation, Environmental Stewardship
5	greenhouse gas and Pollutant Emissions	A) What is the reduction in CO ₂ emissions from implementing the project?	Reduction in CO ₂ emissions	10		Environmental Stewardship, Energy and Climate Change Mitigation and Adaptation
		B) What is the reduction in smog forming pollutants from implementing the project?	Reduction in smog forming pollutants	5		
<i>Vibrant Economy</i>						
6	Project Cost-Effectiveness	What is the cost-effectiveness of the project?	Enhanced cost-effectiveness measure incorporates the following components: <ul style="list-style-type: none"> - Project cost - Generalized delay costs - Fuel costs - greenhouse gas emissions - Smog forming pollutants - Physical activity - Safety 	35	35	Mobility Choices, Regional Economic Prosperity, Binational Collaboration with Baja California, Preservation and Safety of the Transportation System, Environmental Stewardship, Energy and Climate Change Mitigation and Adaptation

Table M.8

Managed Lane Connector Project Rankings

<i>TransNet</i>	Freeway/ Highway	Intersecting Freeway/ Highway	Movement	Unconstrained Cost (\$2014) (millions)	Total Score	Regional Plan Project Rank
<i>TransNet</i>	I-15	SR 78	East to South and North to West	\$106	62.4	1
<i>TransNet</i>	I-5	I-805	North to North and South to South	\$101	61.6	2
	I-805	SR 52	West to North and South to East	\$91	56.8	3
	SR 15	I-805	North to North and South to South	\$81	53.2	4
	I-5	SR 15	North to North and South to South	\$197	52.4	5
	I-15	SR 52	West to North and South to East	\$131	49.5	6
	I-15	SR 56	East to North and South to West	\$172	48.4	7
	I-5	SR 78	South to East and West to North, North to East and West to South	\$253	47.8	8
	I-805	SR 94	North to West and East to South	\$101	46.1	9
	I-5	SR 56	South to East and West to North	\$177	41.1	10
	I-15	SR 163	North to North and South to South	\$162	40.5	11
	I-805	SR 94	West to South and North to East	\$217	37.4	12
	SR 94	SR 125	North to North and South to South	\$146	37.3	13
	I-5	SR 56	North to East and West to South	\$152	35.3	14
	I-805	SR 163	North to North and South to South	\$192	33.5	15
	I-15	SR 52	West to South and North to East	\$141	33.0	16
	I-805	SR 54	North to West and East to South	\$157	30.6	17
	I-805	SR 94	East to North and South to East	\$212	26.4	18
	I-5	SR 54	West to South and North to East	\$121	24.8	19
	SR 52	SR 125	North to West and East to South	\$111	23.4	20
	I-5	SR 54	South to East and West to North	\$121	22.3	21
<i>TransNet</i>	SR 15	SR 94	South to West and East to North	\$71	16.1	22

Freeway-to-Freeway Connectors

Freeway Connectors provide “missing link” connections between freeways. Many of the criteria from the highway corridor criteria are also utilized in this category. There are seven criteria for the Freeway Connectors, which are shown in Table M.9. The list of nine freeway-to-freeway connector projects evaluated for the Regional Plan can be seen in Table M.10 in priority order.

Table M.9
Project Evaluation Criteria Freeway Connector

No.	Criteria	Description	Proposed Calculation	Max Score	Total Percent	Policy Objectives
<i>Innovative Mobility & Planning</i>						
1	Provides Congestion Relief	What is the number of daily person-hours saved from implementing the project?*	Change in daily person-hours saved	20	35	Mobility Choices
2	Project Safety	How does the project compare against the statewide average for collisions?*	Project percentage of crash rates measured against statewide averages	5		Preservation and Safety of the Transportation System
3	Provides Access to Evacuation Routes	How will the project provide evacuation access for regional hazard areas?	Proximity analysis of hazard areas (dam failure, earthquake, flood, landslide, liquefaction, tsunami, and wildfire), weighted by population and employment	10		Preservation and Safety of the Transportation System, Partnerships and Collaboration, Binational Collaboration with Baja California
<i>Healthy Environment & Communities</i>						
4	Minimizes Habitat and Residential Impacts	How will the project minimize negative habitat and residential impacts?*	Proximity analysis of preserve areas, native habitats, and housing (more than two dwelling units per acre)	15	30	Habitat and Open Space Preservation, Environmental Stewardship
5	greenhouse gas and Pollutant Emissions	A) What is the reduction in CO ₂ emissions from implementing the project?*	Reduction in CO ₂ emissions	10		Environmental Stewardship, Energy and Climate Change Mitigation and Adaptation
		B) What is the reduction in smog forming pollutants from implementing the project?*	Reduction in smog forming pollutants	5		

Table M.9 (continued)

Project Evaluation Criteria Freeway Connector

No.	Criteria	Description	Proposed Calculation	Max Score	Total Percent	Policy Objectives
<i>Vibrant Economy</i>						
6	Serves Goods Movement and Relieves Freight System Bottlenecks/Capacity Constraints	What is the improved average travel time for freight?*	Total travel time savings for medium and heavy truck classes	15	35	Mobility Choices, Regional Economic Prosperity, Binational Collaboration with Baja California
7	Project Cost-Effectiveness	What is the cost-effectiveness of the project?*	Enhanced cost-effectiveness measure incorporates the following components: <ul style="list-style-type: none"> - Project cost - Generalized delay costs - Fuel costs - greenhouse gas emissions - Smog forming pollutants - Physical activity - Safety 	20		Mobility Choices, Regional Economic Prosperity, Binational Collaboration with Baja California, Preservation and Safety of the Transportation System, Environmental Stewardship, Energy and Climate Change Mitigation and Adaptation

* Provides dual evaluation for both passenger vehicles and trucks.

Table M.10

Freeway Connector Project Rankings

<i>TransNet</i>	Freeway/ Highway	Intersecting Freeway/ Highway	Movement	Unconstrained Cost (\$2014) (millions)	Total Score	Regional Plan Project Rank
	I-5	I-8	East to North and South to West	\$326	88.4	1
<i>TransNet</i>	I-5	SR 78	South to East and West to South	\$275	50.1	2
<i>TransNet</i>	SR 94	SR 125	South to East	\$61	46.4	3
<i>TransNet</i>	SR 94	SR 125	West to North	\$82	34.2	4
<i>TransNet</i>	I-5	SR 56	West to North and South to East	\$275	32.7	5
	I-5	SR 94	North to East	\$133	27.6	6
	I-15	SR 56	North to West	\$102	19.0	7

South Bay Expressway Connector Projects

	SR 905	SR 125	SB 125 to EB 905 & WB 905 to NB 125	\$20	85	1
	SR 905	SR 125	SB 125 to WB 905 & EB 905 to NB 125	\$77	39	2

Rail Grade Separation Criteria

The evaluation criteria for rail grade separation projects were initially developed by the San Diego Regional Traffic Engineers Council (SANTEC) composed of the local jurisdictions’ traffic engineers. These criteria have been refined over the years when developing RTPs. The criteria approved by the SANDAG Board for San Diego Forward: The Regional Plan includes two new elements: the *reduction in greenhouse gas emissions* from implementing the project and *project cost-effectiveness*. These elements were added to provide consistency with evaluation criteria for other modes or project types. In addition, the *pedestrian benefits* criterion was refined for the Regional Plan as *pedestrian and bike/disadvantaged communities benefits* to be more inclusive of benefits to cyclists and to consider the share of disadvantaged communities (low-income, minorities, and seniors 75+) within a half mile of the project.

Projects were prioritized based on two criteria categories: project-specific criteria and Regional Housing Needs Assessment (RHNA) housing production. The project-specific criteria are worth 75 percent, and the RHNA housing production criteria comprises 25 percent of the total project score. The criteria and weightings are shown in Table M.11. The final rankings are included in Table M.12.

Table M.11
Project Evaluation Criteria

Rail Grade Separations

San Diego Forward: The Regional Plan Goals	No.	Criteria	Description	Proposed Calculation	Max Score	Total Percent	Policy Objectives
Innovative Mobility & Planning	1	Peak-Period Exposure Index (PPEI) Factor	Product of the existing high directional traffic and the total measured blocking delay during the same three hours of the day experiencing the highest congestion at the crossing	Calculation based on vehicle traffic during a selected three-hour period, total blocking delay during same period, and mathematical constant for time period	11	34	Mobility Choices
	2	Peak-Day Total Delay Exposure Index (PDEI) Factor	Product of the existing average daily traffic (ADT), the total number of trains, and an average train crossing delay time factor	Calculation based on average daily traffic, total number of trains, train crossing delay factor, and mathematical constant	11		
	3	Pedestrian and Bike/Disadvantaged Communities Benefits	A) Number of pedestrians and people biking served in top 4 hours	Grade separation pedestrian bike crossing counts	4	Mobility Choices, Complete Communities	
			B) What is the share of disadvantaged communities population in the proximity of the project?	Ratio of disadvantaged communities share of population within 1/2 mile of project compared to disadvantaged communities share of regional population	Mobility Choices, Partnerships and Collaboration		
	4	Bus Operations Benefits	Number of buses served an hour, as well as proximity to transit center	Number of buses served by the grade separation	4	Mobility Choices, Complete Communities	
5	Benefit to Emergency Services	Proximity to emergency service provider and lack of nearby alternative grade-separated crossing	Proximity analysis based on emergency service providers and alternative grade separation crossing	4	Mobility Choices, Complete Communities		

Table M.11 (continued)
Project Evaluation Criteria

Rail Grade Separations (continued)

San Diego Forward: The Regional Plan Goals	No.	Criteria	Description	Proposed Calculation	Max Score	Total Percent	Policy Objectives
Healthy Environment & Communities	6	Accident History	Accident history in the past five years	Number of qualifying accidents involving vehicles, pedestrians, and bikes with trains, not including accidents involved in attempted suicides	11	26	Mobility Choices, Preservation and Safety of the Transportation System
	7	Proximity to Noise Sensitive Receptors	Proximity to sensitive receptors	Proximity analysis based on rail crossing located within 200-500 feet of sensitive receptors	4		Complete Communities, Partnerships and Collaboration
	8	greenhouse gas Emissions	What is the reduction in CO ₂ emissions from implementing the project?	Reduction in CO ₂ emissions	4		Environmental Stewardship, Energy and Climate Change Mitigation and Adaptation
	9	Serves RCP Smart Growth Areas	Is the project located near RCP Smart Growth Areas?	Population and employment in all smart growth areas within 1/4 mile distance of project	7		Complete Communities, Regional Economic Prosperity, Habitat and Open Space Preservation

Table M.11 (continued)

Project Evaluation Criteria

Rail Grade Separations (continued)

San Diego Forward: The Regional Plan Goals	No.	Criteria	Description	Proposed Calculation	Max Score	Total Percent	Policy Objectives
Vibrant Economy	10	Truck Freight Operations	Percentage of daily truck traffic	Percentage of daily traffic of Class 4-Class 13 (as defined by FHWA)	3	15	Mobility Choices, Regional Economic Prosperity, Binational Collaboration with Baja California
	11	Funding Request	Percentage of total project costs contributed by the local agency including funds already committed from state, federal, or other source	Percentage of local contribution	4		Partnerships and Collaboration
	12	Project Cost-Effectiveness	What is the cost-effectiveness of the project?	Enhanced cost-effectiveness measure incorporates the following components: - Number of trains per day - AADT - Gate down time - Percent truck traffic - Safety	8		Mobility Choices, Regional Economic Prosperity, Binational Collaboration with Baja California, Environmental Stewardship, Energy and Climate Change Mitigation and Adaptation, Preservation and Safety of the Transportation System

Table M.11 (continued)
Project Evaluation Criteria

Rail Grade Separations (continued)

San Diego Forward: The Regional Plan Goals	No.	Criteria	Description	Proposed Calculation	Max Score	Total Percent	Policy Objectives
Regional Housing Needs Assessment (RHNA)	13	Regional Housing Needs Assessment (RHNA) (per Board Policy No. 033 adopted January 2012)	RHNA-related criteria as described in Board Policy No. 033. Eligibility for Policy 33 points requires housing element compliance and submittal of Annual Housing Element Progress Reports to SANDAG.	Based on Board Policy No. 033 Criteria: RHNA Share Taken; Regional Share of Cumulative Total of Lower-Income Units Produced; Total Number of Affordable Housing Units; Percent of Lower Income Households	25	25	Complete Communities, Partnerships and Collaboration

Appendix D

Regional Arterial System

Regional Plan: Appendix M

Regional Arterial System

Regional Arterial System

The Regional Arterial System (RAS) constitutes that part of the local street and road network which, in conjunction with the system of highways and transit services, provides for a significant amount of mobility throughout the region. The RAS includes roads eligible for the Regional Transportation Congestion Improvement Program (RCTIP) included in the *TransNet* Ordinance and other funding. The RAS was last updated through an extensive process as part of the 2030 RTP. Minor adjustments were requested by some local jurisdictions for the 2050 Regional Plan. A Regional Arterial System has been included as part of the Regional Transportation Plan (RTP) since 1989 and includes 1,090 miles of roads.

Regional arterials are considered to be longer contiguous routes that provide accessibility between communities within the region and which also may allow subregional trips to avoid freeway travel. Regional Plan RAS modifications and additions to the RAS are shown in bold in Table M.13.

Regional arterial system screening criteria

In order to qualify for the updated Regional Arterial System (RAS), arterials must meet at least one of four approved criteria shown below. The first criterion is that the arterial is already included in the existing RAS. Any additions to the network must meet one of the remaining three criteria:

- Provides parallel capacity in high-volume corridors to supplement freeways, state highways, and/or other regional arterials (Corridor)
- Provides capacity and a direct connection between freeways or other regional arterials, ensuring continuity of the freeway, state highways, and arterial network throughout the region without duplicating other regional facilities (Cross-corridor)
- Provides all or part of the route for existing or planned regional and/or corridor transit service that provides headways of 15 minutes or less during the peak-period.

There are certain design characteristics that can help facilitate regional trip movements on the Regional Arterial System. These characteristics can help to facilitate trip movement and include:

- Interconnection and systems management of traffic signals
- Raised or striped medians
- Limitation and separation of left-turn movements
- Limited driveway access and other access controls
- Grade separations at rail crossings
- Shoulders and bikeways to accommodate bike movement
- Pedestrian treatments at intersections
- Priority traffic signal systems for transit service
- Bypass or “queue-jumper” lanes for transit service at critical intersections
- Enhanced transit stops
- Pedestrian facilities designed according to the Regional Pedestrian Design Guidelines
- Modern roundabouts and alternate intersection design where appropriate
- Freeway interchange modifications in accordance with Caltrans standards

A complete listing of the Regional Arterial System is provided in Table M.13 and shown in Figure M.1. All freeway interchanges are considered part of the Regional Arterial System.

Table M.13
Regional Arterials by Jurisdiction

Arterial	Limits	Jurisdiction
1 Cannon Rd	Carlsbad Blvd to Buena Vista Dr	Carlsbad
2 Carlsbad Blvd	Eaton St to La Costa Ave	Carlsbad
3 Carlsbad Village Dr	Interstate 5 to Coast Blvd/Coast Highway	Carlsbad
4 College Blvd	City of Oceanside to Palomar Airport Rd	Carlsbad
5 El Camino Real (S-11)	State Route 78 to Olivenhain	Carlsbad
6 Faraday Ave	Melrose Dr to College Blvd	Carlsbad
7 La Costa Ave	Interstate 5 to El Camino Real	Carlsbad
8 Melrose Dr	City of Vista to Rancho Santa Fe Rd	Carlsbad
9 Olivenhain Rd	Los Pinos Circle to Rancho Santa Fe Rd	Carlsbad
10 Palomar Airport Rd	Carlsbad Blvd to Business Park Dr	Carlsbad
11 Poinsettia Lane	Carlsbad Blvd to Melrose Dr	Carlsbad
12 Rancho Santa Fe Rd	Melrose Dr to Olivenhain Rd	Carlsbad
13 Bay Blvd	E St to Stella St	Chula Vista
14 Beyer Way	Main St to City of San Diego	Chula Vista
15 Bonita Rd	1st Ave to Interstate 805	Chula Vista
16 Broadway	C St to Main St	Chula Vista
17 E St	H St to Bonita Rd	Chula Vista
18 East H St	Hilltop Dr to Mount Miguel Rd	Chula Vista
19 H St	E St to Hilltop Dr	Chula Vista
20 Hunte Parkway	Proctor Valley R to Eastlake Parkway	Chula Vista
21 J St	Marina Parkway to Broadway	Chula Vista
22 L St	Bay Blvd to Interstate 805	Chula Vista
23 La Media Rd	Telegraph Canyon Rd to Main St	Chula Vista
24 Main St	West City limits to Eastlake Parkway	Chula Vista
25 Marina Parkway	H St to J St	Chula Vista
26 Olympic Parkway	Interstate 805 to Hunte Parkway	Chula Vista
27 Orange Ave	Palomar St to Interstate 805	Chula Vista
28 Otay Lakes Rd	Bonita Rd to Wueste Rd	Chula Vista
29 Otay Valley Rd)	Main St to East of State Route 125	Chula Vista

Table M.13 (continued)

Regional Arterials by Jurisdiction

Arterial	Limits	Jurisdiction
30 Palomar St	Bay Blvd to Orange Ave	Chula Vista
31 Paseo Ranchero (Heritage Rd)	East H St to City of San Diego	Chula Vista
32 Proctor Valley Rd	Mt. Miguel Rd to Hunte Parkway	Chula Vista
33 Telegraph Canyon Rd	Interstate 805 to Otay Lakes Rd	Chula Vista
34 Willow St	Sweetwater Rd to Bonita Rd	Chula Vista
35 State Route 75	City of San Diego to City of Imperial Beach	Coronado
36 Via de la Valle	Highway 101 to Jimmy Durante Blvd	Del Mar
37 2nd St	Greenfield Dr to Main St	El Cajon
38 Avocado Ave	Main St to Chase Ave	El Cajon
39 Avocado Blvd	Chase Ave to Dewitt Court	El Cajon
40 Ballantyne St	Broadway to Main St	El Cajon
41 Bradley Ave	Cuyamaca St to County of San Diego	El Cajon
42 Broadway	State Route 67 to East Main St	El Cajon
43 Chase Ave	El Cajon Blvd to Rancho Valle Court	El Cajon
44 Cuyamaca St	City of Santee to Marshall Ave	El Cajon
45 E Main St	Broadway to Lavala Lane	El Cajon
46 El Cajon Blvd	Chase Ave to West Main St	El Cajon
47 Fletcher Parkway	City of La Mesa to State Route 67	El Cajon
48 Greenfield Dr	Ballantyne St to Interstate 8	El Cajon
49 Jamacha Rd	Main St to Grove Rd	El Cajon
50 Marshall Ave	Cuyamaca St to Fletcher Parkway	El Cajon
51 Marshall Ave	Fletcher Parkway to West Main St	El Cajon
52 Marshall Ave	West Main St to Washington Ave	El Cajon
53 Navajo Rd	State Route 125 to Fletcher Parkway	El Cajon
54 Washington Ave	El Cajon Blvd to Granite Hills Dr	El Cajon
55 West Main St	Interstate 8 to Marshall Ave	El Cajon
56 Coast Highway	City of Carlsbad to City of Solana Beach	Encinitas
57 El Camino Real	Olivenhain to Manchester Ave	Encinitas
58 Encinitas Blvd	Coast Highway 101 to El Camino Real	Encinitas
59 La Costa Ave	Coast Highway 101 to Interstate 5	Encinitas
60 Leucadia Blvd	Coast Highway 101 to El Camino Real	Encinitas

Table M.13 (continued)**Regional Arterials by Jurisdiction**

Arterial	Limits	Jurisdiction	
61	Manchester Ave	El Camino Real to Interstate 5	Encinitas
62	Olivenhain Rd	El Camino Real to Los Pinos Circle	Encinitas
63	Barham Dr	Los Amigos to Mission Rd	Escondido
64	Centre City Parkway	Country Club Lane (Interstate 15) to South Escondido Blvd/South Centre City Parkway (Interstate 15)	Escondido
65	Citracado Parkway	Centre City Parkway to State Route 78	Escondido
66	East Valley Parkway	Broadway to Valley Center Grade Rd	Escondido
67	East Via Rancho Parkway	Broadway to Sunset Dr	Escondido
68	El Norte Parkway	Nordahl Rd to Washington Ave	Escondido
69	El Norte Parkway	Woodland Parkway to Rees Rd	Escondido
70	Felicita/17th Ave	Interstate 15 to State Route 78	Escondido
71	Grand Ave/2nd Ave/Valley Blvd	West Valley Parkway to East Valley Parkway	Escondido
72	Hale Ave	Washington Ave to Interstate 15	Escondido
73	Lincoln/Ash Parkway	Broadway to Washington Ave	Escondido
74	Mission Ave	Andreason Dr to Centre City Parkway	Escondido
75	Mission Rd	Barham Dr to Andreason Dr	Escondido
76	Via Rancho Parkway	Del Dios Highway to Sunset Dr	Escondido
77	Washington Ave	State Route 78 to East Valley Parkway	Escondido
78	West Valley Parkway	Claudan Rd to Broadway	Escondido
79	State Route 75	City of Coronado to City of San Diego	Imperial Beach
80	70th St	University Ave to Colony Rd	La Mesa
81	70th St	Saranac St to Interstate 8	La Mesa
82	El Cajon Blvd	73rd St to Interstate 8	La Mesa
83	Fletcher Parkway	Interstate 8 to City of El Cajon	La Mesa
84	Grossmont Center Dr	Interstate 8 to Fletcher Parkway	La Mesa
85	Jackson Dr	La Mesa Blvd to North City limits	La Mesa
86	La Mesa Blvd	University Ave to Interstate 8	La Mesa
87	Lake Murray	Interstate 8 to Dallas St	La Mesa
88	Massachusetts Ave	State Route 94 to University Ave	La Mesa
89	Spring St	Interstate 8 to State Route 125	La Mesa
90	University Ave	69th St to La Mesa Blvd	La Mesa

Table M.13 (continued)**Regional Arterials by Jurisdiction**

Arterial	Limits	Jurisdiction
91 Broadway	Spring St to Lemon Grove Ave	Lemon Grove
92 College Ave	Livingston St to Federal Blvd	Lemon Grove
93 Federal Blvd	College Ave to State Route 94	Lemon Grove
94 Lemon Grove Ave	Viewcrest Dr to State Route 94	Lemon Grove
95 Massachusetts Ave	Broadway to State Route 94	Lemon Grove
96 Massachusetts Ave	Lemon Grove Ave to Broadway	Lemon Grove
97 Sweetwater Rd	Broadway to Troy St	Lemon Grove
98 30th St	National City Blvd to 2nd St	National City
99 Euclid Ave	Cervantes Ave to Sweetwater Rd	National City
100 Harbor Dr	City of San Diego to Interstate 5	National City
101 National City Blvd	Division St to 30th St	National City
102 Palm Ave	Interstate 805 to 18th St	National City
103 Paradise Valley Rd	8th St to Plaza Blvd	National City
104 Plaza Blvd	National City Blvd to 8th St	National City
105 Sweetwater Rd	2nd St to Plaza Bonita Center Way	National City
106 Coast Highway	Interstate 5 to Eaton St	Oceanside
107 College Blvd	North River Rd to State Route 78	Oceanside
108 El Camino Real	Douglas Dr to State Route 78	Oceanside
109 Melrose Dr	State Route 76 to Rancho Santa Fe Rd	Oceanside
110 Mission Ave	Coast Highway to Frazee Rd	Oceanside
111 North River Rd	Douglas Dr to State Route 76	Oceanside
112 North Santa Fe Ave	State Route 76 to Melrose Dr	Oceanside
113 Oceanside Blvd	Coast Highway to Melrose Dr	Oceanside
114 Rancho del Oro Dr	State Route 78 to State Route 76	Oceanside
115 Vandegrift Blvd	North River Rd to Camp Pendleton	Oceanside
116 West Vista Way	Jefferson St to Thunder Dr	Oceanside
117 Camino del Norte	World Trade Dr to Pomerado Rd	Poway
118 Community Rd	Twin Peaks Rd to Scripps Poway Parkway	Poway
119 Espola Rd	Summerfield Lane to Poway Rd	Poway
120 Pomerado Rd	Stonemill Dr to Gateway Park Rd	Poway
121 Poway Rd	Springhurst Dr to State Route 67	Poway

Table M.13 (continued)**Regional Arterials by Jurisdiction**

Arterial	Limits	Jurisdiction
122 Scripps Poway Parkway	Springbrook Dr to Sycamore Canyon Rd	Poway
123 Ted Williams Parkway	Pomerado Rd to Twin Peaks Rd	Poway
124 Twin Peaks Rd	Pomerado Rd to Espola Rd	Poway
125 1st Ave	Harbor Dr to Interstate 5	San Diego City
126 4th Ave	Market St to Washington St	San Diego City
127 5th Ave	Market St to Washington St	San Diego City
128 6th Ave	Ash St to State Route 163	San Diego City
129 10th Ave	State Route 163 to Imperial Ave	San Diego City
130 11th Ave	G St to State Route 163	San Diego City
131 32nd St	Harbor Dr to Wabash Blvd	San Diego City
132 47th St	State Route 94 to Interstate 805	San Diego City
133 54th St	El Cajon Blvd to Euclid Ave	San Diego City
134 70th St	Colony Rd to Saranac St	San Diego City
135 A St	11th Ave to Kettner Blvd	San Diego City
136 Adams Ave	Park Blvd to Interstate 15	San Diego City
137 Aero Dr	State Route 163 to Interstate 15	San Diego City
138 Airway Rd	Caliente Ave to State Route 125	San Diego City
139 Ash St	Harbor Dr to 10th Ave	San Diego City
140 Auto Circle	Camino del Rio North to Camino del Rio South	San Diego City
141 Balboa Ave	Mission Bay Dr to Interstate 15	San Diego City
142 Barnett Ave	Lytton St to Pacific Highway	San Diego City
143 Bernardo Center Dr	Camino del Norte to Interstate 15	San Diego City
144 Beyer Blvd	Main St to East Beyer Blvd	San Diego City
145 Beyer Way	Main St to Palm Ave	San Diego City
146 Britannia Blvd	Otay Mesa Rd to Siempre Viva Rd	San Diego City
147 Black Mountain Rd	Del Mar Heights Rd to Carroll Canyon Rd	San Diego City
148 Broadway	Harbor Dr to 11th Ave	San Diego City
149 Cabrillo Memorial Dr	Cochran St to Cabrillo National Monument	San Diego City
150 Camino del Norte	Camino San Bernardo to World Trade Dr	San Diego City
151 Camino del Rio North	Mission Center Rd to Mission Gorge Rd	San Diego City
152 Camino Ruiz	Mira Mesa Blvd to Miramar Rd	San Diego City

Table M.13 (continued)**Regional Arterials by Jurisdiction**

Arterial	Limits	Jurisdiction
153 Camino Ruiz	State Route 56 to Camino del Norte	San Diego City
154 Camino Santa Fe Ave	Sorrento Valley Blvd to Miramar Rd	San Diego City
155 Canon St	Rosecrans St to Catalina Blvd	San Diego City
156 Carmel Mountain Rd	Camino del Norte to Rancho Peñasquitos Blvd	San Diego City
157 Carmel Mountain Rd	Sorrento Valley Rd to El Camino Real	San Diego City
158 Carmel Valley Rd	North Torrey Pines Rd to El Camino Real	San Diego City
159 Catalina Blvd	Canon St to Cochran St	San Diego City
160 Clairemont Dr	Clairemont Mesa Blvd to Interstate 5	San Diego City
161 Clairemont Mesa Blvd	Interstate 15 to Regents Rd	San Diego City
162 College Ave	Navajo Rd to Livingston St	San Diego City
163 Collwood Blvd	Montezuma Rd to El Cajon Blvd	San Diego City
164 Convoy St	Linda Vista Rd to State Route 52	San Diego City
165 Cesar E. Chavez Parkway	Interstate 5 to Harbor Dr	San Diego City
166 Dairy Mart Rd	State Route 905 to Interstate 5	San Diego City
167 Del Dios Highway	Via Rancho Parkway to Claudan Rd	San Diego City
168 Del Mar Heights Rd	Interstate 5 to Carmel Valley Rd	San Diego City
169 El Cajon Blvd	Park Blvd to 73rd St	San Diego City
170 El Camino Real	Via de la Valle to Carmel Mountain Rd	San Diego City
171 Euclid Ave	54th St to Cervantes Ave	San Diego City
172 F St	State Route 94 to 10th Ave	San Diego City
173 Fairmount Ave	Interstate 8 to State Route 94	San Diego City
174 Friars Rd	Sea World Dr to Mission Gorge Rd	San Diego City
175 Front St	Interstate 5 to Market St	San Diego City
176 G St	State Route 94 to 10th Ave	San Diego City
177 Garnet Ave	Balboa Ave to Mission Bay Dr	San Diego City
178 Genesee Ave	North Torrey Pines Rd to State Route 163	San Diego City
179 Gilman Dr	La Jolla Village Dr to Interstate 5	San Diego City
180 Grand Ave	Mission Blvd to Mission Bay Dr	San Diego City
181 Governor Dr	Interstate 805 to Regents Rd	San Diego City
182 Grape St	North Harbor Dr to Interstate 5	San Diego City
183 Harbor Dr	Pacific Highway to City of National City	San Diego City

Table M.13 (continued)**Regional Arterials by Jurisdiction**

Arterial	Limits	Jurisdiction
184 Hawthorn St	Interstate 5 to North Harbor Dr	San Diego City
185 Heritage Rd	Otay Mesa Rd to Siempre Viva Rd	San Diego City
186 Heritage Rd	Otay Valley Rd to City of Chula Vista	San Diego City
187 Imperial Ave	Park Blvd to Lisbon St	San Diego City
188 Ingraham St	Sunset Cliffs Blvd to Grand Ave	San Diego City
189 Kearny Villa Rd	Pomerado Rd to Aero Dr	San Diego City
190 Kettner Blvd	Interstate 5 to India St	San Diego City
191 La Jolla Blvd	Pearl St to Turquoise St	San Diego City
192 La Jolla Parkway	Torrey Pines Rd to Interstate 5	San Diego City
193 La Jolla Shores Dr	Torrey Pines Rd to North Torrey Pines Rd	San Diego City
194 La Jolla Village Dr	North Torrey Pines Rd to Interstate 805	San Diego City
195 La Media Rd	Otay Mesa Rd to Siempre Viva Rd	San Diego City
196 Lake Murray Blvd	Dallas St to Navajo Rd	San Diego City
197 Laurel St	North Harbor Dr to Interstate 5	San Diego City
198 Lemon Grove Ave	Lisbon St to Viewcrest Dr	San Diego City
199 Linda Vista Rd	Morena Blvd to Convoy St	San Diego City
200 Lytton St	Rosecrans St to Barnett Ave	San Diego City
201 Market St	Harbor Dr to Euclid Ave	San Diego City
202 Mercy Rd	Black Mountain Rd to Interstate 15	San Diego City
203 Mesa College Dr	Interstate 805 to Marlesta Dr	San Diego City
204 Midway Dr	West Point Loma Blvd to Barnett Ave	San Diego City
205 Mira Mesa Blvd	Interstate 805 to Interstate 15	San Diego City
206 Miramar Rd	Interstate 805 to Interstate 15	San Diego City
207 Mission Blvd	Loring St to West Mission Bay Dr	San Diego City
208 Mission Bay Dr	Grand Av to Interstate 5	San Diego City
209 Mission Center Rd	Camino del Rio North to Friars Rd	San Diego City
210 Mission Gorge Rd	Interstate 8 to Highridge Rd	San Diego City
211 Montezuma Rd	Fairmount Ave to El Cajon Blvd	San Diego City
212 Morena Blvd	Balboa Ave to Interstate 8	San Diego City
213 Navajo Rd	Waring Rd to Fanita Dr	San Diego City
214 Nimitz Blvd	Interstate 8 to Harbor Dr	San Diego City

Table M.13 (continued)**Regional Arterials by Jurisdiction**

Arterial	Limits	Jurisdiction
215 North Harbor Dr	Rosecrans St to Grape St	San Diego City
216 North Torrey Pines Rd (S-21)	Carmel Valley Rd to La Jolla Village Dr	San Diego City
217 Ocean View Hills Parkway	Interstate 805 to State Route 905	San Diego City
218 Otay Mesa Rd	State Route 905 to State Route 125	San Diego City
219 Pacific Highway	Sea World Dr to Harbor Dr	San Diego City
220 Palm Ave	State Route 75 to Interstate 805	San Diego City
221 Paradise Valley Rd	Plaza Blvd to Meadowbrook Dr	San Diego City
222 Park Blvd	Imperial Ave to Adams Ave	San Diego City
223 Picador Blvd	Palm Ave to Interstate 905	San Diego City
224 Pomerado Rd	Interstate 15 (north) to Interstate 15 (south)	San Diego City
225 Poway Rd	Interstate 15 to Springhurst Dr	San Diego City
226 Qualcomm Way	Interstate 8 to Friars Rd	San Diego City
227 Rancho Bernardo Rd	Interstate 15 to Summerfield Lane	San Diego City
228 Rancho Carmel Dr	Carmel Mountain Rd to Ted Williams Parkway	San Diego City
229 Rancho Peñasquitos Blvd	State Route 56 to Interstate 15	San Diego City
230 Regents Rd	Genesee Ave to Clairemont Mesa Blvd	San Diego City
231 Rosecrans St	Interstate 8 to Canon St	San Diego City
232 Ruffin Rd	Kearny Villa Rd to Aero Dr	San Diego City
233 Sabre Springs Parkway	Ted Williams Parkway to Poway Rd	San Diego City
234 San Ysidro Blvd	Dairy Mart Rd to East Beyer Blvd	San Diego City
235 Scripps Poway Parkway	Interstate 15 to Springbrook Dr	San Diego City
236 Sea World Dr	West Mission Bay Dr to Morena Blvd	San Diego City
237 Siempre Viva Rd	Heritage Rd to State Route 905	San Diego City
238 Sorrento Valley Blvd	Sorrento Valley Rd to Camino Santa Fe Ave	San Diego City
239 Sports Arena Blvd	Interstate 8 to Rosecrans St	San Diego City
240 Sunset Cliffs Blvd	Interstate 8 to West Mission Bay Dr	San Diego City
241 Ted Williams Parkway	Interstate 15 to Pomerado Rd	San Diego City
242 Texas St	Interstate 8 to University Ave	San Diego City
243 Torrey Pines Rd	Girard Ave to La Jolla Parkway	San Diego City
244 University Ave	State Route 163 to City of La Mesa	San Diego City
245 Valencia Parkway	Market St to Imperial Ave	San Diego City

Table M.13 (continued)**Regional Arterials by Jurisdiction**

Arterial	Limits	Jurisdiction	
246	Via de la Valle	Jimmy Durante Blvd to El Camino Real	San Diego City
247	Vista Sorrento Parkway	Sorrento Valley Blvd to Carmel Mountain Rd	San Diego City
248	Wabash Blvd	32nd St to Interstate 5	San Diego City
249	Washington St	Pacific Highway to Park Blvd	San Diego City
250	Waring Rd	College Ave to Interstate 8	San Diego City
251	West Bernardo Dr	Interstate 15 to Bernardo Center Dr	San Diego City
252	West Mission Bay Dr	Mission Blvd to Sunset Cliffs Blvd	San Diego City
253	Woodman St	State Route 54 to Imperial Ave	San Diego City
254	Alpine Blvd	Interstate 8/Dunbar Lane to Interstate 8/Willows Rd	San Diego County
255	Avocado Blvd	Dewitt Court to State Route 94	San Diego County
256	Bear Valley Parkway	City of Escondido (north) to City of Escondido (south)	San Diego County
257	Bonita Rd	Interstate 805 to San Miguel Rd	San Diego County
258	Borrego Springs/Yaqui Pass Rd (S-3)	Palm Canyon Dr (S-22) to State Route 78	San Diego County
259	Bradley Ave	Wing Ave to Winter Garden Blvd	San Diego County
260	Buckman Springs/Sunrise Highway (S-1)	State Route 94 to State Route 79	San Diego County
261	Buena Creek Rd	South Santa Fe Ave to Twin Oaks Valley Rd	San Diego County
262	Camino del Norte	Rancho Bernardo Rd to City of San Diego	San Diego County
263	Campo Rd	Spring St to Sweetwater Springs/State Route 54	San Diego County
264	Citracado Parkway	Greenwood Place to Interstate 15	San Diego County
265	Cole Grade Rd	State Route 76 to Valley Center Rd	San Diego County
266	Deer Springs Rd	Twin Oaks Valley Rd to Interstate 15	San Diego County
267	Dehesa Rd	Jamacha Rd to Harbison Canyon Rd	San Diego County
268	Dehesa Rd*	Harbison Canyon Rd to Sycuan Rd	San Diego County
269	Del Dios Highway	Via Rancho Parkway to Paseo de Delicias	San Diego County
270	Dye Rd	State Route 67 to San Vicente Rd	San Diego County
271	Dye St	State Route 67 to Dye Rd	San Diego County
272	East Vista Way	State Route 76 to City of Vista	San Diego County
273	El Norte Parkway	Rees Rd to Nordahl Rd	San Diego County
274	Euclid Ave	City of National City to City of National City	San Diego County
275	Gamble Lane	Eucalyptus Ave to City of Escondido	San Diego County

Table M.13 (continued)**Regional Arterials by Jurisdiction**

Arterial	Limits	Jurisdiction
276 Gopher Canyon Rd	East Vista Way to Old Highway 395	San Diego County
277 Jamacha Rd	City of El Cajon to State Route 94	San Diego County
278 Jamacha Rd	State Route 125 to State Route 94	San Diego County
279 Keyes Rd (Southern Traffic Bypass)	San Vicente Rd to State Route 78 (Julian Rd)	San Diego County
280 Lake Jennings Park Rd	State Route 67 to Interstate 8	San Diego County
281 Lake Wohlford Rd	Valley Center Rd (north) to Valley Center Rd (south)	San Diego County
282 Las Posas Rd	City of San Marcos to Buena Creek Rd	San Diego County
283 Lone Star Rd	City of San Diego to Loop Rd	San Diego County
284 Mapleview St	State Route 67 to Lake Jennings Rd	San Diego County
285 Mar Vista Drive	City of Oceanside to City of Vista	San Diego County
286 Melrose Dr	City of Oceanside to City of Vista	San Diego County
287 Mission Rd (S-13)	Interstate 15 to State Route 76	San Diego County
288 Mountain Meadow Rd	Interstate 15/Deer Springs Rd to Valley Center Rd	San Diego County
289 Montezuma Valley/Palm Canyon (S-22)	State Route 79 to Imperial County Line	San Diego County
290 Nordahl Rd	El Norte to City of San Marcos	San Diego County
291 Old Highway 80	Buckman Springs Rd to Interstate 8 (In-ko-pah)	San Diego County
292 Old Highway 80	State Route 79 to Sunrise Highway	San Diego County
293 Old Highway 395/Champagne/ North Centre City	East Mission Rd to City of Escondido	San Diego County
294 Otay Lakes Rd	Wueste Rd to State Route 94	San Diego County
295 Otay Mesa Rd	City of San Diego to Loop Rd	San Diego County
296 Paradise Valley Rd	City of San Diego to Sweetwater Rd	San Diego County
297 Paseo Delicias	El Camino del Norte to Via de la Valle	San Diego County
298 Rancho Bernardo Rd	City of San Diego (west) to City of San Diego (east)	San Diego County
299 San Felipe Rd/Overland Route (S-2)	County Route S-22 to Imperial County Line	San Diego County
300 San Vicente Rd/10th St	State Route 67 (Main St) to Wildcat Canyon Rd	San Diego County
301 Scripps Poway Parkway	Sycamore Canyon Rd to State Route 67	San Diego County
302 Siempre Viva Rd	City of San Diego to Loop Rd	San Diego County
303 South Santa Fe Ave	City of Vista to City of San Marcos	San Diego County
304 Sunrise Highway	State Route 79 to Interstate 8	San Diego County

Table M.13 (continued)**Regional Arterials by Jurisdiction**

Arterial	Limits	Jurisdiction
305 Sweetwater Rd (Bonita)	Willow St to City of National City	San Diego County
306 Sweetwater Rd (Spring Valley)	Jamacha Blvd to Broadway	San Diego County
307 Sweetwater Springs Blvd	Jamacha Blvd to State Route 94	San Diego County
308 Valley Center Rd	State Route 76 to City of Escondido	San Diego County
309 Valley Center New Northern E to W Rd	Cole Grade Rd to Old Highway 395	San Diego County
310 Via de la Valle	City of San Diego to Paseo Delicias	San Diego County
311 Via Rancho Parkway	Del Dios Highway to City of Escondido	San Diego County
312 Wildcat Canyon Rd*	Mapleview St to San Vicente Rd	San Diego County
313 Willow Glen Dr	Jamacha Rd to Dehesa Rd	San Diego County
314 Willows Rd	Interstate 8 to Viejas Casino	San Diego County
315 Winter Gardens Blvd	State Route 67 to 2nd St	San Diego County
316 Barham Dr	Twin Oaks Valley Rd to Los Amigos	San Marcos
317 Borden Rd	Las Posas Rd to Woodland Parkway	San Marcos
318 Buena Creek Rd	Twin Oaks Valley Rd to Sunny Vista Lane	San Marcos
319 Discovery St	San Marcos Blvd to Twin Oaks Valley Rd	San Marcos
320 Las Posas Rd	West San Marcos Blvd to North City Limits	San Marcos
321 Mission Rd	Pacific St to Barham Dr	San Marcos
322 San Elijo Rd	Twin Oaks Valley Rd to Rancho Santa Fe Rd	San Marcos
323 Rancho Santa Fe Rd	Mission Rd to Melrose Dr	San Marcos
324 San Marcos Blvd	Business Park Dr to Mission Rd	San Marcos
325 South Santa Fe Ave	Smilax Rd to Pacific St	San Marcos
326 Twin Oaks Valley Rd	Deer Springs Rd to Questhaven Rd	San Marcos
327 Woodland Parkway	Barham Dr to El Norte Parkway	San Marcos
328 Cuyamaca St	Mission Gorge Rd to City of El Cajon	Santee
329 Magnolia Ave	Mast Blvd to Prospect Ave/State Route 67	Santee
330 Mast Blvd	State Route 52 to Magnolia Ave	Santee
331 Mission Gorge Rd	City of San Diego to Magnolia Ave	Santee
332 Woodside Ave	Magnolia Ave to State Route 67	Santee
333 Coast Highway	City of Encinitas to City of Del Mar	Solana Beach
334 Lomas Santa Fe Ave	Interstate 5 to Coast Highway	Solana Beach

Table M.13 (continued)**Regional Arterials by Jurisdiction**

Arterial	Limits	Jurisdiction
335 Bobier Dr	North Melrose Dr to East Vista Way	Vista
336 Cannon Rd (Mar Vista Dr)	South Melrose Dr to State Route 78	Vista
337 East Vista Way	Escondido Ave to County of San Diego	Vista
338 Emerald Dr	Sunset Dr to State Route 78	Vista
339 Escondido Ave	State Route 78 to East Vista Way	Vista
340 North Melrose Dr	State Route 78 to Bobier Dr	Vista
341 North Santa Fe Ave	Main St to North Melrose Dr	Vista
342 Olive Ave	Emerald Dr to Vista Village Dr	Vista
343 South Melrose Dr	City of Carlsbad to State Route 78	Vista
344 South Santa Fe Ave	Main St to County of San Diego	Vista
345 Sycamore Ave	South Santa Fe Ave to South Melrose Dr	Vista
346 Thibodo Rd	Mar Vista Dr (Cannon Rd) to Sycamore Ave	Vista
347 Vista Village Dr	State Route 78 to Escondido Ave	Vista
348 West Vista Way	Thunder Dr to Vista Village Dr	Vista

* Included in the Regional Arterial System contingent upon being designated as a four-lane arterial by the County of San Diego.

Appendix E

Projects Exempt from Air Quality Conformity Determination

Appendix E

Projects Exempt from Air Quality Conformity Determination

Project/Program Description	Project/Program Description
<i>Bikeway, Rail Trail, and Pedestrian Projects</i>	
Bayshore Bikeway	Maple Street Pedestrian Plaza
Bay-to-Ranch Bikeway	Mid-County Bikeway
Border Access Bicycle Corridor	Mira Mesa Bicycle Corridor
Camp Pendleton Trail	Mission Valley – Chula Vista Bicycle Corridor
Carlsbad – San Marcos Bicycle Corridor	National City – Highland Avenue Community Corridor
Central Coast Bicycle Corridor	North Park – Centre City Bicycle Corridor
Chula Vista Greenbelt	Oceanside – Bicycle Master Plan
City Heights – Old Town Bicycle Corridor	Otay Mesa Port of Entry Pedestrian/Bicycle Facilities
Clairemont – Centre City Bicycle Corridor	Park Boulevard Bicycle Connector
Coastal Rail Trail	Poway Bicycle Loop
East County Northern Bicycle Loop	San Diego Regional Bicycle Plan
East County Southern Bicycle Loop	San Diego River Multi-Use Bicycle and Pedestrian Path
<i>Bikeway, Rail Trail, and Pedestrian Projects</i>	
El Camino Real Bicycle Corridor	San Luis Rey River Trail
Encinitas – San Marcos Bicycle Corridor	Santee – El Cajon Bicycle Corridor
Escondido Creek Bike Path Bridge and Bikeway	SR 52 Bikeway
Gilman Bicycle Connector	SR 56 Bikeway
Hillcrest – El Cajon Bicycle Corridor	SR 56/Black Mountain Road Bikeway Interchange
Imperial Beach Bicycle Connector	SR 125 Bicycle Corridor
Inland Rail Trail	SR 905 Bicycle Corridor
Interstate 8 Bicycle Corridor	Sweetwater River Trail
SR 15 Bikeway	Tecate International Border Crossing Pedestrian Facilities
Interstate 805 Bicycle Corridor	Ted Williams Parkway Pedestrian Bridge at Shoal Creek
Kearny Mesa – Beaches Bicycle Corridor	Third Avenue Bicycle and Pedestrian Access
Kensington – Balboa Park Bicycle Corridor	Vista Way Bicycle Connector
	West Bernardo Bike Path
<i>Safety Improvement Program</i>	
<i>Transportation Systems Management</i>	
Bridge Rehabilitation/ Preservation/Retrofit	Traveler Information System
Collision Reduction	Bus on Shoulder Service
Emergency Response	Compass Card
Hazard Elimination/Safe Routes to School	FasTrak®
Highway Maintenance	Freeway Service Patrol

Project/Program Description	Project/Program Description
Safety Improvement Program	Vehicle Automation
Roadway/Roadside Preservation	Regional Vanpool Program
Smart Growth Incentive Program	Multimodal Integration and Performance-Based Management
Safe Routes to Transit	Intelligent Transportation System for Transit
Safe Routes to School	ITS Operations
<i>Transit Terminals</i>	<i>Joint Transportation Operations Center</i>
Airport Intermodal Transit Center/Terminal	Trolley Fiber Communication Network
San Ysidro Intermodal Transit Center/Terminal	Electronic Payment Systems and Universal Transportation Account
	Various Traffic Signal Optimization/Prioritization
	Transit Infrastructure Electrification
	Employer Services and Outreach
	Commuter Services and Bike Program
	Mobility Hubs
	Active Traffic and Demand Management
	Shared Mobility Services

Appendix F

Regional Emissions Analysis and Modeling Procedures

Appendix F

Regional Emissions Analysis and Modeling Procedures

Background

The federal Clean Air Act (CAA), which was last amended in 1990, requires the United States Environmental Protection Agency (U.S. EPA) to set National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and the environment. California has adopted state air quality standards that are more stringent than the NAAQS. Areas with levels that violate the standard for specified pollutants are designated as nonattainment areas.

The U.S. EPA requires that each state containing nonattainment areas develop plans to attain the NAAQS by a specified attainment deadline. These attainment plans are called State Implementation Plans (SIP). The San Diego County Air Pollution Control District (APCD) prepares the San Diego portion of the California SIP. Once the standards are attained, further plans – called Maintenance Plans – are required to demonstrate continued maintenance of the NAAQS.

The San Diego Association of Governments (SANDAG) and the United States Department of Transportation (U.S. DOT) must make a determination that the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) conform to the SIP for air quality. Conformity to the SIP means that transportation activities will not create new air quality violations, worsen existing violations, or delay the attainment of the national ambient air quality standards.

On April 15, 2004, the U.S. EPA designated the San Diego air basin as nonattainment for the 1997 Eight-Hour Ozone Standard. This designation took effect on June 15, 2004. However, several areas that are tribal lands in eastern San Diego County were excluded from the nonattainment designation.

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

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

nonattainment area to attainment for the 1997 Eight-Hour Ozone National Ambient Air Quality Standard and their plan for continuing to attain the 1997 ozone standard for ten years beyond redesignation.

On May 21, 2012, the U.S. EPA designated the San Diego air basin as a nonattainment area for the 2008 Eight-Hour Ozone standard and classified it as a marginal area with an attainment date of December 31, 2015. This designation became effective on July 20, 2012. SANDAG determined conformity to the new standard on May 24, 2013, using the applicable model approved by the U.S. EPA to forecast regional emissions (EMFAC2011). The U.S. DOT, in consultation with the U.S. EPA, made its conformity determination on June 28, 2013. The U.S. EPA's final rule also provided for the revocation of the 1997 Eight-Hour Ozone NAAQS for transportation conformity purposes effective July 20, 2013. On December 23, 2014, a D.C. Circuit Court decision (NRDC v. EPA, No. 12-1321) determined that the attainment date for marginal areas would be set for July 20, 2015. Portions of the revocation of the 1997 Eight-Hour Ozone NAAQS are currently in litigation due to a February 16, 2018, D.C. Circuit Court ruling. The U.S. EPA submitted a petition for rehearing of the decision on April 23, 2018, and the South Coast Air Quality Management District did the same on April 20, 2018.

Effective June 3, 2016, the U.S. EPA determined that 11 areas, including the San Diego air basin, failed to attain the 2008 ozone NAAQS by the applicable attainment date of July 20, 2015, and thus were reclassified by operation of law as "Moderate" for the 2008 ozone NAAQS. States containing any or any portion of these new Moderate areas were required to submit SIP revisions that meet the statutory and regulatory requirements that apply to 2008 ozone nonattainment areas classified as Moderate by January 1, 2017. The San Diego Air Pollution Control District submitted a SIP revision addressing Moderate area requirements to the Air Resources Board (ARB) on December 27, 2016. Effective December 4, 2017, the U.S. EPA found the motor vehicle emissions budgets for the Reasonable Further Progress milestone year of 2017 from the *2008 Eight-Hour Ozone Attainment Plan for San Diego County* adequate for transportation conformity purposes for the 2008 ozone NAAQS.

The San Diego region had been designated by the U.S. EPA as a federal maintenance area for the Carbon Monoxide (CO) standard. On November 8, 2004, ARB submitted the 2004 revision to the California SIP for CO to the U.S. EPA, which extended the maintenance plan demonstration to 2018. Effective January 30, 2006, the U.S. EPA approved this maintenance plan as a SIP revision. On March 21, 2018, the U.S. EPA documented in a letter that transportation conformity requirements for CO will cease to apply after June 1, 2018.

Conformity Determinations

On October 9, 2015, the SANDAG Board of Directors (SANDAG Board) made a finding of conformity for San Diego Forward: The Regional Plan, which serves as the Regional Transportation Plan. On October 16, 2015, the SANDAG Board ratified the 2014 RTIP Amendment No. 7 and its conformity analysis. The U.S. DOT issued its conformity finding for the Regional Plan and the 2014 RTIP through Amendment No. 8 on December 2, 2015.

On September 23, 2016, the SANDAG Board adopted the Final 2016 RTIP and its conformity determination and redetermination of conformity of the Regional Plan. The U.S. DOT, in consultation with the U.S. EPA, made its conformity determination on December 16, 2016.

Transportation Conformity: Modeling Procedures

Introduction

The 2018 RTIP is consistent with the Regional Plan. As a financially constrained plan, the 2018 RTIP only contains major transportation projects listed in the Revenue Constrained Regional Plan that are being implemented in the five-year 2018 RTIP period. Chapter 4 of the 2018 RTIP includes a detailed discussion on fiscal constraint. Conformity of the Regional Plan expires on December 2, 2019; Table F-9 includes the conformity analysis for both the 2018 RTIP and the conformity redetermination for the Regional Plan.

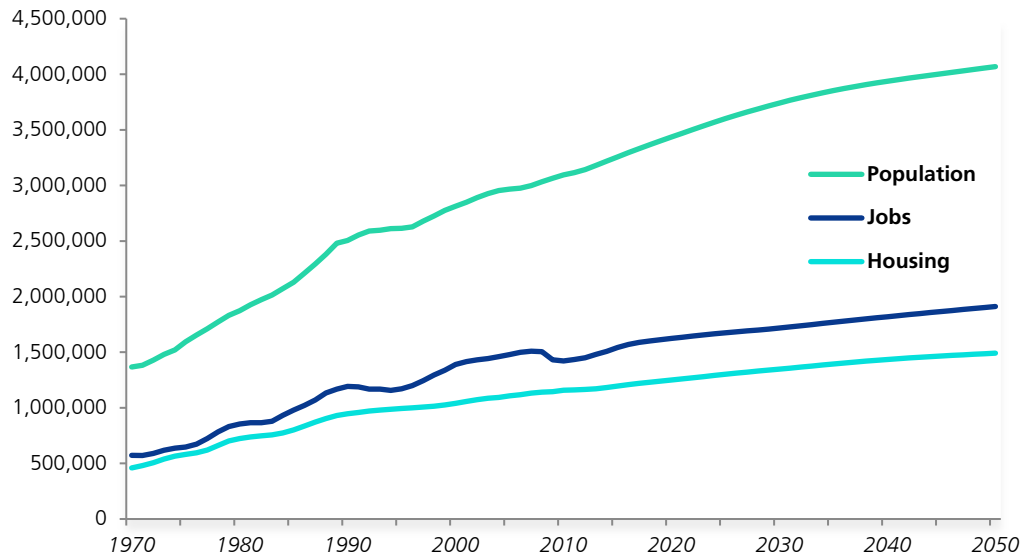
Growth Forecasts

Every three to five years, SANDAG produces a long-range forecast of population, housing, and employment growth for the San Diego region. The most recently adopted forecast is the Series 13 2050 Regional Growth Forecast (adopted by the SANDAG Board on October 9, 2015), and was utilized in the development of the Regional Plan and the 2018 RTIP.

The forecast process relies upon three integrated forecasting models. The first one, the Demographic and Economic Forecasting Model, provides a detailed econometric and demographic forecast for the entire region. The second model, the Production, Exchange, Consumption, Allocation Model, considers land economics and the potential for redevelopment in determining subregional allocation of employment and housing. The third model, the Urban Development Model, allocates the results of the first two models to Master Geographic Reference Areas (MGRA) based upon the current plans and policies of the jurisdictions. MGRAs are the base unit of geography for SANDAG subregional land use models. Similar in size to Census blocks or block groups, MGRAs are designed to nest within other administrative boundaries such as Census tracts, school districts, and jurisdictions among others, allowing MGRA-level forecast data to be aggregated up to larger areas.

On March 7, 2018, SANDAG consulted with the San Diego Region Conformity Working Group (CWG) on the use of the Series 13, 2050 Regional Growth Forecast for the air quality conformity analysis of the 2018 RTIP and Regional Plan conformity redetermination. Previously, both the U.S. DOT and the U.S. EPA concurred that approved plans should be used as input in the air quality conformity process. Figure F-1 and Table F-1 show the regional population, jobs, and housing growth forecast for the San Diego region through 2050.

Figure F-1: San Diego Regional Population, Jobs, and Housing Forecast



Source: 2050 Regional Growth Forecast, SANDAG, October 2015.

Table F-1: San Diego Regional Population and Employment Forecast

Year	Population	Employment
2012	3,143,429	1,450,913
2020	3,435,713	1,624,124
2035	3,853,698	1,769,938
2040	4,068,759	1,911,405

Source: Series 13, 2050 Regional Growth Forecast, SANDAG, October 2015.

The Series 13, 2050 Regional Growth Forecast is based largely upon the adopted general plans and community plans and policies of the 18 cities and the County. Because many of the local general plans have horizon years of 2030 – 20 years before the 2050 Growth Forecast horizon year – the later part of the forecast was developed in collaboration with each of the local jurisdictions through an iterative process that allowed each city to provide their projections for land uses in those later years.

Transportation Modeling

SANDAG uses a calibrated and validated activity-based model (ABM) to support the development of the Regional Plan.¹ An ABM simulates individual and household transportation decisions that comprise their daily travel itinerary. It predicts whether, where, when, and how people travel outside their home for activities such as work, school, shopping, healthcare, and recreation.

ABMs are becoming the standard travel demand modeling technology used by large Metropolitan Planning Organizations (MPOs), including the Sacramento Area Council of Governments, and the Bay Area Metropolitan

Transportation Commission. These models allow for a more nuanced analysis of complex policies and projects. The powerful analytic capabilities of an ABM are particularly helpful in evaluating social equity, carpooling, transit access, parking conditions, tolling, and pricing. Because an ABM tracks the characteristics of each person, the model can be used to analyze the travel patterns of a wide range of socio-economic groups. For example, a household with many members may be more likely to carpool, own multiple vehicles, and share shopping responsibilities.

ABM outputs are used as inputs for regional emissions forecasts. The estimates of regional transportation-related emissions analyses conducted for the 2018 RTIP and Regional Plan conformity redetermination meet the requirements established in the Transportation Conformity Regulation (40 CFR §93.122(b) and §93.122(c)). These requirements relate to the procedures to determine regional transportation-related emissions, including the use of network-based travel models, methods to estimate traffic speeds and delays, and the estimation of vehicle miles traveled (VMT).

The regionally significant projects, and the timing for when they are expected to be open to traffic in each analysis year, are documented in Tables F-11 through F-13. The design concept and scope of projects allows adequate model representation to determine interactions with regionally significant facilities, route options, travel times, transit ridership, and land use.

This appendix describes the key modeling units, ABM model flow, the San Diego residents travel module, highway, transit and active transportation networks, data sources, and emissions modeling.

Key Modeling Units

An ABM simulates individual and household travel decisions through tours, that is, a journey that begins and ends at home. A tour includes a chain of trips (segments of travel with a given origin and destination). The advantage of modeling tours and trips hierarchy is to ensure spatial, temporal, and modal consistency and integrity across trips within a tour.

To simulate trips and tours made by individuals and households, the SANDAG ABM includes a total of eight person-types, shown in Table F-2. The person-types are mutually exclusive with respect to age, work status, and school status.

Table F-2: Person Types

Number	Person-Type	Age	Work Status	School Status
1	Full-time worker ²	18+	Full-time	None
2	Part-time worker	18+	Part-time	None
3	College student	18+	Any	College+
4	Non-working adult	18 – 64	Unemployed	None
5	Non-working senior	65+	Unemployed	None
6	Driving age student	16 – 17	Any	Pre-college
7	Non-driving student	6 – 15	None	Pre-college
8	Pre-schooler	0 – 5	None	None

Further, workers are stratified by their occupation to take full advantage of information provided by the land use and demographic models. Table F-3 outlines the worker categories. These models are used to segment destination choice attractiveness for work location choice, based on the occupation of the worker.

Table F-3: Occupation Types

Number	Description
1	Management, Business, Science, and Arts
2	Services
3	Sales and Office
4	Natural Resources, Construction, and Maintenance
5	Production, Transportation, and Material Moving
6	Military

The SANDAG ABM assigns one of the activity types to each out-of-home location that a person travels to in the simulation, shown in Table F-4. The activity types are grouped according to whether the activity is mandatory, maintenance, or discretionary. The classification scheme of activities into the three categories helps differentiate the importance of the activities. Mandatory includes work and school activities. Maintenance includes household-related activity such as drop-off and pick-up of children, shopping, and medical appointments. Discretionary includes social and recreational activities. To determine which person-types can be used for generating each activity type, the model assigns eligibility requirements. For example, a full-time worker will generate mandatory work activities while a non-working adult, or senior, is eligible for non-mandatory activities. The classification scheme of each activity type reflects the relative importance or natural hierarchy of the activity, where work and school activities are typically the most inflexible in the person’s daily travel itinerary.

Table F-4: Activity Types

Type	Purpose	Description	Classification	Eligibility
1	Work	Working at regular workplace or work-related activities outside the home	Mandatory	Workers and students
2	University	College+	Mandatory	Age 18+
3	High School	Grades 9-12	Mandatory	Age 14-17
4	Grade School	Grades K-8	Mandatory	Age 5-13
5	Escorting	Pick-up/drop-off passengers (auto trips only)	Maintenance	Age 16+
6	Shopping	Shopping away from home	Maintenance	5+ (if joint travel, all persons)
7	Other Maintenance	Personal business/services and medical appointments	Maintenance	5+ (if joint travel, all persons)
8	Social/Recreational	Recreation, visiting friends/family	Discretionary	5+ (if joint travel, all persons)
9	Eat Out	Eating outside of home	Discretionary	5+ (if joint travel, all persons)
10	Other Discretionary	Volunteer work, religious activities	Discretionary	5+ (if joint travel, all persons)

The SANDAG ABM models a full travel day of activity broken into one-half hour intervals. These one-half hour increments begin at 3 a.m. and end at 3 a.m. the next day, though the hours between 1 a.m. and 5 a.m. are aggregated to reduce computational burden. The ABM ensures temporal integrity so that no activities are scheduled with conflicting time windows, with the exception of short activities/tours that are completed within a one-half hour increment. The ABM assigns auto and transit traffic at five discrete time-of-day periods aggregated from the half-hour intervals shown in Table F-5.

Table F-5: Time Periods for Level of Service Skims and Assignment

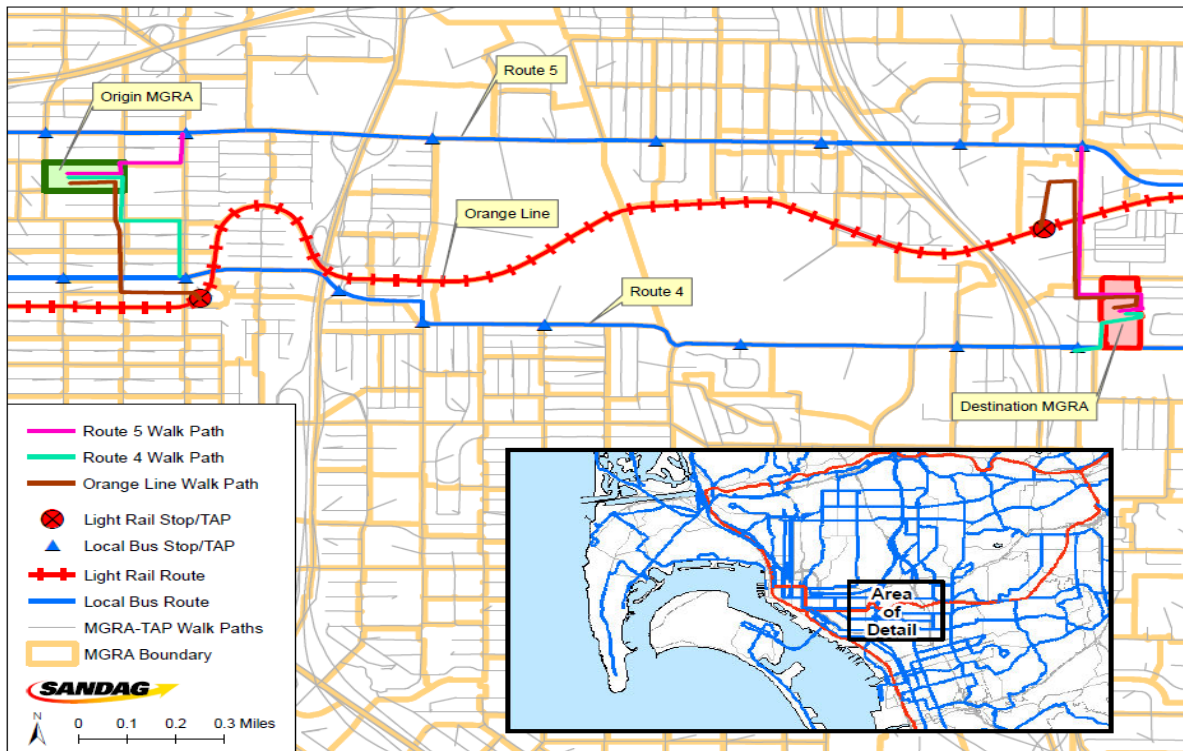
Number	Description	Begin Time	End Time
1	Early	3:00 a.m.	5:59 a.m.
2	A.M. Peak	6:00 a.m.	8:59 a.m.
3	Midday	9:00 a.m.	3:29 p.m.
4	P.M. Peak	3:30 p.m.	6:59 p.m.
5	Evening	7:00 p.m.	2:59 a.m.

The SANDAG ABM uses three-tier zone systems shown in Table F-6: Zone System. The MGRA zone system is used for transit access and calculations, and location choice models; the Traffic Analysis Zone (TAZ) system is used for highway path building and assignment; and the pseudo-TAZ called Transit Access Point (TAP) is used for transit path building and assignment. The 23,000 MGRAs are roughly equivalent to census block groups. The ABM uses generalized transit stops as TAPs, and relies on the traffic assignment software to generate TAP-TAP Level of Service (LOS) matrices (also known as “skims”) such as in-vehicle time, first wait, transfer wait, and fare for transit calculation at the MGRA level. A custom-built software calculates walk access time from MGRA to TAP through paths from an all-street active transportation network including bike paths and walkways for non-motorized travel, and build paths following the Origin MGRA – Boarding TAP – Alighting TAP – Destination MGRA patterns. Figure F-2: Example MGRA - TAP Transit Accessibility shows a graphical depiction of MGRA – TAP transit paths. It displays potential walk paths from an origin MGRA through three potential boarding TAPs (two of which are local bus, and one of which is rail), with three potential alighting TAPs at the destination end.

Table F-6: Zone System

Zone System	Description	Number of Zones
MGRA	Master-Geographic Reference Area	23,000
TAZ	Traffic Analysis Zone	4,996
TAP	Transit Access Point	2,500

Figure F-2: Example MGRA – TAP Transit Accessibility



The ABM includes 26 modes available to residents, including auto by occupancy, toll/non-toll choice and lanes for high occupancy vehicle (HOV) or non-HOV, walk and bike modes, and walk and drive access to five different transit line-haul modes. Pay modes are those that involve paying a choice or “value” toll. Table F-7 lists the trip modes defined in the SANDAG ABM.

To model transit flow, the ABM uses five transit line-haul modes: (1) Commuter Rail (COASTER); (2) Light Rail Transit (LRT) (including Trolley, SPRINTER, and Streetcar); (3) Bus *Rapid* Transit (*Rapid*)/*Rapid* Bus; (4) Express Bus; and (5) Local Bus. The mode of access to transit includes walk, park & ride (PNR), and kiss & ride (KNR or drop-off).

Table F-7: Trip Modes

Number	Mode
2	Drive Alone (Non-Toll)
2	Drive Alone (Toll)
3	Share Ride 2 Person (Non-Toll, Non-HOV)
4	Share Ride 2 Person (Non-Toll, HOV)
5	Share Ride 2 Person (Toll, HOV)
6	Share Ride 3+ Person (Non-Toll, Non-HOV)
7	Share Ride 3+ Person (Non-Toll, HOV)
8	Share Ride 3+ Person (Toll, HOV)
9	Walk-Local Bus
10	Walk-Express Bus
11	Walk-BRT
12	Walk-Light Rail
13	Walk-Heavy Rail
14	PNR-Local Bus
15	PNR-Express Bus
16	PNR-Bus <i>Rapid</i> Transit (BRT)/ <i>Rapid</i> Bus
17	PNR-Light Rail
18	PNR-Heavy Rail
19	KNR-Local Bus
20	KNR-Express Bus
21	KNR-BRT
22	KNR-Light Rail
23	KNR-Heavy Rail
24	Walk
25	Bike
26	School Bus (only available for school purpose)

ABM Model Flow

To simulate San Diego residents and non-residents travel, and freight travel, the SANDAG ABM includes several models and steps.

Figure F-3 outlines the overall flow of the SANDAG ABM. It starts with building highway and transit networks in the traffic assignment software followed by highway assignment to create congested highway and transit travel times. A parallel step is to create a year-specific active transportation network and generate walking accessibility measures between MGRAs, between MGRA and TAP, and bike accessibility measures between

MGRAs and between TAZs. The congested highway and transit skims, and the walking and biking accessibility measures, are inputs to the simulated models. The congested highway skims are also inputs to the aggregate models. Once the simulated and aggregated models generate trips by residents or various travelers, the ABM aggregates the vehicle trips from MGRA to TAZ to TAZ matrices by time of day, by toll and non-toll, and by vehicle class, and assigns the vehicle trips to the highway network. The highway assignment generates the congested networks by time of day. The ABM then skims the congested networks to provide accessibility for the next iteration of the simulated and aggregated models. The process iterates three feedback loops. The last iteration assigns both highway and transit trips and creates skims for land use models. The outputs from the final step are used to generate input for EMFAC emissions modeling.

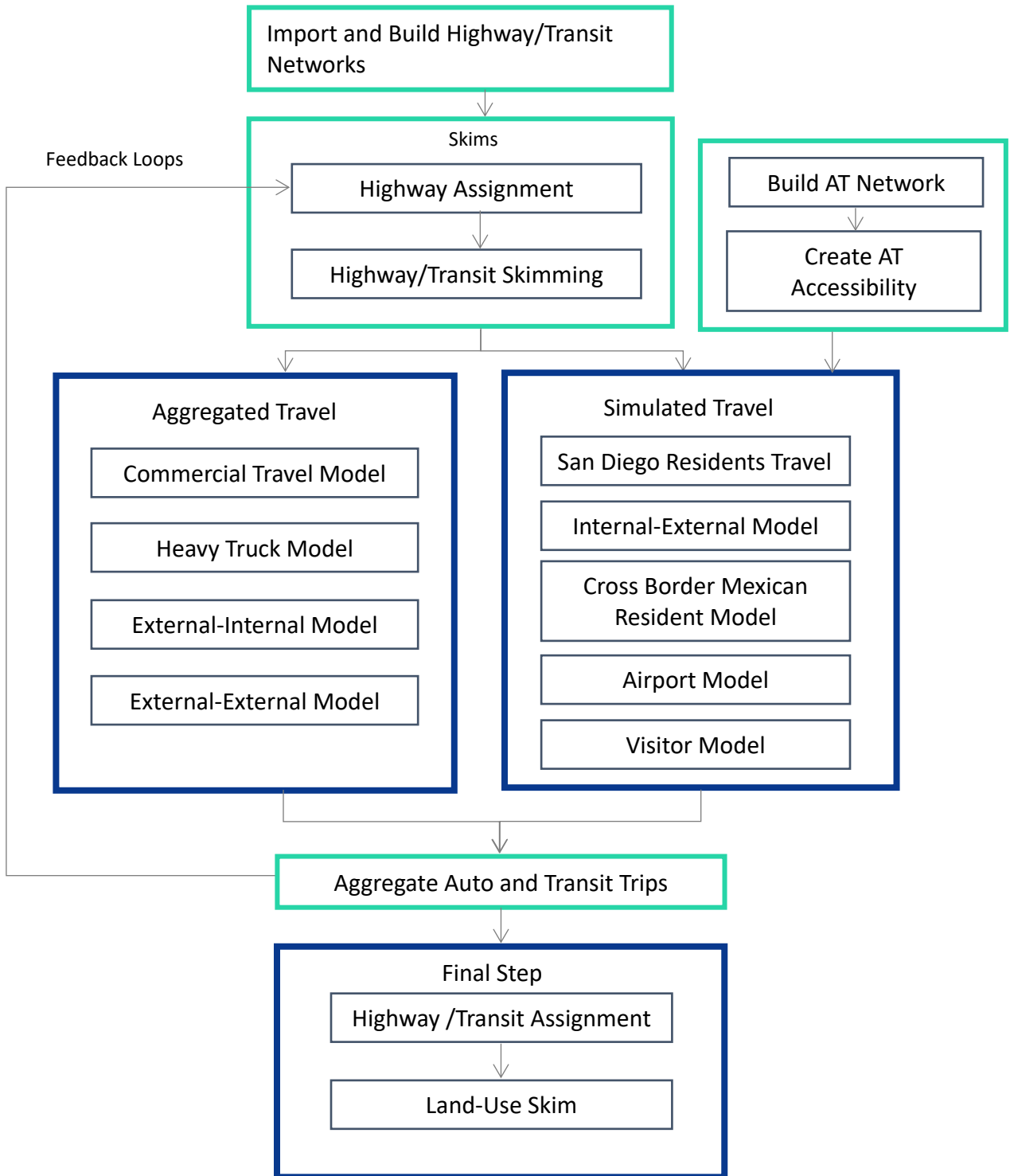
At the heart of the SANDAG ABM is the San Diego County residents' travel module. It simulates San Diegan's daily travel choices. In addition to the residents' travel, there are trips made by visitors, commercial vehicles, and freight transportation. A number of special travel models (commercial vehicle model, truck model, air passenger model, external trip model, visitor model, and cross border model) account for these other sources of transportation demand. The models are run in parallel with the residents' travel module. Trips generated from the simulated and aggregate models are summed up to an auto trip matrix and transit trip matrix by time of day by mode, and assigned to highway and transit networks.

After network assignment, the EMFAC model is used to generate emissions summaries based on the inputs generated by the post processing of highway assignment outputs.

San Diego Residents Travel Module

The San Diego residents' travel module is comprised of numerous interacting components called "sub-modules." It starts with generating a representative population for the San Diego region. Once a representative population is created, the model predicts long-term and medium-term decisions such as a choice of work or school location and a household's choice of number of cars to own. Next, each person's day is scheduled, taking into account the priority of various activities and interaction among the household members. Once all journeys to and from home have been scheduled, the model predicts specific travel details such as mode, the number of stops to make, where to stop, and when to depart from each stop to continue the tour. The final step of the ABM is traffic assignment where trips are summarized by traffic analysis zones and assigned to the transportation network.

Figure F-3: SANDAG ABM Flow Chart



The following section discusses the sub-modules, in the order that each sub-module is taken within the San Diego residents' travel module.

Step 1: Population synthesis (build a representative population that looks like San Diego)

The first step is to create a 'synthetic' population of San Diego County. A synthetic population is a table that has a record for every individual and household, with the individual's and the household's characteristics. For example, if there are 41,000 18-year-old males in the region in 2050, there would be approximately 41,000 records in the table for males age 18, with each record also having other characteristics such as school enrollment and labor force participation status. Taken as a whole, this synthetic population represents the decision-makers whose travel choices the model will simulate in later steps. For each simulation year, a full population is synthesized to match the forecasted socio-economic and housing characteristics of each part of the region at the zonal level. These forecasts, a key ABM input, come from the land use model. Synthesis works by replicating a sample of census records (each containing complete household and individual characteristics) and placing them around the region in such a way that the forecasted characteristics of each zone are matched.

Step 2: Work and school location (assign a work location to workers and a school location to students)

The second step predicts where each individual will go to work or school, if applicable. The work and school location sub-module simulates each worker's choice of work location, taking into account many factors, including ease-of-travel and the number of employees by occupation type in each location. The sub-module also simulates each student's choice of school, taking into account factors that include the distance from home to school, school enrollment, and district boundaries. The results from this step affect later travel choices significantly because of the prominent role that workplace and school usually play in the itinerary of workers and students.

Step 3: Determine certain mobility characteristics of individuals and households

This step predicts the number of automobiles each household owns, whether each household owns a toll transponder, and whether worker parking costs are employer-reimbursed. The sub-module assigns each household zero cars, one car, two cars, three cars, or 'four or more' cars, taking into account a number of criteria, including household size, income, number of drivers, and how easy it is to reach destinations from the household's place of residence. This step sets certain mobility characteristics that influence how people travel.

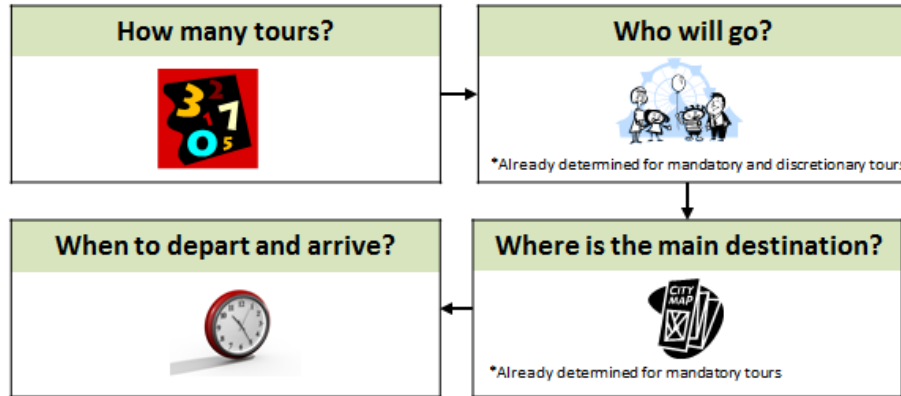
Step 4: Schedule the day

The fourth step begins by predicting a 'daily activity' pattern for each individual. A daily activity pattern is a theme that dictates an individual's schedule. A 'mandatory' pattern means that an individual travels to work and/or school, and then schedules other activities around work/school. An 'at-home' pattern means that an individual's daily schedule involves no travel in the region. A 'non-mandatory' pattern means that an individual's daily schedule involves traveling, but only to destinations other than work or school. The pattern-type of other household members influences an individual's daily pattern type. For example, if a child stays home from school, a working parent might be more likely to stay home from work as well.

Once the sub-module selects an individual's daily activity pattern, it schedules the tours that he or she will take. Recall that a tour is a journey that begins and ends at home, and it can include stops at other destinations on

the way to or from the primary destination. The ABM deals with three main categories of tours: (1) mandatory tours; (2) joint tours; and (3) non-mandatory tours. Mandatory tours have work or school as the primary destination. Joint tours involve out-of-home activities that multiple members of a household partake in together. Non-mandatory tours involve purposes other than work or school that an individual undertakes independent of other members of his or her household. The sub-module schedules each tour type by predicting how many tours of that type there are, who will participate in the tour, where the main destination is, and when to depart and arrive (see Figure F-4).

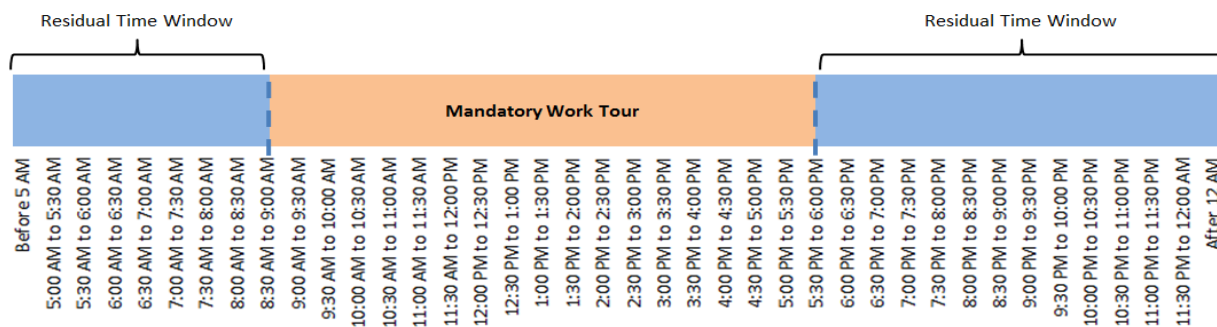
Figure F-4: Predicting Tour Type Scheduling Details



For individuals assigned a 'mandatory' activity pattern, the sub-module first assigns the number of work tours and/or school tours they will make. After the number of these mandatory tours has been determined, the sub-module selects the time of departure from and arrival back home for each tour.

After scheduling the mandatory tours, the sub-module calculates time remaining for other tours. Remaining intervals of time are called "residual time windows," and other tours can only be scheduled in these open slots (see Figure F-5 for an example) to guarantee temporal consistency.

Figure F-5: Tour Scheduling Windows



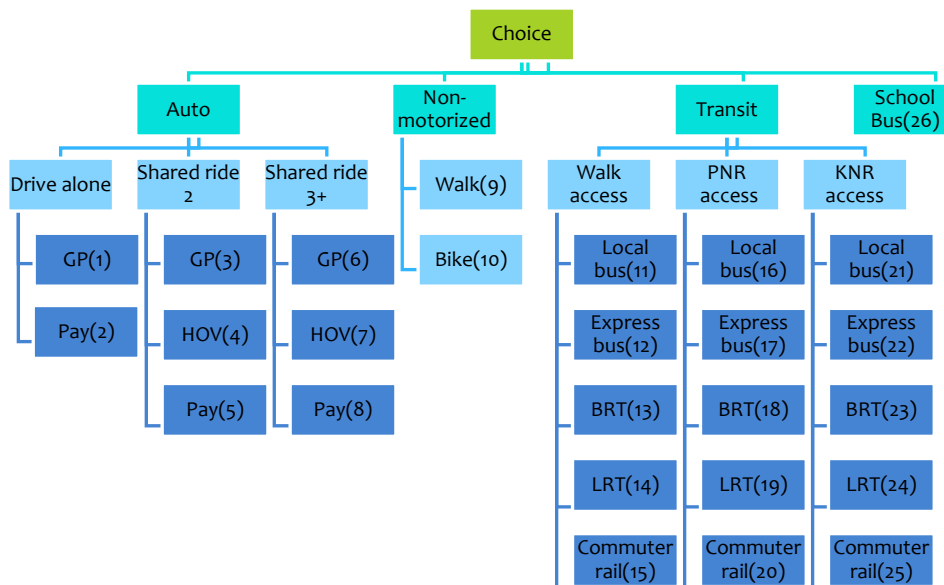
In time remaining after mandatory tours are scheduled, the sub-module determines the number of joint tours to be made for each household. It only schedules joint tours in the time windows that overlap *between individuals* after it accounts for mandatory activities. After the number and purpose of these joint tours has been determined, the sub-module decides which household members will participate in each joint tour and whether the joint tour must involve a combination of children and adults. The sub-module then chooses a

specific destination for the tour and the specific times when tour participants will depart from and arrive back home together. Next, 'non-mandatory' tours are scheduled. For each household, the sub-module decides what other tours need to be made for the purpose of household 'maintenance' activities such as shopping. These tours are assigned to specific household members to carry out individually. For the person who is assigned each maintenance tour, the model selects a specific destination and schedules the tour to take place in a time window that mandatory tours and joint tours have left open. Finally, in what time remains, the model decides whether each individual will take non-mandatory 'discretionary' tours. These low-priority tours involve activities related to recreation, eating out, and social functions. Discretionary tours can only take place in time windows that remain after all other tours have been scheduled. The sub-module chooses a specific destination and departure/arrival combination for each discretionary tour a person makes.

Step 5: Make tour and trip-level decisions

The ABM then selects more detailed characteristics of each tour for every traveler. This step fills in travel details after the major aspects of the day have been scheduled. Tour characteristics that need to be determined include: primary mode of the tour, how many times to stop, where to stop, and when to depart from each stop to continue the tour. Figure F-6 includes the available modes and mode hierarchy. After tour characteristics are set, the sub-module determines the mode of each trip (conditional upon tour mode). Recall that trips are segments of tours that have a given origin and destination. If the trip mode involves an automobile and the destination is a parking-constrained area, then the model chooses a parking location for the traveler at the trip destination.

Figure F-6: Tour and Trip Modes³



Step 6: Aggregating and assigning auto and transit trips

The previous step provided travel details for each person down to the trip level. In this final step, the model sums all trips taken by individuals in San Diego County along with trips generated by other models that represent special categories of travel within the region that are not covered by the ABM. The model aggregates

auto trips in TAZ to TAZ matrices by time of day and assigns trips to the highway network, and aggregates transit trips in TAP to TAP matrices by time of day and assigns to the transit network.

SANDAG loads traffic using the Multimodal Multiclass Assignment function of the traffic assignment software. Multiclass assignment allows SANDAG to assign the eight vehicle modes (drive alone non-toll; drive alone toll; share ride 2 non-toll non HOV; share ride 2 non-toll HOV; share ride 2 toll HOV; share ride 3+ non-toll non HOV; share ride 3+ non-toll HOV; and share ride 3+ toll HOV) plus the six-truck toll, and non-toll by truck class modes (light-heavy duty non-toll/toll; medium-heavy duty non-toll/toll; and heavy-heavy duty non-toll/toll) in one combined procedure.

The highway assignment model works by finding roads that provide the shortest travel impedance between each zone pair. Trips between zone pairs are then accumulated on road segments making up minimum paths. Highway impedances consider posted speed limits, signal delays, congestion delays, and costs. The model computes congestion delays for each segment based on the ratio of the traffic volume to roadway capacity. Motorists may choose different paths during peak hours, when congestion can be heavy, and off-peak hours, when roadways are typically free flowing. For this reason, traffic is assigned separately for five time periods (as defined in the Key Modeling Units section). Vehicle trip tables for each scenario reflect increased trip-making due to population growth and variations in travel patterns due to the alternative transportation facilities/networks proposed. Customized programs process outputs from highway assignment and generate total VMTs by vehicle class, and percentage of VMTs by speed bin and by vehicle class. This information is input to the EMFAC program to generate emissions summaries.

For transit assignment, traffic assignment software assigns TAP to TAP transit trips to the network. Altogether, 75 separate transit assignments are produced for five time periods: (1) walk; (2) park & ride; (3) kiss & ride; (4) auto access; and (5) line-haul modes. These individual assignments are summed to obtain total transit ridership forecasts.

Model Inputs

The SANDAG ABM utilizes a variety of data as inputs. Besides the growth forecast inputs (used to provide existing and planned land use and demographic characteristics) there are three major inputs: (1) highway networks used to describe existing and planned roadway facilities; (2) transit networks used to describe existing and planned public transit service; and (3) an active transportation network used to describe non-motorized bicycle and pedestrian facilities.

The regionally significant projects, and the years they are expected to open to traffic for each analysis year, are documented in Tables F-11 through F-13. The design concept and scope of projects allow adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership, and land use. The VMT for non-regionally significant federal projects is also accounted for in the regional emissions analysis.

Highway Networks

The regional highway networks in the Regional Plan and 2018 RTIP include all roads classified by local jurisdictions in their general plan circulation elements. These roads include freeways, expressways, and the Regional Arterial System (RAS). The RAS consists of all conventional state highways, prime arterials, and selected major streets. In addition, some local streets are included in the networks for connectivity between TAZs.

The route improvements and additions in the Regional Plan and 2018 RTIP are developed to provide adequate travel service that is compatible with adopted regional policies for land use and population growth. All regionally significant projects are included in the quantitative emissions analysis. These include all state highways, all proposed national highway system routes, all regionally significant arterials, and all “other principal arterials” functionally classified by the Federal Highway Administration. These include both federal and non-federal regionally significant projects.

The networks also account for programs intended to improve the operation of the highway system, including HOV lanes, Managed Lanes, and ramp metering. Existing and proposed toll facilities also are modeled to reflect time, cost, and capacity effects of these facilities. State Route (SR) 125 South, SR 11, SR 241, and additional lanes on Interstate 15 (I-15) north of SR 78, and additional lanes on I-5 north of Vandegrift Boulevard, are modeled toll facilities included in the Revenue Constrained Plan for the San Diego region.

In addition, several Managed/HOV lanes are included in the Revenue Constrained Plan (Table F-12). Facilities with proposed Managed Lanes include Interstate 5 (I-5), I-15, I-805, SR 52, SR 54, SR 78, SR 94, and SR 125. Managed Lanes are defined as reversible HOV routes and HOV routes with two or more lanes in the peak direction. Additionally, one-lane HOV facilities that operate as two-person carpool lanes in the earlier years of the Regional Plan transition to Managed Lanes by 2035. It is assumed that the excess capacity not utilized by carpools and transit on these facilities would be managed so that single occupant vehicles could use these lanes under a pricing mechanism. Traffic flows would be managed so that the facility would operate at LOS D or better.

SANDAG maintains a master transportation network from which a specific year network, between the years 2010 and 2050, can be built. For air quality conformity analyses of the Regional Plan and 2018 RTIP, SANDAG built and verified four highway networks (2020, 2030, 2040, and 2050) from the master transportation network.

A list of the major highway and near-term regional arterial projects included in the conformity analysis, along with information on phasing for their implementation, are included in Tables F-11 and F-13. Locally funded, regionally significant projects have also been or are included in the air quality conformity analysis. These projects are funded with *TransNet* Extension funds – a 40-year, half-cent local sales tax extension approved by voters in 2004 – that expires in 2048; and other local revenue sources.

Transit Networks

SANDAG also maintains transit network datasets for existing and proposed transit systems. Most transit routes run over the same streets, freeways, HOV lanes, and ramps used in the highway networks. The only additional facilities that are added to the master transportation network for transit modeling purposes are:

- Rail lines used by commuter rail, Trolleys, Streetcars
- Streets used by buses that are not part of local general plan circulation elements

Rapid service has stop spacing similar to commuter rail stations and operating characteristics midway between rail and bus service. *Rapid* service is provided by advanced design buses operating on HOV lanes or Managed Lanes, some grade-separated transit ways, and surface streets with priority transit systems.

Bus speeds assumed in the transit networks are derived from modeled highway speeds and reflect the effects of congestion. Higher bus speeds may result for transit vehicles operating on highways with HOV lanes and HOV bypass lanes at ramp meters, compared to those routes that operate on highways where these facilities do not exist.

In addition to transit travel times, transit fares are required as input to the mode choice model. A customized procedure using the traffic assignment software replicates the San Diego region's fare policies for riders (seniors, disabled, students), which differ among:

- Local Buses, which collect a flat fare of between \$1 and \$2.50 (depending on the type of service)
- Trolleys, which charge \$2.50 for all trips
- SPRINTER, which charges \$2
- Commuter rail (COASTER), which has a zone-based fare of between \$4 and \$5.50
- Proposed regional *Rapid* routes, which are assumed to charge \$2.50 (\$5 for *Rapid* BRT)
- Proposed *Rapid* Bus routes, which are assumed to charge \$2.25

Fares are expressed in 2010 dollars and are assumed to remain constant in inflation-adjusted dollars over the forecast period.

Near-term transit route changes are drawn from the Coordinated Plan, which was produced in cooperation with the region's transit agencies. Longer range improvements are proposed as a part of the Regional Plan development and other transit corridor studies. In addition to federal and state-funded projects, locally funded transit projects that are regionally significant have been included in the air quality conformity analysis of the Regional Plan and the draft 2018 RTIP. Once network coding is completed, the ABM is run for the applicable scenarios (2020, 2030, and 2040). There have been no transit fares or operating policy changes since the adoption of the 2050 Regional Transportation Plan.

Active Transportation Networks

SANDAG maintains an all-street active transportation network including existing and planned bike projects to support bike project evaluation and impact analysis. Based on the proposed bike projects in the regional bikeway system developed through *Riding to 2050 - San Diego Regional Bike Plan*, SANDAG generates year-specific active transportation networks and uses these networks to create accessibility measures from MGRA to MGRA for walking and biking and from TAZ to TAZ for biking modes. These active transportation accessibility measures are inputs to the SANDAG ABM to simulate people's choice of travel mode and choice of bike routes.

The active transportation networks include five classification types for bike facilities in the regional bikeway system: (1) class I – bike path; (2) class II – bike lanes; (3) class III – bike routes; (4) class IV – bike boulevard; and; (5) class V – cycle track. Appendix U16 of *San Diego Forward: The Regional Plan* includes a detailed description of the bike facility classification system.

Data Sources

Besides network inputs, SANDAG relies on several survey data to estimate and calibrate the model parameters. The most important survey data is household travel survey data. The latest household travel survey conducted for SANDAG was the 2006 Household Travel Behavior Survey (TBS06). Since 1966, consistent with the state of the practice for the California Household Travel Survey, and National Household Travel Survey, SANDAG and Caltrans conduct a comprehensive travel survey of San Diego county every ten years. TBS06 surveyed 3,651 households in San Diego County. The survey asked all household members to record all trips for a specified 24-hour weekday period using a specially designed travel log.

Additional data needed for the mode choice components of the ABM come from a transit on-board survey. The most recent SANDAG survey of this kind is the 2009 Transit On-Board Survey (OBS09). OBS09 collected data on transit trip purpose, origin and destination address, access and egress mode to and from transit stops, the on/off stop for surveyed transit routes, number of transit routes used, and demographic information. The total number of OBS09 survey records is 42,854.

Population synthesis requires two types of data: (1) individual household and person census records from San Diego County; and (2) aggregate data pertaining to the socio-demographic characteristics of each zone in the region. The first type of data is available from the Public Use Micro-data Sample (PUMS), a representative sample of complete household and person records that is released with the Census and American Communities Survey. The second type of data is from the census for the base-year and from land use forecasts for future years.

Table F-8 lists data sources mentioned above, along with other necessary sources of data. Modeling parking location choice, and employer-reimbursement of parking cost, depends on parking survey data collected from 2010 into early 2011 as well as a parking supply inventory. The transponder ownership sub-model requires data on transponder users. Data needed for model validation and calibration include traffic counts, transit-boarding data, Census Transportation Planning Package (CTPP) data, and Caltrans Performance Measurement System (PeMS) and Highway Performance Monitoring System (HPMS) data.

Table F-8: ABM Input Data

SANDAG Surveys	Outside Data Sources
<ul style="list-style-type: none">Household Travel Behavior Survey (2006)Interregional Travel Behavior Survey (2006)Transit On-Board Survey (2009)Parking Inventory Survey (2010)Parking Behavior Survey (2010)Border Crossing Survey (2011)Visitor Survey (2011)Special Events Survey (2011)Commercial Vehicles Survey (2011)	<ul style="list-style-type: none">San Diego International Airport Air Passenger SurveyTraffic and Bicycle countsCensus data<ul style="list-style-type: none">Census Transportation Planning Package (CTPP)Public Use Micro-data Sample (PUMS)American Communities Survey (ACS)<ul style="list-style-type: none">Census Transportation Planning Package (CTPP)Public Use Micro-data Sample (PUMS)Transponder ownership dataCaltrans' Performance Measurement System (PeMS)Caltrans' Highway Performance Monitoring System (HPMS)

Motor Vehicle Emissions Modeling

Emissions Model

On December 14, 2015, the U.S. EPA approved and made available EMFAC2014 for use in state implementation plan (SIP) development and transportation conformity in California. EMFAC2014 is the model that is currently approved for use in conformity determinations. On March 1, 2018, ARB released EMFAC2017 v1.0.2 to the public. However, this version of EMFAC has not yet been approved for use in conformity determinations.

EMFAC2014 v.1.0.7 represents ARB's current understanding of motor vehicle travel activities and its associated emission levels. EMFAC2014 v.1.0.7 was used to project the regional emissions analysis for the 2018 RTIP and Regional Plan conformity redetermination.

Using EMFAC2014 v.1.0.7, projections of daily regional emissions were prepared for reactive organic gases (ROG) and nitrogen oxides (NOx).

The following process emissions are generated for each pollutant:

- All Pollutants – Running Exhaust, Idling Exhaust, Starting Exhaust, Total Exhaust
- ROG and total organic gasses – Diurnal Losses, Hot-Soak Losses, Running Losses, Resting Losses, Total Losses

EMFAC2014 models two fuels types: gasoline and diesel. Fifty-one vehicle classes are modeled in EMFAC2014, including the following vehicle class categories:

- Passenger cars
- Motor homes
- Medium-duty trucks
- Medium-heavy duty trucks
- School buses
- Motor coaches
- Motorcycles
- Light-duty trucks
- Light-heavy duty trucks
- Heavy-heavy duty trucks
- Urban buses
- Other bus types

Regional Emissions Forecasts

Regional transportation forecasts were initiated in May 2018. Output from the ABM was then reformatted and adjusted to be useful for emissions modeling.

Eight-Hour Ozone Standard

Effective December 4, 2017, the U.S. EPA found the motor vehicle emissions budgets for the Reasonable Further Progress milestone year of 2017 from the *2008 Eight-Hour Ozone Attainment Plan for San Diego County* adequate for transportation conformity purposes for the 2008 ozone NAAQS. Beginning in May 2018, SANDAG prepared countywide forecasts of average weekday ROG and NOx emissions for 2020, 2030, 2040, and 2050 using the EMFAC2014 v.1.0.7 model. ROG and NOx emissions are based upon the summer season.

The analysis years were selected to comply with 40 CFR 93.106(a)(1) and 93.118(a) of the Transportation Conformity Rule. According to these sections of the Conformity Rule, the first horizon year (2020) must be within ten years from the base year used to validate the regional transportation model (2012), the last horizon year must be the last year of the transportation plan's forecast period (2050), and the horizon years may be no more than ten years apart (2030 and 2040).

Emissions Modeling Results

An emissions budget is the part of the SIP that identifies emissions levels necessary for meeting emissions reduction milestones, attainment, or maintenance demonstrations.

To determine conformity of the 2018 RTIP and redetermine conformity of the Regional Plan, the plan must comply with the emission analysis described in the Regional Emissions Forecast section. Table F-9 shows that the projected ROG and NOx emissions from the 2018 RTIP and Regional Plan are below the ROG and NOx budgets.

Table F-9: 2018 RTIP and Revenue Constrained Regional Plan Air Quality Conformity Analysis for 2008 Eight-Hour Ozone Standard

Year	Average Weekday Vehicle Starts (1,000s)	Average Weekday Vehicle Miles (1,000s)	ROG		NOx	
			SIP Emissions Budget Tons/Day	ROG Emissions Tons/Day	SIP Emissions Budget Tons/Day	NOx Emissions Tons/Day
2020	15,270	85,185	23	18	42	25
2030	18,105	91,610	23	13	42	12
2040	19,909	95,017	23	10	42	10
2050	21,116	97,662	23	9	42	10

Note: Emissions budgets from the 2008 Eight-Hour Ozone Attainment Plan for San Diego County (December 2016), which were found adequate for transportation conformity purposes by the U.S. EPA effective December 4, 2017, are used for all analysis years.

Exempt Projects

Section 93.126 of the Transportation Conformity Rule exempts certain highway and transit projects from the requirement to determine conformity. The categories of exempt projects include safety, mass transit, air quality (ridesharing and bicycle, and pedestrian facilities), and other (such as planning studies).

Table F-10 illustrates the exempt projects considered in the 2018 RTIP and Revenue Constrained Regional Plan. This table shows short-term exempt projects. Additional unidentified projects could be funded with revenues expected to be available from the continuation of existing state and federal programs.

Table F-10: Exempt Projects

Project/Program Description	Project/Program Description
<i>Bikeway, Rail Trail, and Pedestrian Projects</i>	
Bayshore Bikeway	Maple Street Pedestrian Plaza
Bay-to-Ranch Bikeway	Mid-County Bikeway
Border Access Bicycle Corridor	Mira Mesa Bicycle Corridor
Camp Pendleton Trail	Mission Valley – Chula Vista Bicycle Corridor
Carlsbad – San Marcos Bicycle Corridor	National City – Highland Avenue Community Corridor
Central Coast Bicycle Corridor	North Park – Centre City Bicycle Corridor
Chula Vista Greenbelt	Oceanside – Bicycle Master Plan
City Heights – Old Town Bicycle Corridor	Otay Mesa Port of Entry Pedestrian/Bicycle Facilities
Clairemont – Centre City Bicycle Corridor	Park Boulevard Bicycle Connector
Coastal Rail Trail	Poway Bicycle Loop
East County Northern Bicycle Loop	San Diego Regional Bicycle Plan
East County Southern Bicycle Loop	San Diego River Multi-Use Bicycle and Pedestrian Path

Project/Program Description	Project/Program Description
<i>Bikeway, Rail Trail, and Pedestrian Projects</i>	
El Camino Real Bicycle Corridor	San Luis Rey River Trail
Encinitas – San Marcos Bicycle Corridor	Santee – El Cajon Bicycle Corridor
Escondido Creek Bike Path Bridge and Bikeway	SR 52 Bikeway
Gilman Bicycle Connector	SR 56 Bikeway
Hillcrest – El Cajon Bicycle Corridor	SR 56/Black Mountain Road Bikeway Interchange
Imperial Beach Bicycle Connector	SR 125 Bicycle Corridor
Inland Rail Trail	SR 905 Bicycle Corridor
Interstate 8 Bicycle Corridor	Sweetwater River Trail
SR 15 Bikeway	Tecate International Border Crossing Pedestrian Facilities
Interstate 805 Bicycle Corridor	Ted Williams Parkway Pedestrian Bridge at Shoal Creek
Kearny Mesa – Beaches Bicycle Corridor	Third Avenue Bicycle and Pedestrian Access
Kensington – Balboa Park Bicycle Corridor	Vista Way Bicycle Connector
	West Bernardo Bike Path
<i>Safety Improvement Program</i>	
<i>Transportation Systems Management</i>	
Bridge Rehabilitation/ Preservation/Retrofit	Traveler Information System
Collision Reduction	Bus on Shoulder Service
Emergency Response	Compass Card
Hazard Elimination/Safe Routes to School	<i>FasTrak</i> [®]
Highway Maintenance	Freeway Service Patrol
Safety Improvement Program	Vehicle Automation
Roadway/Roadside Preservation	Regional Vanpool Program
Smart Growth Incentive Program	Multimodal Integration and Performance-Based Management
Safe Routes to Transit	Intelligent Transportation System for Transit
Safe Routes to School	ITS Operations
<i>Transit Terminals</i>	
<i>Joint Transportation Operations Center</i>	
Airport Intermodal Transit Center/Terminal	Trolley Fiber Communication Network
San Ysidro Intermodal Transit Center/Terminal	Electronic Payment Systems and Universal Transportation Account
	Various Traffic Signal Optimization/Prioritization
	Transit Infrastructure Electrification
	Employer Services and Outreach
	Commuter Services and Bike Program
	Mobility Hubs
	Active Traffic and Demand Management
	Shared Mobility Services

Implementation of Transportation Control Measures

There are four federally approved Transportation Control Measures (TCMs) that must be implemented in San Diego, which the SIP refers to as transportation tactics. They include: (1) ridesharing; (2) transit improvements; (3) traffic flow improvements; and (4) bicycle facilities and programs.

These TCMs were established in the 1982 SIP, which identified general objectives and implementing actions for each tactic. The TCMs have been fully implemented. Ridesharing, transit, bicycling, and traffic flow improvements continue to be funded, although the level of implementation established in the SIP has been surpassed.

Interagency Consultation Process and Public Input

The consultation process followed to prepare the Air Quality Conformity Analysis for the 2018 RTIP and Regional Plan complies with the San Diego Transportation Conformity Procedures adopted in July 1998. In turn, these procedures comply with federal requirements under 40 CFR 93. Interagency consultation involves SANDAG (as the MPO for San Diego County), the APCD, Caltrans, CARB, U.S. DOT, and U.S. EPA.

Consultation is a three-tier process that:

1. Formulates and reviews drafts through a conformity working group.
2. Provides local agencies and the public with opportunities for input through existing regional advisory committees and workshops.
3. Seeks comments from affected federal and state agencies through participation in the development of draft documents and circulation of supporting materials prior to formal adoption.

SANDAG consulted on the development of the Air Quality Conformity Analysis of the 2018 RTIP and Regional Plan conformity redetermination at meetings of the San Diego Region CWG, as follows:

- On February 7, 2018, SANDAG staff presented the schedule for the preparation of the 2018 RTIP and its air quality conformity analysis. Staff confirmed that a redetermination of conformity would be done for the Regional Plan, in conjunction with the 2018 RTIP for consistency purposes.
- On March 7, 2018, SANDAG staff presented information about the criteria and procedures to be followed for its conformity analysis. Staff presented information on the 2050 Regional Growth Forecast, Travel Demand Model, Transportation Control Measures, the Revenue Constrained financial assumptions, latest emissions model and emissions budgets, and public involvement and outreach.
- On March 29, 2018, SANDAG staff distributed the draft list of capacity increasing and non-capacity increasing projects to be included in the 2018 RTIP for interagency consultation. The project lists were discussed at the April 4, 2018, CWG meeting.

- On May 18, 2018, SANDAG released the draft air quality conformity analysis of the 2018 RTIP and Regional Plan to the CWG for a 30-day review-and-comment period. The draft air quality analysis was discussed at the June 6, 2018, meeting of the CWG. The draft 2018 RTIP was presented to the *TransNet* Independent Taxpayer Oversight Committee on July 11, 2018, for input.
- On July 20, 2018, the SANDAG Transportation Committee recommended that the SANDAG Board release the draft 2018 RTIP and its conformity determination and the Regional Plan conformity redetermination for a 30-day public review period.
- On July 27, 2018, the SANDAG Board released the draft 2018 RTIP and its conformity determination and the Regional Plan conformity redetermination for public comment and scheduled a public hearing for the September 7, 2018, Transportation Committee meeting to discuss the 2018 RTIP and its conformity determination and the Regional Plan conformity redetermination.
- On September 7, 2018, the SANDAG Transportation Committee held a public hearing and recommended that the SANDAG Board adopt the Final 2018 RTIP and its conformity determination and the Regional Plan conformity redetermination.
- On September 28, 2018, the SANDAG Board adopted the Final 2018 RTIP and its conformity determination and the Regional Plan conformity redetermination.

Members of the public are welcomed to provide comments at meetings of the CWG, the Transportation Committee, and the SANDAG Board of Directors.

Table F-11: Phased Highway Projects⁴ – 2018 Regional Transportation Improvement Program

Conformity Analysis Year	Freeway	From	To	Existing	With Improvements	Capital Cost (\$2014); millions	Capital Cost (\$YOE); millions
<i>Managed Lanes / Toll Lanes</i>							
2020	SR 11 /Otay Mesa East Port of Entry (POE)	SR 11/SR 905	Enrico Fermi	--	4T	\$108	\$108
2020	I-805	SR 52	Carroll Canyon Rd	8F	8F+2ML	\$255	\$255
2020/2030	I-5	Manchester Ave	SR 78	8F	8F+2ML	\$701	\$789
2030	I-5	La Jolla Village Dr	I-5/805 Merge	8F/14F	8F/14F+2ML	\$206	\$249
2030	I-5	SR 78	Vandegrift Blvd	8F	8F+2ML	\$76	\$100
2030	SR 11 /Otay Mesa East Port of Entry (POE)	Enrico Fermi	Mexico	--	4T + POE	\$596	\$596
2030	I-15	I-8	SR 163	8F	8F+2ML	\$56	\$73
2030	SR 78	I-5	College Blvd	6F	6F+2ML	\$227	\$299
2030	SR 78	Twin Oaks	I-15	6F	6F+2ML	\$177	\$232
2030	SR 94	I-5	I-805	8F	8F+2ML	\$535	\$703
2030	SR 241	Orange County	I-5	--	4T	\$416	\$503
2030	I-805	SR 94	SR 15	8F	8F+2ML	\$172	\$226
2030	I-5	I-5/I-805 Merge	SR 56	8F/14F +2ML	8F/14F+4ML	\$91	\$137
2040	I-5	Manchester Ave	SR 78	8F+2ML	8F+4ML	\$1,076	\$1,863
2040	I-5	SR 905	SR 54	8F	8F +2ML	\$308	\$416
2040	I-5	SR 54	SR 15	8F	10F+2ML	\$343	\$464
2040	I-5	SR 56	Manchester Ave	8F+2ML	8F+4ML	\$455	\$686
2040	SR 15	SR 94	I-805	6F	6F+2ML	\$30	\$52
2040	SR 78	College Blvd	Twin Oaks	6F	6F+2ML	\$788	\$1,189

Table F-11 (continued)

Phased Highway Projects – 2018 Regional Transportation Improvement Program

Conformity Analysis Year	Freeway	From	To	Existing	With Improvements	Capital Cost (\$2014); millions	Capital Cost (\$YOE); millions
<i>Managed Lanes / Toll Lanes (continued)</i>							
2040	SR 241	Orange County	I-5	4T	6T	\$63	\$95
2040	I-805	SR 52	Carroll Canyon Rd	8F+2ML	8F+4ML	\$394	\$562
2040	I-805	SR 54	SR 94	8F +2ML	8F+4ML	\$704	\$1,096
2040	I-805	SR 163	SR 52	8F	8F+2ML	\$229	\$346
2040	I-805	SR 905	Palomar St	8F	8F+2ML	\$343	\$595
2040	I-5	SR 78	Vandegrift Blvd	8F+2ML	8F+4ML	\$606	\$1,205
2040	SR 52	I-805	I-15	6F	6F+2ML	\$91	\$181
2040	SR 125	SR 94	I-8	8F	8F+2ML	\$66	\$131
2040	I-805	SR 15	SR 163	8F/10F	8F/10F+4ML	\$1,152	\$2,292
2040	I-805	SR 94	SR 15	8F+2ML	8F+4ML	\$61	\$121
2040	I-805	SR 163	SR 52	8F+2ML	8F+4ML	\$322	\$640
2050	I-5	I-8	La Jolla Village Dr	8F/10F	8F/10F+2ML	\$556	\$1,378
2050	I-5	Vandegrift Blvd	Orange County	8F	8F+4T	\$1,812	\$4,496
2050	I-15	SR 78	Riverside County	8F	8F+4T	\$1,029	\$2,554
2050	I-15	Viaduct		8F	8F+2ML	\$842	\$2,092
2050	SR 15	I-5	SR 94	6F	8F+2ML	\$136	\$338
2050	SR 52	I-15	SR 125	4F/6F	4F/6F+2ML R)	\$298	\$662
2050	SR 54	I-5	SR 125	6F	6F+2ML	\$111	\$276
2050	SR 94	I-805	SR 125	8F	8F+2ML	\$369	\$775
2050	SR 125	SR 54	SR 94	6F	6F+2ML	\$76	\$188
2050	SR 125	SR 94	I-8	8F+2ML	10F+2ML	\$227	\$564
<i>Highway Projects</i>							
2030	SR 67	Mapleview St	Gold Bar Ln	2C	4C	\$60	\$79
2030	SR 76	Mission	I-15	2C	4C	\$305	\$305
2040	SR 52	Mast Blvd	SR 125	4F	6F	\$76	\$131
2040	SR 67	Gold Bar Ln	Scripps Poway	2C/4C	4C	\$180	\$357

Table F-11 (continued)

Phased Highway Projects – 2018 Regional Transportation Improvement Program

Conformity Analysis Year	Freeway	From	To	Existing	With Improvements	Capital Cost (\$2014); millions	Capital Cost (\$YOE); millions
<i>Highway Projects (continued)</i>							
2040	SR 94	SR 125	Avocado Blvd	4F	6F	\$111	\$221
2050	I-8	2nd St	Los Coches	4F/6F	6F	\$35	\$88
2050	SR 52	I-5	I-805	4F	6F	\$111	\$276
2050	SR 56	I-5	I-15	4F	6F	\$141	\$351
2050	SR 94	Avocado Blvd	Jamacha	4C	6C	\$91	\$225
2050	SR 94	Jamacha	Steele Canyon Rd	2C/4C	4C	\$40	\$100
2050	SR 125	San Miguel Rd	SR 54	4F	8F	\$177	\$438
2050	SR 125	SR 905	San Miguel Rd	4T	8F	\$323	\$661
2050	SR 67	Scripps Poway	Dye Rd	2C/4C	4C	\$396	\$982
<i>Operational Projects</i>							
2040	SR 76	I-15	Couser Canyon	2C/4C	4C/6C+ Operational	\$131	\$261
2050	I-5	I-15	I-8	8F	8F+ Operational	\$1,177	\$2,919
2050	I-8	I-5	SR 125	8F/10F	8F/10F+ Operational	\$667	\$1,654
<i>Managed Lanes Connectors</i>							
2030	I-5	SR 78	South to East & West to North, North to East and West to South			\$253	\$332
2030	I-5	I-805	North to North & South to South			\$51	\$66
2030	I-15	SR 78	East to South & North to West			\$106	\$139
2030	SR 15	I-805	North to North & South to South			\$81	\$106
2030	I-805	SR 94	North to West & East to South			\$101	\$133
2040	SR 15	SR 94	South to West & East to North			\$71	\$122
2040	I-805	SR 52	West to North & South to East			\$91	\$181
2050	I-15	SR 52	West to North & South to East			\$130	\$326

Table F-11 (continued)

Phased Highway Projects – 2018 Regional Transportation Improvement Program

Conformity Analysis Year	Freeway	From	To	Capital Cost (\$2014); millions	Capital Cost (\$YOE); millions
<i>Freeway Connectors</i>					
2020	SR 11/SR 905	SR 125	EB SR 905 and WB SR 11 to NB SR 125, NB SR 905 to NB SR 125	\$26	\$28
2030	I-5	SR 78	South to East & West to South	\$273	\$358
2030	SR 11/SR 905	SR 125	SB 125 to WB SR 905, SB SR 125 to EB SR 11, SB SR 125 to SB SR 905	\$74	\$90
2030	SR 94	SR 125	South to East	\$69	\$88
2040	I-5	SR 56	West to North & South to East	\$273	\$411
2040	SR 94	SR 125	West to North	\$81	\$122
2050	I-15	SR 56	North to West	\$101	\$265

Table F-12: Phased Transit Services⁵ – 2018 Regional Transportation Improvement Program

Conformity Analysis Year	Service	Route	Description	Capital Cost (\$2014); millions	Capital Cost (\$YOE); millions
2020	<i>Rapid</i>	225	South Bay <i>Rapid</i> (Otay Mesa to Downtown) and Otay Mesa ITC (formerly Route 628)	\$206	\$206
2030	COASTER	398	Double tracking (20-minute peak frequencies and 120-minute off-peak frequencies and station/platform at Del Mar Fairgrounds)	\$445	\$445
2030	SPRINTER	399	SPRINTER efficiency improvements (20-minute frequencies by 2025); double tracking Oceanside to Escondido for 10-minute frequencies and six rail grade separations at El Camino Real, Melrose Dr, Vista Village Dr/ Main St, North Dr, Civic Center, Auto Pkwy and Mission Ave	\$946	\$1339
2030	Trolley	510	Mid-Coast Trolley Extension	\$1,753	\$1,753
2030	<i>Rapid</i>	2	North Park to Downtown San Diego via 30th St	\$39	\$52
2030	<i>Rapid</i>	10	La Mesa to Ocean Beach via Mid-City, Hillcrest, Old Town	\$87	\$117
2030	<i>Rapid</i>	120	Kearny Mesa to Downtown via Mission Valley	\$78	\$104
2030	<i>Rapid</i>	SR 163 DARs	Kearny Mesa to Downtown via SR 163. Stations at Sharp/Children's Hospital, University Ave, and Fashion Valley Transit Center	\$150	\$196
2030	<i>Rapid</i>	550	SDSU to Palomar Station via East San Diego, Southeast San Diego, National City	\$59	\$78
2030	<i>Rapid</i>	709	H St Trolley Station to Millennia via H St Corridor, Southwestern College	\$37	\$49
2030	<i>Rapid</i>	905	Extension of Iris Trolley Station to Otay Mesa Port of Entry (POE) route with new service to Otay Mesa East POE and Imperial Beach	\$2	\$2
2030	Streetcar	554	Hillcrest/Balboa Park/Downtown San Diego Loop ¹	\$29	\$38
2030	Airport Express	--	Airport Express Routes ²	\$52	\$62
2030	Shuttle	448/449	San Marcos Shuttle ³	\$0	\$0
2030	Transit Lanes	SR 15 from I-805 to I-8	Transit Lane improvement for routes 235, 280/290, 653, and Airport Express Route to Tijuana International Airport. Existing facility at 8F, with improvement of 8F+2TL	\$56	\$56
2030			Local Bus Routes - 15 minutes in key corridors	--	--

Table F-12 (continued)

Phased Transit Services – 2018 Regional Transportation Improvement Program

Conformity Analysis Year	Service	Route	Description	Capital Cost (\$2014); millions	Capital Cost (\$YOE); millions
2040	COASTER	398	Double tracking (20-minute peak frequencies and 60-minute off-peak frequencies, grade separations at Leucadia Blvd, stations/platforms at Convention Center/Gaslamp Quarter, and extension to Camp Pendleton)	\$900	\$1,357
2040	Trolley	510	Phase I - Blue Line Frequency Enhancements and rail grade separations at 28th St, 32nd St, E St, H St, Palomar St, and Blue/Orange Track Connection at 12th/Imperial	\$205	\$292
2040	Trolley	520	Orange Line Frequency Enhancements and four rail grade separations at Euclid Ave, Broadway/Lemon Grove Ave, Allison Ave/University Ave, Severin Dr	\$267	\$402
2040	Trolley	561	UTC to COASTER Connection (extension of Route 510)	\$343	\$602
2040	Trolley	562	Phase I - San Ysidro to Kearny Mesa via Chula Vista via Highland Ave/4th Ave, National City, Southeast San Diego, Mid-City, and Mission Valley	\$2,333	\$4,028
2040	<i>Rapid</i>	11	Spring Valley to SDSU via Southeast San Diego, Downtown, Hillcrest, Mid-City	\$113	\$173
2040	<i>Rapid</i>	28	Point Loma to Kearny Mesa via Old Town, Linda Vista	\$49	\$76
2040	<i>Rapid</i>	30	Old Town to Sorrento Mesa via Pacific Beach, La Jolla, UTC	\$105	\$161
2040	<i>Rapid</i>	41	Fashion Valley to UTC/UC San Diego via Linda Vista and Clairemont	\$55	\$96
2040	<i>Rapid</i>	90	El Cajon Transit Center to San Diego International Airport ITC via SR 94, City College (peak only)	\$20	\$27
2040	<i>Rapid</i>	473	Phase I – Solana Beach to UTC/UC San Diego via Hwy 101 Coastal Communities, Carmel Valley	\$43	\$66
2040	<i>Rapid</i>	635	Eastlake to Palomar Trolley via Main St Corridor	\$56	\$98
2040	<i>Rapid</i>	638	Iris Trolley Station to Otay Mesa via Otay, Airway Dr, SR 905 Corridor	\$38	\$67
2040	<i>Rapid</i>	640A/640B	Route 640A: I-5 - San Ysidro to Old Town Transit Center via City College 640B: I-5 Iris Trolley/Palomar to Kearny Mesa via Chula Vista, National City and City College	\$153	\$206

Table F-12 (continued)

Phased Transit Services – 2018 Regional Transportation Improvement Program

Conformity Analysis Year	Service	Route	Description	Capital Cost (\$2014); millions	Capital Cost (\$YOE); millions
2040	<i>Rapid</i>	688/689/ 690	Route 688: San Ysidro to Sorrento Mesa via I-805/I-15/ SR-52 Corridors (Peak Only) Route 689: Otay Mesa Port of Entry (POE) to UTC/Torrey Pines via Otay Ranch/ Millennia, I-805 Corridor (Peak Only) Route 690: Mid-City to Sorrento Mesa via I-805 Corridor (Peak Only)	\$458	\$653
2040	<i>Rapid</i>	910	Coronado to Downtown via Coronado Bridge	\$26	\$39
2040	Streetcar	553	Downtown San Diego: Little Italy to East Village ¹	\$14	\$21
2040	Streetcar	555	30th St to Downtown San Diego via North Park/Golden Hill ¹	\$26	\$45
2040			Local Bus Routes - 10 minutes in key corridors	--	--
2040	SPRINTER	588	SPRINTER Express	\$244	\$492
2040	Trolley	510	Phase II - Blue Line rail grade separations at Taylor St and Ash St	\$226	\$449
2040	Trolley	563	Pacific Beach to Balboa and Grossmont to Kearny Mesa	\$610	\$1,229
2040	<i>Rapid</i>	103	Solana Beach to Sabre Springs <i>Rapid</i> station via Carmel Valley	\$67	\$135
2040	<i>Rapid</i>	440	Carlsbad to Escondido Transit Center via Palomar Airport Rd	\$51	\$104
2040	<i>Rapid</i>	473	Phase II - Oceanside to Solana Beach via Hwy 101 Coastal Communities	\$87	\$176
2040	<i>Rapid</i>	477	Camp Pendleton to Carlsbad Village via College Blvd, Plaza Camino Real	\$80	\$161
2040	<i>Rapid</i>	235	Temecula (peak only) Extension of Escondido to Downtown <i>Rapid</i> (formerly Route 610)	\$98	\$198
2040	<i>Rapid</i>	636	SDSU to Spring Valley via East San Diego, Lemon Grove, Skyline	\$39	\$79
2040	<i>Rapid</i>	637	North Park to 32nd St Trolley Station via Golden Hill	\$33	\$66
2040	<i>Rapid</i>	650	Chula Vista to Palomar Airport Rd Business Park via I- 805/I-5 (peak only)	\$82	\$166
2040	<i>Rapid</i>	653	Mid-City to Palomar Airport Rd via Kearny Mesa/I-805/ I-5	\$10	\$21

Table F-12 (continued)

Phased Transit Services – 2018 Regional Transportation Improvement Program

Conformity Analysis Year	Service	Route	Description	Capital Cost (\$2014); millions	Capital Cost (\$YOE); millions
2040	Streetcar	565	Mission Beach to La Jolla via Pacific Beach	\$25	\$50
2050	COASTER	398	COASTER double tracking (completes double tracking; includes Del Mar Tunnel) and grade separations	\$1,365	\$3,372
2050	SPRINTER	399	Branch Extension to Westfield North County	\$176	\$437
2050	Trolley	530	Green Line Frequency Enhancements	\$0	\$0
2050	Trolley	560	SDSU to Downtown via El Cajon Blvd/Mid-City (transition of Mid-City <i>Rapid</i> to Trolley)	\$2,390	\$5,005
2050	Trolley	562	Phase II - Kearny Mesa to Carmel Valley	\$633	\$1,443
2050	Trolley	563	Phase II - Balboa to Kearny Mesa	\$689	\$1,708
2050	<i>Rapid</i>	471	Downtown Escondido to East Escondido	\$32	\$80
2050	<i>Rapid</i>	474	Oceanside to Vista via Mission Ave/Santa Fe Rd Corridor	\$50	\$127
2050	<i>Rapid</i>	870	El Cajon to UTC via Santee, SR 52, I-805	\$7	\$17
2050	<i>Rapid</i>	890	El Cajon to Sorrento Mesa via SR 52, Kearny Mesa	\$12	\$29

Notes: ¹ Streetcar cost is representative of 10 percent of the total capital cost.

² Implementation of these services is dependent upon funding from aviation and other private sources.

³ Capital cost to be funded by the City of San Marcos.

Table F-13: Phased Arterial Projects – 2018 Regional Transportation Improvement Program

Conformity Analysis Year	SANDAG ID	Lead Agency	Project Title	Project Description
2020	CB04A	Carlsbad	El Camino Real Widening - Tamarack Ave to Chestnut Ave	In Carlsbad, widen El Camino Real to prime arterial standards with three travel lanes, bike lanes, and sidewalks in each direction including intersection improvements at Tamarack Avenue and Chestnut Avenue
2020	CB04B	Carlsbad	El Camino Real and Cannon Rd	In Carlsbad, along the eastside of El Camino Real just south of Cannon Road, widen to prime arterial standards with three through lanes, a right turn lane, and a sidewalk approaching the intersection
2020	CB12	Carlsbad	College Blvd Reach A - Badger Ln to Cannon Rd	In Carlsbad, from Badger Lane to Cannon Road, construct a new segment of College Boulevard to provide 4-lane roadway with raised median, bike lanes, and sidewalks/trails in accordance with major arterial standards
2020	CB13	Carlsbad	Poinsettia Ln Reach E - Cassia Dr to Skimmer Ct	In Carlsbad, from Cassia Drive to Skimmer Court, construct a new 4-lane roadway with median, bike lanes, and sidewalks/trails to major arterial standards
2020	CB32	Carlsbad	El Camino Real Widening - Cassia to Camino Vida Roble	In Carlsbad, widen El Camino Real from 900 feet north of Cassia Road to Camino Vida Roble, along the northbound side of the roadway to provide three travel lanes and a bike lane in accordance with prime arterial standards
2020	CB34	Carlsbad	Palomar Airport Rd - Palomar Airport Rd to Paseo Del Norte	In Carlsbad, widening along eastbound Palomar Airport Road to provide a dedicated right turn lane to southbound Paseo Del Norte
2020	CB35	Carlsbad	Palomar Airport Rd - Palomar Airport Rd to Paseo Del Norte	In Carlsbad, lengthen the left turn pocket along eastbound Palomar Airport Road to northbound Paseo Del Norte
2020	CHV08	Chula Vista	Willow St Bridge Project - Bonita Rd to Sweetwater Rd	Replace 2-lane bridge with 4-lane bridge (Phase II)
2020	CHV69	Chula Vista	Heritage Rd Bridge	Heritage Road from Main Street/Nirvana Avenue to Entertainment Circle, widen and lengthen bridge over Otay River from 4-lane to 6-lane bridge that accommodates shoulders, sidewalk, and median; project is on Heritage Road from the intersection of Main Street and Nirvana Avenue to Entertainment Circle
2020	ESC02A	Escondido	East Valley/Valley Center	Widen roadway from 4 to 6 lanes with raised medians and left turn pockets; modify signal at Lake Wohlford and Valley Center Road; widen bridge over Escondido Creek

Table F-13 (continued)

Phased Arterial Projects – 2018 Regional Transportation Improvement Program

Conformity Analysis Year	SANDAG ID	Lead Agency	Project Title	Project Description
2020	ESC06	Escondido	El Norte Pkwy Bridge at Escondido Creek - Kaile Ln to Key Lime Way	Construct missing 2-lane bridge at Escondido Creek
2020	ESC09	Escondido	Ninth Ave – La Terraza Blvd to Spruce St	Widen from 2 to 4 lanes with raised median and modify traffic signals at Ninth Avenue and Tulip Street - design phase
2020	ESC24	Escondido	Centre City Pkwy	Mission Road to SR 78, widen 4 lanes to 6 lanes with intersection improvements
2020	NC01	National City	Plaza Blvd Widening	Plaza Boulevard from Highland Avenue to N Avenue, widen from 2 to 3 lanes, including a new traffic lane in each direction, new sidewalks, sidewalk widening, traffic signal upgrades, and interconnection at Plaza Boulevard
2020	O06	Oceanside	Melrose Dr Extension	Melrose Drive from North Santa Fe Avenue to Spur Avenue - in Oceanside, future construction of Melrose Drive; 4-lane arterial highway with medians, sidewalks, and bike lanes between North Santa Fe Avenue and Spur Avenue
2020	SD102A	San Diego	Otay Truck Route Widening	On Otay Truck Route in San Diego from Drucker Lane to La Media, add 1 lane (total 3 lanes) for trucks; from Britannia to La Media, add 1 lane for trucks and one lane for emergency vehicles (border patrol/fire department access); add one lane for trucks along Britannia from Britannia Court to the Otay Truck Route
2020	SD189	San Diego	Sea World Dr Widening and I-5 Interchange Improvements	In San Diego, replace existing 4-lane bridge with an 8-lane bridge with new on/off ramps; widen approach ways to add right-turn lanes to improve access to Interstate 5 (CIP 52-706.0)
2020	SD190	San Diego	Palm Ave/I-805 Interchange	Improvements to the Palm Avenue Bridge over I-805, including repairs to the bridge approaches; a new Project Study Report (PSR) and Preliminary Environmental Assessment Report (PEAR). Phase II of the project will include widening of the bridge, realignment of existing ramps, possible addition of northbound looping entrance ramp, restriping of traffic lanes, and signal modifications

Table F-13 (continued)

Phased Arterial Projects – 2018 Regional Transportation Improvement Program

Conformity Analysis Year	SANDAG ID	Lead Agency	Project Title	Project Description
2020	SD247	San Diego	Camino del Sur and Carmel Mountain Rd	On Camino del Sur from Carmel Mountain Road to Dormouse Road, and on Camino del Sur from Torrey Santa Fe to Carmel Mountain Rd, construction of Camino del Sur as a two-lane interim roadway (S00872 and RD15000). Project also includes construction of Carmel Mountain Road, from Sundance Avenue to Camino del Sur as a four-lane major street with Class II bicycle lanes.
2020	SM22	San Marcos	South Santa Fe - Bosstick to Smilax	From Bosstick to Smilax, realign and signalize the South Santa Fe/Smilax intersection (Phase I)
2020	SM31	San Marcos	Discovery St Improvements	From Via Vera Cruz to Bent Avenue/Craven Road, widen roadway to 4-lane secondary arterial
2020	SM43	San Marcos	Street Improvements and Widening on Barham Dr	Twin Oaks Valley Road to La Moree Road in the City of San Marcos, on Barham Drive between Twin Oaks Valley Road and La Moree Road, widen and reconstruct the north side of Barham Drive to a 6-lane prime arterial and associated work
2020	SM48	San Marcos	Creekside Dr	Construct approximately 3,000 feet of a 2-lane collector road from Via Vera Cruz to Grand Avenue in the City of San Marcos. The road will include two 12-foot lanes, diagonal parking on the north side, and parallel parking on the south side. In addition, the project also will include a 10-foot bike trail meandering along the south side
2020	SM55	San Marcos	Borden Rd Widening and Improvements	Borden Road from Vineyard to Richland, widening of Borden Road will add an additional roadway capacity to accommodate increase in traffic volumes
2030	CB22	Carlsbad	Avenida Encinas, widen from Palomar Airport Rd to EWPCF	In Carlsbad, Avenida Encinas from Palomar Airport Road southerly to existing improvements adjacent to Embarcadero Lane, roadway widening to secondary arterial standards
2030	CB31	Carlsbad	El Camino Real – La Costa Ave to Arenal Rd	In Carlsbad, along El Camino Real from 700 feet north of La Costa Avenue to Arenal Road, widening along the southbound side of the roadway to provide three travel lanes and a bike lane in accordance with prime arterial standards
2030	CNTY14A	San Diego County	South Santa Fe Ave South	South Santa Fe from 700 feet south of Woodland Drive to Smilax Road, widening of South Santa Fe Avenue to a 5-lane major road with a center left turn lane, curb, gutter, sidewalk, bike lanes, and drainage improvements from 700 feet south of Woodland Drive to Smilax Road

Table F-13 (continued)

Phased Arterial Projects – 2018 Regional Transportation Improvement Program

Conformity Analysis Year	SANDAG ID	Lead Agency	Project Title	Project Description
2030	CNTY21	San Diego County	Bradley Ave Overpass at SR 67	Widen Bradley Avenue from Magnolia Avenue to Mollison Avenue; widen from 2 lanes to 4 lanes plus sidewalks. Replace 2-lane bridge over SR 67 with a 6-lane bridge which accommodates turn pockets
2030	CNTY24	San Diego County	Cole Grade Rd	Cole Grade Road from north of Horse Creek Trail to south of Pauma Heights Road, widen to accommodate 14-foot traffic lane in both directions, 12-foot center 2-way left turn, 6-foot bike lane and 10-foot pathway
2030	CNTY34	San Diego County	Dye Rd Extension	Dye Road to San Vicente Road - in Ramona, study, design, and construct a 2-lane community collector road with intermittent turn lanes, bike lanes, curb, gutter, and pathway/walkway
2030	CNTY35	San Diego County	Ramona St Extension	From Boundary Avenue to Warnock Drive - in the community of Ramona, construct new road extension, 2 lanes with intermittent turn lanes, bike lanes, and walkway/pathway
2030	CNTY88	San Diego County	Ashwood Street Corridor Improvements – Mapleview to Willow	Ashwood Street/Wildcat Canyon Road from Mapleview Street to 1100 feet north of Willow Road in Lakeside-traffic signal improvements at Mapleview and Ashwood; traffic signal installation at Willow and Ashwood/Wildcat Canyon; and the addition of turn lanes, addition of a passing lane in a non-urbanized area, bike lanes, and pedestrian facilities
2030	ESC04	Escondido	Citracado Pkwy II	West Valley to Harmony Grove, widen from 2 to 4 lanes with raised medians; construct bridge over Escondido Creek
2030	ESC08	Escondido	Felicita Ave/Juniper St - from Escondido Blvd to Juniper St and from Juniper St to Chestnut St	Widen from 2 to 4 lanes with left turn pockets, raised medians on Felicita; new traffic signals at Juniper and Chestnut, Juniper, and 13th Avenue, Juniper and 15th Avenue; modify traffic signal at Juniper and Felicita
2030	O22	Oceanside	College Blvd - Vista Way to Old Grove Rd	In Oceanside, widen from the existing 4 lanes to 6 lanes with bike lanes and raised median
2030	SD34	San Diego	El Camino Real	In San Diego on El Camino Real from San Dieguito Road to Via de la Valle, reconstruct and widen from 2 to 4 lanes and extend transition lane and additional grading to avoid biological impacts (CIP 52-479.0)
2030	SD70	San Diego	West Mission Bay Dr Bridge	In San Diego, replace bridge and increase from 4- to 6-lane bridge including Class II bike lane (52-643/S00871)

Table F-13 (continued)**Phased Arterial Projects – 2018 Regional Transportation Improvement Program**

Conformity Analysis Year	SANDAG ID	Lead Agency	Project Title	Project Description
2030	NC01	National City	Plaza Blvd Widening	Plaza Boulevard from I-805 to Euclid Avenue, widen from 2 to 3 lanes, including a new traffic lane in each direction, new sidewalks, sidewalk widening, traffic signal upgrades, and interconnection at Plaza Boulevard
2030	SM19	San Marcos	Grand Ave Bridge and Street Improvements	From Discovery Street to San Marcos Boulevard, construct 4-lane arterial bridge and a 6-lane arterial street from Craven to Grand Avenue
2030	SM24	San Marcos	Woodland Pkwy Interchange Improvements	From La Moree Road to Rancheros Drive, modify existing ramps at Woodland Parkway and Barham Drive; widen and realign SR 78 undercrossing and associated work
2030	SM32	San Marcos	Via Vera Cruz Bridge and Street Improvements	From San Marcos Boulevard to Discovery Street, widen to 4-lane secondary arterial and construct a bridge at San Marcos Creek
2030	SM42	San Marcos	Street Improvements: Discovery St - Craven Rd to West of Twin Oaks Valley Rd	In the City of San Marcos, on Discovery Street from Craven Road to west of Twin Oaks Valley Road, construct approximately 5,100 lineal feet of a new 6-lane roadway
2030	SD190	San Diego	Palm Avenue/Interstate I-805 Interchange	Phase III will provide the ultimate build-out of the project which will incorporate improvements of Phase II plus the northbound and southbound entrance ramps (CIP 52-640.0)
2030	SM10	San Marcos	SR 78/Smilax	Construct new interchange at Smilax Road interchange and SR 78 improvements
2040	SD81	San Diego	Genesee Ave - Nobel Dr to SR 52	In San Diego, future widening to 6-lane major street north of Decoro Street and to a 6-lane primary arterial south of Decoro Street and included Class II bicycle lanes (CIP 52-458.0)

Endnotes

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- ¹ San Diego Forward: The Regional Plan Appendix T: SANDAG Travel Demand Model and Forecasting Documentation includes additional detail regarding the overall model structure.
 - ² Full-time employment is defined in the SANDAG 2006 household survey as at least 30 hours/week. Part-time is less than 30 hours/week on a regular basis.
 - ³ GP: general purpose lanes of a freeway.
 - ⁴ Projects listed are included in the San Diego Forward: The Regional Plan and Sustainable Communities Strategy.
 - ⁵ Projects listed are included in the San Diego Forward: The Regional Plan and Sustainable Communities Strategy.

Appendix G

Congestion Management Process

Regional Plan: Appendix U7
SANDAG Federal Congestion Management Process

Appendix U7

SANDAG Federal Congestion Management Process

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SANDAG Federal Congestion Management Process

Introduction

Federal Highway Administration 23 CFR §450.320 requires that each transportation management area (TMA) address congestion management through a process involving an analysis of multimodal metropolitan-wide strategies that are cooperatively developed to foster safety and integrated management of new and existing transportation facilities eligible for federal funding. The requirements specifically state that “in TMAs designated as nonattainment for ozone or carbon monoxide, the congestion management process shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for single occupancy vehicles (SOV) is proposed to be advanced with Federal funds.” Additionally, the guidelines state that “federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for SOVs (i.e., a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks), unless the project is addressed through a congestion management process meeting the requirements of this section.”

SANDAG was designated as the TMA for the San Diego region. The Regional Plan serves as the long-range transportation plan for the region or its Regional Transportation Plan. The Regional Plan meets the requirements of 23 CFR §450.320 by incorporating the following federal congestion management process: (1) performance monitoring and measurement of the regional transportation system; (2) multimodal alternatives and non-SOV analysis; (3) land use impact analysis; (4) the provision of congestion management tools; and (4) integration with the Regional Transportation Improvement Program (RTIP) process.

Background

California State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP). The requirements within the State CMP were developed to monitor the performance of the transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. SANDAG provided regular updates for the State CMP from 1991 through 2008. In October 2009, the San Diego region elected to be exempt from the State CMP and, since this decision, SANDAG has been abiding by 23 CFR §450.320 to ensure the region’s continued compliance with the Federal congestion management process.

Regional Transportation System

The Regional Plan includes a regional transportation system of highways, regional transit service, regional arterials, and active transportation projects. Chapter 2 of the Regional Plan provides a comprehensive overview of the elements of 21st century mobility, including the regional transit strategy, the active transportation network, local streets and roads, Managed Lanes, highway improvements, intelligent transportation systems, transportation demand management, goods movement strategy, aviation and ground access, and planning across borders components (interregional with neighboring counties and international with Baja California, Mexico).

Performance Monitoring

The Regional Plan includes a variety of strategies to enhance regional transportation systems management including multimodal traffic management techniques, as well as new techniques related to both improving performance monitoring, and information and services to regional transportation systems users. The Regional Plan also provides a comprehensive overview of systems management techniques. Chapter 5 includes a discussion of performance monitoring and implementation. Appendix N includes detailed performance results of the transportation network. Performance monitoring reports include the State of Commute Report, Regional Comprehensive Plan (RCP) Monitoring Report, the *TransNet* Independent Taxpayer Oversight Committee (ITOC) Quarterly Corridor Performance Report, as well as the Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan) Quarterly Transit Performance Monitoring Report.

The State of the Commute, RCP Monitoring, and ITOC Quarterly Corridor Performance reports include, but are not limited to, monitoring:

- Freeway miles traveled per person during weekdays
- Freeway miles traveled per hour during weekdays
- Regional travel by transit
- Total transit, rail, and bus ridership
- San Diego regional annual transit boardings
- Transit use in well served areas
- Regional commute mode shares
- Drive alone mode share
- Alternative Transportation Mode share (carpool/vanpool, public transit, walk, bike, telework, other)
- Auto and transit passenger travel times and travel volumes in key corridors
- Annual hours of traffic delay per traveler
- Annual peak period delay during weekdays
- Regional bottlenecks determined by annual freeway delay (vehicle hours) per lane mile
- Delay by freeway during commute periods

The State of the Commute Report is updated annually, while the Regional Plan Performance Monitoring Report will be produced every four years in a timeframe that is staggered with the preparation of the next Regional Plan. The next monitoring report is due out in 2018.

The Quarterly Transit Performance Monitoring Report includes monitoring the efficiency and productivity of transit operating services by service type. These indicators include:

- Operating cost per passenger
- Operating cost per revenue hour
- Passengers per revenue hour

- Passengers per revenue mile
- Revenue hours per employee
- Farebox recovery rate

The Coordinated Plan also includes annual transit performance indicators by service route for both the Metropolitan Transit System (MTS) and North County Transit District (NCTD). This plan is updated every two years.

Multimodal Alternatives and Non-Single Occupancy Vehicle Analysis

SANDAG incorporates multimodal alternative and non-SOV analysis throughout all levels of planning and/or programming for transportation project improvements. These forms of analysis are incorporated whether the project improvement relates to an SOV or non-SOV capacity increasing improvement. The three primary areas of project development involved in this analysis include: (1) regionwide study analysis through the Regional Plan and RTIP; (2) corridor study analysis; and (3) local level analysis.

Regionwide study analysis

The Regional Plan incorporates recommendations from various corridor studies, transit studies, and project study reports. All projects, services, and programs are evaluated and prioritized for future funding. A discussion of the revenue constrained funding can be found in Chapter 3 and Appendix O. The Regional Plan also includes regionwide and corridor level performance indicators that are reflective of a multimodal approach and inform the development and management of the most effective long-term transportation system, as well as demand management strategies for minimizing and/or managing anticipated congestion. Appendices M and N provide a comprehensive overview of the development of the Regional Plan transportation project evaluation criteria and plan performance measures and methodologies.

The RTIP serves as the short-term programming document that implements the Regional Plan, and includes projects funded with federal, state, and local transportation funding. These projects include regionally significant capacity increasing projects (as identified in the Regional Plan), minor projects, maintenance and operations projects, and other exempt projects. For the regionally significant capacity increasing projects including SOV capacity increasing projects, the RTIP relies on the process implemented through the Regional Plan for the coordination and consultation involved in developing and establishing the congestion management strategies. The projects included in the RTIP are the end result of implementing the process established in the Regional Plan.

Corridor study analysis

Corridor studies incorporate long-range multimodal transportation projects including operational improvements, highway capacity increasing improvements, transit service improvements, active transportation, and transportation demand management (TDM), and transportation systems management (TSM). Corridor studies allow for opportunities to highlight the need for additional transportation improvements and/or the future planning development of projects as related to the Regional Plan. Examples of recent SANDAG corridor studies include:

- [I-8 Corridor Study](#)¹
- [I-5 South Multimodal Corridor Study](#)²
- [SR 78 Corridor Study](#)³

Other corridor studies include transportation concept summaries (TCS), transportation concept reports (TCR), and project study reports (PSR) developed by Caltrans, as well as corridor system management plans (CSMP) jointly

developed by Caltrans and SANDAG. The development of PSRs informs the development of Regional Plan priorities and RTIP programming.

Local level analysis

Local jurisdiction projects that receive federal funds to develop capacity increasing improvements are required to provide sufficient documentation that an appropriate multimodal alternative and non-SOV analysis has been performed. This analysis is required to be completed prior to submitting a project for inclusion within the RTIP.

Land Use Impact Analysis

Regional models

The Regional Plan includes the 2050 Regional Growth Forecast which is based on land use inputs gathered from the region's 18 incorporated cities and the county. These inputs include current adopted general and community plans, and draft general plan updates, as provided by the local land use authority. SANDAG uses three models in its forecasts: (1) the Demographic and Economic Forecasting Model (DEFM); (2) the Urban Development Model (UDM); and (3) the Activity Based Model. The Regional Plan Appendix T provides additional information related to the SANDAG transportation modeling and forecasting processes.

Intergovernmental Review

Per state law, SANDAG has the authority to determine whether a project or plan will need to be reviewed for regional significance. SANDAG staff reviews projects and determines if they are regionally significant based on the amount of traffic generated and other regionally significant issues. If significant, environmental review of projects should include consideration of applicable policy objectives contained in the Regional Plan.

For projects considered to have significant impacts, SANDAG staff provides comments from a regional perspective that emphasize the need for land use and transportation coordination and are based on policies contained in the Regional Plan. In addition to the Regional Plan, SANDAG provides resources for the evaluation of projects including:

- [San Diego Region Aggregate Supply Study⁴](#)
- [Designing for Smart Growth, Creating Great Places in the San Diego Region⁵](#)
- [Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region⁶](#)
- [Trip Generation for Smart Growth⁷](#)
- [Parking Strategies for Smart Growth⁸](#)
- [Regional Multimodal Transportation Analysis: Alternative Approaches for Preparing Multimodal Transportation Analysis in Environmental Impact Reports⁹](#)
- [Integrating Transportation Demand Management Into the Planning and Development Process: A Reference for Cities¹⁰](#)
- [Regional Parking Management Toolbox¹¹](#)
- [Transit Oriented Districts: A strategy for the San Diego Region¹²](#)

Congestion Management Tools

The Regional Plan provides a variety of congestion management tools. Many of these tools and strategies are included in Chapters 2 and 5 of the Regional Plan. In addition, the Regional Plan provides incentives and assistance to local member agencies to encourage smart growth development in the areas identified on the Smart Growth Concept Map. The SANDAG “Smart Growth Tool Box” includes both planning and financial tools.

Systems Development Measures

- Improvements to the current system that will improve the convenience and travel speed of bus and rail services.
- Implementation of new transit services that will improve transit in more areas and offer new service types designed to attract new riders to transit.
- Enhancing the transit customer experience to make transit easier, safer, and more enjoyable to use. Enhancements can include increased station amenities and low-floor vehicles to improve accessibility.
- Continue to develop and enhance active transportation through bike and pedestrian facilities and bike lockers, and implementation of the Regional Bicycle Plan.
- Continue to develop and enhance safe routes to schools plans and strategies including the “San Diego Regional Safe Routes to School Strategic Plan.”¹³

TSM measures

- Multimodal integration and performance based management including performance monitoring and real time modeling/simulation.
 - *Traveler information* - aims to increase awareness and the information available on travel choice, and impact, such that travelers can actively participate in reducing both network demand and personal trip-impact. The program delivers both systems and education outreach campaigns to raise the awareness of the direct relationship that route choice, personal driving habits, and the trip timing have on reducing fuel consumption, vehicle operating expenses and vehicle emissions.
 - *Arterial management* - focuses on managing arterial roadways (major streets) in order to reduce delays and result in quicker trips and lower vehicle emissions. Improvements to arterial detection and signal interconnect will provide the ability to create a traffic signal system that is dynamic and coordinated throughout the region. Improving the flow of traffic on arterial roadways is among the most cost-effective TSM strategies for reducing stop-and-go traffic, cutting overall travel times, and lowering fuel consumption and pollution.
 - *Freeway management* - is responsible for deploying systems that improve operational efficiency of freeway control infrastructure; enable freeway managers to have greater control over vehicle operating speeds; facilitates freeway manager’s ability to communicate with the traveling public the impact of events, incidents, and congestion. It also provides freeway managers with greater operational visibility to operating conditions both on and off network. Some of the systems included in this program are traffic detection technologies, closed-circuit television cameras, ramp meters, electronic message signs, and the Advanced Transportation Management System, which provides central monitoring and sign control for managing incidents.
 - *Transit management* – bus and light rail, including regional scheduling system (RSS), regional transit management system (RTMS), positive train control (PTC), and centralized train control (CTC).

- Electronic payment services including Compass Card, FasTrak® Open Road Tolling, and smart parking systems.
- Vehicle Technologies.
- Advanced Transportation Technology Program.
- Universal Transportation Account.
- Transit Infrastructure Electrification/Regional Charger Program.
- Smart Parking.

TDM measures

- iCommute is the regional TDM program. iCommute coordinates services that increase the number of commuters who carpool, vanpool, take transit, bike, walk, and telework. This includes online ridematching services, the Regional Vanpool Program, carpool incentive program, employer outreach program, support for teleworking, bike encouragement and education programs, and regional campaigns like Rideshare Month and Bike to Work Month.
- Mobility Hubs – Mobility hubs are places of connectivity, where different modes of transportation — walking, biking, ridesharing, and transit — come together seamlessly to link users to employment, housing, and recreational destinations. Mobility hubs expand the reach of transit by offering people more incentives to use transit and leave their cars at home. Mobility hubs can promote carsharing, bikesharing, and the use of on-demand ride services.
- Active Traffic and Demand Management (ATDM) – builds on Integrated Corridor Management (ICM) to dynamically monitor, control, and influence travel demand, traffic demand, and traffic flow of key corridors. ATDM facilitates the use of transportation alternatives through various approaches, including dynamic ridesharing, dynamic speed limits, dynamically priced parking, and predictive traveler information to improve overall highway efficiency.
- Shared Mobility Services – can fill gaps in the region’s transit services and provide an efficient transportation alternative for commute and non-commute trips. Examples of shared mobility services include carsharing, bikesharing, on-demand ride services scootershare, shared electric vehicles, and on demand shuttle and jitney services.
- Performance monitoring.

Implementation measures

- Outreach program
- Smart Growth Concept Map
- Visualization tools and photo library
- Smart growth design guidelines
- Smart growth trip generation
- Regional Parking Management Toolbox
- Research on connections between public health, land use, and transportation
- Planning and designing for pedestrians

- *TransNet* Smart Growth Incentive Program (SGIP)
- *TransNet* Active Transportation Grant Program (ATGP)
- TDA/*TransNet* Bicycle, Pedestrian, and Neighborhood Safety Program

Regional/Federal Transportation Improvement Program

The Regional/Federal Transportation Improvement Program (R/FTIP) is a multi-billion dollar, five-year program of major highway, transit, arterial, and nonmotorized projects funded by federal, state, *TransNet* local sales tax, and other local and private funding.

The RTIP serves as a prioritized program designed to implement the region's overall strategy for providing mobility and improving the efficiency and safety of the transportation system, while reducing transportation-related air pollution in support of efforts to attain federal and state air quality standards for the region.

Chapters 2 and 3 of the 2014 RTIP provide a description of the development process, including federal, state, and *TransNet* transportation programming requirements, and the detailed listings of projects. All local agency SOV capacity increasing projects seeking, or that is eligible for, federal funds are required to perform a multimodal alternative and non-SOV analysis prior to submitting SOV capacity increasing projects for inclusion in the RTIP. The multimodal alternative, and non-SOV analysis, must document an SOV capacity increasing project assessment that has considered the components within the congestion management tools section of the SANDAG Federal Congestion Management Process:

- Systems development measures
- TSM measures
- TDM measures
- Implementation measures

Each agency is required to assess whether the project has been evaluated for non-SOV capacity improvements. Agency documentation should be provided to SANDAG when submitting the project for inclusion in the RTIP.

Endnotes

- ¹ sandag.org/l-8
- ² <http://www.sandag.org/index.asp?classid=13&projectid=387&fuseaction=projects.detail>
- ³ <http://www.sandag.org/index.asp?projectid=412&fuseaction=projects.detail>
- ⁴ http://www.sandag.org/uploads/publicationid/publicationid_1558_12638.pdf
- ⁵ <http://www.sandag.org/index.asp?projectid=344&fuseaction=projects.detail>
- ⁶ http://www.sandag.org/uploads/publicationid/publicationid_713_3269.pdf
- ⁷ http://www.sandag.org/uploads/publicationid/publicationid_1500_11604.pdf
- ⁸ http://www.sandag.org/uploads/publicationid/publicationid_1499_11603.pdf
- ⁹ http://www.sandag.org/uploads/projectid/projectid_379_13576.pdf
- ¹⁰ http://www.sandag.org/uploads/publicationid/publicationid_1663_14425.pdf
- ¹¹ <http://www.sdforward.com/mobility-planning/parking-toolbox>
- ¹² <http://www.sandag.org/tod>
- ¹³ In 2010, the SANDAG Board of Directors approved the San Diego Regional Safe Routes to School Strategic Plan to support local communities in establishing new Safe Routes to School programs as well as sustaining and enhancing existing efforts. Regional efforts to implement this strategy are funded as part of the Active Transportation Program.

Appendix H

Performance Management

Appendix H

Performance Management

Transportation Performance Management

Introduction

Signed into law in 2012, the federal surface transportation bill Moving Ahead for Progress in the 21st Century Act (MAP-21) included provisions for the establishment of a performance and outcome based program, which includes national performance goals for the Federal-Aid Highway Program in seven areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays (23 USC 150(b)). This act significantly advanced the application of performance-based planning and programming in the field of transportation. It established a system to further inform transportation planning and programming with the unified application of observed data, performance measures, and performance targets in the areas of safety, asset condition, and system performance.

The subsequent surface transportation bill, Fixing America's Surface Transportation (FAST) Act continued these performance provisions. Starting in 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued a series of Final Rules to implement the performance provisions of MAP-21 and FAST Act. These rules establish the protocols, including the timelines, processes, data, and reporting requirements to comply with the performance provisions. The rules were designed to be applicable nationwide and to provide meaningful information at regional scales and larger. FHWA released three rules that are commonly referred to as PM 1 for safety, PM 2 for asset condition, and PM 3 for system performance and Congestion Mitigation and Air Quality (23 CFR Part 490). FTA released a transit asset management (TAM) rule establishing procedures to help maintain key transit assets in a state of good repair. A separate Planning rule (23 CFR Parts 450, 771 and 49 CFR Part 613), jointly released by FHWA and FTA, guides how performance is integrated into planning and programming processes and documents. This rule states that the regional Transportation Improvement Program (TIP) shall be designed such that it *"makes progress towards achieving performance targets"* and that it includes, *"to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets."*

In support of these rules, SANDAG has entered into data sharing and target setting coordination agreements with Caltrans, the San Diego Metropolitan Transit System (MTS) and the North County Transit District (NCTD). In March 2018 SANDAG and Caltrans signed an addendum to the Memorandum of Understanding (MOU) on Planning and Programming to meet the performance-based planning and programming requirements established in MAP-21. In April 2018 SANDAG and Caltrans entered into a data concurrence agreement to enable the use of mutually agreed upon datasets for target setting purposes. In May 2018 SANDAG, MTS, and NCTD signed an addendum to the master MOU adding coordination efforts on data collection and data sharing to support transit asset management regional targets.

As the Metropolitan Planning Organization (MPO) for the San Diego region, SANDAG is required to set targets for the performance measures in these rules. The 2018 RTIP includes the PM 1 2018 safety targets and 2019 regional TAM targets set by SANDAG and a description of efforts underway to help achieve the established targets.

PM 1: Transportation Safety

Target Setting Process

For the performance measures included in PM 1, SANDAG and all MPOs have the option of supporting the state department of transportation's safety targets or developing regional safety targets. In August 2017 Caltrans established statewide targets for the PM 1 performance measures, shown in Table H-1. On January 26, 2018, the Board of Directors approved supporting the 2018 statewide safety targets.

Calendar year 2018 is the first target year for PM 1. From this point forward, these targets will require annual updates. The target setting process consists of Caltrans, in consultation with California MPOs and the Office of Transportation Safety, establishing statewide safety targets. Once Caltrans has established statewide targets, SANDAG has 180 days to take action to support the statewide targets or develop and support regional targets.

Table H-1 2018 Statewide Performance Management 1 Safety Targets

Performance Measure	2018 Statewide PM 1 Safety Target
Number of Fatalities	3,590.8 (7.69% decrease from 2017)
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.029 (7.69% decrease in fatalities from 2017; 2% annual increase in VMT)
Number of Serious Injuries	12,823.4 (1.5% decrease from 2017)
Rate of Serious Injuries per 100 Million VMT	3.831 (1.5% decrease in serious injuries from 2017); 2% annual increase in VMT
Number of Nonmotorized Fatalities and Serious Injuries	4,271.1 (10% decrease in fatalities and serious injuries from 2017)

Source: Caltrans, 2017

Measures and Methodology

The performance measures included in PM 1 are applicable to all public roads regardless of ownership or maintenance responsibility. Table H-2 provides an overview of the calculations and data sources for each performance measure included in PM 1.

Table H-2: PM 1 Performance Measure Methodology

PM 1 PERFORMANCE MEASURE METHODOLOGY		
Performance Measure	Calculation	Data Source
1. Number of Fatalities	Five year rolling average	<ul style="list-style-type: none"> Fatality Analysis Reporting System (FARS)
2. Rate of Fatalities per 100 Million VMT	Five year rolling average of annual fatality rate	<ul style="list-style-type: none"> FARS Highway Performance Monitoring System (HPMS)
3. Number of Serious Injuries	Five year rolling average	<ul style="list-style-type: none"> Statewide Integrated Traffic Records System (SWITRS)
4. Rate of Serious Injuries per 100 Million VMT	Five year rolling average of annual serious injury rate	<ul style="list-style-type: none"> SWITRS HPMS
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries	Five year rolling average of the annual sum of non-motorized fatalities and non-motorized serious injuries	<ul style="list-style-type: none"> FARS SWITRS

2018 RTIP Investments

For development of the 2018 RTIP, additional fields were added to the RTIP Database (ProjectTrak) to allow project sponsors to provide project information related to investments in safety. The 2018 RTIP includes approximately 300 safety related projects. These projects were identified by the project sponsors and include over \$1 billion dollars in investments for the five-year RTIP program (FY 2019 - FY 2023). Just under half of these projects are considered categorical safety projects under the conformity rule, with safety improvements being the main project goal. These safety category projects account for approximately 53 percent of the programmed safety dollars. The remaining projects include a variety of project categories and include projects where only a portion of the overall investment includes safety related elements such as the addition of bike lanes as part of a roadway widening project. Table H-3 summarizes the 2018 RTIP safety investments by project category.

Table H-3: 2018 RTIP Safety Program Summary by Project by Project Category

2018 RTIP SAFETY PROGRAM SUMMARY BY PROJECT AREA	
Project Category	Safety Programming (\$000)
Safety Focused Projects ¹	\$624,730
Intersection and Interchange Projects ²	\$28,236
Studies, Landscaping, and Enhancement Projects ³	\$20,431
Additional Safety Improvements Included in other projects ⁴	\$249,094
Public Transit ⁵	\$65,654
Bicycle and Pedestrian Improvements ⁶	\$185,036
TOTAL	\$1,173,181

Source: ProjectTrak, August 2018

Interagency Coordination

SANDAG coordinates and collaborates on safety related concerns and projects with local jurisdictions, Caltrans, public transit providers, public safety agencies, and the public through a number of working groups and committees. The following committees and working groups were involved in the development of the 2018 safety target setting process:

Public Safety Committee: Composed of both elected officials and public safety representatives, the goals of the Public Safety Committee include improving the quality of life in the region by promoting public safety and justice through collaboration, information sharing, effective technology, and objective monitoring and assessment.

Transportation Committee: Composed of elected officials and partner agencies, the Transportation Committee provides oversight for the preparation and implementation of San Diego Forward: The Regional Plan (Regional Plan), which merges the Regional Transportation Plan, the Sustainable Communities Strategy, and the Regional Comprehensive Plan, and assists with other regional transportation planning and programming

¹ Examples of projects in this category include Safety Improvement Program projects, railroad/highway crossings, pavement resurfacing and/or rehabilitation, non-signalization traffic control, lighting improvements, increasing sight distance, hazard elimination program, guardrails, median barriers, crash cushions, and adding medians.

² Projects in this category include, traffic signal synchronization projects, intersection signalization, interchange channelization, and interchange reconfiguration.

³ Some examples of projects contained within this category include engineering studies, landscaping, and transportation enhancement projects.

⁴ This category includes safety elements that are part of a larger project.

⁵ This category includes safety elements related to public transit.

⁶ This category includes bicycle and pedestrian projects.

efforts. It provides oversight for the major highway, transit, regional arterial, and regional bikeway projects funded under the RTIP, including the *TransNet* Program of Projects.

Active Transportation Working Group: This group provides input on regional active transportation policy, planning, and implementation activities. The Active Transportation Working Group makes recommendations and fosters cooperation among the jurisdictions, agencies, and stakeholders within the San Diego region to plan for and support the development of local and regional improvements for active transportation modes (bicycling and walking), including Safe Routes to Transit, Safe Routes to School, facility development, operation and maintenance, education, encouragement, and evaluation.

Cities/County Transportation Advisory Committee: Comprised of local jurisdiction public works directors, the Cities/County Transportation Advisory Committee reviews and advises on the development and maintenance of the regional road system. The Cities/County Transportation Advisory Committee prioritizes project funding requests and makes recommendations to the Transportation Committee.

Interagency Technical Working Group on Tribal Transportation Issues: This group serves as a forum for regional tribal governments to discuss and coordinate transportation issues of mutual concern with the various public planning agencies in the region, including SANDAG, Caltrans, the County of San Diego, and the transit operators.

Regional Planning Technical Working Group: This group provides advice to the Regional Planning Committee and the Board of Directors on the development and implementation of the Regional Plan. The Regional Planning Technical Working Group consists of the planning or community development director from each member agency and representatives from other single-purpose regional agencies. The working group also provides coordination on regional growth management issues among member agencies.

San Diego Regional Traffic Engineers' Council: This group serves as the agency's technical advisory committee on regional traffic engineering matters. Membership consists of a traffic engineering representative from each of the region's cities, the County of San Diego, and Caltrans.

SANDAG also provides guidance and funding to local jurisdictions to improve safety for all roadway users, including a Regional Complete Streets Policy and funding through the Smart Growth Incentive Program and Active Transportation Grant Programs.

Target Achievement and Future Target Setting

The Board of Directors approved supporting the 2018 statewide safety targets, established By Caltrans. Once safety data is available for 2018, the FHWA will determine if California has made significant progress toward meeting the safety targets established for 2018. SANDAG continues to collaborate with Caltrans, FHWA, and other California MPOs to establish 2019 safety targets.

Transit Asset Management

Target Setting Process

There are two types of targets for TAM, provider targets, and regional targets. The SANDAG planning area includes two providers of public transportation subject to this target setting requirement, the San Diego Metropolitan Transit System (MTS) and North County Transit District (NCTD). The provider targets are established by MTS and NCTD separately for their service area during the development of their four-year TAM Plan. The provider targets are updated annually. MPOs, in coordination with providers, are responsible for developing regional TAM targets. MPOs are required to set TAM targets with each update of their Regional Transportation Plan.

The TAM Final Rule includes four asset categories: equipment, facilities, infrastructure and rolling stock. There is one performance measure for each asset category. Each asset category may contain several asset types which are calculated separately. Regional TAM targets are required for each asset type. The performance measures are calculated such that a value of zero indicates that the asset type is in a state of good repair. The 2019 regional TAM targets are shown in Table H-4.

Table H-4: 2019 Regional TAM Targets

Regional Transit Asset Management Performance Measures and 2019 Targets			
Asset Category	Performance Measure	Asset Type	2019 Regional Target
Equipment: Non-revenue support-service and maintenance vehicles	Percentage of nonrevenue vehicles met or exceeded Useful Life Benchmark (ULB) ⁷	Automobiles	33.3%
		Trucks and other Rubber Tire Vehicles	50.5%
		Steel Wheel Vehicles	0.0%
Facilities: Maintenance and administrative facilities; and passenger stations (buildings) and parking facilities	Percentage of assets with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) Scale ⁸	Passenger Facilities	0.0%
		Passenger Parking Facilities	0.0%
		Maintenance Facilities	0.0%
		Administrative Facilities	0.0%
Infrastructure: Only rail fixed-guideway, track, signals and systems	Percentage of track segments with performance restrictions	Commuter Rail	2.0%
		Light Rail	1.8%

⁷ Useful Life Benchmark (ULB) is a value used with lifecycle cost to assess when an asset costs more to maintain than to replace. MTS and NCTD used the same ULB.

⁸ TERM is a five-point scale (1-5) with one signifying poor condition and five excellent.

Regional Transit Asset Management Performance Measures and 2019 Targets			
Asset Category	Performance Measure	Asset Type	2019 Regional Target
Rolling Stock: Revenue vehicles by mode	Percentage of revenue vehicles met or exceeded Useful Life Benchmark	Articulated bus	0.0%
		Over-the-road bus	0.0%
		Bus	13.8%
		Cutaway Bus	7.2%
		Light rail vehicle	0.0%
		Minivan	100.0%
		Commuter rail locomotive	71.0%
		Commuter rail passenger coach	57.0%
		Vintage trolley/streetcar	0.0%

To coordinate the development of regional TAM targets, MTS and NCTD provided SANDAG with their respective target values and inventory quantities by asset type. MTS and NCTD target and inventory values were applied in developing regional TAM targets using a weighted average calculation.⁹

Measures and Methodology

The performance measures and their calculations are specified in the TAM Final Rule. Additionally, the asset types that are included in each asset category are established by FTA and detailed in the FTA [Asset Inventory Module](#). The infrastructure asset category assesses performance restrictions on rail segments. A performance restriction exists when the permissible speed is less than the guideway's full-service speed. For more details on infrastructure performance refer to the FTA [Performance Restriction \(Slow Zone\) Calculation](#).

2018 RTIP Investments

The 2018 RTIP project list was reviewed for projects sponsored by SANDAG, MTS and NCTD that include elements that corresponded to a TAM asset category.

⁹ The calculation involved multiplying each provider's target by their inventory. The results were added together, divided by the sum of the inventories, and multiplied by 100.

Table H-5: 2018 RTIP Regional TAM Programming

2018 RTIP TRANSIT ASSET MANAGEMENT PROGRAM SUMMARY CATEGORY				
Project Asset Category	MTS	NCTD	SANDAG	TOTAL TAM Programming (\$000)
Equipment	\$-	\$-	\$149	\$149
Facilities	\$74,466	\$117,743	\$16,321	\$208,530
Infrastructure	\$24,270	\$42,528	\$1,322,107	\$1,388,905
Rolling Stock	\$670,814	\$82,573	\$3,691	\$757,078
TOTAL	\$769,550	\$242,844	\$1,342,268	\$2,354,662

Interagency Coordination

In 2018 SANDAG, MTS and NCTD updated their master MOU agreements to include provisions on the sharing of TAM and performance data including targets, inventory and asset conditions. SANDAG continues to coordinate and collaborate with the MTS, NCTD, and FTA to support TAM objectives.

Target Achievement and Future Target Setting

The Board of Directors approved the 2019 regional TAM targets at its September 28, 2018, meeting. As data is shared by MTS and NCTD, in alignment with their annual updates, SANDAG will continue to work with the providers and FTA to monitor progress on achievement of regional TAM targets.

Appendix I

Public Participation

Appendix I

Public Participation

It is the policy of the San Diego Association of Governments (SANDAG) to encourage public participation in the transportation planning and programming processes. The public involvement program consists of (1) participation on various SANDAG working groups; (2) opportunities to comment at SANDAG Board of Directors (Board) meetings and public hearings; (3) through the SANDAG public communications program; and (4) special outreach efforts conducted for the Regional Plan. In an effort to increase the outreach for the Regional Transportation Improvement Plan (RTIP), SANDAG distributed the draft 2018 RTIP to groups in the low-income/minority areas and tribal groups. SANDAG, as an agency plans to incorporate social equity within its business practice including the RTIP. All of these components were used in the development of the 2018 RTIP.

SANDAG Committees and Working Groups

SANDAG uses policy and advisory committees and technical working groups to provide additional opportunities for involvement in SANDAG transportation planning and programming activities by local agency officials and staff, interested groups, and the general public. The following committees and working groups have participated in the development of the RTIP. Meeting notices and agendas are sent to the committee and working group members and other citizen groups and individuals expressing an interest. All committee and working group meetings are open to the public.

Policy Advisory Committee

Transportation Committee: This committee of SANDAG Board members has been delegated additional authority for numerous transportation related issues, including holding public hearings and approving RTIP amendments in addition to continuing its advisory role to the full SANDAG Board on matters pertaining to major transportation projects and transportation policy-level matters. The committee provides recommendations to the Board regarding funding of transportation projects included in the RTIP and *TransNet* Program. The committee includes a subset of the Board, including Metropolitan Transit Systems (MTS) and North County Transit District (NCTD). Additionally, Caltrans and members of the Southern California Tribal Chairmen’s Association act as advisory members of the Committee.

Working Groups/Advisory Committees

Active Transportation Working Group: The Active Transportation Working Group makes recommendations and fosters cooperation among the jurisdictions, agencies, and stakeholders within the San Diego region to plan for and support the development of local and regional improvements for active transportation modes (bicycling and walking), including Safe Routes to Transit, Safe Routes to School, facility development, operation and maintenance, education, encouragement, and evaluation.

Cities/County Transportation Advisory Committee: Cities/County Transportation Advisory Committee reviews and provides an advisory role in: (1) transportation fund allocations; (2) local streets and road projects

included in the Regional Transportation Plan and RTIP; and (3) highway and local streets and road-related SANDAG studies. Membership includes public works directors or engineers from each city and the County, Caltrans, MTS, NCTD, the Port of San Diego, and Air Pollution Control District (APCD).

Independent Taxpayer Oversight Committee: This advisory committee made up of members of the public was created in FY 2008 with the passage of the *TransNet* extension. Based upon the provisions of the *TransNet* Extension Ordinance, the Independent Taxpayer Oversight Committee (ITOC) is responsible for reviewing projects proposed for funding with *TransNet* funds and providing comments to the SANDAG Transportation Committee and to the Board for consideration when actions are taken on the RTIP. Specifically, the ITOC's role in the RTIP process is provided below:

“Review and comment on the programming of *TransNet* revenues in the RTIP. This provides an opportunity for the ITOC to raise concerns regarding the eligibility of projects proposed for funding before any expenditures are made. In addition to a general eligibility review, this effort should focus on significant cost increases and/or scope changes on the major corridor projects identified in the Ordinance and Expenditure Plan.”

Interagency Technical Working Group on Tribal Transportation Issues: The purpose of the Interagency Technical Working Group on Tribal Transportation Issues is to serve as a forum for regional tribal governments to discuss and coordinate transportation issues of mutual concern with the various public planning agencies in the region, including SANDAG, Caltrans, the County of San Diego, and the transit operators.

San Diego Regional Traffic Engineers' Council: San Diego Regional Traffic Engineers' Council serves as SANDAG's technical advisory committee on regional traffic engineering matters. Membership includes a traffic engineering representative from each city, the County, and Caltrans.

San Diego Region Conformity Working Group: The San Diego Region Conformity Working Group (CWG) provides federal interagency coordination for the transportation/air quality conformity process and advises on regional and statewide air quality matters. The CWG includes representatives from SANDAG, Caltrans, APCD, the California Air Resources Board, Federal Highway Administration, Federal Transit Administration, and United States Environmental Protection Agency.

The Transportation Committee and the various working groups are provided with both written material and staff presentations on the major projects included in the 2018 RTIP. Where appropriate, their comments are noted in staff reports to the SANDAG Board, and may be reflected in the 2018 RTIP or in its subsequent amendments.

SANDAG Board Meetings and Public Hearings

All SANDAG Board meetings are noticed, open to the public, and held in Americans with Disabilities (ADA) compliant meeting rooms served by public transportation. The public hearing notice is published in local newspapers of general circulation as well as in minority newspapers. The SANDAG Board accepted and released the draft 2018 RTIP, including its draft air quality conformity analysis, for a 30-day public review and distribution

at its meeting on July 27, 2018. A public hearing was held at the Transportation Committee meeting on September 7, 2018.

In addition, each city and the County of San Diego are responsible for providing adequate notice and holding public meetings and/or public hearings as part of their process to develop and submit transportation projects for inclusion in the 2018 RTIP. Pursuant to federal law, the requirements to hold public hearings/notices for federally funded transit projects for MTS and NCTD are herein incorporated as part of the public hearing process for the 2018 RTIP. The public meetings/hearings held by each member agency provide further opportunities for public involvement and participation on specific projects and programs.

Public Participation Policy and Public Participation Plan

While the Public Participation Policy provides the overall guiding principle to ensure public input and involvement, the Public Participation Plan (PPP) establishes a process for obtaining input from and providing information to the public concerning agency policies, programs, projects, and program funding in order to ensure the public is informed and has the opportunity for input so plans can reflect the public's vision. The PPP was developed in response to the requirements set forth in 23 CFR 450.316. A copy of the PPP, as amended, is available on the SANDAG website at sandag.org/ppp.



PUBLIC PARTICIPATION PLAN POLICY

Purpose

This policy establishes a process for obtaining input from and providing information to the public concerning agency programs, projects, and program funding in order to ensure the public is informed and has the opportunity to provide SANDAG with input so plans can reflect the public's desire. SANDAG will review and update its Public Participation Plan and this policy periodically as required by law, but no less often than every five years. Various federal and state laws and regulations require that an agency such as SANDAG conduct and establish a Public Participation Plan to ensure that the public is involved and that community concerns are addressed. For example, planning of mass transit capital projects, development of short-range service policies and plans, and fare policy and structure changes to public transportation require public participation. The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) also have public information components that require an agency such as SANDAG to conduct public participation programs to ensure that the public is involved and that community concerns are addressed.

A significant component of the SANDAG mission is a strong commitment to public participation and involvement to include all residents and stakeholders in the regional planning process. SANDAG recognizes that the public has a right to expect the business of SANDAG to be conducted with efficiency, fairness, impartiality, and integrity. SANDAG's work carries with it an obligation to the public interest. SANDAG officials and employees are expected to have high standards of honesty and professionalism, as well as a straightforward and transparent communication approach, in order to promote and maintain public confidence and trust.

This policy is consistent with the requirements of Section 450.316(a)(1)(x) of Title 23 in the Code of Federal Regulations and Public Utility Code Section 132360.1, which reads as follows:

(c) The agency shall engage in a public collaborative planning process; recommendations from that process shall be made available and considered for integration into the plan. A procedure to carry out this process including a method of addressing and responding to recommendations from the public shall be adopted.

Social Equity and Environmental Justice

Ensuring the meaningful involvement of low income, minority, disabled, senior, and other traditionally underrepresented communities is a key component of SANDAG public participation activities. SANDAG policies, procedures, and programs are consistent with federal and state environmental justice laws, regulations, and requirements, Title VI, related nondiscrimination requirements, and reflect the principles of social equity and environmental justice. Social equity means ensuring that all people are treated fairly and are given equal opportunity to participate in the planning and decision-making process, with an emphasis on ensuring that traditionally disadvantaged groups are not left behind. Environmental justice means ensuring that plans, policies, and actions do not disproportionately affect low income and minority communities.

Data Collection

SANDAG collects and uses racial and ethnic data showing the extent to which members of minority groups are beneficiaries of programs receiving Federal financial assistance through SANDAG programs and projects. The agency uses the data to confirm that populations protected by Title VI are not subject to discrimination or disparate impacts by SANDAG.

Title VI Training

SANDAG provides training on Title VI, social equity, and environmental justice matters to its employees near the time of hire. Updates to Title VI training are provided periodically thereafter on an as-needed basis.

Complaint Process and Title VI Compliance Officer Contact Information

SANDAG does not discriminate on the basis of race, color, sex, creed, religion, national origin, age, marital status, ancestry, medical condition, disability, veteran status, or sexual orientation in conducting government business. Persons who believe they have been subjected to discrimination or have been denied access to services or accommodations required by law, have the right to use the discrimination complaint procedures in Board Policy No. 009. The SANDAG Office of General Counsel is the Title VI Compliance Officer for this policy and is responsible for administering this complaint procedure, as well as ensuring compliance with applicable laws. The Compliance Officer can be reached at: SANDAG, 401 B Street, Suite 800, San Diego, California 92101; (619) 699-1900.

Scope of Public Participation Efforts

The policy addresses public participation policies and public information efforts in the following areas:

- A. Overall Public Participation Plan
- B. Short Range Program – Regional Transportation Improvement Program
- C. Development Planning
- D. Design and Construction
- E. Fare Changes
- F. Short Range Transit Planning
- G. Native American Consultation

A. Overall Public Participation Plan -- *Unless otherwise noted or required, the Public Participation Plan provides SANDAG general policies for public participation for major planning initiatives such as the Regional Plan, Regional Short Range Transit Plan, and other planning and programming projects, including any tailored public involvement plans associated with them.*

1. The SANDAG Public Participation Plan is designed to inform and involve the region's residents in the decision-making process on issues such as growth, transportation, environmental management, housing, open space, air quality, energy, fiscal management, economic development, and public safety.

2. The Public Participation Plan seeks to involve all citizens, including but not limited to low income households, limited English proficient individuals, Hispanic, African American, Asian, Native American, senior, and other communities, persons with disabilities, as well as community and civic organizations, public agencies, business groups and associations, environmental organizations, and other stakeholders.
3. SANDAG Board meetings provide the public forum and decision point for significant regional issues. SANDAG Directors usually hold one or two Board meetings each month: a Board Policy Meeting the second Friday of each month and a Board Business Meeting the fourth Friday of each month. Meetings held at the SANDAG office are accessible by public transit. During these meetings, Directors adopt plans, allocate transportation funds, approve transit construction plans, approve transit fare changes, and establish policies and develop programs that are used by local governments as well as other public and private organizations.
4. The SANDAG Public Participation/Involvement Program shall comply with the Americans with Disabilities Act (ADA). SANDAG shall hold public meetings in buildings, rooms, or locations that are accessible to persons with disabilities. SANDAG shall provide public meeting information in alternate formats and shall provide special accommodations at public meetings with three business days notice.
5. The SANDAG Public Participation Plan is carried out as an integrated work element of the agency's Overall Work Program and Budget and as part of other programming, development, and implementation processes such as the Regional Plan, Regional Short Range Transit Plan, Regional Transportation Improvement Program, Environmental Impact Reports, transit capital project development, project construction, transit fare changes, corridor studies, and other projects.
6. SANDAG shall proactively seek and promote public participation in SANDAG workshops and public hearings, as well as participation and attendance at committees, working groups, and task forces. SANDAG shall follow local, state, and federal guidelines for posting public meeting and hearing notices. Depending upon the specific project, SANDAG shall endeavor to hold meetings at times that can attract as many participants as possible, including evenings and weekends and at locations in communities throughout the region. SANDAG shall endeavor to hold these meetings in locations that are accessible by public transit.
7. SANDAG shall inform the public in a timely manner about regional issues, actions, and pending decisions through a number of efforts. As needed or required, SANDAG shall post public notices in newspapers of general circulation for publication of legal notices. Other publication and distribution efforts can include mail distribution to residents, agencies, and city/county governments, the SANDAG website, email lists, text messaging, the SANDAG social media channels, and Region – the SANDAG monthly electronic newsletter. As needed, SANDAG also shall distribute press releases and media alerts to local, regional, and Mexico border area print and broadcast media.
8. SANDAG shall regularly inform local print, online, and broadcast media about SANDAG decisions, events, research, and other issues. SANDAG shall regularly

distribute press releases to news services, Daily Transcript, East County Californian, El Latino, La Prensa, Los Angeles Times, San Diego Business Journal, San Diego Metropolitan, San Diego Union-Tribune, San Diego Voice & Viewpoint, The Star News, and numerous community newspapers. SANDAG shall also distribute information to local and Mexico radio and television stations.

9. SANDAG shall use its website and social media channels to provide the public with useful and timely information, including: project updates and construction information; meeting schedules and agendas; plans and environmental documents; reports and other publications; demographic profiles and data downloads; and interactive database and mapping applications.
10. As appropriate and as required by local, state, and federal guidelines, SANDAG shall translate into Spanish, and other languages, publications, announcements, and web content. In addition, numerous staff members are bilingual Spanish-English speakers and participate in public outreach and conduct presentations in Spanish. Translators shall be hired as outlined in the SANDAG Language Assistance Plan and as required by local, state, and federal guidelines to provide services in Spanish and other languages as appropriate.
11. SANDAG conducts periodic public opinion surveys as part of the outreach and citizen participation component of the SANDAG work program. These surveys shall be designed to include the San Diego region's residents in the regional planning process and to keep SANDAG officials aware of issues that are of concern to the people who live here.
12. SANDAG will endeavor to respond to general comments received by phone, fax, letter, or email within five (5) business days of receipt. Comments shall be routed to the SANDAG staff person who is responsible for that issue. Comments may be responded to in writing (email or letter) or may be resolved with the initial phone call. Some comments may need to be resolved by another agency or jurisdiction so the customer is referred to the appropriate entity. When a comment is submitted as part of a public review process (e.g., a plan or environmental report) the comment and response is logged into a database. Comments, concerns, and responses received as part of a public review process shall be included in the final plan or report. Comments received via SANDAG social media channels will be addressed as stated in the SANDAG Social Media Policy.

B. Short Range Program – Regional Transportation Improvement Program (RTIP) – *document updated every two years outlining major transportation projects to be implemented during a five-year period.*

1. SANDAG shall follow the latest federal and state regulations regarding participation by interested parties.
2. As the document that implements the long range plan, the RTIP shall be incorporated as part of the Board-adopted public involvement process established for the Regional Plan, including participating in public outreach efforts, providing adequate public notice (legal notice publications), employing visualization techniques, and holding

public meetings at convenient and accessible locations.

3. SANDAG shall respond to any significant public input or comment received during the development of the biennial update and/or during the amendment cycle as part of its report to the Board or Transportation Committee (as appropriate).
4. The biennial RTIP update will be noticed in newspapers of general circulation, including in alternate languages, and a public hearing shall be held prior to final adoption by the Board of Directors.
5. During the amendment cycle, SANDAG will provide a draft of the amendment to all interested parties for a 15-day comment period.

C. Development Planning – *Planning, environmental, preliminary engineering activities on major capital projects.*

1. SANDAG shall follow current federal and state regulations regarding public involvement processes and procedures. SANDAG shall develop public involvement programs tailored to meet specific project needs which address the unique challenges presented by each project. Programs shall be developed using the joint Federal Highway Administration and Federal Transit Administration (FHWA/FTA) guidelines titled “Public Involvement Techniques for Transportation Decision-Making.”
2. The public involvement program shall set objectives, identify people to be reached, develop public involvement strategy, and define specific outreach techniques.
3. The public involvement program shall be developed so that critical community concerns and technical issues are identified in the study. The issues need to address the engineering, environmental, economic, and financial analyses that respond effectively to community needs and preferences and satisfy local, state, and federal environmental clearance requirements.
4. To facilitate community participation, lists of individuals, agencies, and organizations shall be developed for distribution of agency materials. These lists will include persons who have indicated an interest in transportation planning projects during previous public information efforts and/or focused on the specific project. Project information will be distributed to the persons on this list in conjunction with public meetings and workshops, to solicit comments and recommendations.
5. Environmental documents shall be prepared in accordance with California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as appropriate, and in coordination and consultation with various federal, state, and local agencies, and with elected officials, community leaders, organizations, and other individuals from the neighborhoods and communities potentially affected by the proposed action. Coordination and public involvement shall be achieved through a variety of means, such as formal public hearings and meetings, circulation of draft documents, mailings, focus group meetings, workshops, and individual/group contacts.

6. Formal scoping meetings, public hearings, and/or other meetings during the comment period and environmental document certification shall be held in accordance with the requisite environmental document. As required, meetings shall be announced in the Federal Register, local publications, and on the SANDAG website. Persons and organizations on the project mailing list and social media channels also will be notified. SANDAG shall endeavor to hold public meetings in locations accessible by public transit.
7. SANDAG shall prepare and distribute appropriate notices and communications to comply with CEQA and NEPA requirements.
8. A public information program shall be developed to inform the community of factors related to the project. The information program may include briefings for the news media, informational meetings, presentations to include community and professional associations and educational institutions, business groups and associations, environmental organizations, outreach via social media, and other public forums.
9. A project working group may be organized to review and comment on the project to build understanding and identify support for feasible alternatives. This group may consist of various elected officials/staff, community and neighborhood organizations, business organizations, property owners, and other stakeholders and interested parties. This group would be formed to provide comment and guidance regarding technical issues, review study alternatives and evaluation results, and provide community input regarding the alternatives. This iterative process would allow for identified issues and concerns to receive follow-up responses. Meeting summaries of project working group activities shall be produced. Meeting notices, agendas, and/or other information shall be posted to the SANDAG website.
10. Other public input opportunities include SANDAG Board of Directors meetings and meetings of SANDAG policy committees: Executive, Transportation, Regional Planning, Borders, and Public Safety. Other opportunities for public participation are at working group meetings, general public meetings, and presentations to planning and community groups.

D. Design and Construction – *Design and construction of capital projects.*

1. For all capital improvement projects with significant community impacts, SANDAG shall provide opportunities for members of the public to provide input and express concerns. SANDAG also shall implement a program designed to inform the public of progress, as well as safety and community impacts in the event of construction.
2. SANDAG shall hold publicly noticed meetings at key stages of project development and implementation in the area(s) being impacted. The location of the meetings shall depend upon the geographic location of the project. Meetings concerning projects exclusively within the North County Transit District (NCTD) service area shall be held in North County locations, and if appropriate, at SANDAG offices. Meetings concerning projects exclusively within the Metropolitan Transit System (MTS) service area shall be held in MTS service areas affected, and if appropriate, at SANDAG offices. Meetings concerning all other projects shall be held at SANDAG offices or other

locations specified in SANDAG agendas. SANDAG, MTS, and NCTD offices are accessible by public transit. SANDAG shall endeavor to hold off-site public meetings at locations accessible by public transit.

3. SANDAG shall solicit input from the representatives of interest groups of the local population, such as community groups, planning groups, business groups and associations, business improvement districts, environmental organizations, neighborhood associations, limited English proficient populations, and senior and disabled riders. These stakeholders will be consulted during the design and construction of capital projects.
4. SANDAG shall work to advise the public regarding actual and perceived disruption during construction of capital projects by distributing informational, educational, and public information materials, and by using other traditional community relations tools.
5. SANDAG shall endeavor to meet citizen concerns as they arise and attempt to resolve those concerns.
6. For all projects requiring environmental review under CEQA and NEPA, such as major capital improvement projects, SANDAG shall provide opportunities for members of the public to provide input and comply with all related legal requirements.
 - 6.1 SANDAG shall solicit input from the representatives of interest groups of the local population, such as community groups, planning groups, business groups and associations, and neighborhood associations.
 - 6.2 SANDAG shall incorporate public input into project planning and development where practical and feasible.
 - 6.3 SANDAG shall hold a public hearing to seek public comment whenever required under CEQA and/or NEPA.
 - 6.3.1 Published notifications for such hearings shall be published in newspapers of general circulation for publication of legal notices. Notices also may be published in regional, community, or Spanish-language newspapers to reach the affected area.
 - 6.3.2 Any item subject to a public hearing will be listed and described in the Board's published agenda, which shall be posted at least 72 hours in advance of the meeting at the Board's meeting place and on the SANDAG website.
 - 6.3.3 Public hearings shall be conducted by SANDAG at the published date, time, and place. The public hearing will allow for interested parties to be heard. The Board also will consider any written comments that were forwarded to the Board prior to the hearing.

E. Fare Changes

1. SANDAG has adopted Board Policy No. 029 to provide policy guidance for fare changes. This section of this policy is designed to inform and involve public transit riders, stakeholders, and the general public about proposed changes in transit fares. It is not intended to apply to transit route changes within the purview of the transit operators.
 - 1.1 Consistent with Board Policy No. 004, SANDAG staff shall hold one or more public meetings to provide the public an opportunity to comment on proposed fare changes. A minimum of two public meetings shall be held prior to the first reading of any proposed fare change that affects services operating in both the MTS and NCTD service areas. At least one public meeting shall be held in the MTS service area, and at least one public meeting shall be held in the NCTD service area. If one or more public meetings are conducted by a public meeting officer pursuant to Board Policy No. 004, at least one of the public meetings shall be held with a starting time no earlier than 6 p.m. A public meeting for proposed fare changes that do not affect the entire region may be held exclusively within the general geographic area that is being affected by the fare change. Such public meeting shall be held at a time convenient for users and potential users of the affected service. Public meetings at which formal public testimony will be taken shall be held at locations that are accessible by users of public transit. An official transcriber or other means of recording all public input received shall be utilized at all public hearings, meetings, workshops or open-houses at which formal public testimony is taken. A record of the input received shall be provided to the Transportation Committee or Board of Directors at the time of the first and second readings of amendments to the fare ordinance for the purpose of adjusting fare prices.
 - 1.2 Public comments on proposed fare changes also shall be accepted at the SANDAG Board or Transportation Committee meeting before any final action is taken.
 - 1.3 *Take One*, Rider Alerts, or other public notices in both English and Spanish will be posted on all affected public transit vehicles within the affected area at least 15 calendar days prior to the public hearing and will include a description of the proposed fare change, the date, time, intent and location of the public meeting, and the deadline for written, email, and phone comments from the public. The notices will be posted to the SANDAG and Transit Agency website(s).
 - 1.4 Print notice of public meetings at which formal public testimony will be taken will be provided at least 15 calendar days prior to the public meeting date in newspapers of general circulation in the affected area(s), including appropriate minority and community publications. Public notices will be printed in Spanish in Spanish-language newspapers. Such public meeting notices will include a description of proposed fare changes, the date, time,

intent, and location of the public meeting(s), and the deadline for written, email, and phone comments from the public.

- 1.5 An open phone line will be made available to take public comments at least 15 calendar days prior to adoption of fare changes.
 - 1.6 A Transportation Committee and/or Board report (as appropriate) will be completed and available for public review at least 72 hours prior to the public meeting at which the fare changes are proposed for adoption and posted to the SANDAG website(s).
2. After a fare change is approved by SANDAG:
 - 2.1. The public will be notified via news release(s)
 - 2.2. *Take One*, Rider Alerts, or other public notices in both English and Spanish will be posted on all affected transit vehicles at least 15 calendar days prior to changes going into effect and posted to the SANDAG and Transit Agency website(s).
 3. SANDAG shall follow federal Title VI and environmental justice requirements when implementing transit fare changes.
 - 3.1. Residential, employment, and transportation patterns of low-income, limited English speaking, and minority populations shall be identified so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed. SANDAG shall endeavor to involve the affected communities in evaluating the benefits and burdens of transportation investments.
 - 3.2. SANDAG shall evaluate and - where necessary - improve the public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

F. Short Range Transit Planning

1. Public information and involvement programs for the Regional Short Range Transit Plan and the Coordinated Human Resources and Public Transit Transportation Plan shall be the responsibility of SANDAG.
2. Public information and involvement programs for transit service changes will fall under adopted policies of MTS and NCTD.

G. Native American Consultation

1. SANDAG shall establish and adhere to government-to-government relationships when interacting with Tribal Governments, acknowledging these tribes as unique and separate governments within the United States.

2. SANDAG shall recognize and respect important California Native American rights, sites, traditions, and practices.
3. SANDAG engages in “consultation” with Tribal Governments prior to making decisions, taking actions, or implementing programs that may impact their communities.
4. To facilitate effective consultation with Tribal Governments, SANDAG has established a Tribal Government Liaison. The Liaison shall serve as an initial contact for Tribal Governments and communicates with tribal governments regarding SANDAG activities.
 - 4.1. “Consultation” is the active, affirmative process of: (1) identifying and seeking input from appropriate American Indian government bodies, community groups, and individuals; and (2) considering their interests as a necessary and integral part of the decision-making process.

Adopted November 2004
Amended March 2005
Amended January 2006
Amended December 2007
Amended December 2008
Amended January 2010
Amended November 2012
Amended September 2017
Amended February 2018

Appendix J

Public Comments/Responses

2018 Regional Transportation Improvement Program (RTIP)

Public Comments and Responses on Draft 2018 RTIP

Comment No.	Agency	Last Name	First Name	Comment	Response	Comment Date	Form
1	Orange County Transportation Authority	Ku	Ben	<p>The Transportation Corridor Agencies (TCA) is responsible for planning, constructing and operating the SR 241 South extension (TCA01). TCA01 links the SCAG and SANDAG regions. TCA resolved issues that culminated in a November 2016 Settlement Agreement, which requires a new environmental process, now in progress. SCAG is showing the project with only PA&ED programming.</p> <p>OCTA requests that SANDAG revise the TCA01 project description in the Final 2018 RTIP to more closely align with SCAG's pending Draft 2019 FTIP project listing for the Orange County portion of the facility.</p>	In consultation with Transportation Corridor Agencies (TCA) SANDAG has determined that the ROW totaling \$17.356 million, that had been programmed in prior years, was not spent since the project has not cleared the environmental phase. In an effort to align more closely with the programming of the project in the SCAG FTIP, SANDAG removed the ROW programming from the project, changed the project description to indicate that the project is only for PA&ED; added one additional year of PA&ED funding, changed the project from exempt to Non-Exempt; changed from Capacity Increasing to Non-Capacity Increasing and removed the Open to Traffic date until the project is better defined.	8/20/2018	Email
2	City of Chula Vista	Rivera	Frank	Chula Vista has received federal Earmark Repurposing authorization. Please add earmark repurposing funds to CHV30 - I-5 Multi-Modal Corridor Improvement Study and CHV60 - Traffic Signal Upgrades.	\$45K of Earmark Repurposing funds were added to CHV30 and \$454K of Earmark Repurposing Funds plus additional <i>local</i> match were added TO CHV60 during the public comment period	8/1/2018	Email
3	City of San Diego	Battaglia	Ben	San Diego has determined that projects SD90, SD113 and SD154, included in the draft 2018 RTIP, have been completed and should be closed. Project SD38 is delayed pending additional grant funding.	The projects indicated were closed/delayed in the Proposed Final RTIP	8/13/2018	Phone
4	North County Transit District	Svensk	Kristina	NCTD provided Transit Asset Management federal performance targets	The targets were combined with those provided by MTS to establish regional targets. A reference to those targets and description of the RTIPs investment toward achieving them was included in the proposed final 2018 RTIP.	8/20/2018	Email
5	San Diego County Regional Airport Authority	Boling	April	The Airport Authority requested that a planning project be programmed to identify a preferred solution to connect the airport with public transit	Staff responded that when funding was identified, the project could be added in an amendment and committed to scheduling a meeting to discuss the project	9/7/2018	Public Hearing

Appendix K

Caltrans 2019 Federal State Transportation Improvement Program Checklist

2019 Federal Transportation Improvement Program (FTIP) Checklist for Caltrans FTIP Coordinator

I. Timeline:

Ensure each Metropolitan Planning Organization (MPO) submits the following items to Caltrans:

- The *Draft* 2019 FTIP at the start of the FTIP public review period but not later than **September 3, 2018**.
- Three copies of the *Final* 2019 FTIP, along with any amendments and administrative modifications to the 2019 FTIP by **October 1, 2018**.
- Web-link to the Final 2019 FTIP and amendments by **October 1, 2018**.

II. FTIP Package Submittal:

Verify the FTIP package includes the following:

- Project Listings
 - Projects that are Transportation Control Measures (TCMs) are identified
- Detailed listings for highway and transit grouped projects (back-up listings)
- Signed board resolution that addresses the following:
 - Consistency with the metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450
 - Consistency with the Regional Transportation Plan (RTP)____(e.g. 2030)
 - Financial constraint – the enclosed financial summary affirms availability of funding
 - Meets Air Quality Conformity
 - Does not interfere with the timely implementation of the TCMs contained in the State Implementation Plan (SIP)
 - Compliance with the performance-based planning requirements
 - Completion of the public participation process in accordance with the MPO’s Public Participation Plan (PPP)
- Project listings included in the Final 2019 FTIP are available in the California Transportation Improvement Program System (CTIPS)
- Financial Summary
 - Includes financial information covering the first four years of the FTIP
 - Excel file submitted electronically (Template is posted at <http://www.dot.ca.gov/hq/transprog/oftmp.htm>)
- Description of the anticipated effort of FTIP towards achieving the performance targets identified in the RTP
- Air quality conformity analysis and determination
- PPP/Interagency Consultation
- Expedited Project Selection Procedures (EPSP) documentation
- Three copies of the Final 2019 FTIP mailed to:

**California Department of Transportation
Office of Federal Transportation Management Program, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001
Attention: Muhaned Aljabiry**

Appendix L

Glossary of Terms and Acronyms

Appendix L

Glossary of Terms and Acronyms

A

AB	Assembly Bill
ABM	Activity Based Model
AC	Advanced Construction
ACS	American Communities Survey
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APCB	San Diego Air Pollution Control Board
APCD	San Diego County Air Pollution Control District
ARB	Air Resources Board
ARRA	American Recovery and Reinvestment Act
ATP	Active Transportation Program

B

BIA	Bureau of Indian Affairs
BIP	Border Infrastructure Program
BPNS	Bicycle, Pedestrian, and Neighborhood Safety Program
BRT	Bus Rapid Transit
BTA	Bicycle Transportation Account

C

CAA	Clean Air Act
CAAA	1990 Clean Air Act Amendments
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBI	Corridors and Borders Infrastructure
CBO	Community Based Organizations
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CI	Capacity Increasing
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality Program
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Process
CO	Carbon Monoxide
CON	Construction Phase
CPI	Consumer Price Index
CTAC	Cities/County Transportation Advisory Committee
CTC	California Transportation Commission
CTPP	Census Transportation Planning Package
CWG	Conformity Working Group

D

DAR	Direct Access Ramp
DEFM	Demographic and Economic Forecasting Model
DEMO	Federal Demonstration Funding
DOT	United States Department of Transportation

E

EAP	Early Action Program
EMFAC	EMissions FACtors Model
EPA	United States Environmental Protection Agency
EPSP	Expedited Project Selection Process

F

FAST Act	Fixing America's Surface Transportation Act
FE	Fund Estimate
FHWA	Federal Highway Administration
FR	Federal Register
FRA	Federal Railroad Administration
FSP	Freeway Service Patrol or FSP Act
FSTIP	Federal State Transportation Improvement Program
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FWG	Freight Working Group
FY	Fiscal Year

G

GARVEE	Grant Anticipation Revenue Vehicle
GHG	Greenhouse Gas
GIS	Geographic Information System

H

HBP	Highway Bridge Program
HBRR	Highway Bridge Repair and Replacement (TEA-21)
HES	Hazard Elimination Safety
HIRE	Hiring Incentives to Restore Employment
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HPP	High Priority Program
HRCSA	Highway-Railroad Crossing Safety Account
HRRR	High Risk Rural Roads
HSIP	Highway Safety Improvement Program
HUD	Housing and Urban Development

I

ICMI	Integrated Corridor Management Initiative
IIP	Interregional Improvement Program
IM	Interstate Maintenance
IRR	Indian Reservation Road
ITOC	Independent Taxpayer Oversight Committee
ITS	Intelligent Transportation System

J

JTOC	Joint Transportation Operations Center
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K

KNR	Kiss and Ride (Drop Off)
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L

LBRSA	Local Bridge Seismic Retrofit Account (State Prop. 1B)
LIM	Low Income/Minority
LOS	Level of Service
LOSSAN	Los Angeles to San Diego (Rail Corridor Agency)

M

MAP-21	Moving Ahead for Progress in the 21 st Century
MGRA	Master Geographic Reference Areas
MPO	Metropolitan Planning Organization
MTS	Metropolitan Transit System

N

NAAQS	National Ambient Air Quality Standards
NCI	Non- Capacity Increasing
NCTD	North County Transit District
NEPA	National Environmental Protection Act
NHS	National Highway System
NOx	Nitrogen Oxide

P

P/PE	Preliminary Engineering Phase
PADT	Person Average Daily Traffic
PeMS	Caltrans Performance Measurement System
PLH	Public Lands Highway
PM	Particulate Matter
PNR	Park & Ride
POF	Plan of Finance
POP	Program of Projects
PPEI	Peak-Period Exposure Index
PPNO	Programming Project Number (Caltrans)
PPP	Public Participation Plan
PTA	Public Transportation Account
PTMISEA	Public Transportation Modernization, Improvement, and Service Enhancement Account

R

RAQS	Regional Air Quality Strategy
RAS	Regional Arterial System
RCP	Regional Comprehensive Plan
RHNA	Regional Housing Needs Assessment
RHWG	Regional Housing Working Group
RIP	Regional Improvement Program
ROG	Reactive Organic Gas
ROW	Right-of-Way
RSTP	Regional Surface Transportation Program
RTC	Regional Transportation Commission
RTCIP	Regional Transportation Congestion Improvement Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan or Recreational Trails Program
RTPA	Regional Transportation Planning Agency

S

SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
SANDAG	San Diego Association of Governments
SANTEC	San Diego Regional Traffic Engineers' Council
SB	Senate Bill
SB1	The Road Repair and Accountability Act of 2017
SCAT	Subcommittee for Accessible Transportation
SD&AE	San Diego and Arizona Eastern Railway
SHA	State Highway Account
SHOPP	State Highway Operation and Protection Program
SIP	State Implementation Plan (for air quality)
SLPP	State-Local Partnership Program
SOV	Single Occupancy Vehicle
SR	State Route (as in SR 52 - State Route 52)
SR2S	Safe Routes to School Program (federal)
SS	Senior Services
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STIP-IIP	State Transportation Improvement Program – Interregional Improvement Program
STIP-RIP	State Transportation Improvement Program – Regional Improvement Program
STP	Surface Transportation Program
SWG	Stakeholder's Working Group (Regional Planning)

T

T-1	Transportation T-tactic: Ridesharing
T-2	Transportation T-tactic: Transit
T-3	Transportation T-tactic: Bicycle
T-4	Transportation T-tactic: Traffic Improvement
TAZ	Traffic Analysis Zone
TAP	Transit Access Point
TCI	Transit Capital Improvement
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TCSP	Transportation, Community, and Systems Preservation
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement
TEA-21	Transportation Equity Act for the 21 st Century
TIF	Transportation Investment Fund
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPEC	Transportation Project Evaluation Criteria
<i>TransNet</i>	San Diego Region Half-Cent Local Transportation Sales Tax Program
TSGP	Transit Security Grant Program
TSM	Traffic Systems Management
TWG	Technical Working Group

U

UCSD	University of California – San Diego
UTC	University Town Center

V

VMT	Vehicle Miles of Travel
VOC	Volatile Organic Compounds