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January 20, 2022

File Number 1500300

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Mr. Abhijit Bagde  
Office of Federal Programming and Data Management  
Division of Transportation Programming  
Caltrans  
P.O. Box 924873 MS-82  
Sacramento, CA 94274-0001

Dear Mr. Abhijit Bagde:

Subject: Transmittal of Amendment No. 6 to SANDAG's 2021 Regional Transportation Improvement Program

Amendment No. 6 to SANDAG's 2021 Regional Transportation Improvement Program (RTIP) is being transmitted to you for state and federal approval. At its January 14, 2021 meeting, the SANDAG Board of Directors ratified the action taken by the SANDAG Transportation Committee to adopt Resolution No. 2022-11, approving Amendment No. 6.

This amendment includes changes to 79 projects, and 7 grouped listings within San Diego County, for Bicycle and Pedestrian Facilities - Bayshore Bikeway; Bicycle and Pedestrian Facilities - Coastal Rail Trail; Bicycle and Pedestrian Facilities - San Diego River Trail; Bicycle and Pedestrian Facilities - North Park/Mid-City Bikeways; Bicycle and Pedestrian Facilities - Uptown Bikeways; Bicycle and Pedestrian Facilities; Bicycle and pedestrian facilities - Active Transportation Program (ATP).

SANDAG certifies that projects in this amendment are not included in any other amendment that currently is open for public review. Also, as part of the SANDAG Public Participation Policy, SANDAG transmitted the draft Amendment No. 6 to interested parties for a 30-day public review period between October 20, 2021, and November 19, 2021. Minor changes were made during the public comment period and are noted in the Board report.

The project changes in Amendment No. 6 were included in the air quality conformity analysis in order to re-determine conformity for the 2021 RTIP. The proposed amendment is consistent with the conformity analysis years as modeled for the regional emissions analysis of San Diego Forward: The 2021 Regional Transportation Plan and the 2021 RTIP as amended.

The projects contained within Amendment No. 6 to the 2021 RTIP are fiscally constrained based upon available or committed funding and/or reasonable estimates of future funding. There are no funding changes in this amendment. All funding changes are attributable to previous

administrative modifications. An electronic version of the fiscal constraint table has been sent via email to Caltrans staff.

The projects contained within the 2021 RTIP, including Amendment No. 06, have been developed in accordance with the applicable provisions and requirements of 23 CFR part 450 and are expected to make progress toward supporting the achievement of federal performance management targets set for Safety (PM1); Pavement and Bridge Conditions (PM2); System Performance, Freight and Congestion Mitigation and Air Quality (PM3); and Transit Asset Management and Transit Safety.

Sincerely,

A handwritten signature in cursive script that reads "Richard Radcliffe".

Richard Radcliffe  
Associate Financial Analyst

RRA/

Enclosure(s)

January 7, 2022

## **2021 Regional Transportation Improvement Program: Amendment No. 6 and Air Quality Conformity Re-determination**

### **Overview**

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

The 2021 RTIP covers FY 2021 through FY 2025 and is fiscally constrained, meaning that enough revenue is committed or reasonably assumed to be available from local, state, and/or federal sources for each phase of the project that is included in the RTIP. Amendments are made to the RTIP on a quarterly (or as-needed) basis.

### **Key Considerations**

SANDAG is required to re-determine conformity of the RTIP within six months of adopting a new Regional Transportation Plan (RTP). Amendment No. 6 to the 2021 RTIP is being processed to establish consistency with San Diego Forward: The 2021 Regional Plan adopted by the Board of Directors on December 10, 2021, and to re-determine air quality conformity of the RTIP.

RTIP projects refer to their location in the 2021 Regional Plan, including the unique identification numbers assigned to projects in the plan. Amendment No. 6 updates these RTIP project references to match the page numbers and project ID numbers in the 2021 Regional Plan. Also included in Amendment No. 6 are changes to Open to Traffic dates on several projects to align them with the schedules and air quality periods in the 2021 Regional Plan. Amendment No. 6 includes no changes to funding.

### **Action: Adopt**

The Transportation Committee is asked to adopt Resolution No. 2022-11, approving Amendment No. 6 to the 2021 Regional Transportation Improvement Program, including a finding of conformity, which finds Amendment No. 6 in conformance with the State Implementation Plans for air quality and the air quality re-determination of San Diego Forward: The 2021 Regional Plan.

### **Fiscal Impact:**

Amendment No. 6 brings the Regional Transportation Improvement Program into alignment with the 2021 Regional Plan. There are no changes to funding in this amendment.

### **Schedule/Scope Impact:**

Amendment No. 6 includes changes to the Open to Traffic dates on several projects in the program.

Amendment No. 6, including the financial capacity analysis and air quality conformity analysis, can be found at [sandag.org/TC](http://sandag.org/TC). Attachment 1 includes Resolution No. 2022-11. Attachment 2 highlights the projects in Amendment No. 6, with additional information provided for those with updated Open to Traffic dates. Attachment 3 summarizes the changes made during the public comment period. The 2021 RTIP can be found in its entirety at [sandag.org/RTIP](http://sandag.org/RTIP).

### **Next Steps**

The Board of Directors will be asked to ratify Amendment No. 6 at its meeting on January 14, 2022. The Federal Highway Administration will process the 2021 Regional Plan conformity determination after the 2021 RTIP consistency amendment (Amendment No. 6) is adopted.

### ***Susan Huntington, Director of Financial Planning and Budgeting***

Key Staff Contact: Richard Radcliffe, (619) 595-5649, [richard.radcliffe@sandag.org](mailto:richard.radcliffe@sandag.org)

Attachments:

1. Resolution No. 2022-11: Approving Amendment No. 6 to the 2021 Regional Transportation Improvement Program and its Air Quality Conformity Re-determination
2. Table 1 – Summary of Changes Report – Amendment No. 6
3. Changes During Public Comment

## **Approving Amendment No. 6 to the 2021 Regional Transportation Improvement Program and its Air Quality Conformity Re-determination**

WHEREAS, on February 26, 2021, SANDAG adopted the 2021 Regional Transportation Improvement Program (RTIP) and found the 2021 RTIP in conformance with the applicable State Implementation Plan (SIP), and with the 2016 Regional Air Quality Strategy (RAQS), in accordance with California law; and

WHEREAS, on April 16, 2021, the U.S. Department of Transportation determined the 2021 RTIP in conformance to the applicable SIP in accordance with the provisions of 40 Code of Federal Regulations (CFR) Parts 51 and 93; and

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

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

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

WHEREAS, Amendment No. 6 to the 2021 RTIP continues to provide for timely implementation of transportation control measures contained in the adopted RAQS/SIP for air quality and a quantitative emissions analysis demonstrates that the implementation of the RTIP projects and programs meet all the federally required emissions budget targets; and

WHEREAS, projects in Amendment No. 6 satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450 including all performance-based planning requirements; and

WHEREAS, all other projects in Amendment No. 6 are either non-capacity increasing or exempt from the requirements to determine conformity; and

WHEREAS, the projects in 2021 RTIP Amendment No. 6 are fiscally constrained; and

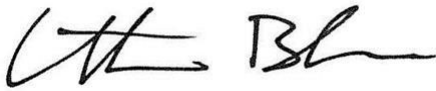
WHEREAS, the projects in 2021 RTIP Amendment No. 6 are consistent with the Public Participation Policy adopted by the Board of Directors; and

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

BE IT RESOLVED, that the Transportation Committee, does hereby approve Amendment No. 6 to the 2021 RTIP; and

BE IT FURTHER RESOLVED, that SANDAG finds the 2021 RTIP, including Amendment No. 6, is consistent with the 2021 Regional Plan, is in conformance with the applicable SIP, and with the 2016 RAQS for the San Diego region, is consistent with SANDAG Intergovernmental Review Procedures, and is consistent with SANDAG Public Participation Policy, as amended.

PASSED AND ADOPTED this 7th of January 2022.



**Chair**

Attest:



**Secretary**

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

**Advisory Members:** California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.

**Table 1 - Summary of Changes Report (\$000)  
2021 RTIP Amendment No. 6**

**LEGEND:**  
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Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
CAL09	Caltrans	Interstate 5 - HOV/Managed Lanes	\$907,454	\$907,454	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CAL09C	Caltrans	I-805 Direct Access Ramp and HOV at Carroll Canyon	\$84,021	\$84,021	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CAL09D	Caltrans	Interstate 5 and 805 - Convert HOV lanes to Express lanes.	\$68,600	\$68,600	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CAL18B	Caltrans	I-15 Managed Lanes- South Segment and Mira Mesa Transit Center	\$396,118	\$396,118	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CAL26	Caltrans	State Route 52 Freeway (E&F)	\$452,117	\$452,117	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CAL29B	Caltrans	SR 76 East	\$203,289	\$203,289	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CAL38	Caltrans	SR-905 New Freeway	\$423,816	\$423,816	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CAL38C	Caltrans	SR125/905 Southbound to Westbound Connector	\$37,965	\$37,965	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CAL67	Caltrans	State Route 94 Corridor Improvements	\$37,100	\$37,100	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CAL68	Caltrans	SR 94/125 Interchange and Arterial Operational Improvements	\$30,240	\$30,240	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CAL78B	Caltrans	I-805 HOV/Managed Lanes - North	\$125,572	\$125,572	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CAL78C	Caltrans	I-805 HOV/Managed Lanes - South	\$227,369	\$227,369	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers

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2021 RTIP Amendment No. 6**

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
CAL78D	Caltrans	I-805 South Soundwalls - Unit 1	\$63,740	\$63,740	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CAL107	Caltrans	I-15 Operational Improvements	\$31,195	\$31,195	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CAL114	Caltrans	I-5/SR 56 Interchange	\$15,885	\$15,885	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CAL277	Caltrans	I-15/SR 78 ML Connectors	\$32,937	\$32,937	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CAL277A	Caltrans	SR 78/I-5 HOV Connector	\$13,000	\$13,000	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CAL278	Caltrans	SR78 HOV/Managed Lanes	\$40,683	\$40,683	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CAL325A	Caltrans	State Routes 905/125/11 Southbound Connectors.	\$73,947	\$73,947	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CAL502	Caltrans	I-805 North Construct Operational Improvements	\$4,242	\$4,242	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CAL503	Caltrans	Advanced Technology Corridors at Border Ports of Entry Pilot Project	\$11,969	\$11,969	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CAL536	Caltrans	SR-52 Improvements	\$12,000	\$12,000	\$0	0%	Updated OTT date to align with 2021 Regional Plan, 1 phase project
CAL538	Caltrans	SR 67 Improvements	\$21,000	\$21,000	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CAL547	Caltrans	I-805/SR 94/SR 15 Transit Connection	\$16,000	\$16,000	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers

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2021 RTIP Amendment No. 6**

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Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
CAL569	Caltrans	Operational Improvements - Leucadia to Palomar Airport Road	\$23,258	\$23,258	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CAL571	Caltrans	I-805 Transit Priority Lanes (SR 15 to SR 52)	\$30,000	\$30,000	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CAL572	Caltrans	I-15 Transit Priority Lanes.	\$7,606	\$7,606	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CB04B	Carlsbad, City of	El Camino Real and Cannon Road	\$3,315	\$3,315	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CB12	Carlsbad, City of	College Boulevard Reach A	\$30,005	\$30,005	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CB22	Carlsbad, City of	Avenida Encinas - Widen from Palomar Airport Road to Embarcadero Lane	\$5,347	\$5,347	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CB31	Carlsbad, City of	El Camino Real Widening - La Costa Avenue to Arenal Road	\$5,000	\$5,000	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CB32	Carlsbad, City of	El Camino Real Widening - Poinsettia to Camino Vida Roble	\$4,595	\$4,595	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CB34	Carlsbad, City of	Palomar Airport Road and Paseo Del Norte Right Turn Lane	\$1,127	\$1,127	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CB35	Carlsbad, City of	Palomar Airport Road and Paseo Del Norte Left Turn Lane	\$256	\$256	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CB59	Carlsbad, City of	El Camino Real Widening - Sunny Creek to Jackspar	\$4,000	\$4,000	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CHV69	Chula Vista, City of	Heritage Road Bridge	\$30,329	\$30,329	\$0	0%	Updated OTT date to align with 2021 Regional Plan, 1 phase project

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2021 RTIP Amendment No. 6**

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Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
CHV87	Chula Vista, City of	E Street Extension from Bay Boulevard to H Street	\$10,300	\$10,300	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CNTY14A	San Diego County	South Santa Fe Avenue South	\$1,764	\$1,764	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CNTY21	San Diego County	Bradley Avenue Widening and Overpass at SR 67	\$41,166	\$41,166	\$0	0%	Updated Phase II and Phase III OTT dates to align with 2021 Regional Plan
CNTY34	San Diego County	Dye Road Extension	\$12,750	\$12,750	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CNTY35	San Diego County	Ramona Street Extension	\$1,743	\$1,743	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
CNTY98	San Diego County	Otay Lakes Road	\$7,000	\$7,000	\$0	0%	Updated OTT date to align with 2021 Regional Plan, 1 phase project
CNTY100	San Diego County	Proctor Valley Road	\$2,000	\$2,000	\$0	0%	Updated OTT date to align with 2021 Regional Plan, 1 phase project
ESC04	Escondido, City of	Citracado Parkway II	\$46,321	\$46,321	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
ESC06	Escondido, City of	El Norte Parkway Bridge at Escondido Creek	\$5,652	\$5,652	\$0	0%	Updated OTT date to align with 2021 Regional Plan, 1 phase project
ESC24	Escondido, City of	Centre City Parkway	\$2,209	\$2,209	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
NC01	National City, City of	Plaza Blvd Widening	\$8,024	\$8,024	\$0	0%	Updated OTT date to align with 2021 Regional Plan, OTT update is for phase II, phase III OTT is July 2025; City is changing the scope for Phase II to signal synchronization and will provide revised drawings
O22	Oceanside, City of	College Boulevard Improvements from Avenida de la Plate to Waring Road	\$11,315	\$11,315	\$0	0%	Phase I complete, Updated Phase II OTT date to align with 2021 Regional Plan

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2021 RTIP Amendment No. 6**

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Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
SAN11A	San Diego Association of Governments	Regional Rideshare Program	\$77,696	\$77,696	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SAN23	San Diego Association of Governments	Mid-Coast LRT Corridor Project	\$2,171,201	\$2,171,201	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SAN29	San Diego Association of Governments	Sorrento to Miramar Double Track/Realign	\$74,901	\$74,901	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SAN36	San Diego Association of Governments	Bus/Rail Signal & Communications Equipment	\$22,587	\$22,587	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SAN47	San Diego Association of Governments	South Bay BRT	\$126,191	\$126,191	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SAN54	San Diego Association of Governments	ITS Operating	\$29,663	\$29,663	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SAN64	San Diego Association of Governments	Eastbrook to Shell Double Track	\$10,526	\$10,526	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SAN73	San Diego Association of Governments	San Elijo Lagoon Double Track	\$78,598	\$78,598	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SAN94	San Diego Association of Governments	I-15 Integrated Corridor Management Project (ICM)	\$10,003	\$10,003	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SAN119	San Diego Association of Governments	Sorrento Valley Double Track	\$32,813	\$32,813	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SAN129	San Diego Association of Governments	Downtown Multiuse and Bus Stopover Facility	\$45,975	\$45,975	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SAN147	San Diego Association of Governments	Grouped Projects for Bicycle and Pedestrian Facilities - Bayshore Bikeway	\$54,394	\$54,394	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers

**Table 1 - Summary of Changes Report (\$000)  
2021 RTIP Amendment No. 6**

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
SAN148	San Diego Association of Governments	Grouped Projects for Bicycle and Pedestrian Facilities - Coastal Rail Trail	\$39,419	\$39,419	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SAN153	San Diego Association of Governments	The Inland Rail Trail	\$74,820	\$74,820	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SAN196	San Diego Association of Governments	Grouped Projects for Bicycle and Pedestrian Facilities - San Diego River Trail	\$2,539	\$2,539	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SAN227	San Diego Association of Governments	Grouped Projects for Bicycle and Pedestrian Facilities - North Park/Mid-City Bikeways	\$60,367	\$60,367	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SAN228	San Diego Association of Governments	Grouped Projects for Bicycle and Pedestrian Facilities - Uptown Bikeways	\$34,151	\$34,151	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SAN258	San Diego Association of Governments	Central Mobility Hub	\$40,000	\$40,000	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SAN260	North County Transit District	COASTER Train Sets	\$58,800	\$58,800	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SAN264	San Diego Association of Governments	Regional Electric Vehicle Charging Incentive Program	\$8,000	\$8,000	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SAN275	San Diego Association of Governments	Pacific Coast Highway/Central Mobility Bikeway	\$12,781	\$12,781	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SD34	San Diego, City of	El Camino Real	\$61,722	\$61,722	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SD70	San Diego, City of	West Mission Bay Drive Bridge	\$149,021	\$149,021	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SD102A	San Diego, City of	Otay Truck Route Widening (Ph. 4)	\$25,020	\$25,020	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers

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**Table 1 - Summary of Changes Report (\$000)  
2021 RTIP Amendment No. 6**

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Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
SD190	San Diego, City of	Palm Avenue/Interstate 805 Interchange	\$34,869	\$34,869	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SD250	San Diego, City of	La Media Road Improvements	\$14,797	\$14,797	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SM19	San Marcos, City of	Grand Avenue Bridge and Street Improvements	\$12,524	\$12,524	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SM22	San Marcos, City of	South Santa Fe from Bosstick to Smilax #88179	\$7,200	\$7,200	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SM24	San Marcos, City of	Woodland Parkway Interchange and Barham Drive Widening & Street Improvements #88005	\$17,420	\$17,420	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SM31	San Marcos, City of	San Marcos Creek Specific Plan - Discovery St. Widening and Flood Control Improvements #88265	\$11,611	\$11,611	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SM32	San Marcos, City of	Via Vera Cruz Bridge and Street Improvements #88264	\$27,699	\$27,699	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SM42	San Marcos, City of	Discovery St. from Craven to Twin Oaks #ST007	\$21,000	\$21,000	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SM48	San Marcos, City of	San Marcos Creek Specific Plan: Creekside Drive and Pad Grading #88505	\$14,613	\$14,613	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
SM69	San Marcos, City of	Twin Oaks Valley Rd. & Barham Dr. Improvements #ST008	\$8,500	\$8,500	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
V12	Various Agencies	Grouped Projects for Bicycle and Pedestrian Facilities.	\$38,335	\$38,335	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
V14	Various Agencies	Grouped Projects for Bicycle and pedestrian facilities - Active Transportation Program (ATP)	\$96,417	\$96,417	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers

**Table 1 - Summary of Changes Report (\$000)  
2021 RTIP Amendment No. 6**

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Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
V15	Various Agencies	I-5/Gilman Drive Bridge	\$25,007	\$25,007	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers
V18	Various Agencies	I-5/Voigt Drive Improvements	\$42,780	\$42,780	\$0	0%	Updated RTIP project references to align with 2021 Regional Plan project ID/page numbers

Additional explanation is provided for those projects that have a change to one or more Phase Open to Traffic dates.

## 2021 RTIP - Amendment No. 6 Changes During Public Comment Period

Agency	Project ID	Project Title	INC/(DEC) (\$000)	Change Description
Caltrans	CAL09	Interstate 5 - HOV/Managed Lanes	-	Updated Regional Plan reference from draft to final
Caltrans	CAL09C	I-805 Direct Access Ramp and HOV at Carroll Canyon	-	Updated Regional Plan reference from draft to final
Caltrans	CAL68	SR 94/125 Interchange and Arterial Operational Improvements	-	Updated project title from "SR 94/125 Southbound to Eastbound Connector" to align with 2021 Regional Plan, Updated Regional Plan reference from draft to final
Caltrans	CAL277	I-15/SR 78 ML Connectors	-	Updated project title from "I-15/SR 78 HOV Connectors" to align with 2021 Regional Plan
City of Carlsbad	CB34	Palomar Airport Road and Paseo Del Norte Right Turn Lane	-	Updated Regional Plan reference from draft to final
City of Carlsbad	CB35	Palomar Airport Road and Paseo Del Norte Left Turn Lane	-	Updated Regional Plan reference from draft to final
City of Chula Vista	CHV87	E Street Extension from Bay Boulevard to H Street	-	Updated Regional Plan reference from draft to final
County of San Diego	CNTY34	Dye Road Extension	-	Updated Regional Plan reference from draft to final
County of San Diego	CNTY98	Otay Lakes Road	-	Updated Regional Plan reference from draft to final
San Diego Association of Governments	SAN11A	Regional Rideshare Program	-	Updated Regional Plan reference from draft to final
San Diego Association of Governments	SAN153	The Inland Rail Trail	-	Updated Regional Plan reference from draft to final
San Diego Association of Governments	SAN229	North Park/Mid-City Bikeways: Landis Bikeway	-	Removed from amendment, project was previously completed

**2021 RTIP - Amendment No. 6**  
**Changes During Public Comment Period**

Agency	Project ID	Project Title	INC/(DEC) (\$000)	Change Description
City of San Diego	SD102A	Otay Truck Route Widening (Ph. 4)	-	Updated Regional Plan reference from draft to final
City of San Diego	SD250	La Media Road Improvements	-	Updated Regional Plan reference from draft to final
City of San Marcos	SM69	Twin Oaks Valley Rd. & Barham Dr. Improvements #ST008	-	Updated Regional Plan reference from draft to final
Various Agencies	V18	I-5/Voigt Drive Improvements	-	Updated Regional Plan reference from draft to final



**2021**  
**Regional Transportation**  
**Improvement Program**  
**Amendment No. 6**

January 7, 2022



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# Chapter 1

## Executive Summary



# Chapter 1

## Executive Summary

### Overview

The 2021 Regional Transportation Improvement Program (RTIP) is a multi-billion dollar, five-year program of major highway, transit arterial, and non-motorized projects funded by federal, state, *TransNet* local sales tax, and other local and private funding covering the years FY 2020/2021 to FY 2024/2025. The 2021 RTIP, which includes the air quality emissions analysis for all capacity increasing and regionally significant projects, requires approval by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The 2021 Federal State Transportation Improvement Program (FSTIP), which includes the SANDAG 2021 RTIP received federal approval on April 16, 2021.

The 2021 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 2021 RTIP also incrementally implements the Regional Transportation Plan (RTP), the long-range transportation plan for the San Diego region.

Amendment No. 6 to the 2021 RTIP reflects changes to projects, which have been updated in order to be consistent with the SANDAG revenue constrained RTP entitled, San Diego Forward: The 2021 Regional Plan (2021 Regional Plan). The 2021 RTIP document, published in February 2021, fully documents the RTIP development process, project listings, financial capacity analysis, the air quality conformity analysis and the performance management analysis. This report focuses on a new regional air quality emissions analysis for conformity purposes. Although there are no funding changes in this document, the financial capacity analysis reflects funding changes in prior approved amendments to the 2021 RTIP. The final 2021 RTIP as well as all amendments are available on the SANDAG website at [sandag.org/rtip](https://sandag.org/rtip).

### Consistency with the Regional Plan

On December 10, 2021, the SANDAG Board of Directors found the SANDAG revenue constrained RTP entitled, San Diego Forward: The 2021 Regional Plan (2021 Regional Plan), in conformance with federal air quality and planning regulations, and adopted the 2021 Regional Plan. The FHWA and the FTA are anticipated to issue a finding of conformity for the 2021 Regional Plan before March 31, 2022. The 2021 RTIP, including Amendment No. 6, is consistent with the 2021 Regional Plan. As a financially constrained document, the 2021 RTIP contains only those major transportation projects listed in the revenue-constrained 2021 Regional Plan.

### Financial Capacity Analysis

Federal regulations require the 2021 RTIP to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Funding assumptions generally are 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.

Tables 2-1a through 2-1c provide updated program summaries, including a comparison from the prior approved version. (Chapter 4 of the final 2021 RTIP discusses, in detail, the financial capacity analysis of major program areas, including discussion of available revenues.) Based upon the analysis, the projects contained within the 2021 RTIP, including Amendment No. 6, are reasonable when considering available funding sources.

## Air Quality Conformity Determination

Federal metropolitan planning and air quality regulations prescribe the process for determining air quality conformity. These regulations require that the proposed RTIP: (1) provide for the timely implementation of Transportation Control Measures (TCMs); (2) include a quantitative emissions analysis of projects programmed in the RTIP, including all regionally significant projects; and (3) be within the region's emissions budgets (targets) included in the approved State Implementation Plan (SIP).

**Table 1-1**  
**2021 RTIP - San Diego Region (In \$000s)**  
**Amendment No. 6**

TRANSPORTATION TACTIC	AMOUNT
<b>Ridesharing</b>	
TDM	\$77,696
<i>Subtotal Ridesharing:</i>	<b>\$77,696</b>
<b>Transit Improvements</b>	
Blue/Orange Line	\$87,514
Mid-Coast	\$2,453,372
Ops/Maint – Transit	\$4,467,783
Major Transit - LOSSAN Corridor	\$370,289
Bus Rapid Transit (BRT)	\$291,639
<i>Subtotal Transit Improvements:</i>	<b>\$7,670,597</b>
<b>Bicycle Facilities</b>	
Bicycle/Pedestrian Projects	\$534,810
<i>Subtotal Bicycle Facilities:</i>	<b>\$534,810</b>
<b>Traffic Flow Improvements</b>	
Transportation Management System/Intelligent Transportation System	\$193,459
<i>Subtotal Traffic Flow Improvements:</i>	<b>\$193,459</b>
<b>Total Transportation Tactics in 2021 RTIP:</b>	<b>\$8,476,561</b>
<b>Total All Transportation Projects in 2021 RTIP:</b>	<b>\$17,711,510</b>
<b>Share of Transportation Tactics Projects in 2021 RTIP:</b>	<b>48%</b>



The 2021 RTIP programs substantial funds for the implementation of the four TCMs (identified as Transportation Tactics) adopted in the 1982 SIP and 2009 Regional Air Quality Strategy (RAQS) and which are fully implemented. As shown in Table 1-1, the TCMs/Transportation Tactics projects programmed for implementation total approximately \$8.5 billion, or approximately 48 percent of the total funds programmed. Included are \$77.7 million for Ridesharing, \$7.7 billion for Transit Improvements, \$534.8 million for Bicycle Facilities and Programs, and \$193.5 million for Traffic Flow Improvements. Based upon this analysis, the 2021 RTIP, Amendment No. 6 provides for the expeditious implementation of the existing TCMs in the 1982 SIP and 2009 RAQS, which remain the federally approved TCMs for the San Diego region.

Quantitative air quality emissions analyses were conducted for the years 2023, 2026, 2029, 2032, 2040, and 2050 revenue constrained transportation scenarios, as shown in Chapter 5. A draft report that discusses the results of this analysis, including Amendment No. 6, was released for public comment on October 19, 2021, and reviewed by the San Diego Region Conformity Working Group (CWG) at its meeting on November 3, 2021. The 2021 RTIP Amendment No. 6 meets the conditions for determining conformity with the applicable SIP for air quality. A detailed description of the regional emissions analysis and modeling procedures conducted for the 2021 RTIP is included in Appendix F. Chapter 3 of this report summarizes the air quality conformity analysis for Amendment No. 6.

## **Performance Management**

Federal regulations 23 CFR Section 450.326(c) require the 2021 RTIP to be designed such that once implemented, it makes progress toward achieving the performance targets established under 450.306(d) and shall include, to the maximum extent practicable, a description of the anticipated effect of the RTIP toward achieving the performance targets identified in the transportation plan, linking investment priorities to those performance targets. Appendix H of the 2021 RTIP provides information on the target setting process, the targets and projects which support the required federal performance management requirements.

The 2021 RTIP was developed prior to the approval of the first round of regional public transportation safety targets. Staff from MTS, NCTD, and SANDAG reviewed transit safety data from 2015 to 2019 to develop the draft regional targets shown below in table 1-2. Historical trends, along with the most current observed data, informed target development. The 2020 regional public transportation safety targets were approved by the SANDAG Board of Directors at its December 18, 2020, meeting.

**Table 1-2  
2020 Regional Public Transportation Safety Targets**

2020 Regional Public Transportation Safety Targets			
Performance Measure	Fixed Route	Bus ADA/Paratransit	Rail Transit
Number of fatalities	0	0	0
Fatality rate by 100 thousand vehicle revenue miles (VRM)	0	0	0
Number of injuries	150	6	120
Injury rate by 100 thousand VRM	0.5	0.1	1.2
Number of safety events	140	7	130
Safety event rate by 100 thousand VRM	0.7	0.1	2.3
System reliability	6,000	20,000	15,000

Source: SANDAG - In coordination with MTS and NCTD

MTS and NCTD Capital Improvement Programs, as well as SANDAG and multiagency-sponsored projects that address transit facilities and corridors that carry transit services, are incorporated into the RTIP.

## Public Participation

It is the policy of SANDAG to encourage 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 through comment at SANDAG Board and committee meetings, SANDAG public notices of document availability and public hearings, and through the SANDAG public communications program. Pursuant to 23 U.S.C. 134(i), the draft 2021 RTIP was released for public review and comment on December 18, 2020, for a minimum of 30 days and a public hearing was held on February 5, 2021.

In May 2021, SANDAG held two workshops and numerous public outreach events in addition to two public hearings on June 16, 2021, and June 23, 2021, for the development of the Regional Plan. The draft 2021 Regional Plan, including its air quality conformity analysis and the draft air quality conformity determination of the Regional Plan, was released for a 55-day public comment period on May 28, 2021, which closed July 30, 2021.

Examples of public outreach efforts and ongoing participation include:

**Independent Taxpayer Oversight Committee (ITOC):** 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 their comments on the *TransNet* Program of Projects are conveyed to the SANDAG 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 2021 Regional Plan. Included in the process in

developing the 2021 Regional Plan, SANDAG used performance measures to aid in making decisions intended to ensure compliance with Title VI requirements and environmental justice principles. This process included the creation of a 2021 Regional Plan Social Equity Working Group, citizen representatives and community-based organization groups. For the 2021 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 Appendix H of the 2021 Regional Plan.

**Public Workshops/Outreach:** As part of the outreach for the 2021 Regional Plan, SANDAG provided information related to the 2021 RTIP and continually seeks comments as part of this effort. SANDAG held two workshops in May 2021 conducted in an open house format where participants were invited to attend and ask questions of staff; review maps/displays/information; complete comment cards. More information on the outreach efforts for the 2021 Regional Plan can be found at [sdforward.com](http://sdforward.com).

**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 2021 RTIP, SANDAG expanded this list to include tribal organizations and those areas considered as LIM, in addition, a notice for the public hearing was posted on the SANDAG webpage 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 new 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 will allow 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](http://projecttrak.sandag.org).

Appendix I in the 2021 RTIP describes the SANDAG public participation process and includes a copy of the latest Public Participation Policy, which contains the section specifically addressing the RTIP development and amendment process.

**Public Participation Plan (PPP):** The PPP reflects the SANDAG commitment to 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. The amended PPP was approved by the SANDAG Board in February 2018, which included changes related to social and environmental justice, evaluation methods for public involvement and more detailed language on SANDAG commitment to a complete communication process. The update fulfills various state and federal public involvement requirements and is available on the SANDAG website at [sandag.org/ppp](http://sandag.org/ppp)



**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**Caltrans**

<b>MPO ID: CAL09</b>		<b>RTIP #:21-06</b>
Project Title:	Interstate 5 - HOV/Managed Lanes	EA NO: 235800, 2T217, 2T218, 2T35U, 2T257, 2T258, 2T359, 2T170, 2T171, 2T172, 2T210, 2T211, 2T212, 2T358
Project Description:	Interstate 5 - construct High Occupancy Vehicle (HOV)/Managed Lanes on I-5; construct Phase 1: Construct HOV from Lomas Santa Fe to Birmingham and replace San Elijo Bridge; Construct Phase 2: construct HOV lanes and soundwall on private property from Birmingham to Palomar Airport Rd; Construct Phase 3: Construct HOV lanes and soundwalls on private property from Palomar Airport Rd to SR-78. Toll Credits will be used to match federal funds for the ROW phase and for the CON phase	PPNO: 0615CDE, 0615 RTP REF: A-51 (2019) SANDAG ID: 1200511, 1200501, 1200504, 1200510, 1200509
Change Reason:	Other, Updated RTP Page #	
RT:5	Capacity Status:CI	Exempt Category:Non-Exempt

Est Total Cost: **\$945,472**      Open to Traffic: Phase 1: Dec 2021    Phase 2: Dec 2021    Phase 3: Dec 2022

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$168,841	\$136,475	\$13,455	\$6,837	\$5,537	\$3,493	\$3,045		\$121,979	\$36,718	\$10,144
TransNet - MC AC	\$0	\$4,633	\$12,308	\$(13,032)	\$(3,909)						
CBI	\$416	\$416							\$416		
CMAQ	\$160,680	\$139,975	\$20,705						\$26,021	\$8,800	\$125,859
CMAQ - Conversion	\$10,536			\$6,000	\$4,536				\$2,050		\$8,486
Earmark Repurposing	\$8,252	\$1,220	\$7,032						\$1,220		\$7,032
IM	\$3,886	\$3,886							\$3,886		
Other Fed - HIP	\$25,654	\$22,940	\$2,714								\$25,654
RSTP	\$102,520	\$102,519							\$48,169	\$10,118	\$44,233
STP	\$751	\$751							\$751		
SB1 - CCP	\$195,000	\$195,000									\$195,000
STIP-RIP AC	\$229,084	\$140,021			\$89,063				\$9,561		\$219,523
STIP-RIP State Cash	\$628	\$628							\$628		
Local Funds	\$1,206		\$1,206								\$1,206
<b>TOTAL</b>	<b>\$907,454</b>	<b>\$748,464</b>	<b>\$57,420</b>	<b>\$(195)</b>	<b>\$95,227</b>	<b>\$3,493</b>	<b>\$3,045</b>		<b>\$214,681</b>	<b>\$55,636</b>	<b>\$637,137</b>

\* \$5.324M programmed in CAL46A; \$299K provided outside of the RTIP; \$12.035M programmed in CAL443; \$22.616M programmed in CAL468; \$6.744M programmed in CAL491

PROJECT LAST AMENDED 21-04											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$168,841	\$136,475	\$13,455	\$6,837	\$5,537	\$3,493	\$3,045		\$121,979	\$36,718	\$10,144
TransNet - MC AC	\$0	\$4,633	\$12,308	\$(13,032)	\$(3,909)						
CBI	\$416	\$416							\$416		
CMAQ	\$160,680	\$139,975	\$20,705						\$26,021	\$8,800	\$125,859
CMAQ - Conversion	\$10,536			\$6,000	\$4,536				\$2,050		\$8,486
Earmark Repurposing	\$8,252	\$1,220	\$7,032						\$1,220		\$7,032
IM	\$3,886	\$3,886							\$3,886		
Other Fed - HIP	\$25,654	\$22,940	\$2,714								\$25,654
RSTP	\$102,520	\$102,519							\$48,169	\$10,118	\$44,233
STP	\$751	\$751							\$751		
SB1 - CCP	\$195,000	\$195,000									\$195,000
STIP-RIP AC	\$229,084	\$140,021			\$89,063				\$9,561		\$219,523
STIP-RIP State Cash	\$628	\$628							\$628		
Local Funds	\$1,206		\$1,206								\$1,206
<b>TOTAL</b>	<b>\$907,454</b>	<b>\$748,464</b>	<b>\$57,420</b>	<b>\$(195)</b>	<b>\$95,227</b>	<b>\$3,493</b>	<b>\$3,045</b>		<b>\$214,681</b>	<b>\$55,636</b>	<b>\$637,137</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL09C										RTIP #:21-06	
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 and extend Carroll Canyon Road as a four-lane arterial from Scranton Road to Sorrento Valley Road.							PPNO: 0716				
Change Reason: Other, Updated Regional Plan page reference							RTP REF: A-16,27,B-30,31,34				
RT:805 Capacity Status:CI Exempt Category:Non-Exempt							SANDAG ID: 1280505				
Est Total Cost: <b>\$95,514</b>										Open to Traffic: Apr 2014	
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$32,204	\$32,131	\$72	\$1					\$16,606	\$2,703	\$12,895
Other Fed - ARRA-RSTP	\$51,817	\$51,817									\$51,817
<b>TOTAL</b>	<b>\$84,021</b>	<b>\$83,948</b>	<b>\$72</b>	<b>\$1</b>					<b>\$16,606</b>	<b>\$2,703</b>	<b>\$64,712</b>

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

PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$32,204	\$32,131	\$72	\$1					\$16,606	\$2,703	\$12,895
Other Fed - ARRA-RSTP	\$51,817	\$51,817									\$51,817
<b>TOTAL</b>	<b>\$84,021</b>	<b>\$83,948</b>	<b>\$72</b>	<b>\$1</b>					<b>\$16,606</b>	<b>\$2,703</b>	<b>\$64,712</b>

MPO ID: CAL09D										RTIP #:21-06	
Project Title: Interstate 5 and 805 - Convert HOV lanes to Express lanes.							RTP REF: CC046				
Project Description: Interstate 5, Interstate 805 - Construct infrastructure to convert HOV lanes to Express lanes on I-805 from SR-52 to the I-5/I805 merge and on I-5/I805 merge to SR-78.							SANDAG ID: 1200514, 1200515, 1280517				
Change Reason: Other, Updated with new Regional Plan Project ID											
RT:5 Capacity Status:NCI Exempt Category:Safety - Non signalization traffic control and operating											
Est Total Cost: <b>\$68,600</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$28,700						\$28,700		\$2,047		\$26,653
RSTP - AC Conversion	\$20,200						\$20,200		\$3,480		\$16,720
SB1 - LPP Formula	\$1,700						\$1,700				\$1,700
STIP-RIP AC	\$18,000				\$18,000				\$14,500	\$3,500	
Local Funds AC	\$0					\$20,200	\$(20,200)				
<b>TOTAL</b>	<b>\$68,600</b>				<b>\$18,000</b>	<b>\$20,200</b>	<b>\$30,400</b>		<b>\$20,027</b>	<b>\$3,500</b>	<b>\$45,073</b>

PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$28,700						\$28,700		\$2,047		\$26,653
RSTP - AC Conversion	\$20,200						\$20,200		\$3,480		\$16,720
SB1 - LPP Formula	\$1,700						\$1,700				\$1,700
STIP-RIP AC	\$18,000				\$18,000				\$14,500	\$3,500	
Local Funds AC	\$0					\$20,200	\$(20,200)				
<b>TOTAL</b>	<b>\$68,600</b>				<b>\$18,000</b>	<b>\$20,200</b>	<b>\$30,400</b>		<b>\$20,027</b>	<b>\$3,500</b>	<b>\$45,073</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**Caltrans**

<b>MPO ID: CAL18B</b>		<b>RTIP #:21-06</b>									
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		
Change Reason:	Other, Updated Regional Plan reference								RTP REF: A-9 (2007)		
RT:15	Capacity Status:CI	Exempt Category:Non-Exempt									
Est Total Cost: <b>\$396,118</b>		Open to Traffic: Jun 2011									
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$80,982	\$79,458	\$1,334	\$190					\$36,359	\$13,674	\$30,949
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
<b>TOTAL</b>	<b>\$396,118</b>	<b>\$394,594</b>	<b>\$1,334</b>	<b>\$190</b>					<b>\$58,103</b>	<b>\$14,366</b>	<b>\$323,649</b>
<b>PROJECT LAST AMENDED 21-00</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$80,982	\$79,458	\$1,334	\$190					\$36,359	\$13,674	\$30,949
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
<b>TOTAL</b>	<b>\$396,118</b>	<b>\$394,594</b>	<b>\$1,334</b>	<b>\$190</b>					<b>\$58,103</b>	<b>\$14,366</b>	<b>\$323,649</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL26										RTIP #:21-06	
Project Title: State Route 52 Freeway (E&F)							EA NO: 010611				
Project Description: In San Diego, Santee and Lakeside, from SR 125 to Cuyamaca Street to SR 67 - construct 4 lane freeway							PPNO: 0260				
							RTP REF: T-5				
							SANDAG ID: 1205203				
							EARMARK NO: CA424/604, HPP 1134/2735				
Change Reason: Other, Updated Regional Plan page number											
RT:52 Capacity Status:CI Exempt Category:Non-Exempt											
Est Total Cost: <b>\$460,509</b> Open to Traffic: Mar 2011											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - H	\$44,945	\$44,945							\$671	\$44,274	
TransNet - MC	\$65,029	\$64,673	\$264	\$92					\$14,102	\$32,038	\$18,889
DEMO	\$2,234	\$2,234								\$2,234	
HPP	\$10,409	\$10,409									\$10,409
RSTP	\$54,738	\$53,238	\$1,500							\$24,337	\$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	
<b>TOTAL</b>	<b>\$452,117</b>	<b>\$450,261</b>	<b>\$1,764</b>	<b>\$92</b>					<b>\$38,303</b>	<b>\$206,713</b>	<b>\$207,101</b>

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

PROJECT LAST AMENDED 21-03											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - H	\$44,945	\$44,945							\$671	\$44,274	
TransNet - MC	\$65,029	\$64,673	\$264	\$92					\$14,102	\$32,038	\$18,889
DEMO	\$2,234	\$2,234								\$2,234	
HPP	\$10,409	\$10,409									\$10,409
RSTP	\$54,738	\$53,238	\$1,500							\$24,337	\$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	
<b>TOTAL</b>	<b>\$452,117</b>	<b>\$450,261</b>	<b>\$1,764</b>	<b>\$92</b>					<b>\$38,303</b>	<b>\$206,713</b>	<b>\$207,101</b>



**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

Caltrans

<b>MPO ID: CAL29B</b>		<b>RTIP #:21-06</b>
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 lanesToll Credits will be used to match federal funds for the CON phase	RTP REF: A-51 (2019) SANDAG ID: 1207606
Change Reason:	Other, Updated with new Regional Plan page number	
RT:76	Capacity Status:CI	Exempt Category:Non-Exempt

Est Total Cost: <b>\$203,289</b>		Open to Traffic: Phase 1: Aug 2013    Phase 2: May 2017									
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - H	\$12,139	\$12,139							\$12,139		
TransNet - MC	\$34,847	\$34,026	\$634	\$125	\$62				\$11,517	\$18,090	\$5,240
TransNet - MC AC	\$0	\$19,938					\$(19,938)				
TransNet - REMP	\$8,133	\$8,133									\$8,133
RSTP	\$93,686	\$93,686							\$7,436		\$86,250
TPFP	\$300	\$300									\$300
Prop 1B - CMIA	\$27,387	\$27,387									\$27,387
Local Funds	\$26,797	\$6,859					\$19,938		\$3,264	\$7,962	\$15,571
<b>TOTAL</b>	<b>\$203,289</b>	<b>\$202,468</b>	<b>\$634</b>	<b>\$125</b>	<b>\$62</b>				<b>\$34,356</b>	<b>\$26,052</b>	<b>\$142,881</b>

<b>PROJECT LAST AMENDED 21-00</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - H	\$12,139	\$12,139							\$12,139		
TransNet - MC	\$34,847	\$34,026	\$634	\$125	\$62				\$11,517	\$18,090	\$5,240
TransNet - MC AC	\$0	\$19,938					\$(19,938)				
TransNet - REMP	\$8,133	\$8,133									\$8,133
RSTP	\$93,686	\$93,686							\$7,436		\$86,250
TPFP	\$300	\$300									\$300
Prop 1B - CMIA	\$27,387	\$27,387									\$27,387
Local Funds	\$26,797	\$6,859					\$19,938		\$3,264	\$7,962	\$15,571
<b>TOTAL</b>	<b>\$203,289</b>	<b>\$202,468</b>	<b>\$634</b>	<b>\$125</b>	<b>\$62</b>				<b>\$34,356</b>	<b>\$26,052</b>	<b>\$142,881</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**Caltrans**

<b>MPO ID: CAL38</b>	<b>RTIP #:21-06</b>
Project Title: SR-905 New Freeway	EA NO: 28880, 093160, 43106
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 PE and CON phase	PPNO: 0374K RTP REF: A-10 (2007) SANDAG ID: 1390501 EARMARK NO: CA281, CA297, CA612, HPP 2813
Change Reason: Other, Updated Regional Plan reference	

RT:905 Capacity Status:CI Exempt Category:Non-Exempt  
 Est Total Cost: **\$423,817** Open to Traffic: Aug 2012

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet - Border</i>	\$1,583	\$1,394		\$184	\$5				\$5	\$195	\$1,383
CBI	\$109,242	\$105,342	\$360	\$3,540					\$360	\$105,342	\$3,540
DEMO - Sec 115	\$3,000	\$3,000								\$3,000	
DEMO - TEA 21	\$40,485	\$40,410		\$75						\$40,410	\$75
HPP	\$5,836	\$5,248	\$228	\$360					\$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	
<b>TOTAL</b>	<b>\$423,817</b>	<b>\$419,065</b>	<b>\$588</b>	<b>\$4,159</b>	<b>\$5</b>				<b>\$24,717</b>	<b>\$228,457</b>	<b>\$170,643</b>

**PROJECT LAST AMENDED 21-04**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet - Border</i>	\$1,583	\$1,394		\$184	\$5				\$5	\$195	\$1,383
CBI	\$109,242	\$105,342	\$360	\$3,540					\$360	\$105,342	\$3,540
DEMO - Sec 115	\$3,000	\$3,000								\$3,000	
DEMO - TEA 21	\$40,485	\$40,410		\$75						\$40,410	\$75
HPP	\$5,836	\$5,248	\$228	\$360					\$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	
<b>TOTAL</b>	<b>\$423,817</b>	<b>\$419,065</b>	<b>\$588</b>	<b>\$4,159</b>	<b>\$5</b>				<b>\$24,717</b>	<b>\$228,457</b>	<b>\$170,643</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL38C										RTIP #:21-06	
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 REF: CC148 (2021) SANDAG ID: 1390506 EARMARK NO: CA612, HPP 2813			
Change Reason: Other, Updated with new Regional Plan page number											
RT:905 Capacity Status:CI Exempt Category:Non-Exempt											
Est Total Cost: <b>\$37,965</b>						Open to Traffic: Jan 2022					
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
HPP	\$4,857	\$4,857							\$4,857		
Prop 1B - TCIF	\$1,708	\$1,708									\$1,708
SB1 - TCEP	\$21,980	\$21,980									\$21,980
Loc Funds - Toll Funds	\$9,420	\$1,404	\$4,008	\$4,008							\$9,420
<b>TOTAL</b>	<b>\$37,965</b>	<b>\$29,949</b>	<b>\$4,008</b>	<b>\$4,008</b>					<b>\$4,857</b>		<b>\$33,108</b>
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
HPP	\$4,857	\$4,857							\$4,857		
Prop 1B - TCIF	\$1,708	\$1,708									\$1,708
SB1 - TCEP	\$21,980	\$21,980									\$21,980
Loc Funds - Toll Funds	\$9,420	\$1,404	\$4,008	\$4,008							\$9,420
<b>TOTAL</b>	<b>\$37,965</b>	<b>\$29,949</b>	<b>\$4,008</b>	<b>\$4,008</b>					<b>\$4,857</b>		<b>\$33,108</b>

MPO ID: CAL67										RTIP #:21-06	
Project Title: State Route 94 Corridor Improvements								EA NO: 28710			
Project Description: In San Diego on SR 94 between I-805 and I-5 - final environmental document for two transit priority lanes and a connector feasibility study for a transit priority connector; Toll Credits will be used to match federal funds for the PE phase. Toll Credits will be used to match federal funds for the PE phase								PPNO: T0770 RTP REF: A-5 (2019) SANDAG ID: 1280508, 1280518			
Change Reason: Other, Updated Regional Plan reference											
RT:94 Capacity Status:NCI Exempt Category:Other - Engineering studies											
Est Total Cost: <b>\$37,100</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$12,100	\$11,300	\$71	\$502	\$227				\$12,100		
CMAQ	\$15,000					\$6,244	\$8,756		\$15,000		
TCRP	\$10,000	\$10,000							\$10,000		
<b>TOTAL</b>	<b>\$37,100</b>	<b>\$21,300</b>	<b>\$71</b>	<b>\$502</b>	<b>\$227</b>	<b>\$6,244</b>	<b>\$8,756</b>		<b>\$37,100</b>		
PROJECT LAST AMENDED 21-03											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$12,100	\$11,300	\$71	\$502	\$227				\$12,100		
CMAQ	\$15,000					\$6,244	\$8,756		\$15,000		
TCRP	\$10,000	\$10,000							\$10,000		
<b>TOTAL</b>	<b>\$37,100</b>	<b>\$21,300</b>	<b>\$71</b>	<b>\$502</b>	<b>\$227</b>	<b>\$6,244</b>	<b>\$8,756</b>		<b>\$37,100</b>		

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL68		RTIP #:21-06										
Project Title:		SR 94/125 Interchange and Arterial Operational Improvements							EA NO: 14665			
Project Description:		Interchange on SR 94 at SR 94 and SR125 Milepost begins at 1 ends at 2 - near La Mesa and Lemon Grove on SR 125 from Lemon Avenue to SR 94 and on SR 94 from SR 125 to Bancroft Dr. - Design and Right-Of-Way of southbound 125 to eastbound SR 94 direct connector							PPNO: 0356			
Change Reason:		Other, Updated regional plan reference							RTP REF: CC108; T-3 (2021)			
RT:94		Capacity Status:CI		Exempt Category:Non-Exempt							SANDAG ID: 1212501	
Est Total Cost: <b>\$30,240</b>		Open to Traffic: Feb 2025										
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON	
TransNet - MC	\$5,914	\$1,835	\$2,413	\$1,373	\$293				\$3,726	\$2,188		
RSTP	\$6,000		\$4,000	\$2,000					\$2,000	\$4,000		
SB1 - LPP Formula	\$4,000		\$4,000							\$4,000		
STIP-RIP AC	\$7,948	\$7,948							\$7,948			
State Cash	\$26	\$26								\$26		
TCRP	\$6,352	\$6,352							\$5,000	\$1,352		
<b>TOTAL</b>	<b>\$30,240</b>	<b>\$16,161</b>	<b>\$10,413</b>	<b>\$3,373</b>	<b>\$293</b>				<b>\$18,674</b>	<b>\$11,566</b>		
<b>PROJECT LAST AMENDED 21-02</b>												
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON	
TransNet - MC	\$5,914	\$1,835	\$2,413	\$1,373	\$293				\$3,726	\$2,188		
RSTP	\$6,000		\$4,000	\$2,000					\$2,000	\$4,000		
SB1 - LPP Formula	\$4,000		\$4,000							\$4,000		
STIP-RIP AC	\$7,948	\$7,948							\$7,948			
State Cash	\$26	\$26								\$26		
TCRP	\$6,352	\$6,352							\$5,000	\$1,352		
<b>TOTAL</b>	<b>\$30,240</b>	<b>\$16,161</b>	<b>\$10,413</b>	<b>\$3,373</b>	<b>\$293</b>				<b>\$18,674</b>	<b>\$11,566</b>		

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**Caltrans**

<b>MPO ID: CAL78B</b>		<b>RTIP #:21-06</b>
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 REF: A-51 (2019) SANDAG ID: 1280503, 1280511
Change Reason:	Other, Updated with Regional Plan page number	
RT:805	Capacity Status:CI	Exempt Category:Non-Exempt

Est Total Cost: <b>\$125,572</b>		Open to Traffic: Sep 2016									
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$19,931	\$13,747	\$3,492	\$1,129	\$1,563				\$11,932	\$515	\$7,484
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
<b>TOTAL</b>	<b>\$125,572</b>	<b>\$119,388</b>	<b>\$3,492</b>	<b>\$1,129</b>	<b>\$1,563</b>				<b>\$14,707</b>	<b>\$515</b>	<b>\$110,350</b>

<b>PROJECT LAST AMENDED 21-03</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$19,931	\$13,747	\$3,492	\$1,129	\$1,563				\$11,932	\$515	\$7,484
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
<b>TOTAL</b>	<b>\$125,572</b>	<b>\$119,388</b>	<b>\$3,492</b>	<b>\$1,129</b>	<b>\$1,563</b>				<b>\$14,707</b>	<b>\$515</b>	<b>\$110,350</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

Caltrans

<b>MPO ID: CAL78C</b>		<b>RTIP #:21-06</b>
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) and a transit station at Palomar Street; design and construct one auxiliary lane on northbound I-805 from Grove Street to 16th Street in National City; design and construct one auxiliary lane on southbound I-805 from 20th Street to Plaza Boulevard in National City; design one HOV lane in each direction from Hilltop Drive to Landis Street and a direct HOV connector from I-805 to I-15	PPNO: 0730A-B RTP REF: A-5 (2019) SANDAG ID: 1280501, 1280514, 1280510
Change Reason:	Other, Updated Regional Plan page number	

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

Est Total Cost: **\$227,369**      Open to Traffic: Phase 1: Feb 2016      Phase 2: Jan 2017

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$159,266	\$143,633	\$15,097	\$517	\$19				\$56,844	\$8,555	\$93,867
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
SHOPP (AC)-Misc	\$82	\$82								\$82	
Local Funds	\$580	\$580							\$180		\$400
<b>TOTAL</b>	<b>\$227,369</b>	<b>\$211,736</b>	<b>\$15,097</b>	<b>\$517</b>	<b>\$19</b>				<b>\$67,702</b>	<b>\$8,637</b>	<b>\$151,030</b>

**PROJECT LAST AMENDED 21-03**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$159,266	\$143,633	\$15,097	\$517	\$19				\$56,844	\$8,555	\$93,867
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
SHOPP (AC)-Misc	\$82	\$82								\$82	
Local Funds	\$580	\$580							\$180		\$400
<b>TOTAL</b>	<b>\$227,369</b>	<b>\$211,736</b>	<b>\$15,097</b>	<b>\$517</b>	<b>\$19</b>				<b>\$67,702</b>	<b>\$8,637</b>	<b>\$151,030</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**Caltrans**

<b>MPO ID: CAL78D</b>		<b>RTIP #:21-06</b>
Project Title:	I-805 South Soundwalls - Unit 1	EA NO: 2T260, 43018, 2T343
Project Description:	Palomar to SR 54 - construct soundwalls (phase 1 and 2) and design Sweetwater River Bridge improvements.. Toll Credits will be used to match federal funds for the PE phase, ROW phase, and the CON phase	RTP REF: A-5 (2019) SANDAG ID: 1280515 EARMARK NO: CA643; CA604
Change Reason:	Other, Updated Regional Plan page number	
RT:805	Capacity Status:NCI	Exempt Category:Other - Noise attenuation

Est Total Cost: **\$88,739**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$12,688	\$5,144	\$436	\$1,554	\$772	\$2,959	\$1,432	\$391	\$4,211	\$549	\$7,928
TransNet - MC AC	\$0	\$2,100	\$(2,100)	\$14,000		\$(3,705)	\$(10,295)				
Earmark Repurposing	\$1,080		\$1,080						\$1,080		
RSTP	\$44,802	\$31,302			\$3,400		\$10,100		\$12,611	\$2,402	\$29,789
RSTP - AC Conversion	\$5,170		\$2,100			\$3,070			\$2,100		\$3,070
<b>TOTAL</b>	<b>\$63,740</b>	<b>\$38,546</b>	<b>\$1,516</b>	<b>\$15,554</b>	<b>\$4,172</b>	<b>\$2,324</b>	<b>\$1,237</b>	<b>\$391</b>	<b>\$20,002</b>	<b>\$2,951</b>	<b>\$40,787</b>

\* \$72k of SHOPP contribution programmed under CAL371; \$24.927m SHOPP for construction of Sweetwater River Bridge programmed under CAL484 in grouped listing CAL46D;

PROJECT LAST AMENDED 21-03											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$12,688	\$5,144	\$436	\$1,554	\$772	\$2,959	\$1,432	\$391	\$4,211	\$549	\$7,928
TransNet - MC AC	\$0	\$2,100	\$(2,100)	\$14,000		\$(3,705)	\$(10,295)				
Earmark Repurposing	\$1,080		\$1,080						\$1,080		
RSTP	\$44,802	\$31,302			\$3,400		\$10,100		\$12,611	\$2,402	\$29,789
RSTP - AC Conversion	\$5,170		\$2,100			\$3,070			\$2,100		\$3,070
<b>TOTAL</b>	<b>\$63,740</b>	<b>\$38,546</b>	<b>\$1,516</b>	<b>\$15,554</b>	<b>\$4,172</b>	<b>\$2,324</b>	<b>\$1,237</b>	<b>\$391</b>	<b>\$20,002</b>	<b>\$2,951</b>	<b>\$40,787</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**Caltrans**

<b>MPO ID: CAL107</b>		<b>RTIP #:21-06</b>
Project Title:	I-15 Operational Improvements	EA NO: 43105
Project Description:	Point location on I-15 at Main Street - In San Diego County, in San Diego from Main Street to Harbor Drive (Vesta Street overcrossing and Operational 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 PE phase	PPNO: 1417
		RTP REF: GM09
		EARMARK NO: CA380/618
Change Reason:	Other, Updated Regional Plan reference (project ID)	
RT:15	Capacity Status:NCI	Exempt Category:Safety - Railroad/highway crossing

Est Total Cost: **\$124,395**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
CBI	\$3,800		\$3,800						\$3,800		
HPP	\$800	\$800							\$800		
Local Funds	\$26,595	\$26,595							\$13,485	\$13,110	
<b>TOTAL</b>	<b>\$31,195</b>	<b>\$27,395</b>	<b>\$3,800</b>						<b>\$18,085</b>	<b>\$13,110</b>	

**PROJECT LAST AMENDED 21-00**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
CBI	\$3,800		\$3,800						\$3,800		
HPP	\$800	\$800							\$800		
Local Funds	\$26,595	\$26,595							\$13,485	\$13,110	
<b>TOTAL</b>	<b>\$31,195</b>	<b>\$27,395</b>	<b>\$3,800</b>						<b>\$18,085</b>	<b>\$13,110</b>	



**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**Caltrans**

<b>MPO ID: CAL114</b>		<b>RTIP #:21-06</b>										
Project Title:	I-5/SR 56 Interchange							EA NO: 17790				
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							RTP REF: CC104 (2021) SANDAG ID: 1200503, 1200513				
Change Reason:	Other, Updated with new Regional Plan reference (project ID)											
RT:5	Capacity Status:CI	Exempt Category:Non-Exempt										
Est Total Cost: <b>\$17,958</b>		Open to Traffic: Phase 1: Jul 2024		Phase 2: Jan 2031			Phase 3: Jan 2031					
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>	
TransNet - MC	\$1,854	\$630	\$606	\$618					\$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			
<b>TOTAL</b>	<b>\$15,884</b>	<b>\$14,660</b>	<b>\$606</b>	<b>\$618</b>					<b>\$15,884</b>			

\* State contributed \$2.073M in additional funds outside of the RTIP

<b>PROJECT LAST AMENDED 21-00</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - MC	\$1,854	\$630	\$606	\$618					\$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		
<b>TOTAL</b>	<b>\$15,884</b>	<b>\$14,660</b>	<b>\$606</b>	<b>\$618</b>					<b>\$15,884</b>		

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**Caltrans**

<b>MPO ID: CAL277</b>			<b>RTIP #:21-06</b>			
Project Title:	I-15/SR 78 ML 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. Toll Credits will be used to match federal funds for the PE phase					RTP REF: CC073 (2021) SANDAG ID: 1207802
Change Reason:	Other, Updated with new Regional Plan project ID					
RT:15	Capacity Status:CI	Exempt Category:Non-Exempt				

Est Total Cost: <b>\$340,000</b>			Open to Traffic: Oct 2027								
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$2,937	\$860	\$122	\$109	\$408	\$638	\$797	\$3	\$2,937		
TransNet - MC AC	\$0		\$11,800		\$(2,100)	\$(3,500)	\$(6,200)				
RSTP	\$11,800				\$2,100	\$3,500	\$6,200		\$11,800		
SB1 - LPP Formula	\$11,200		\$11,200						\$11,200		
STIP-RIP AC	\$7,000	\$7,000							\$7,000		
<b>TOTAL</b>	<b>\$32,937</b>	<b>\$7,860</b>	<b>\$23,122</b>	<b>\$109</b>	<b>\$408</b>	<b>\$638</b>	<b>\$797</b>	<b>\$3</b>	<b>\$32,937</b>		

<b>PROJECT LAST AMENDED 21-03</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$2,937	\$860	\$122	\$109	\$408	\$638	\$797	\$3	\$2,937		
TransNet - MC AC	\$0		\$11,800		\$(2,100)	\$(3,500)	\$(6,200)				
RSTP	\$11,800				\$2,100	\$3,500	\$6,200		\$11,800		
SB1 - LPP Formula	\$11,200		\$11,200						\$11,200		
STIP-RIP AC	\$7,000	\$7,000							\$7,000		
<b>TOTAL</b>	<b>\$32,937</b>	<b>\$7,860</b>	<b>\$23,122</b>	<b>\$109</b>	<b>\$408</b>	<b>\$638</b>	<b>\$797</b>	<b>\$3</b>	<b>\$32,937</b>		

<b>MPO ID: CAL277A</b>			<b>RTIP #:21-06</b>			
Project Title:	SR 78/I-5 HOV Connector					RTP REF: CC064 (2021)
Project Description:	In Oceanside and Carlsbad, Intersection of SR 78 and I-5 Milepost begins at 0 ends at 2 - environmental studies and preliminary engineering for high-occupancy vehicle/managed lanes direct connectors at SR 78 to I-5					SANDAG ID: 1207803
Change Reason:	Other, Updated Regional Plan page reference (project ID)					
RT:78	Capacity Status:NCI	Exempt Category:Other - Engineering studies				

Est Total Cost: <b>\$13,000</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$13,000	\$2,627	\$898		\$1,800	\$3,075	\$2,825	\$1,775	\$13,000		
<b>TOTAL</b>	<b>\$13,000</b>	<b>\$2,627</b>	<b>\$898</b>		<b>\$1,800</b>	<b>\$3,075</b>	<b>\$2,825</b>	<b>\$1,775</b>	<b>\$13,000</b>		

<b>PROJECT LAST AMENDED 21-00</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$13,000	\$2,627	\$898		\$1,800	\$3,075	\$2,825	\$1,775	\$13,000		
<b>TOTAL</b>	<b>\$13,000</b>	<b>\$2,627</b>	<b>\$898</b>		<b>\$1,800</b>	<b>\$3,075</b>	<b>\$2,825</b>	<b>\$1,775</b>	<b>\$13,000</b>		

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL278									RTIP #:21-06		
Project Title:	SR78 HOV/Managed Lanes							EA NO: 2T241			
Project Description:	SR 78 from I-5 to I-15 Milepost begins at 0 ends at 16.54 (16.54 miles) - environmental studies and preliminary engineering for high-occupancy vehicle/managed lanes. Toll Credits will be used to match federal funds for the PE phase							RTP REF: CC036/CC037 (2021) SANDAG ID: 1207801, 1207804			
Change Reason:	Other, Updated with new Regional Plan reference (project ID)										
RT:78	Capacity Status:NCI	Exempt Category:Other - Engineering studies									
Est Total Cost: <b>\$40,683</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$15,283	\$1,683	\$585	\$2,375	\$4,675	\$3,325	\$2,640		\$15,283		
RSTP	\$19,700		\$4,000	\$5,200	\$9,500		\$1,000		\$19,700		
SB1 - LPP Formula	\$5,700					\$5,700			\$5,700		
<b>TOTAL</b>	<b>\$40,683</b>	<b>\$1,683</b>	<b>\$4,585</b>	<b>\$7,575</b>	<b>\$14,175</b>	<b>\$9,025</b>	<b>\$3,640</b>		<b>\$40,683</b>		
PROJECT LAST AMENDED 21-03											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$15,283	\$1,683	\$585	\$2,375	\$4,675	\$3,325	\$2,640		\$15,283		
RSTP	\$19,700		\$4,000	\$5,200	\$9,500		\$1,000		\$19,700		
SB1 - LPP Formula	\$5,700					\$5,700			\$5,700		
<b>TOTAL</b>	<b>\$40,683</b>	<b>\$1,683</b>	<b>\$4,585</b>	<b>\$7,575</b>	<b>\$14,175</b>	<b>\$9,025</b>	<b>\$3,640</b>		<b>\$40,683</b>		

MPO ID: CAL325A									RTIP #:21-06		
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 REF: T-3 (2021) SANDAG ID: 1390505			
Change Reason:	Other, Updated with new Regional Plan page number										
RT:905	Capacity Status:CI	Exempt Category:Non-Exempt									
Est Total Cost: <b>\$73,947</b> Open to Traffic: May 2021											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
SHOPP Augmentation - Mobility	\$49,747	\$49,747									\$49,747
Loc Funds - Toll Funds	\$24,200	\$15,580	\$7,448	\$887	\$285				\$7,385	\$115	\$16,700
<b>TOTAL</b>	<b>\$73,947</b>	<b>\$65,327</b>	<b>\$7,448</b>	<b>\$887</b>	<b>\$285</b>				<b>\$7,385</b>	<b>\$115</b>	<b>\$66,447</b>
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
SHOPP Augment Mobility	\$49,747	\$49,747									\$49,747
Loc Funds - Toll Funds	\$24,200	\$15,580	\$7,448	\$887	\$285				\$7,385	\$115	\$16,700
<b>TOTAL</b>	<b>\$73,947</b>	<b>\$65,327</b>	<b>\$7,448</b>	<b>\$887</b>	<b>\$285</b>				<b>\$7,385</b>	<b>\$115</b>	<b>\$66,447</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**Caltrans**

<b>MPO ID: CAL502</b>		<b>RTIP #:21-06</b>									
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		
Change Reason:	Other, Updated with new Regional Plan reference (project ID)								RTP REF: CC114 (2021)		
RT:805	Capacity Status:NCI	Exempt Category:Safety - Hazard elimination program									
Est Total Cost: <b>\$40,472</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - MC	\$42	\$7	\$33	\$2					\$42		
STIP-RIP AC	\$4,200	\$4,200							\$4,200		
<b>TOTAL</b>	<b>\$4,242</b>	<b>\$4,207</b>	<b>\$33</b>	<b>\$2</b>					<b>\$4,242</b>		
<b>PROJECT LAST AMENDED 21-03</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - MC	\$42	\$7	\$33	\$2					\$42		
STIP-RIP AC	\$4,200	\$4,200							\$4,200		
<b>TOTAL</b>	<b>\$4,242</b>	<b>\$4,207</b>	<b>\$33</b>	<b>\$2</b>					<b>\$4,242</b>		

<b>MPO ID: CAL503</b>		<b>RTIP #:21-06</b>									
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 5, 805, 905 & 188 IMP County: Route 7, 111 & 186								RTP REF: GM07 (2021)		
Change Reason:	Other, Updated with new Regional Plan reference (project ID)										
RT:5	Capacity Status:NCI	Exempt Category:Safety - Non signalization traffic control and operating									
Est Total Cost: <b>\$39,176</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
SB1 - TCEP	\$11,969	\$2,317	\$9,652						\$2,317		\$9,652
<b>TOTAL</b>	<b>\$11,969</b>	<b>\$2,317</b>	<b>\$9,652</b>						<b>\$2,317</b>		<b>\$9,652</b>
* \$27.207M of SHOPP programmed on CAL472											
<b>PROJECT LAST AMENDED 21-00</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
SB1 - TCEP	\$11,969	\$2,317	\$9,652						\$2,317		\$9,652
<b>TOTAL</b>	<b>\$11,969</b>	<b>\$2,317</b>	<b>\$9,652</b>						<b>\$2,317</b>		<b>\$9,652</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL536		RTIP #:21-06										
Project Title:	SR-52 Improvements							EA NO: 43012				
Project Description:	SR 52 from I-805 to SR 125 Milepost begins at 7.4 ends at 14.9 (7.5 miles) - operational improvements including a truck climbing lane WB from Mast Boulevard to Santo Road and EB auxiliary lane from I-15 to Santo Road							PPNO: 1351 RTP REF: T-3 (2021) SANDAG ID: 1205204				
Change Reason:	Other, Updated with new Regional Plan reference (project ID); revised Open to Traffic date to align with 2021 RP											
RT:52	Capacity Status:CI	Exempt Category:Non-Exempt										
Est Total Cost: <b>\$45,000</b>		Open to Traffic: Sep 2024										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>	
TransNet - MC	\$3,000				\$3,000				\$3,000			
SB1 - LPP Formula	\$3,000			\$3,000					\$3,000			
Local Funds	\$6,000		\$400	\$2,684	\$2,916				\$6,000			
<b>TOTAL</b>	<b>\$12,000</b>		<b>\$400</b>	<b>\$5,684</b>	<b>\$5,916</b>				<b>\$12,000</b>			
PROJECT LAST AMENDED 21-03												
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>	
TransNet - MC	\$3,000				\$3,000				\$3,000			
SB1 - LPP Formula	\$3,000			\$3,000					\$3,000			
Local Funds	\$6,000		\$400	\$2,684	\$2,916				\$6,000			
<b>TOTAL</b>	<b>\$12,000</b>		<b>\$400</b>	<b>\$5,684</b>	<b>\$5,916</b>				<b>\$12,000</b>			

MPO ID: CAL538		RTIP #:21-06										
Project Title:	SR 67 Improvements							RTP REF: CC050 (2021)				
Project Description:	SR 67 from Mapleview Street to Highland Valley/Dye Road Milepost begins at 5.4 ends at 21.4 (14.8 miles) - environmental studies and preliminary engineering for a four lane facility along SR 67. Toll Credits will be used to match federal funds for the PE phase							SANDAG ID: 1206701				
Change Reason:	Other, Updated with new Regional Plan reference (project ID)											
RT:67	Capacity Status:NCI	Exempt Category:Other - Engineering studies										
Est Total Cost: <b>\$35,000</b>												
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>	
TransNet - MC	\$210			\$90	\$80	\$40			\$210			
RSTP	\$20,790	\$6,000	\$3,000	\$5,000	\$6,000	\$790			\$20,790			
<b>TOTAL</b>	<b>\$21,000</b>	<b>\$6,000</b>	<b>\$3,000</b>	<b>\$5,090</b>	<b>\$6,080</b>	<b>\$830</b>			<b>\$21,000</b>			
PROJECT LAST AMENDED 21-03												
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>	
TransNet - MC	\$210			\$90	\$80	\$40			\$210			
RSTP	\$20,790	\$6,000	\$3,000	\$5,000	\$6,000	\$790			\$20,790			
<b>TOTAL</b>	<b>\$21,000</b>	<b>\$6,000</b>	<b>\$3,000</b>	<b>\$5,090</b>	<b>\$6,080</b>	<b>\$830</b>			<b>\$21,000</b>			

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL547										RTIP #:21-06	
Project Title: I-805/SR 94/SR 15 Transit Connection								RTP REF: CC083, CC084 (2021)			
Project Description: I-805 from SR 94 to SR 15 Milepost begins at 12.6 ends at 15.9 (3.3 miles) - design and right of way for two High-Occupancy Vehicle lanes and transit connectors between I-805 and SR 15 for northbound to northbound and southbound to southbound HOV and Rapid BRT connection								SANDAG ID: 1280520			
Change Reason: Other, Updated Regional Plan references (project IDs)											
RT:805 Capacity Status:CI Exempt Category:Non-Exempt											
Est Total Cost: <b>\$16,000</b>						Open to Traffic: Apr 2030					
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
CMAQ	\$8,800				\$2,000	\$3,000	\$3,800		\$2,000	\$6,800	
SB1 - LPP Formula	\$7,200				\$7,200				\$3,000	\$4,200	
Local Funds AC	\$0				\$5,800	\$(3,000)	\$(2,800)				
<b>TOTAL</b>	<b>\$16,000</b>				<b>\$15,000</b>		<b>\$1,000</b>		<b>\$5,000</b>	<b>\$11,000</b>	
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
CMAQ	\$8,800				\$2,000	\$3,000	\$3,800		\$2,000	\$6,800	
SB1 - LPP Formula	\$7,200				\$7,200				\$3,000	\$4,200	
Local Funds AC	\$0				\$5,800	\$(3,000)	\$(2,800)				
<b>TOTAL</b>	<b>\$16,000</b>				<b>\$15,000</b>		<b>\$1,000</b>		<b>\$5,000</b>	<b>\$11,000</b>	

MPO ID: CAL569										RTIP #:21-06	
Project Title: Operational Improvements - Leucadia to Palomar Airport Road								EA NO: 43041			
Project Description: I-5 from South of Leucadia Boulevard to Palomar Airport Road Milepost begins at 42.2 ends at 47.1 (4.9 miles) - In Encinitas and Carlsbad, from south of Leucadia Boulevard to north of Palomar Airport Road. Design to construct NB and SB (>1 mile) auxiliary lanes to facilitate merging movements and upgrade facilities to Americans with Disabilities Act (ADA) standards.								PPNO: 1320			
								RTP REF: A-51 (2019)			
Change Reason: Other, Updated Regional Plan reference											
RT:5 Capacity Status:CI Exempt Category:Non-Exempt											
Est Total Cost: <b>\$23,258</b>						Open to Traffic: May 2024					
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
SHOPP (AC)-Mobility	\$23,258		\$450		\$22,808				\$400	\$119	\$22,739
<b>TOTAL</b>	<b>\$23,258</b>		<b>\$450</b>		<b>\$22,808</b>				<b>\$400</b>	<b>\$119</b>	<b>\$22,739</b>
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
SHOPP (AC)-Mobility	\$23,258		\$450		\$22,808				\$400	\$119	\$22,739
<b>TOTAL</b>	<b>\$23,258</b>		<b>\$450</b>		<b>\$22,808</b>				<b>\$400</b>	<b>\$119</b>	<b>\$22,739</b>

**2021 Regional Transportation Improvement Program  
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San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL571										RTIP #:21-06	
Project Title: I-805 Transit Priority Lanes (SR 15 to SR 52)							RTP REF:				
Project Description: On I-805 from SR 15 to SR 52. - Add two transit priority lanes between SR-15 and SR-52 and restripe viaduct. Post Mile-Begin 14.6, End 24.0.							CC019/CC020/CC021 (2021) SANDAG ID: 1280519				
Change Reason: Other, Updated with new Regional Plan reference (project IDs)											
RT:805 Capacity Status:NCI Exempt Category:Other - Engineering studies											
Est Total Cost: <b>\$30,000</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$24,000					\$12,485	\$11,260	\$255	\$24,000		
TransNet - MC AC	\$0					\$4,000	\$(4,000)				
CMAQ	\$6,000					\$2,000	\$4,000		\$6,000		
<b>TOTAL</b>	<b>\$30,000</b>					<b>\$18,485</b>	<b>\$11,260</b>	<b>\$255</b>	<b>\$30,000</b>		
PROJECT LAST AMENDED 21-03											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$24,000					\$12,485	\$11,260	\$255	\$24,000		
TransNet - MC AC	\$0					\$4,000	\$(4,000)				
CMAQ	\$6,000					\$2,000	\$4,000		\$6,000		
<b>TOTAL</b>	<b>\$30,000</b>					<b>\$18,485</b>	<b>\$11,260</b>	<b>\$255</b>	<b>\$30,000</b>		

MPO ID: CAL572										RTIP #:21-06	
Project Title: I-15 Transit Priority Lanes.							RTP REF: CC110 (2021)				
Project Description: Clairemont Mesa Blvd Milepost begins at 5.84 ends at 12.1 (6.4 miles) - Construct two transit lanes and a south facing Direct Access Ramp (DAR) at Clairemont Mesa Blvd. Environmental and Design phases.							SANDAG ID: 1201519				
Change Reason: Other, Updated with new Regional Plan reference (project ID)											
RT:15 Capacity Status:NCI Exempt Category:Other - Engineering studies											
Est Total Cost: <b>\$7,606</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$1,606					\$960	\$646		\$1,606		
SB1 - LPP Formula	\$6,000					\$6,000			\$6,000		
<b>TOTAL</b>	<b>\$7,606</b>					<b>\$6,960</b>	<b>\$646</b>		<b>\$7,606</b>		
PROJECT LAST AMENDED 21-03											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$1,606					\$960	\$646		\$1,606		
SB1 - LPP Formula	\$6,000					\$6,000			\$6,000		
<b>TOTAL</b>	<b>\$7,606</b>					<b>\$6,960</b>	<b>\$646</b>		<b>\$7,606</b>		

**2021 Regional Transportation Improvement Program  
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**Carlsbad, City of**

MPO ID: CB04B		RTIP #:21-06									
Project Title:	El Camino Real and Cannon Road								RTP REF: A-60; C-49 (2021) RAS (T2-2)		
Project Description:	Intersection at El Camino Real and Cannon Road - In Carlsbad, along the northbound side of El Camino Real just south of Cannon Road; modify roadway to provide three NB through lanes, add a separate pedestrian bridge structure on the northbound side of El Camino Real over Agua Hedionda Creek.										
Change Reason:	Other, Updated with new Regional Plan reference										
Capacity Status:	CI	Exempt Category:Non-Exempt									
Est Total Cost:	<b>\$3,315</b>	Open to Traffic: Mar 2022									
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
Local Funds	\$3,315	\$913	\$2,402						\$663	\$64	\$2,588
<b>TOTAL</b>	<b>\$3,315</b>	<b>\$913</b>	<b>\$2,402</b>						<b>\$663</b>	<b>\$64</b>	<b>\$2,588</b>
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
Local Funds	\$3,315	\$913	\$2,402						\$663	\$64	\$2,588
TOTAL	\$3,315	\$913	\$2,402						\$663	\$64	\$2,588

MPO ID: CB12		RTIP #:21-06									
Project Title:	College Boulevard Reach A								RTP REF: A-63; C-51 (2021) RAS (T2-2) <i>TransNet</i> - LSI: CR		
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										
Change Reason:	Other, Updated with new Regional Plan reference										
Capacity Status:	CI	Exempt Category:Non-Exempt									
Est Total Cost:	<b>\$30,005</b>	Open to Traffic: Jun 2027									
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$1,500					\$1,500					\$1,500
<i>TransNet</i> - LSI Carry Over	\$1,205		\$1,205						\$1,205		
Local Funds	\$27,300	\$2,774	\$1,295			\$1,500	\$21,731		\$4,069		\$23,231
<b>TOTAL</b>	<b>\$30,005</b>	<b>\$2,774</b>	<b>\$2,500</b>			<b>\$3,000</b>	<b>\$21,731</b>		<b>\$5,274</b>		<b>\$24,731</b>
PROJECT LAST AMENDED 21-03											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$1,500					\$1,500					\$1,500
<i>TransNet</i> - LSI Carry Over	\$1,205		\$1,205						\$1,205		
Local Funds	\$27,300	\$2,774	\$1,295			\$1,500	\$21,731		\$4,069		\$23,231
TOTAL	\$30,005	\$2,774	\$2,500			\$3,000	\$21,731		\$5,274		\$24,731



**2021 Regional Transportation Improvement Program  
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San Diego Region (in \$000s)**

**Carlsbad, City of**

<b>MPO ID: CB22</b>		<b>RTIP #:21-06</b>									
Project Title:		Avenida Encinas - Widen from Palomar Airport Road to Embarcadero Lane							RTP REF: A-60; C-50 (2021)		
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.									
Change Reason:		Other, Updated with new Regional Plan reference									
Capacity Status:CI		Exempt Category:Non-Exempt									
Est Total Cost: <b>\$5,347</b>		Open to Traffic: Feb 2024									
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
Local Funds	\$5,347	\$2,605		\$2,742					\$400	\$30	\$4,917
<b>TOTAL</b>	<b>\$5,347</b>	<b>\$2,605</b>		<b>\$2,742</b>					<b>\$400</b>	<b>\$30</b>	<b>\$4,917</b>
<b>PROJECT LAST AMENDED 21-00</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
Local Funds	\$5,347	\$2,605		\$2,742					\$400	\$30	\$4,917
<b>TOTAL</b>	<b>\$5,347</b>	<b>\$2,605</b>		<b>\$2,742</b>					<b>\$400</b>	<b>\$30</b>	<b>\$4,917</b>

<b>MPO ID: CB31</b>		<b>RTIP #:21-06</b>									
Project Title:		El Camino Real Widening - La Costa Avenue to Arenal Road							RTP REF: A-60; C-51 (2021) RAS (T2-2)		
Project Description:		El Camino Real from La Costa Ave to Arenal Rd. (.5 miles) - In Carlsbad, along El Camino Real from 700 feet north of La Costa Avenue to Arenal Road, widening along the southbound side of the roadway to provide three travel lanes, sidewalk, and a bike lane in accordance with Prime Arterial Standards. Widen bridge to accommodate sidewalks on both sides of the bridge.									
Change Reason:		Other, Updated with new Regional Plan references									
Capacity Status:CI		Exempt Category:Non-Exempt									
Est Total Cost: <b>\$5,000</b>		Open to Traffic: Feb 2024									
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
Local Funds	\$4,375		\$2,575	\$1,800					\$375		\$4,000
Local RTCIP	\$625	\$625							\$625		
<b>TOTAL</b>	<b>\$5,000</b>	<b>\$625</b>	<b>\$2,575</b>	<b>\$1,800</b>					<b>\$1,000</b>		<b>\$4,000</b>
<b>PROJECT LAST AMENDED 21-00</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
Local Funds	\$4,375		\$2,575	\$1,800					\$375		\$4,000
Local RTCIP	\$625	\$625							\$625		
<b>TOTAL</b>	<b>\$5,000</b>	<b>\$625</b>	<b>\$2,575</b>	<b>\$1,800</b>					<b>\$1,000</b>		<b>\$4,000</b>

**2021 Regional Transportation Improvement Program  
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San Diego Region (in \$000s)**

**Carlsbad, City of**

<b>MPO ID: CB32</b>		<b>RTIP #:21-06</b>									
Project Title:	El Camino Real Widening - Poinsettia to Camino Vida Roble								RTP REF: A-60; C-49 (2021)		
Project Description:	El Camino Real from Cassia Road to Camino Vida Roble (.5 miles) - in Carlsbad, along El Camino Real from Poinsettia Lane to Camino Vida Roble, re-stripe from Poinsettia Lane to Cinnabar Way and widen El Camino Real from Cinnabar Way to Camino Vida Roble, along the northbound/east side of the roadway to provide three travel lanes, sidewalk, and a bike lane in accordance with arterial street standards.								RAS (T2-2) <i>TransNet</i> - LSI: CR		
Change Reason:	Other, Revise Regional Plan Reference										
Capacity Status:	CI	Exempt Category:	Non-Exempt								
Est Total Cost: <b>\$4,595</b>		Open to Traffic: Feb 2023									
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
<i>TransNet</i> - LSI	\$1,550			\$1,550							\$1,550
<i>TransNet</i> - LSI Carry Over	\$1,605	\$70	\$1,535						\$70		\$1,535
Earmark Repurposing	\$1,440	\$490	\$950						\$490	\$950	
<b>TOTAL</b>	<b>\$4,595</b>	<b>\$560</b>	<b>\$2,485</b>	<b>\$1,550</b>					<b>\$560</b>	<b>\$950</b>	<b>\$3,085</b>

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

<b>PROJECT LAST AMENDED 21-03</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
<i>TransNet</i> - LSI	\$1,550			\$1,550							\$1,550
<i>TransNet</i> - LSI Carry Over	\$1,605	\$70	\$1,535						\$70		\$1,535
Earmark Repurposing	\$1,440	\$490	\$950						\$490	\$950	
<b>TOTAL</b>	<b>\$4,595</b>	<b>\$560</b>	<b>\$2,485</b>	<b>\$1,550</b>					<b>\$560</b>	<b>\$950</b>	<b>\$3,085</b>

<b>MPO ID: CB34</b>		<b>RTIP #:21-06</b>									
Project Title:	Palomar Airport Road and Paseo Del Norte Right Turn Lane								RTP REF: A-28 (2019); T2-2		
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-33) <i>TransNet</i> - LSI: CR		
Change Reason:	Other, Updated Regional Plan reference										
Capacity Status:	CI	Exempt Category:	Non-Exempt								
Est Total Cost: <b>\$1,127</b>		Open to Traffic: Aug 2020									
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
<i>TransNet</i> - LSI Carry Over	\$1,010	\$169	\$841						\$169		\$841
Local Funds	\$117	\$113	\$4						\$64		\$53
<b>TOTAL</b>	<b>\$1,127</b>	<b>\$282</b>	<b>\$845</b>						<b>\$233</b>		<b>\$894</b>
<b>PROJECT LAST AMENDED 21-00</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
<i>TransNet</i> - LSI Carry Over	\$1,010	\$169	\$841						\$169		\$841
Local Funds	\$117	\$113	\$4						\$64		\$53
<b>TOTAL</b>	<b>\$1,127</b>	<b>\$282</b>	<b>\$845</b>						<b>\$233</b>		<b>\$894</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**Carlsbad, City of**

MPO ID: CB35		RTIP #:21-06										
Project Title:	Palomar Airport Road and Paseo Del Norte Left Turn Lane							RTP REF: A-26 (2019); T2-2 RAS (M-33) <i>TransNet</i> - LSI: CR				
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											
Change Reason:	Other, Updated Regional Plan reference											
Capacity Status:CI		Exempt Category:Non-Exempt										
Est Total Cost: <b>\$256</b>		Open to Traffic: Jun 2020										
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON	
<i>TransNet</i> - LSI Carry Over	\$255	\$195	\$60						\$195		\$60	
Local Funds	\$1		\$1								\$1	
<b>TOTAL</b>	<b>\$256</b>	<b>\$195</b>	<b>\$61</b>						<b>\$195</b>		<b>\$61</b>	
PROJECT LAST AMENDED 21-00												
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON	
<i>TransNet</i> - LSI Carry Over	\$255	\$195	\$60						\$195		\$60	
Local Funds	\$1		\$1								\$1	
TOTAL	\$256	\$195	\$61						\$195		\$61	

MPO ID: CB59		RTIP #:21-06										
Project Title:	El Camino Real Widening - Sunny Creek to Jackspar							RTP REF: A-60; C-49 (2021) RAS (T2-2) <i>TransNet</i> - LSI: CR				
Project Description:	El Camino Real from Sunny Creek to Jackspar (.3 miles) - In Carlsbad, on El Camino Real from Sunny Creek to Jackspar, widen along the northbound side of the El Camino Real to provide three travel lanes (currently two lanes northbound), sidewalk, and a bike lane.											
Change Reason:	Other, Updated with new Regional Plan reference											
Capacity Status:CI		Exempt Category:Non-Exempt										
Est Total Cost: <b>\$4,000</b>		Open to Traffic: Dec 2022										
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON	
<i>TransNet</i> - LSI	\$2,984		\$2,984								\$2,984	
<i>TransNet</i> - LSI Carry Over	\$1,016		\$1,016						\$800		\$216	
<b>TOTAL</b>	<b>\$4,000</b>		<b>\$4,000</b>						<b>\$800</b>		<b>\$3,200</b>	
PROJECT LAST AMENDED 21-00												
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON	
<i>TransNet</i> - LSI	\$2,984		\$2,984								\$2,984	
<i>TransNet</i> - LSI Carry Over	\$1,016		\$1,016						\$800		\$216	
TOTAL	\$4,000		\$4,000						\$800		\$3,200	

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**Chula Vista, City of**

MPO ID: CHV69		RTIP #:21-06									
Project Title:	Heritage Road Bridge	RTP REF: A-60; C-50 (2021) RAS (T2-3)									
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										
Change Reason:	Other, Updated with new Regional Plan reference; updated Open to Traffic date										
Capacity Status:	CI Exempt Category:Non-Exempt										
Est Total Cost: <b>\$30,330</b>		Open to Traffic: Jan 2024									
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
HBP	\$21,173	\$3,518	\$620				\$17,035		\$3,784	\$354	\$17,035
Local Funds	\$9,157	\$456	\$80		\$6,414		\$2,207		\$490	\$46	\$8,621
<b>TOTAL</b>	<b>\$30,330</b>	<b>\$3,974</b>	<b>\$700</b>		<b>\$6,414</b>		<b>\$19,242</b>		<b>\$4,274</b>	<b>\$400</b>	<b>\$25,656</b>

\* CON funds shown in FY 22/23 to show that project is fully funded

PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
HBP	\$21,173	\$3,518	\$620				\$17,035		\$3,784	\$354	\$17,035
Local Funds	\$9,157	\$456	\$80		\$6,414		\$2,207		\$490	\$46	\$8,621
<b>TOTAL</b>	<b>\$30,330</b>	<b>\$3,974</b>	<b>\$700</b>		<b>\$6,414</b>		<b>\$19,242</b>		<b>\$4,274</b>	<b>\$400</b>	<b>\$25,656</b>

MPO ID: CHV87		RTIP #:21-06									
Project Title:	E Street Extension from Bay Boulevard to H Street	RTP REF: A-60; C-50 (2021)									
Project Description:	E Street from Bay Boulevard to H Street (1 miles) - Extension of E Street and F Street west of Bay Boulevard, and the realignment of Gun Powder Point Drive for the Chula Vista Bayfront redevelopment. Project also includes the construction of a roundabout (at the new intersection of E Street with F Street and Gunpowder Point Drive), Class I and II Bike Paths, and sidewalks. E Street between Bay Boulevard to the roundabout will be 4 travel lanes (2 per direction); all other segments will be 2 travel lanes (1 per direction). The project is identified and included in the Chula Vista Bayfront Master Plan and the Bayfront Transportation Development Impact Fee Nexus Study as "BAY-13".										
Change Reason:	Other, Updated with new Regional Plan reference										
Capacity Status:	CI Exempt Category:Non-Exempt										
Est Total Cost: <b>\$10,300</b>		Open to Traffic: Dec 2025									
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
Local Funds	\$10,300		\$10,300						\$2,000		\$8,300
<b>TOTAL</b>	<b>\$10,300</b>		<b>\$10,300</b>						<b>\$2,000</b>		<b>\$8,300</b>
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
Local Funds	\$10,300		\$10,300						\$2,000		\$8,300
<b>TOTAL</b>	<b>\$10,300</b>		<b>\$10,300</b>						<b>\$2,000</b>		<b>\$8,300</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**Escondido, City of**

<b>MPO ID: ESC04</b>		<b>RTIP #:21-06</b>
Project Title:	Citracado Parkway II	RTP REF: A-61: C-49 (2021)
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 (T2-4) <i>TransNet</i> - LSI: CR
Change Reason:	Other, Updated Regional Plan page reference	
Capacity Status:	CI	Exempt Category: Non-Exempt

Est Total Cost: **\$46,321**                      Open to Traffic: Jun 2022

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - L	\$581	\$581								\$581	
<i>TransNet</i> - LSI	\$3,819		\$969	\$1,500	\$1,350						\$3,819
<i>TransNet</i> - LSI (Cash)	\$988	\$988									\$988
<i>TransNet</i> - LSI Carry Over	\$4,047	\$615	\$3,432								\$4,047
HUD	\$908	\$908							\$908		
SB1 - LPP Comp	\$12,500	\$12,500									\$12,500
Local Funds	\$21,495	\$18,384		\$2,433	\$677				\$5,608	\$1,000	\$14,887
Local RTCIP	\$1,983	\$1,683		\$300							\$1,983
<b>TOTAL</b>	<b>\$46,321</b>	<b>\$35,659</b>	<b>\$4,401</b>	<b>\$4,233</b>	<b>\$2,027</b>				<b>\$6,516</b>	<b>\$1,581</b>	<b>\$38,224</b>

**PROJECT LAST AMENDED 21-03**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - L	\$581	\$581								\$581	
<i>TransNet</i> - LSI	\$3,819		\$969	\$1,500	\$1,350						\$3,819
<i>TransNet</i> - LSI (Cash)	\$988	\$988									\$988
<i>TransNet</i> - LSI Carry Over	\$4,047	\$615	\$3,432								\$4,047
HUD	\$908	\$908							\$908		
SB1 - LPP Comp	\$12,500	\$12,500									\$12,500
Local Funds	\$21,495	\$18,384		\$2,433	\$677				\$5,608	\$1,000	\$14,887
Local RTCIP	\$1,983	\$1,683		\$300							\$1,983
<b>TOTAL</b>	<b>\$46,321</b>	<b>\$35,659</b>	<b>\$4,401</b>	<b>\$4,233</b>	<b>\$2,027</b>				<b>\$6,516</b>	<b>\$1,581</b>	<b>\$38,224</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**Escondido, City of**

<b>MPO ID: ESC06</b>			<b>RTIP #:21-06</b>								
Project Title:	El Norte Parkway Bridge at Escondido Creek							RTP REF: A-27 (2019)			
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 (T2-4) TransNet - LSI: CR			
Change Reason:	Other, Updated Regional Plan reference										
Capacity Status:	CI	Exempt Category:	Non-Exempt								
Est Total Cost: <b>\$5,652</b>			Open to Traffic: Jun 2020								
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
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	\$1,300	\$721								\$2,021
Local Funds	\$656	\$656									\$656
<b>TOTAL</b>	<b>\$5,652</b>	<b>\$4,931</b>	<b>\$721</b>						<b>\$50</b>		<b>\$5,602</b>

<b>PROJECT LAST AMENDED 21-00</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
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	\$1,300	\$721								\$2,021
Local Funds	\$656	\$656									\$656
<b>TOTAL</b>	<b>\$5,652</b>	<b>\$4,931</b>	<b>\$721</b>						<b>\$50</b>		<b>\$5,602</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**Escondido, City of**

MPO ID: ESC24		RTIP #:21-06									
Project Title:	Centre City Parkway								RTP REF: A-61; C-50 (2021)		
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 (T2-4) TransNet - LSI: CR		
Change Reason:	Other, Updated Regional Plan page reference; updated Open to Traffic date										
Capacity Status:	CI	Exempt Category:Non-Exempt									
Est Total Cost:	<b>\$2,209</b>	Open to Traffic: Jan 2024									
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - L	\$974	\$974									\$974
TransNet - L (Cash)	\$374	\$374									\$374
TransNet - LSI Carry Over	\$589	\$110	\$479								\$589
Local Funds	\$272	\$272							\$272		
<b>TOTAL</b>	<b>\$2,209</b>	<b>\$1,730</b>	<b>\$479</b>						<b>\$272</b>		<b>\$1,937</b>
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - L	\$974	\$974									\$974
TransNet - L (Cash)	\$374	\$374									\$374
TransNet - LSI Carry Over	\$589	\$110	\$479								\$589
Local Funds	\$272	\$272							\$272		
<b>TOTAL</b>	<b>\$2,209</b>	<b>\$1,730</b>	<b>\$479</b>						<b>\$272</b>		<b>\$1,937</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**National City, City of**

<b>MPO ID: NC01</b>	<b>RTIP #:21-06</b>
Project Title: Plaza Blvd Widening	RTP REF: A-61; C-50 (2021) RAS (T2-5) <i>TransNet</i> - LSI: CR
Project Description: Plaza Blvd. from Highland Ave. to Euclid Ave. (1.1 miles) - widen from 2 to 3 lanes including a new traffic lane in each direction, new sidewalks, sidewalk widening, traffic signal upgrades and interconnection at Plaza Blvd. Phase 1 - N Ave to I-805; Phase 2 - Highland Ave to N; Phase 3 - I-805 to Euclid Ave	
Change Reason: Other, Updated Regional Plan page reference; updated Phase II Open to Traffic date	
Capacity Status: CI	Exempt Category: Non-Exempt

Est Total Cost: <b>\$8,624</b>	Open to Traffic: Phase 1: Jul 2017	Phase 2: Jan 2025	Phase 3: Jul 2025								
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - L	\$797	\$797							\$797		
<i>TransNet</i> - LSI	\$3,493	\$1,493			\$1,000	\$1,000			\$896	\$597	\$2,000
<i>TransNet</i> - LSI Carry Over	\$708	\$708							\$8	\$300	\$400
RSTP	\$2,000	\$2,000							\$2,000		
Local RTCIP	\$1,025	\$1,025									\$1,025
<b>TOTAL</b>	<b>\$8,023</b>	<b>\$6,023</b>			<b>\$1,000</b>	<b>\$1,000</b>			<b>\$3,701</b>	<b>\$897</b>	<b>\$3,425</b>

PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - L	\$797	\$797							\$797		
<i>TransNet</i> - LSI	\$3,493	\$1,493			\$1,000	\$1,000			\$896	\$597	\$2,000
<i>TransNet</i> - LSI Carry Over	\$708	\$708							\$8	\$300	\$400
RSTP	\$2,000	\$2,000							\$2,000		
Local RTCIP	\$1,025	\$1,025									\$1,025
<b>TOTAL</b>	<b>\$8,023</b>	<b>\$6,023</b>			<b>\$1,000</b>	<b>\$1,000</b>			<b>\$3,701</b>	<b>\$897</b>	<b>\$3,425</b>



**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**North County Transit District**

<b>MPO ID: SAN260</b>		<b>RTIP #:21-06</b>
Project Title:	COASTER Train Sets	RTP REF: TL06 (2021) SANDAG ID: 1239820
Project Description:	In the San Diego Region along the COASTER Corridor - Two additional train sets to provide more frequent commuter rail service, including 30-minute peak period service. Toll Credits will be used to match federal funds for the CON phase.	
Change Reason:	Other, Updated Regional Plan reference (project ID)	
Capacity Status:	CI	Exempt Category: Non-Exempt

Est Total Cost: **\$58,800**                      Open to Traffic: May 2024

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet - CP</i>	\$0			\$24,526	\$(14,000)	\$(10,526)					
<i>TransNet - MC</i>	\$25,000		\$1,500	\$2,200	\$8,200	\$13,100					\$25,000
SB1 - LPP Formula	\$21,200		\$21,200								\$21,200
TDA	\$12,600		\$12,600								\$12,600
<b>TOTAL</b>	<b>\$58,800</b>		<b>\$35,300</b>	<b>\$26,726</b>	<b>\$(5,800)</b>	<b>\$2,574</b>					<b>\$58,800</b>

PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet - CP</i>	\$0			\$24,526	\$(14,000)	\$(10,526)					
<i>TransNet - MC</i>	\$25,000		\$1,500	\$2,200	\$8,200	\$13,100					\$25,000
SB1 - LPP Formula	\$21,200		\$21,200								\$21,200
TDA	\$12,600		\$12,600								\$12,600
<b>TOTAL</b>	<b>\$58,800</b>		<b>\$35,300</b>	<b>\$26,726</b>	<b>\$(5,800)</b>	<b>\$2,574</b>					<b>\$58,800</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

Oceanside, City of

<b>MPO ID: O22</b>		<b>RTIP #:21-06</b>
Project Title:	College Boulevard Improvements from Avenida de la Plate to Waring Road	RTP REF: A-61; C-49 (2021) RAS (T2-5) <i>TransNet</i> - LSI: CR
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.	
Change Reason:	Other, Updated Regional Plan page reference	
Capacity Status:	CI	Exempt Category:Non-Exempt

Est Total Cost: **\$11,315**                      Open to Traffic: Phase 1: Jun 2021    Phase 2: Jan 2024

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$200	\$200							\$200		
Local Funds	\$9,015	\$2,615	\$3,200	\$3,200					\$915		\$8,100
Local RTCIP	\$2,100	\$1,200	\$300	\$300	\$300				\$600		\$1,500
<b>TOTAL</b>	<b>\$11,315</b>	<b>\$4,015</b>	<b>\$3,500</b>	<b>\$3,500</b>	<b>\$300</b>				<b>\$1,715</b>		<b>\$9,600</b>

PROJECT LAST AMENDED 21-00

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$200	\$200							\$200		
Local Funds	\$9,015	\$2,615	\$3,200	\$3,200					\$915		\$8,100
Local RTCIP	\$2,100	\$1,200	\$300	\$300	\$300				\$600		\$1,500
<b>TOTAL</b>	<b>\$11,315</b>	<b>\$4,015</b>	<b>\$3,500</b>	<b>\$3,500</b>	<b>\$300</b>				<b>\$1,715</b>		<b>\$9,600</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN11A</b>		<b>RTIP #:21-06</b>									
Project Title:	Regional Rideshare Program								RTP REF: A-72 (2021)		
Project Description:	Countywide - component of overall regional Transportation Demand Management. Toll Credits will be used to match federal funds for the CON phase								SANDAG ID: 33105, 33107		
Change Reason:	Other, Updated with Regional Plan references										
Capacity Status:NCI		Exempt Category:Air Quality - Ride-sharing and van-pooling program									
Est Total Cost: <b>\$35,000</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
CMAQ	\$35,000		\$7,000	\$7,000	\$7,000	\$7,000	\$7,000				\$35,000
<b>TOTAL</b>	<b>\$35,000</b>		<b>\$7,000</b>	<b>\$7,000</b>	<b>\$7,000</b>	<b>\$7,000</b>	<b>\$7,000</b>				<b>\$35,000</b>
<b>PROJECT LAST AMENDED 21-00</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
CMAQ	\$35,000		\$7,000	\$7,000	\$7,000	\$7,000	\$7,000				\$35,000
<b>TOTAL</b>	<b>\$35,000</b>		<b>\$7,000</b>	<b>\$7,000</b>	<b>\$7,000</b>	<b>\$7,000</b>	<b>\$7,000</b>				<b>\$35,000</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN23</b>			<b>RTIP #:21-06</b>								
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								RTP REF: T-5 SANDAG ID: 1257001		
Change Reason:	Other, Updated Regional Plan page reference										
Capacity Status:	CI	Exempt Category:	Non-Exempt								
Est Total Cost: <b>\$2,171,201</b>			Open to Traffic: Sep 2021								
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - MC	\$1,070,594	\$671,097	\$126,324	\$126,745	\$146,428				\$11,777	\$53,321	\$1,005,496
TransNet - MC AC	\$0	\$459,200	\$(43,531)	\$(100,000)	\$(100,000)	\$(100,000)	\$(115,669)				
TransNet - MC TIFIA Payback	\$(537,484)						\$(537,484)				\$(537,484)
FTA 5307	\$129	\$129							\$129		
FTA 5309 (NS)	\$1,043,380	\$530,000	\$97,711	\$100,000	\$100,000	\$100,000	\$115,669				\$1,043,380
FTA Funds - AR-5309	\$57,098		\$57,098								\$57,098
Other Fed -TIFIA	\$537,484			\$537,484							\$537,484
<b>TOTAL</b>	<b>\$2,171,201</b>	<b>\$1,660,426</b>	<b>\$237,602</b>	<b>\$664,229</b>	<b>\$146,428</b>		<b>\$(537,484)</b>		<b>\$11,906</b>	<b>\$53,321</b>	<b>\$2,105,974</b>

\* 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

<b>PROJECT LAST AMENDED 21-03</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - MC	\$1,070,594	\$671,097	\$126,324	\$126,745	\$146,428				\$11,777	\$53,321	\$1,005,496
TransNet - MC AC	\$0	\$459,200	\$(43,531)	\$(100,000)	\$(100,000)	\$(100,000)	\$(115,669)				
TransNet - MC TIFIA Payback	\$(537,484)						\$(537,484)				\$(537,484)
FTA 5307	\$129	\$129							\$129		
FTA 5309 (NS)	\$1,043,380	\$530,000	\$97,711	\$100,000	\$100,000	\$100,000	\$115,669				\$1,043,380
FTA Funds - AR-5309	\$57,098		\$57,098								\$57,098
Other Fed -TIFIA	\$537,484			\$537,484							\$537,484
<b>TOTAL</b>	<b>\$2,171,201</b>	<b>\$1,660,426</b>	<b>\$237,602</b>	<b>\$664,229</b>	<b>\$146,428</b>		<b>\$(537,484)</b>		<b>\$11,906</b>	<b>\$53,321</b>	<b>\$2,105,974</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN29</b>		<b>RTIP #:21-06</b>
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 REF: T-3 (2021) SANDAG ID: 1239801, 1239812
Change Reason:	Other, Updated Regional Plan page reference	
Capacity Status:	NCl Exempt Category:Mass Transit - Track rehabilitation in existing right of way	

Est Total Cost: **\$74,901**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$43,579	\$35,893	\$2,502	\$4,971	\$213				\$7,239	\$7,879	\$28,461
Fed Rail Admin (FRA-PRIIA)	\$3,102	\$3,102							\$3,102		
Prop 1B - TCIF	\$10,800	\$10,800									\$10,800
SB1 - LPP Formula	\$1,720	\$1,720							\$1,720		
SB1 - TCEP	\$10,500		\$10,500							\$10,500	
STIP-IIP PTA	\$3,900	\$3,900							\$3,900		
STIP-IIP State Cash	\$1,300	\$1,300							\$1,300		
<b>TOTAL</b>	<b>\$74,901</b>	<b>\$56,715</b>	<b>\$13,002</b>	<b>\$4,971</b>	<b>\$213</b>				<b>\$17,261</b>	<b>\$18,379</b>	<b>\$39,261</b>

**PROJECT LAST AMENDED 21-03**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$43,579	\$35,893	\$2,502	\$4,971	\$213				\$7,239	\$7,879	\$28,461
Fed Rail Admin (FRA-PRIIA)	\$3,102	\$3,102							\$3,102		
Prop 1B - TCIF	\$10,800	\$10,800									\$10,800
SB1 - LPP Formula	\$1,720	\$1,720							\$1,720		
SB1 - TCEP	\$10,500		\$10,500							\$10,500	
STIP-IIP PTA	\$3,900	\$3,900							\$3,900		
STIP-IIP State Cash	\$1,300	\$1,300							\$1,300		
<b>TOTAL</b>	<b>\$74,901</b>	<b>\$56,715</b>	<b>\$13,002</b>	<b>\$4,971</b>	<b>\$213</b>				<b>\$17,261</b>	<b>\$18,379</b>	<b>\$39,261</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN36</b>		<b>RTIP #:21-06</b>
Project Title:	Bus/Rail Signal & Communications Equipment	RTP REF: A-70 (2021)
Project Description:	Countywide - bid display module, dispatch software, fixed guideway electrification/power distribution projects such as catenary replacement, Feeder Cable, SCADA, DC Breaker Replacement	SANDAG ID: 1129200, 1145100, 1144000
Change Reason:	Other, Updated Regional Plan reference	
Capacity Status:NCI Exempt Category:Mass Transit - Track rehabilitation in existing right of way		

Est Total Cost: **\$22,587**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$1,041	\$541	\$500								\$1,041
FTA 5307	\$15,093	\$13,665	\$1,428								\$15,093
FTA 5309 (FG)	\$1,112	\$1,112									\$1,112
Local Funds	\$2,353	\$2,353									\$2,353
TDA	\$2,988	\$2,631	\$357								\$2,988
<b>TOTAL</b>	<b>\$22,587</b>	<b>\$20,302</b>	<b>\$2,285</b>								<b>\$22,587</b>

**PROJECT LAST AMENDED 21-03**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$1,041	\$541	\$500								\$1,041
FTA 5307	\$15,093	\$13,665	\$1,428								\$15,093
FTA 5309 (FG)	\$1,112	\$1,112									\$1,112
Local Funds	\$2,353	\$2,353									\$2,353
TDA	\$2,988	\$2,631	\$357								\$2,988
<b>TOTAL</b>	<b>\$22,587</b>	<b>\$20,302</b>	<b>\$2,285</b>								<b>\$22,587</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN47</b>	<b>RTIP #:21-06</b>
Project Title: South Bay BRT	RTP REF: T-3 (2021) SANDAG ID: 1280504
Project Description: From the Otay Mesa Border Crossing to Downtown San Diego along SR 125, Palomar Street, I-805, and SR 94 - Rapid transit service from the I-805/Palomar Direct Access Ramp (DAR) to the Otay Mesa Border, including the construction of a guideway on East Palomar over SR 125, around Otay Ranch Town Center Mall and through the new Millenia development; construction of 7 new Rapid transit stations	
Change Reason: Other, Updated Regional Plan page reference	
Capacity Status: CI	Exempt Category: Non-Exempt

Est Total Cost: <b>\$126,191</b>		Open to Traffic: Jan 2019									
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$104,631	\$100,862	\$3,100	\$668					\$29,897		\$74,734
TransNet - Transit	\$148	\$148							\$148		
FTA 5307	\$545	\$545							\$545		
FTA 5309 (Bus)	\$1,827	\$1,827							\$1,827		
CAP-TRADE	\$11,000	\$11,000									\$11,000
Other State - LCTOP	\$376	\$376									\$376
Loc Funds - Toll Funds	\$6,500	\$6,500									\$6,500
Local Funds	\$1,164	\$1,164							\$180		\$984
<b>TOTAL</b>	<b>\$126,191</b>	<b>\$122,422</b>	<b>\$3,100</b>	<b>\$668</b>					<b>\$32,597</b>		<b>\$93,594</b>

<b>PROJECT LAST AMENDED 21-03</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$104,631	\$100,862	\$3,100	\$668					\$29,897		\$74,734
TransNet - Transit	\$148	\$148							\$148		
FTA 5307	\$545	\$545							\$545		
FTA 5309 (Bus)	\$1,827	\$1,827							\$1,827		
CAP-TRADE	\$11,000	\$11,000									\$11,000
Other State - LCTOP	\$376	\$376									\$376
Loc Funds - Toll Funds	\$6,500	\$6,500									\$6,500
Local Funds	\$1,164	\$1,164							\$180		\$984
<b>TOTAL</b>	<b>\$126,191</b>	<b>\$122,422</b>	<b>\$3,100</b>	<b>\$668</b>					<b>\$32,597</b>		<b>\$93,594</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

MPO ID: SAN54										RTIP #:21-06	
Project Title: ITS Operating								RTP REF: A-68 (2021)			
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								SANDAG ID: 33105, 33307, 33110, 33312 <i>TransNet</i> - LSI: CR			
Change Reason: Other, Updated Regional Plan reference											
Capacity Status:NCI Exempt Category:Safety - Non signalization traffic control and operating											
Est Total Cost: <b>\$9,549</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
<i>TransNet</i> - MC	\$9,549		\$1,909	\$1,910	\$1,910	\$1,910	\$1,910		\$9,549		
<b>TOTAL</b>	<b>\$9,549</b>		<b>\$1,909</b>	<b>\$1,910</b>	<b>\$1,910</b>	<b>\$1,910</b>	<b>\$1,910</b>		<b>\$9,549</b>		
PROJECT LAST AMENDED 21-00											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
<i>TransNet</i> - MC	\$9,549		\$1,909	\$1,910	\$1,910	\$1,910	\$1,910		\$9,549		
<b>TOTAL</b>	<b>\$9,549</b>		<b>\$1,909</b>	<b>\$1,910</b>	<b>\$1,910</b>	<b>\$1,910</b>	<b>\$1,910</b>		<b>\$9,549</b>		

MPO ID: SAN64										RTIP #:21-06	
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								RTP REF: T-3 (2021) SANDAG ID: 1239809			
Change Reason: Other, Updated Regional Plan reference											
Capacity Status:NCI Exempt Category:Mass Transit - Track rehabilitation in existing right of way											
Est Total Cost: <b>\$10,526</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
<i>TransNet</i> - MC	\$5,000	\$3,409	\$1,000	\$591					\$5,000		
Fed Rail Admin (FRA-PRIIA)	\$3,526	\$3,526							\$3,526		
SB1 - LPP Formula	\$2,000	\$2,000							\$2,000		
<b>TOTAL</b>	<b>\$10,526</b>	<b>\$8,935</b>	<b>\$1,000</b>	<b>\$591</b>					<b>\$10,526</b>		
PROJECT LAST AMENDED 21-03											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
<i>TransNet</i> - MC	\$5,000	\$3,409	\$1,000	\$591					\$5,000		
Fed Rail Admin (FRA-PRIIA)	\$3,526	\$3,526							\$3,526		
SB1 - LPP Formula	\$2,000	\$2,000							\$2,000		
<b>TOTAL</b>	<b>\$10,526</b>	<b>\$8,935</b>	<b>\$1,000</b>	<b>\$591</b>					<b>\$10,526</b>		



**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN73</b>		<b>RTIP #:21-06</b>
Project Title:	San Elijo Lagoon Double Track	RTP REF: T-3 (2021)
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	SANDAG ID: 1239806, 3310708
Change Reason:	Other, Updated Regional Plan reference	
Capacity Status:NCI Exempt Category:Mass Transit - Track rehabilitation in existing right of way		

Est Total Cost: **\$78,597**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$24,841	\$24,612	\$184	\$46					\$2,324	\$1,018	\$21,499
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
<b>TOTAL</b>	<b>\$78,597</b>	<b>\$78,368</b>	<b>\$184</b>	<b>\$46</b>					<b>\$7,587</b>	<b>\$1,440</b>	<b>\$69,570</b>

**PROJECT LAST AMENDED 21-03**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$24,841	\$24,612	\$184	\$46					\$2,324	\$1,018	\$21,499
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
<b>TOTAL</b>	<b>\$78,597</b>	<b>\$78,368</b>	<b>\$184</b>	<b>\$46</b>					<b>\$7,587</b>	<b>\$1,440</b>	<b>\$69,570</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN94</b>		<b>RTIP #:21-06</b>
Project Title:	I-15 Integrated Corridor Management Project (ICM)	RTP REF: A-27; CC123 (2021) 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	
Change Reason:	Other, Updated Regional Plan references	
RT:15	Capacity Status:NCI	Exempt Category:Other - Non construction related activities

<b>Est Total Cost: \$10,003</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$834	\$566	\$268						\$834		
USDOTs	\$9,084	\$9,084							\$9,084		
ST-CASH - Other State	\$85	\$85							\$85		
<b>TOTAL</b>	<b>\$10,003</b>	<b>\$9,735</b>	<b>\$268</b>						<b>\$10,003</b>		

<b>PROJECT LAST AMENDED 21-00</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$834	\$566	\$268						\$834		
USDOTs	\$9,084	\$9,084							\$9,084		
ST-CASH - Other State	\$85	\$85							\$85		
<b>TOTAL</b>	<b>\$10,003</b>	<b>\$9,735</b>	<b>\$268</b>						<b>\$10,003</b>		

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN119</b>		<b>RTIP #:21-06</b>									
Project Title:		Sorrento Valley Double Track							RTP REF: T-3 (2021)		
Project Description:		From MP 247.8 to MP 248.9 north of Sorrento Valley Coaster Station - convert 1.1 miles of single-track to double-track, raise tracks to minimize flooding during storms, construct two new bridges, expand parking lot at Sorrento Valley Station, and install new signals - does not add additional transit service							SANDAG ID: 1239807		
Change Reason:		Other, Updated with Regional Plan reference									
Capacity Status:		NCI Exempt Category:Mass Transit - Track rehabilitation in existing right of way									
Est Total Cost: <b>\$32,813</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$3,724	\$3,603	\$121						\$803	\$323	\$2,598
CMAQ	\$3,867	\$3,867									\$3,867
RSTP	\$12,861	\$12,861							\$5,156		\$7,705
Prop 1B - TCIF	\$12,055	\$12,055									\$12,055
Local Funds	\$306	\$306									\$306
<b>TOTAL</b>	<b>\$32,813</b>	<b>\$32,692</b>	<b>\$121</b>						<b>\$5,959</b>	<b>\$323</b>	<b>\$26,531</b>
<b>PROJECT LAST AMENDED 21-03</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$3,724	\$3,603	\$121						\$803	\$323	\$2,598
CMAQ	\$3,867	\$3,867									\$3,867
RSTP	\$12,861	\$12,861							\$5,156		\$7,705
Prop 1B - TCIF	\$12,055	\$12,055									\$12,055
Local Funds	\$306	\$306									\$306
<b>TOTAL</b>	<b>\$32,813</b>	<b>\$32,692</b>	<b>\$121</b>						<b>\$5,959</b>	<b>\$323</b>	<b>\$26,531</b>

<b>MPO ID: SAN129</b>		<b>RTIP #:21-06</b>									
Project Title:		Downtown Multiuse and Bus Stopover Facility							RTP REF: A-52		
Project Description:		Downtown San Diego - block bounded by A Street , B Street, State Street and Union Street - environmental certification and land acquisition for bus stopover facility and potentially a multi-use facility that could include office, residential and retail development.							SANDAG ID: 1201514		
Change Reason:		Other, Updated Regional Plan reference									
Capacity Status:		NCI Exempt Category:All Projects - Bus terminal and transfer points									
Est Total Cost: <b>\$45,975</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$31,690	\$18,025	\$553	\$10,003	\$3,108				\$4,458	\$27,232	
RSTP	\$14,285		\$2,411		\$85			\$11,789		\$14,285	
<b>TOTAL</b>	<b>\$45,975</b>	<b>\$18,025</b>	<b>\$2,964</b>	<b>\$10,003</b>	<b>\$3,193</b>			<b>\$11,789</b>	<b>\$4,458</b>	<b>\$41,517</b>	
<b>PROJECT LAST AMENDED 21-03</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$31,690	\$18,025	\$553	\$10,003	\$3,108				\$4,458	\$27,232	
RSTP	\$14,285		\$2,411		\$85			\$11,789		\$14,285	
<b>TOTAL</b>	<b>\$45,975</b>	<b>\$18,025</b>	<b>\$2,964</b>	<b>\$10,003</b>	<b>\$3,193</b>			<b>\$11,789</b>	<b>\$4,458</b>	<b>\$41,517</b>	

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN147</b>		<b>RTIP #:21-06</b>
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 & pedestrian facilities (both motorized & Non-motorized)	
Change Reason:	Other, Updated Regional Plan reference	
Capacity Status:	NCI	Exempt Category: Air Quality - Bicycle and pedestrian facilities

Est Total Cost: **\$54,394**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$20,248	\$10,608	\$2,438	\$2,676	\$2,717	\$1,655	\$124	\$30			\$20,248
<i>TransNet</i> - BPNS (AC)	\$0		\$4,219			\$(4,219)					
CRRSAA	\$10,895		\$10,895								\$10,895
RSTP	\$4,219					\$4,219					\$4,219
ATP - R	\$15,068	\$1,183	\$13,885								\$15,068
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	\$80	\$70	\$10								\$80
<b>TOTAL</b>	<b>\$54,394</b>	<b>\$15,745</b>	<b>\$31,447</b>	<b>\$2,676</b>	<b>\$2,717</b>	<b>\$1,655</b>	<b>\$124</b>	<b>\$30</b>			<b>\$54,394</b>

**PROJECT LAST AMENDED 21-03**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$20,248	\$10,608	\$2,438	\$2,676	\$2,717	\$1,655	\$124	\$30			\$20,248
<i>TransNet</i> - BPNS (AC)	\$0		\$4,219			\$(4,219)					
CRRSAA	\$10,895		\$10,895								\$10,895
RSTP	\$4,219					\$4,219					\$4,219
ATP - R	\$15,068	\$1,183	\$13,885								\$15,068
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	\$80	\$70	\$10								\$80
<b>TOTAL</b>	<b>\$54,394</b>	<b>\$15,745</b>	<b>\$31,447</b>	<b>\$2,676</b>	<b>\$2,717</b>	<b>\$1,655</b>	<b>\$124</b>	<b>\$30</b>			<b>\$54,394</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN148</b>		<b>RTIP #:21-06</b>
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities - Coastal Rail Trail	SANDAG ID: 1223016, 1223017, 3301100
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized & non-motorized)	
Change Reason:	Other, Updated Regional Plan reference	
	Capacity Status:NCI	Exempt Category:Air Quality - Bicycle and pedestrian facilities

Est Total Cost: **\$39,419**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$33,420	\$25,425	\$7,608	\$292	\$50	\$45					\$33,420
ATP - R	\$1,025	\$1,025									\$1,025
STIP-RIP STP TE	\$587	\$587									\$587
STIP-RIP State Cash	\$47	\$47									\$47
Local Funds	\$219	\$219									\$219
TDA - Bicycles	\$4,121	\$4,121									\$4,121
<b>TOTAL</b>	<b>\$39,419</b>	<b>\$31,424</b>	<b>\$7,608</b>	<b>\$292</b>	<b>\$50</b>	<b>\$45</b>					<b>\$39,419</b>

**PROJECT LAST AMENDED 21-03**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$33,420	\$25,425	\$7,608	\$292	\$50	\$45					\$33,420
ATP - R	\$1,025	\$1,025									\$1,025
STIP-RIP STP TE	\$587	\$587									\$587
STIP-RIP State Cash	\$47	\$47									\$47
Local Funds	\$219	\$219									\$219
TDA - Bicycles	\$4,121	\$4,121									\$4,121
<b>TOTAL</b>	<b>\$39,419</b>	<b>\$31,424</b>	<b>\$7,608</b>	<b>\$292</b>	<b>\$50</b>	<b>\$45</b>					<b>\$39,419</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN153</b>	<b>RTIP #:21-06</b>
Project Title: The Inland Rail Trail Project Description: On and along the North County Transit District rail corridor from North Melrose Drive in Oceanside to North Pacific Street in San Marcos - environmental clearance for 7.0 miles of new bike path. Construction of 4.0 miles of new bike path; and final design and construct one new mile of Class I bike path (Phase 3). Construction is funded through phase 3 (3.0 miles in Vista). Phase 4 (Oceanside) will be constructed when funding is identified.	PPNO: 7421W RTP REF: AT003 (2021) SANDAG ID: 1223023, 1223094, 1223095 EARMARK NO: CA832
Change Reason: Other, Revise Regional Plan Reference	

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

Est Total Cost: **\$76,281**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - BPNS	\$26,732	\$12,392	\$3,610	\$10,231	\$498				\$1,385	\$2,540	\$22,807
Earmark Repurposing	\$92	\$92									\$92
RSTP	\$5,500			\$5,500							\$5,500
ATP - R	\$5,603	\$500		\$5,103					\$500		\$5,103
SB1 - LPP Formula	\$5,500			\$5,500							\$5,500
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	\$10,279	\$6,720	\$3,559						\$2,025		\$8,254
<b>TOTAL</b>	<b>\$74,820</b>	<b>\$40,818</b>	<b>\$7,169</b>	<b>\$26,334</b>	<b>\$498</b>				<b>\$6,587</b>	<b>\$2,540</b>	<b>\$65,693</b>

\* \$1.461M of BTA programmed under County of San Diego CNTY78; RSTP will be matched with SB1-LPP Funds when allocated by CTC

**PROJECT LAST AMENDED 21-03**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - BPNS	\$26,732	\$12,392	\$3,610	\$10,231	\$498				\$1,385	\$2,540	\$22,807
Earmark Repurposing	\$92	\$92									\$92
RSTP	\$5,500			\$5,500							\$5,500
ATP - R	\$5,603	\$500		\$5,103					\$500		\$5,103
SB1 - LPP Formula	\$5,500			\$5,500							\$5,500
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	\$10,279	\$6,720	\$3,559						\$2,025		\$8,254
<b>TOTAL</b>	<b>\$74,820</b>	<b>\$40,818</b>	<b>\$7,169</b>	<b>\$26,334</b>	<b>\$498</b>				<b>\$6,587</b>	<b>\$2,540</b>	<b>\$65,693</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

MPO ID: <b>SAN196</b>		RTIP #: <b>21-06</b>										
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)											
Change Reason:	Other, Updated Regional Plan reference											
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities										
Est Total Cost: <b>\$2,539</b>												
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>	
TransNet - BPNS	\$2,039	\$1,360	\$265	\$414							\$2,039	
Coastal Conservancy	\$500	\$500									\$500	
<b>TOTAL</b>	<b>\$2,539</b>	<b>\$1,860</b>	<b>\$265</b>	<b>\$414</b>							<b>\$2,539</b>	
<b>PROJECT LAST AMENDED 21-03</b>												
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>	
TransNet - BPNS	\$2,039	\$1,360	\$265	\$414							\$2,039	
Coastal Conservancy	\$500	\$500									\$500	
<b>TOTAL</b>	<b>\$2,539</b>	<b>\$1,860</b>	<b>\$265</b>	<b>\$414</b>							<b>\$2,539</b>	

MPO ID: <b>SAN227</b>		RTIP #: <b>21-06</b>										
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities - North Park/Mid-City Bikeways							SANDAG ID: 1223020, 1223079, 1223079; 1223087, 1223080, 1223081, 1223082, 1223087				
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle & pedestrian facilities (motorized & Non-motorized)											
Change Reason:	Other, Updated Regional Plan reference											
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities										
Est Total Cost: <b>\$60,367</b>												
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>	
TransNet - BPNS	\$37,011	\$12,977	\$10,415	\$10,634	\$484	\$668	\$1,828	\$5			\$37,011	
RSTP	\$2,108			\$250	\$1,858						\$2,108	
ATP - R	\$12,878			\$8,561	\$4,317						\$12,878	
SB1 - TIRCP	\$5,763			\$5,763							\$5,763	
TDA - Bicycles	\$2,607	\$2,607									\$2,607	
<b>TOTAL</b>	<b>\$60,367</b>	<b>\$15,584</b>	<b>\$10,415</b>	<b>\$25,208</b>	<b>\$6,659</b>	<b>\$668</b>	<b>\$1,828</b>	<b>\$5</b>			<b>\$60,367</b>	
<b>PROJECT LAST AMENDED 21-05</b>												
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>	
TransNet - BPNS	\$37,011	\$12,977	\$10,415	\$10,634	\$484	\$668	\$1,828	\$5			\$37,011	
RSTP	\$2,108			\$250	\$1,858						\$2,108	
ATP - R	\$12,878			\$8,561	\$4,317						\$12,878	
SB1 - TIRCP	\$5,763			\$5,763							\$5,763	
TDA - Bicycles	\$2,607	\$2,607									\$2,607	
<b>TOTAL</b>	<b>\$60,367</b>	<b>\$15,584</b>	<b>\$10,415</b>	<b>\$25,208</b>	<b>\$6,659</b>	<b>\$668</b>	<b>\$1,828</b>	<b>\$5</b>			<b>\$60,367</b>	

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN228</b>		<b>RTIP #:21-06</b>
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities - Uptown Bikeways	SANDAG ID: 1223022, 1223083, 1223084, 1223085
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)	
Change Reason:	Other, Updated Regional Plan reference	
Capacity Status:	NCI	
Exempt Category:	Air Quality - Bicycle and pedestrian facilities	

Est Total Cost: **\$34,151**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$28,936	\$9,074	\$10,604	\$8,648	\$609						\$28,936
<i>TransNet</i> - SGIP	\$648	\$648									\$648
Local Funds	\$3,317	\$738	\$1,362	\$1,217							\$3,317
TDA - Bicycles	\$1,250	\$1,250									\$1,250
<b>TOTAL</b>	<b>\$34,151</b>	<b>\$11,710</b>	<b>\$11,966</b>	<b>\$9,865</b>	<b>\$609</b>						<b>\$34,151</b>

**PROJECT LAST AMENDED 21-03**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$28,936	\$9,074	\$13,222	\$6,030	\$609						\$28,936
<i>TransNet</i> - SGIP	\$648	\$648									\$648
Local Funds	\$3,317	\$738	\$1,362	\$1,217							\$3,317
TDA - Bicycles	\$1,250	\$1,250									\$1,250
<b>TOTAL</b>	<b>\$34,151</b>	<b>\$11,710</b>	<b>\$14,584</b>	<b>\$7,247</b>	<b>\$609</b>						<b>\$34,151</b>



**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN258</b>		<b>RTIP #:21-06</b>
Project Title:	Central Mobility Hub	RTP REF: MHLA1; TL56 (2021) SANDAG ID: 1149000
Project Description:	In San Diego from Old Town Transit Center to the San Diego Airport and 12th and Imperial Trolley Center - Environmental Analysis and Preliminary Engineering for Central Mobility Station and Airport Connectivity. Toll Credits will be used to match federal funds for the PE phase	
Change Reason:	Other, Updated Regional Plan references	
	Capacity Status:NCI Exempt Category:Other - Engineering studies	

Est Total Cost: **\$40,000**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet - MC</i>	\$2,035	\$1,950	\$85						\$2,035		
<i>TransNet - MC AC</i>	\$0	\$2,669	\$22,581		\$(13,244)	\$(12,006)					
CMAQ - Conversion	\$19,400				\$11,244	\$8,156			\$19,400		
RSTP	\$12,715	\$3,000	\$9,715						\$12,715		
RSTP - AC Conversion	\$5,850				\$2,000	\$3,850			\$5,850		
<b>TOTAL</b>	<b>\$40,000</b>	<b>\$7,619</b>	<b>\$32,381</b>						<b>\$40,000</b>		

**PROJECT LAST AMENDED 21-00**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet - MC</i>	\$2,035	\$1,950	\$85						\$2,035		
<i>TransNet - MC AC</i>	\$0	\$2,669	\$22,581		\$(13,244)	\$(12,006)					
CMAQ - Conversion	\$19,400				\$11,244	\$8,156			\$19,400		
RSTP	\$12,715	\$3,000	\$9,715						\$12,715		
RSTP - AC Conversion	\$5,850				\$2,000	\$3,850			\$5,850		
<b>TOTAL</b>	<b>\$40,000</b>	<b>\$7,619</b>	<b>\$32,381</b>						<b>\$40,000</b>		

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN264</b>		<b>RTIP #:21-06</b>
Project Title:	Regional Electric Vehicle Charging Incentive Program	RTP REF: A-71 (2021) SANDAG ID: 3502000
Project Description:	Region wide in the San Diego Region - partner with state and regional agencies to provide incentives to businesses, shopping centers, housing complexes, or local agencies to install electric vehicle charging stations with the goal of expanding the network of charging stations in the San Diego region and reducing greenhouse gas emissions from passenger vehicles. Toll Credits will be used to match federal funds for the CON phase.. Toll Credits will be used to match federal funds for the CON phase	
Change Reason:	Other, Updated Regional Plan reference	
Capacity Status:NCI Exempt Category:Air Quality - Ride-sharing and van-pooling program		

Est Total Cost: <b>\$30,000</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$5,000	\$5	\$1,495	\$1,500	\$2,000						\$5,000
CMAQ	\$3,000					\$1,500	\$1,500				\$3,000
<b>TOTAL</b>	<b>\$8,000</b>	<b>\$5</b>	<b>\$1,495</b>	<b>\$1,500</b>	<b>\$2,000</b>	<b>\$1,500</b>	<b>\$1,500</b>				<b>\$8,000</b>

PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$5,000	\$5	\$1,495	\$1,500	\$2,000						\$5,000
CMAQ	\$3,000					\$1,500	\$1,500				\$3,000
<b>TOTAL</b>	<b>\$8,000</b>	<b>\$5</b>	<b>\$1,495</b>	<b>\$1,500</b>	<b>\$2,000</b>	<b>\$1,500</b>	<b>\$1,500</b>				<b>\$8,000</b>

<b>MPO ID: SAN275</b>		<b>RTIP #:21-06</b>
Project Title:	Pacific Coast Highway/Central Mobility Bikeway	RTP REF: AT011 (2021) SANDAG ID: 1223200
Project Description:	In the City of San Diego along Pacific Coast Highway - Design and construct bikeway along Pacific Coast Highway adjacent to future Central Mobility Hub	
Change Reason:	Other, Add Regional Plan reference	
Capacity Status:NCI Exempt Category:Air Quality - Bicycle and pedestrian facilities		

Est Total Cost: <b>\$12,781</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
RSTP	\$12,781						\$9,381	\$3,400	\$5,600		\$7,181
<b>TOTAL</b>	<b>\$12,781</b>						<b>\$9,381</b>	<b>\$3,400</b>	<b>\$5,600</b>		<b>\$7,181</b>

PROJECT LAST AMENDED 21-03											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
RSTP	\$12,781						\$9,381	\$3,400	\$5,600		\$7,181
<b>TOTAL</b>	<b>\$12,781</b>						<b>\$9,381</b>	<b>\$3,400</b>	<b>\$5,600</b>		<b>\$7,181</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Diego County**

<b>MPO ID: CNTY14A</b>		<b>RTIP #:21-06</b>
Project Title:	South Santa Fe Avenue South	RTP REF: A-60; C-50 (2021) RAS (T2-13) <i>TransNet</i> - LSI: CR
Project Description:	South Santa Fe from Robelini Drive to Smilax Road (1.19 miles) - This project will improve South Santa Fe to a four-lane divided road from west of Robelini Drive to Smilax Road, including improvements to Robelini Drive. The project will be in phases.	
Change Reason:	Other, Updated with new Regional Plan page reference	
Capacity Status:	CI	Exempt Category: Non-Exempt

Est Total Cost: **\$98,000**                      Open to Traffic: Aug 2025

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - L	\$175	\$175							\$175		
<i>TransNet</i> - L (Cash)	\$36	\$36							\$36		
<i>TransNet</i> - LSI	\$1,094	\$894			\$100	\$50	\$50		\$1,094		
<i>TransNet</i> - LSI (Cash)	\$100	\$100							\$100		
<i>TransNet</i> - LSI Carry Over	\$298	\$98	\$100	\$100					\$298		
RSTP	\$61	\$61							\$61		
<b>TOTAL</b>	<b>\$1,764</b>	<b>\$1,364</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$50</b>	<b>\$50</b>		<b>\$1,764</b>		

**PROJECT LAST AMENDED 21-00**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - L	\$175	\$175							\$175		
<i>TransNet</i> - L (Cash)	\$36	\$36							\$36		
<i>TransNet</i> - LSI	\$1,094	\$894			\$100	\$50	\$50		\$1,094		
<i>TransNet</i> - LSI (Cash)	\$100	\$100							\$100		
<i>TransNet</i> - LSI Carry Over	\$298	\$98	\$100	\$100					\$298		
RSTP	\$61	\$61							\$61		
<b>TOTAL</b>	<b>\$1,764</b>	<b>\$1,364</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$50</b>	<b>\$50</b>		<b>\$1,764</b>		

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Diego County**

<b>MPO ID: CNTY21</b>	<b>RTIP #:21-06</b>
Project Title: Bradley Avenue Widening and Overpass at SR 67	RTP REF: A-61; C-50 (2021)
Project Description: Bridge 57-0552 - On Bradley Ave from Magnolia Ave to Mollison Ave, Phase 1 - Widen Bradley Avenue between Graves Ave and Mollison Ave from 2 lanes to 4 lanes including sidewalks and bicycle lanes; Phase 2 - replace 2-lane bridge over SR 67 with a 6-lane bridge including turn pockets'. Construction funding shown only for Phase 1. Phase 2 construction will be programmed when funds are identified	EARMARK NO: CA294, CA852 RAS (T2-11) TransNet - LSI: CR
Change Reason: Other, Updated Regional Plan reference; updated Open to Traffic date	
Capacity Status: CI	Exempt Category: Non-Exempt

Est Total Cost: <b>\$41,167</b>		Open to Traffic: Phase 1: Apr 2023		Phase 2: Mar 2025							
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - CP	\$16,000		\$16,000								\$16,000
TransNet - L	\$195	\$195							\$195		
TransNet - LSI	\$5,043	\$2,554			\$2,489				\$955	\$1,599	\$2,489
TransNet - LSI (Cash)	\$379	\$379							\$114		\$265
TransNet - LSI Carry Over	\$15,149	\$4,574	\$5,435	\$5,140					\$2,654	\$3,425	\$9,070
Earmark Repurposing	\$206	\$206								\$206	
HPP	\$400	\$400								\$400	
RSTP	\$750	\$750							\$750		
STP - Sec 117	\$492	\$492								\$492	
Local Funds	\$2,553	\$2,552							\$379	\$2,174	
<b>TOTAL</b>	<b>\$41,167</b>	<b>\$12,102</b>	<b>\$21,435</b>	<b>\$5,140</b>	<b>\$2,489</b>				<b>\$5,047</b>	<b>\$8,296</b>	<b>\$27,824</b>

PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - CP	\$16,000		\$16,000								\$16,000
TransNet - L	\$195	\$195							\$195		
TransNet - LSI	\$5,043	\$2,554			\$2,489				\$955	\$1,599	\$2,489
TransNet - LSI (Cash)	\$379	\$379							\$114		\$265
TransNet - LSI Carry Over	\$15,149	\$4,574	\$5,435	\$5,140					\$2,654	\$3,425	\$9,070
Earmark Repurposing	\$206	\$206								\$206	
HPP	\$400	\$400								\$400	
RSTP	\$750	\$750							\$750		
STP - Sec 117	\$492	\$492								\$492	
Local Funds	\$2,553	\$2,552							\$379	\$2,174	
<b>TOTAL</b>	<b>\$41,167</b>	<b>\$12,102</b>	<b>\$21,435</b>	<b>\$5,140</b>	<b>\$2,489</b>				<b>\$5,047</b>	<b>\$8,296</b>	<b>\$27,824</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Diego County**

<b>MPO ID: CNTY34</b>		<b>RTIP #:21-06</b>									
Project Title: Dye Road Extension		RTP REF: A-61; C-50 (2021) RAS (T2-12) <i>TransNet</i> - LSI: CR									
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											
Change Reason: Other, Updated with new Regional Plan reference											
Capacity Status:CI		Exempt Category:Non-Exempt									
Est Total Cost: <b>\$13,950</b>		Open to Traffic: Aug 2025									
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
<i>TransNet</i> - L	\$300	\$300							\$300		
<i>TransNet</i> - L (Cash)	\$250	\$250							\$250		
<i>TransNet</i> - LSI	\$12,078	\$879			\$1,200	\$3,000	\$6,999		\$1,805	\$1,274	\$8,999
<i>TransNet</i> - LSI Carry Over	\$122	\$100	\$11	\$11					\$122		
<b>TOTAL</b>	<b>\$12,750</b>	<b>\$1,529</b>	<b>\$11</b>	<b>\$11</b>	<b>\$1,200</b>	<b>\$3,000</b>	<b>\$6,999</b>		<b>\$2,477</b>	<b>\$1,274</b>	<b>\$8,999</b>

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

<b>PROJECT LAST AMENDED 21-00</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
<i>TransNet</i> - L	\$300	\$300							\$300		
<i>TransNet</i> - L (Cash)	\$250	\$250							\$250		
<i>TransNet</i> - LSI	\$12,078	\$879			\$1,200	\$3,000	\$6,999		\$1,805	\$1,274	\$8,999
<i>TransNet</i> - LSI Carry Over	\$122	\$100	\$11	\$11					\$122		
<b>TOTAL</b>	<b>\$12,750</b>	<b>\$1,529</b>	<b>\$11</b>	<b>\$11</b>	<b>\$1,200</b>	<b>\$3,000</b>	<b>\$6,999</b>		<b>\$2,477</b>	<b>\$1,274</b>	<b>\$8,999</b>

<b>MPO ID: CNTY35</b>		<b>RTIP #:21-06</b>									
Project Title: Ramona Street Extension		RTP REF: A-63; C-50 (2021) <i>TransNet</i> - LSI: CR									
Project Description: Ramona Street from Boundary Ave. to Warnock Dr. (.25 miles) - in the community of Ramona, construct new road extension; 2 lanes with intermittent turn lanes, bike lanes and walkway/pathway											
Change Reason: Other, Updated Regional Plan page reference											
Capacity Status:CI		Exempt Category:Non-Exempt									
Est Total Cost: <b>\$6,258</b>		Open to Traffic: Jun 2027									
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
<i>TransNet</i> - L	\$287	\$287							\$233	\$54	
<i>TransNet</i> - LSI	\$1,408	\$830			\$14	\$14	\$550		\$1,258	\$150	
<i>TransNet</i> - LSI (Cash)	\$19	\$19							\$19		
<i>TransNet</i> - LSI Carry Over	\$28		\$14	\$14					\$28		
<b>TOTAL</b>	<b>\$1,742</b>	<b>\$1,136</b>	<b>\$14</b>	<b>\$14</b>	<b>\$14</b>	<b>\$14</b>	<b>\$550</b>		<b>\$1,538</b>	<b>\$204</b>	

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

<b>PROJECT LAST AMENDED 21-00</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
<i>TransNet</i> - L	\$287	\$287							\$233	\$54	
<i>TransNet</i> - LSI	\$1,408	\$830			\$14	\$14	\$550		\$1,258	\$150	
<i>TransNet</i> - LSI (Cash)	\$19	\$19							\$19		
<i>TransNet</i> - LSI Carry Over	\$28		\$14	\$14					\$28		
<b>TOTAL</b>	<b>\$1,742</b>	<b>\$1,136</b>	<b>\$14</b>	<b>\$14</b>	<b>\$14</b>	<b>\$14</b>	<b>\$550</b>		<b>\$1,538</b>	<b>\$204</b>	

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Diego County**

<b>MPO ID: CNTY98</b>		<b>RTIP #:21-06</b>
Project Title:	Otay Lakes Road	RTP REF: A-61; C-50 (2021) RAS (T2-13)
Project Description:	Otay Lakes Road from Strada Piazza to Piazza Urbano (1 miles) - Four-lane major road with intermittent turn lanes, from the City/County boundary to the second project entry (Strada Piazza), and transitions to a two-lane community collector with improvement options, to the east. The project proposes an amendment to the County General Plan Mobility Element and an Otay SRP Amendment to reclassify Otay Lakes Road to a four-lane boulevard with raised median from the City/County boundary to Strada Piazza; and transitions to a two-lane community collector with intermittent turn lanes to the east. Otay Lakes Road maintains its current alignment.	
Change Reason:	Other, Updated Open to Traffic date to align with 2021 Regional Plan; updated with new Regional Plan page reference	

Capacity Status:CI Exempt Category:Non-Exempt

Est Total Cost: <b>\$7,000</b>		Open to Traffic: Jan 2024									
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
Local Funds	\$7,000							\$7,000	\$2,000		\$5,000
<b>TOTAL</b>	<b>\$7,000</b>							<b>\$7,000</b>	<b>\$2,000</b>		<b>\$5,000</b>

PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
Local Funds	\$7,000							\$7,000	\$2,000		\$5,000
<b>TOTAL</b>	<b>\$7,000</b>							<b>\$7,000</b>	<b>\$2,000</b>		<b>\$5,000</b>

<b>MPO ID: CNTY100</b>		<b>RTIP #:21-06</b>
Project Title:	Proctor Valley Road	
Project Description:	Proctor Valley Road from Eastern Terminus Proctor Valley Road to Whispering Meadows Lane (1 miles) - Proctor Valley Road is a 2.2E Light Collector with No Median from the Chula Vista City limits to the SR-94. It has been revised from a 2.2E to a Modified 2.2A Light Collector with Raised Median from the City of Chula Vista boundary to Roundabout #4, a Modified Light Collector with No Median from Roundabout #4 to Street AA/EE, and a modified Light Collector with reduced shoulder from Street AA/EE to Echo Valley Road.	
Change Reason:	Other, Updated Open to Traffic date to align with 2021 Regional Plan	

Capacity Status:CI Exempt Category:Non-Exempt

Est Total Cost: <b>\$2,000</b>		Open to Traffic: Jan 2024									
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
Local Funds	\$2,000			\$2,000							\$2,000
<b>TOTAL</b>	<b>\$2,000</b>			<b>\$2,000</b>							<b>\$2,000</b>

PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
Local Funds	\$2,000			\$2,000							\$2,000
<b>TOTAL</b>	<b>\$2,000</b>			<b>\$2,000</b>							<b>\$2,000</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

San Diego, City of

<b>MPO ID: SD34</b>	<b>RTIP #:21-06</b>
Project Title: El Camino Real	RTP REF: A-62; C-51 (2021)
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) <i>TransNet</i> - LSI: CR
Change Reason: Other, Updated regional plan reference	
Capacity Status: CI	Exempt Category: Non-Exempt

Est Total Cost: **\$61,723** Open to Traffic: Jul 2025

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$491	\$491							\$491		
<i>TransNet</i> - LSI Carry Over	\$334	\$334							\$334		
HBP	\$36,220	\$1,428	\$1,992				\$32,800		\$1,420	\$2,000	\$32,800
HBRR	\$1,700	\$1,700							\$1,700		
RSTP	\$2,560	\$2,560							\$2,560		
Local Funds	\$20,417	\$2,830	\$1,000	\$4,539	\$12,048				\$1,955	\$2,164	\$16,298
Local Funds AC	\$0			\$32,800			\$(32,800)				
Local RTCIP	\$0										\$0
<b>TOTAL</b>	<b>\$61,722</b>	<b>\$9,343</b>	<b>\$3,992</b>	<b>\$37,339</b>	<b>\$12,048</b>				<b>\$8,460</b>	<b>\$4,164</b>	<b>\$49,098</b>

**PROJECT LAST AMENDED 21-05**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$491	\$491							\$491		
<i>TransNet</i> - LSI Carry Over	\$334	\$334							\$334		
HBP	\$36,220	\$1,428	\$1,992				\$32,800		\$1,420	\$2,000	\$32,800
HBRR	\$1,700	\$1,700							\$1,700		
RSTP	\$2,560	\$2,560							\$2,560		
Local Funds	\$20,417	\$2,830	\$1,000	\$4,539	\$12,048				\$1,955	\$2,164	\$16,298
Local Funds AC	\$0			\$32,800			\$(32,800)				
<b>TOTAL</b>	<b>\$61,722</b>	<b>\$9,343</b>	<b>\$2,992</b>	<b>\$37,339</b>	<b>\$12,048</b>				<b>\$8,460</b>	<b>\$4,164</b>	<b>\$49,098</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

San Diego, City of

<b>MPO ID: SD70</b>	<b>RTIP #:21-06</b>
Project Title: West Mission Bay Drive Bridge	RTP REF: A-61; C-49 (2021)
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)	RAS (T2-11) TransNet - LSI: CR
Change Reason: Other, Updated Regional Plan page reference	
Capacity Status: CI	Exempt Category: Non-Exempt

Est Total Cost: **\$149,020** Open to Traffic: Mar 2022

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - CP	\$0	\$26,167	\$13,833		\$(20,000)	\$(20,000)					
TransNet - L	\$650	\$650							\$650		
TransNet - LSI	\$1,228	\$1,228							\$100		\$1,128
TransNet - LSI Carry Over	\$965	\$965							\$140	\$494	\$331
HBP	\$107,930	\$20,969	\$6,924	\$20,000	\$20,000	\$20,000	\$20,037		\$4,720	\$1,815	\$101,395
HBRR	\$2,600	\$2,600							\$2,600		
Other Fed - HIP	\$13,076		\$13,076								\$13,076
Local Funds	\$10,443	\$10,443							\$1,040	\$62	\$9,341
Local Funds AC	\$0	\$60,037	\$(20,000)	\$(20,000)			\$(20,037)				
Local RTCIP	\$12,128	\$8,428	\$3,700								\$12,128
<b>TOTAL</b>	<b>\$149,020</b>	<b>\$131,487</b>	<b>\$17,533</b>						<b>\$9,250</b>	<b>\$2,371</b>	<b>\$137,399</b>

PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - CP	\$0	\$26,167	\$13,833		\$(20,000)	\$(20,000)					
TransNet - L	\$650	\$650							\$650		
TransNet - LSI	\$1,228	\$1,228							\$100		\$1,128
TransNet - LSI Carry Over	\$965	\$965							\$140	\$494	\$331
HBP	\$107,930	\$20,969	\$6,924	\$20,000	\$20,000	\$20,000	\$20,037		\$4,720	\$1,815	\$101,395
HBRR	\$2,600	\$2,600							\$2,600		
Other Fed - HIP	\$13,076		\$13,076								\$13,076
Local Funds	\$10,443	\$10,443							\$1,040	\$62	\$9,341
Local Funds AC	\$0	\$60,037	\$(20,000)	\$(20,000)			\$(20,037)				
Local RTCIP	\$12,128	\$8,428	\$3,700								\$12,128
<b>TOTAL</b>	<b>\$149,020</b>	<b>\$131,487</b>	<b>\$17,533</b>						<b>\$9,250</b>	<b>\$2,371</b>	<b>\$137,399</b>



**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

San Diego, City of

<b>MPO ID: SD102A</b>	<b>RTIP #:21-06</b>
<p><b>Project Title:</b> Otay Truck Route Widening (Ph. 4)</p> <p><b>Project Description:</b> Otay Truck Route - In San Diego, from Drucker Lane to La Media Rd, add one lane, for a total of three lanes: two for trucks and one lane for emergency vehicles (Border Patrol/fire department access). From Britannia Blvd to La Media Rd, add one lane for trucks and one lane for emergency vehicles. Also, along Britannia Blvd from Britannia Court to the Otay Truck Route, add one lane for trucks and one lane for emergency vehicles. (CIP S-11060) This project will be constructed in two phases; an Eastern Phase between La Media Rd and Drucker Lane, and a Western Phase from Britannia Blvd to La Media Rd. Current construction programming is for the Eastern Phase only.</p> <p><b>Change Reason:</b> Other, Updated with new Regional Plan reference (project ID)</p> <p>Capacity Status:CI Exempt Category:Non-Exempt</p>	<p>RTP REF: GM03; A-62; C-50 (2021) EARMARK NO: CA596/2655, CA700/3776 <i>TransNet</i> - LSI: CR</p>

<b>Est Total Cost: \$25,020</b>		Open to Traffic: Phase 1: Sep 2020		Phase 2: Dec 2025							
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - L	\$100	\$100							\$100		
<i>TransNet</i> - LSI	\$2,133	\$1,483	\$650						\$217	\$266	\$1,650
<i>TransNet</i> - LSI Carry Over	\$11,839	\$8,567	\$3,272						\$250	\$573	\$11,016
HPP	\$3,780	\$3,780							\$1,800	\$1,400	\$580
SB1 - TCEP	\$6,000	\$6,000									\$6,000
Local Funds	\$1,168	\$1,168							\$518		\$650
<b>TOTAL</b>	<b>\$25,020</b>	<b>\$21,098</b>	<b>\$3,922</b>						<b>\$2,885</b>	<b>\$2,239</b>	<b>\$19,896</b>

<b>PROJECT LAST AMENDED 21-03</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - L	\$100	\$100							\$100		
<i>TransNet</i> - LSI	\$2,133	\$1,483	\$650						\$217	\$266	\$1,650
<i>TransNet</i> - LSI Carry Over	\$11,839	\$8,567	\$3,272						\$250	\$573	\$11,016
HPP	\$3,780	\$3,780							\$1,800	\$1,400	\$580
SB1 - TCEP	\$6,000	\$6,000									\$6,000
Local Funds	\$1,168	\$1,168							\$518		\$650
<b>TOTAL</b>	<b>\$25,020</b>	<b>\$21,098</b>	<b>\$3,922</b>						<b>\$2,885</b>	<b>\$2,239</b>	<b>\$19,896</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

San Diego, City of

<b>MPO ID: SD190</b>			<b>RTIP #:21-06</b>								
Project Title:	Palm Avenue/Interstate 805 Interchange								RTP REF: A-63; C-51 (2021) RAS (T2-10)		
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)										
Change Reason:	Other, Updated Regional Plan page reference										
Capacity Status:	CI		Exempt Category:Non-Exempt								
Est Total Cost:	<b>\$34,869</b>		Open to Traffic: Phase 1: Jun 2008		Phase 2: Mar 2026		Phase 3: Aug 2032				
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$34,369	\$6,869			\$27,500				\$6,619	\$250	\$27,500
Local RTCIP	\$500	\$500							\$500		
<b>TOTAL</b>	<b>\$34,869</b>	<b>\$7,369</b>			<b>\$27,500</b>				<b>\$7,119</b>	<b>\$250</b>	<b>\$27,500</b>
<b>PROJECT LAST AMENDED 21-00</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$34,369	\$6,869			\$27,500				\$6,619	\$250	\$27,500
Local RTCIP	\$500	\$500							\$500		
<b>TOTAL</b>	<b>\$34,869</b>	<b>\$7,369</b>			<b>\$27,500</b>				<b>\$7,119</b>	<b>\$250</b>	<b>\$27,500</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Diego, City of**

<b>MPO ID: SD250</b>											<b>RTIP #:21-06</b>	
Project Title: La Media Road Improvements											RTP REF: A-62; GM03; C-51 (2021)	
Project Description: La Media Road from SR 905 to Siempre Viva Road (.75 miles) - In San Diego, on La Media Road from SR905 to Siempre Viva Road, widen La Media Road to a six-lane primary arterial from SR 905 to Airway Road, and a to a five lane major between Airway Road and Siempre Viva Road with three southbound lanes and two northbound lanes. This project will also improve drainage at the intersection of La Media Road and Airway Road (S-15018)											TransNet - LSI: CR	
Change Reason: Other, Updated Regional Plan page reference												
Capacity Status:CI Exempt Category:Non-Exempt												
Est Total Cost: <b>\$42,700</b>											Open to Traffic: Jan 2024	
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>	
TransNet - LSI Carry Over	\$3,000		\$3,000						\$3,000			
Local Funds	\$11,797	\$11,797							\$11,797			
<b>TOTAL</b>	<b>\$14,797</b>	<b>\$11,797</b>	<b>\$3,000</b>						<b>\$14,797</b>			
<b>PROJECT LAST AMENDED 21-00</b>												
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>	
TransNet - LSI Carry Over	\$3,000		\$3,000						\$3,000			
Local Funds	\$11,797	\$11,797							\$11,797			
<b>TOTAL</b>	<b>\$14,797</b>	<b>\$11,797</b>	<b>\$3,000</b>						<b>\$14,797</b>			

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Marcos, City of**

MPO ID: SM19		RTIP #:21-06									
Project Title:		Grand Avenue Bridge and Street Improvements							RTP REF: A-62: C-49 (2021)		
Project Description:		From Discovery Street to San Marcos Boulevard - construct 4-lane secondary arterial bridge and a 6-lane arterial street from Craven Road to Grand Avenue									
Change Reason:		Other, Updated Regional Plan page reference									
Capacity Status:CI		Exempt Category:Non-Exempt									
Est Total Cost: <b>\$12,524</b>		Open to Traffic: Jun 2023									
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
Local Funds	\$12,524	\$2,424			\$10,100				\$1,744	\$680	\$10,100
<b>TOTAL</b>	<b>\$12,524</b>	<b>\$2,424</b>			<b>\$10,100</b>				<b>\$1,744</b>	<b>\$680</b>	<b>\$10,100</b>
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
Local Funds	\$12,524	\$2,424			\$10,100				\$1,744	\$680	\$10,100
<b>TOTAL</b>	<b>\$12,524</b>	<b>\$2,424</b>			<b>\$10,100</b>				<b>\$1,744</b>	<b>\$680</b>	<b>\$10,100</b>

MPO ID: SM22		RTIP #:21-06									
Project Title:		South Santa Fe from Bosstick to Smilax #88179							RTP REF: A-28 (2019)		
Project Description:		Intersection at S. Santa Fe Rd and Smilax Rd. - Realign and signalize the intersection located at S. Santa Fe Road and Smilax Road. This project will also widen S. Santa Fe in the westbound direction. Improvements will include the construction of new pavement, new intersection configuration and new bike lanes.							RAS (T2-14) TransNet - LSI: CR		
Change Reason:		Other, Updated Regional Plan reference									
Capacity Status:CI		Exempt Category:Non-Exempt									
Est Total Cost: <b>\$7,199</b>		Open to Traffic: Dec 2020									
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - H (78)	\$580	\$580								\$580	
TransNet - LSI	\$39	\$39							\$39		
TransNet - LSI Carry Over	\$269	\$89	\$180						\$101		\$168
Local Funds	\$6,311	\$6,312							\$263	\$3,308	\$2,740
<b>TOTAL</b>	<b>\$7,199</b>	<b>\$7,020</b>	<b>\$180</b>						<b>\$403</b>	<b>\$3,888</b>	<b>\$2,908</b>
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - H (78)	\$580	\$580								\$580	
TransNet - LSI	\$39	\$39							\$39		
TransNet - LSI Carry Over	\$269	\$89	\$180						\$101		\$168
Local Funds	\$6,311	\$6,312							\$263	\$3,308	\$2,740
<b>TOTAL</b>	<b>\$7,199</b>	<b>\$7,020</b>	<b>\$180</b>						<b>\$403</b>	<b>\$3,888</b>	<b>\$2,908</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Marcos, City of**

MPO ID: SM24		RTIP #:21-06										
Project Title:	Woodland Parkway Interchange and Barham Drive Widening & Street Improvements #88005							RTP REF: A-62; C-51 (2021) RAS (T2-14)				
Project Description:	SR 78 Bridge 57 0389 - This project includes reconstruction of the State Route 78 overcrossing at Woodland Parkway, reconfiguration of on/off ramps, widening and realigning portions of Woodland Parkway, Barham Drive and Rancheros Drive. Improvements would also include continuation of new bike lanes and trails.											
Change Reason:	Other, Updated Regional Plan page reference											
RT:78	Capacity Status:CI	Exempt Category:Non-Exempt										
Est Total Cost: <b>\$17,420</b>		Open to Traffic: Jul 2026										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>	
<i>TransNet</i> - L	\$600	\$600							\$600			
Local Funds	\$16,820	\$9,997	\$1,000	\$5,822					\$9,408	\$7,412		
<b>TOTAL</b>	<b>\$17,420</b>	<b>\$10,597</b>	<b>\$1,000</b>	<b>\$5,822</b>					<b>\$10,008</b>	<b>\$7,412</b>		
PROJECT LAST AMENDED 21-03												
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>	
<i>TransNet</i> - L	\$600	\$600							\$600			
Local Funds	\$16,820	\$9,997	\$1,000	\$5,822					\$9,408	\$7,412		
<b>TOTAL</b>	<b>\$17,420</b>	<b>\$10,597</b>	<b>\$1,000</b>	<b>\$5,822</b>					<b>\$10,008</b>	<b>\$7,412</b>		

MPO ID: SM31		RTIP #:21-06										
Project Title:	San Marcos Creek Specific Plan - Discovery St. Widening and Flood Control Improvements #88265							RTP REF: A-62; C-49 (2021) RAS (T2-14) <i>TransNet</i> - LSI: CR				
Project Description:	From Via Vera Cruz Rd to Bent Ave/Craven Rd - Part of San Marcos Creek Specific Plan group of projects to widen Discovery St. to four lane secondary arterial between Via Vera Cruz and Bent Ave. Improvements include construction of roadway improvements, bike lanes and trails.											
Change Reason:	Other, Updated Regional Plan page reference											
	Capacity Status:CI	Exempt Category:Non-Exempt										
Est Total Cost: <b>\$11,611</b>		Open to Traffic: Mar 2022										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>	
<i>TransNet</i> - Bond	\$1,997	\$1,998							\$1,457	\$40	\$500	
<i>TransNet</i> - LSI Carry Over	\$1,957	\$397	\$1,560						\$537	\$450	\$970	
Local Funds	\$2,675	\$2,674							\$147	\$215	\$2,313	
Local RTCIP	\$4,982	\$4,982									\$4,982	
<b>TOTAL</b>	<b>\$11,611</b>	<b>\$10,051</b>	<b>\$1,560</b>						<b>\$2,141</b>	<b>\$705</b>	<b>\$8,765</b>	
PROJECT LAST AMENDED 21-00												
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>	
<i>TransNet</i> - Bond	\$1,997	\$1,998							\$1,457	\$40	\$500	
<i>TransNet</i> - LSI Carry Over	\$1,957	\$397	\$1,560						\$537	\$450	\$970	
Local Funds	\$2,675	\$2,674							\$147	\$215	\$2,313	
Local RTCIP	\$4,982	\$4,982									\$4,982	
<b>TOTAL</b>	<b>\$11,611</b>	<b>\$10,051</b>	<b>\$1,560</b>						<b>\$2,141</b>	<b>\$705</b>	<b>\$8,765</b>	

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Marcos, City of**

<b>MPO ID: SM32</b>		<b>RTIP #:21-06</b>
Project Title:	Via Vera Cruz Bridge and Street Improvements #88264	RTP REF: A-62: C-49 (2021) <i>TransNet</i> - LSI: CR
Project Description:	Bridge 57C0867 - Part of San Marcos Creek Specific Plan group of projects to widen to four lane secondary arterial and construct a bridge at San Marcos Creek	
Change Reason:	Other, Updated Regional Plan page reference	
Capacity Status:	CI	Exempt Category:Non-Exempt

Est Total Cost: **\$27,699** Open to Traffic: Jan 2022

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$175	\$175									\$175
<i>TransNet</i> - LSI Carry Over	\$2,830	\$168	\$2,338	\$324					\$241	\$11	\$2,578
HBP	\$24,522	\$2,833		\$17,706	\$3,983				\$2,390	\$443	\$21,689
Local Funds	\$172	\$172							\$115	\$57	
Local Funds AC	\$0	\$21,689		\$(17,706)	\$(3,983)						
<b>TOTAL</b>	<b>\$27,699</b>	<b>\$25,037</b>	<b>\$2,338</b>	<b>\$324</b>					<b>\$2,746</b>	<b>\$511</b>	<b>\$24,442</b>

**PROJECT LAST AMENDED 21-03**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$175	\$175									\$175
<i>TransNet</i> - LSI Carry Over	\$2,830	\$168	\$2,338	\$324					\$241	\$11	\$2,578
HBP	\$24,522	\$2,833		\$17,706	\$3,983				\$2,390	\$443	\$21,689
Local Funds	\$172	\$172							\$115	\$57	
Local Funds AC	\$0	\$21,689		\$(17,706)	\$(3,983)						
<b>TOTAL</b>	<b>\$27,699</b>	<b>\$25,037</b>	<b>\$2,338</b>	<b>\$324</b>					<b>\$2,746</b>	<b>\$511</b>	<b>\$24,442</b>

**MPO ID: SM42**

**RTIP #:21-06**

Project Title:	Discovery St. from Craven to Twin Oaks #ST007	RTP REF: A-63; C-49 (2021) RAS (T2-14)
Project Description:	Discovery Street from Craven Road to Twin Oaks Valley Road (.9 miles) - The project includes the design and construction of all intersections, signals, utilities, drainage and water quality components of Discovery St. as a four lane arterial from Bent Ave. and Craven Dr. and east to Twin Oaks Valley Rd. Improvements will also include bike lanes and trails along the road.	
Change Reason:	Other, Updated Regional Plan page reference	
Capacity Status:	CI	Exempt Category:Non-Exempt

Est Total Cost: **\$21,000** Open to Traffic: Jun 2023

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
Local Funds	\$19,026	\$2,500	\$16,526						\$500	\$2,000	\$16,526
Local RTCIP	\$1,974	\$1,974									\$1,974
<b>TOTAL</b>	<b>\$21,000</b>	<b>\$4,474</b>	<b>\$16,526</b>						<b>\$500</b>	<b>\$2,000</b>	<b>\$18,500</b>

**PROJECT LAST AMENDED 21-00**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
Local Funds	\$19,026	\$2,500	\$16,526						\$500	\$2,000	\$16,526
Local RTCIP	\$1,974	\$1,974									\$1,974
<b>TOTAL</b>	<b>\$21,000</b>	<b>\$4,474</b>	<b>\$16,526</b>						<b>\$500</b>	<b>\$2,000</b>	<b>\$18,500</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**San Marcos, City of**

<b>MPO ID: SM48</b>			<b>RTIP #:21-06</b>								
Project Title:	San Marcos Creek Specific Plan: Creekside Drive and Pad Grading #88505							RTP REF: A-63; C-49 (2021) <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										
Change Reason:	Other, Updated Regional Plan page reference										
	Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: <b>\$14,613</b>			Open to Traffic: Apr 2023								
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
<i>TransNet</i> - Bond	\$1,384	\$1,384							\$929	\$455	
<i>TransNet</i> - LSI (Cash)	\$473	\$473							\$473		
<i>TransNet</i> - LSI Carry Over	\$914	\$914									\$914
Local Funds	\$11,842	\$9,693	\$2,149							\$170	\$11,672
<b>TOTAL</b>	<b>\$14,613</b>	<b>\$12,464</b>	<b>\$2,149</b>						<b>\$1,402</b>	<b>\$625</b>	<b>\$12,586</b>

**PROJECT LAST AMENDED 21-03**

	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
<i>TransNet</i> - Bond	\$1,384	\$1,384							\$929	\$455	
<i>TransNet</i> - LSI (Cash)	\$473	\$473							\$473		
<i>TransNet</i> - LSI Carry Over	\$914	\$914									\$914
Local Funds	\$11,842	\$9,693	\$2,149							\$170	\$11,672
<b>TOTAL</b>	<b>\$14,613</b>	<b>\$12,464</b>	<b>\$2,149</b>						<b>\$1,402</b>	<b>\$625</b>	<b>\$12,586</b>

**MPO ID: SM69**

**RTIP #:21-06**

Project Title:	Twin Oaks Valley Rd. & Barham Dr. Improvements #ST008							RTP REF: A-63; C-49 (2021)			
Project Description:	Barham Dr from Campus Dr to Twin Oaks Valley Rd (.1 miles) - This project involves surface improvements including asphalt, concrete, medians, sidewalks, signage and traffic lights. Underground improvements include utility and drainage improvements, relocations and water treatment within the public right of way to accommodate the construction of additional lanes.										
Change Reason:	Other, Updated Regional Plan page reference										
	Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: <b>\$8,500</b>			Open to Traffic: Sep 2023								
	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$8,500		\$8,500						\$1,500		\$7,000
<b>TOTAL</b>	<b>\$8,500</b>		<b>\$8,500</b>						<b>\$1,500</b>		<b>\$7,000</b>

**PROJECT LAST AMENDED 21-03**

	<b>TOTAL</b>	<b>PRIOR</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$8,500		\$8,500						\$1,500		\$7,000
<b>TOTAL</b>	<b>\$8,500</b>		<b>\$8,500</b>						<b>\$1,500</b>		<b>\$7,000</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**Various Agencies**

<b>MPO ID: V12</b>		<b>RTIP #:21-06</b>
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities.	SANDAG ID: 1223054, 1223057, 1223058
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized)	
Change Reason:	Other, Updated Regional Plan reference	
	Capacity Status:NCI	Exempt Category:Air Quality - Bicycle and pedestrian facilities

Est Total Cost: **\$38,334**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - BPNS	\$29,784	\$6,445	\$1,471	\$2,092	\$7,900	\$9,662	\$2,215				\$29,784
CRRSAA	\$4,100			\$4,100							\$4,100
ATP - R	\$4,450			\$4,450							\$4,450
<b>TOTAL</b>	<b>\$38,334</b>	<b>\$6,445</b>	<b>\$1,471</b>	<b>\$10,642</b>	<b>\$7,900</b>	<b>\$9,662</b>	<b>\$2,215</b>				<b>\$38,334</b>

**PROJECT LAST AMENDED 21-03**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - BPNS	\$29,784	\$6,445	\$1,471	\$2,092	\$7,900	\$9,662	\$2,215				\$29,784
CRRSAA	\$4,100			\$4,100							\$4,100
ATP - R	\$4,450			\$4,450							\$4,450
<b>TOTAL</b>	<b>\$38,334</b>	<b>\$6,445</b>	<b>\$1,471</b>	<b>\$10,642</b>	<b>\$7,900</b>	<b>\$9,662</b>	<b>\$2,215</b>				<b>\$38,334</b>



**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**Various Agencies**

<b>MPO ID: V14</b>		<b>RTIP #:21-06</b>
Project Title:	Grouped Projects for Bicycle and pedestrian facilities - Active Transportation Program (ATP)	SANDAG ID: 1223014, 1223093
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)	
Change Reason:	Other, Updated Regional Plan reference	
Capacity Status:	NCI	
Exempt Category:	Air Quality - Bicycle and pedestrian facilities	

**Est Total Cost: \$96,418**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$3,840	\$3,244	\$42	\$118	\$174	\$176	\$86				\$3,840
<i>TransNet</i> - CP	\$1,300	\$1,103	\$197								\$1,300
<i>TransNet</i> - LSI	\$5,283	\$3,105	\$2,178								\$5,283
<i>TransNet</i> - LSI (Cash)	\$50	\$50									\$50
<i>TransNet</i> - LSI Carry Over	\$2,618	\$48	\$2,570								\$2,618
ATP - R	\$24,977	\$15,404	\$2,299	\$2,089	\$5,185						\$24,977
ATP - S	\$37,085	\$12,793	\$2,321	\$11,873	\$7,998	\$2,100					\$37,085
Local Funds	\$20,065	\$14,831	\$2,996	\$453	\$1,772	\$12					\$20,065
Local RTCIP	\$1,200	\$1,200									\$1,200
<b>TOTAL</b>	<b>\$96,418</b>	<b>\$51,778</b>	<b>\$12,603</b>	<b>\$14,533</b>	<b>\$15,129</b>	<b>\$2,288</b>	<b>\$86</b>				<b>\$96,418</b>

**PROJECT LAST AMENDED 21-05**

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$3,840	\$3,244	\$42	\$118	\$174	\$176	\$86				\$3,840
<i>TransNet</i> - CP	\$1,300	\$1,103	\$197								\$1,300
<i>TransNet</i> - LSI	\$5,283	\$3,105	\$2,178								\$5,283
<i>TransNet</i> - LSI (Cash)	\$50	\$50									\$50
<i>TransNet</i> - LSI Carry Over	\$2,618	\$48	\$2,570								\$2,618
ATP - R	\$24,977	\$15,404	\$2,299	\$2,089	\$5,185						\$24,977
ATP - S	\$37,085	\$12,793	\$2,321	\$11,873	\$7,998	\$2,100					\$37,085
Local Funds	\$20,065	\$14,831	\$2,996	\$453	\$1,772	\$12					\$20,065
Local RTCIP	\$1,200	\$1,200									\$1,200
<b>TOTAL</b>	<b>\$96,418</b>	<b>\$51,778</b>	<b>\$12,603</b>	<b>\$14,533</b>	<b>\$15,129</b>	<b>\$2,288</b>	<b>\$86</b>				<b>\$96,418</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**Various Agencies**

<b>MPO ID: V15</b>										<b>RTIP #:21-06</b>	
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								RTP REF: A-29 (2019) SANDAG ID: 1200508			
Change Reason: Other, Updated Regional Plan reference											
RT:5 Capacity Status:CI Exempt Category:Non-Exempt											
Est Total Cost: <b>\$25,007</b>						Open to Traffic: Feb 2019					
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$15,000	\$12,468	\$2,532						\$427		\$14,573
Local Funds	\$10,007	\$7,375	\$2,632								\$10,007
<b>TOTAL</b>	<b>\$25,007</b>	<b>\$19,843</b>	<b>\$5,164</b>						<b>\$427</b>		<b>\$24,580</b>
<b>PROJECT LAST AMENDED 21-02</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$15,000	\$12,468	\$2,532						\$427		\$14,573
Local Funds	\$10,007	\$7,375	\$2,632								\$10,007
<b>TOTAL</b>	<b>\$25,007</b>	<b>\$19,843</b>	<b>\$5,164</b>						<b>\$427</b>		<b>\$24,580</b>

<b>MPO ID: V18</b>										<b>RTIP #:21-06</b>	
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 REF: CC111; A-29 (2019) SANDAG ID: 1200507			
Change Reason: Other, Updated Regional Plan reference (project ID)											
RT:5 Capacity Status:CI Exempt Category:Non-Exempt											
Est Total Cost: <b>\$42,780</b>						Open to Traffic: Dec 2021					
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$25,770	\$14,509	\$4,603	\$6,658					\$5,321		\$20,449
SB1 - LPP Formula	\$16,130	\$16,130									\$16,130
Local Funds	\$880	\$880							\$880		
<b>TOTAL</b>	<b>\$42,780</b>	<b>\$31,519</b>	<b>\$4,603</b>	<b>\$6,658</b>					<b>\$6,201</b>		<b>\$36,579</b>

\* Local funds on related Major Capital projects not programmed

<b>PROJECT LAST AMENDED 21-00</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$25,770	\$14,509	\$4,603	\$6,658					\$5,321		\$20,449
SB1 - LPP Formula	\$16,130	\$16,130									\$16,130
Local Funds	\$880	\$880							\$880		
<b>TOTAL</b>	<b>\$42,780</b>	<b>\$31,519</b>	<b>\$4,603</b>	<b>\$6,658</b>					<b>\$6,201</b>		<b>\$36,579</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

**RTIP Fund Types**

<b><i>Federal Funding</i></b>	
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
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
HBP	Highway Bridge Program under SAFETEA-LU
HPP	High Priority Program under SAFETEA-LU
NHS	National Highway System (administered by Caltrans)
CRRSAA	Other Fed - Coronavirus Response and Relief Supplemental Appropriations Act
RSTP	Regional Surface Transportation Program
STP-RL	Surface Transportation Program - Highway Railway Crossings Program (Section 130)
TCSP	Transportation, Community & System Preservation
TE	Transportation Enhancement Program
TIFIA	Transportation Infrastructure Finance and Innovation Act (Federal Loan Program)
TPFP	Truck Parking Facilities 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
<b><i>State Funding</i></b>	
ATP	Active Transportation Program (Statewide and Regional)
CMIA	Corridor Mobility Improvement Account (State Prop. 1B)
Coastal Conservancy	California Coastal Conservancy Fund
PTA	Public Transportation Account
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 - TIRCP	Senate Bill 1 - Transit and Intercity Rail Program
SHOPP (AC)	State Highway Operation & Protection Program

**2021 Regional Transportation Improvement Program  
Amendment No. 6  
San Diego Region (in \$000s)**

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



# Chapter 2

## Financial Capacity Analysis

## Chapter 2

# Financial Capacity Analysis

This chapter provides an analysis of the financial capacity of the 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 2020 State Transportation Improvement Program (STIP) Fund Estimate adopted by the California Transportation Commission, and other forecasts of ongoing transportation funding programs.

For the major transportation projects funded with the county transportation sales tax, *TransNet*, the SANDAG rate takes into account current regional economic trends. The *TransNet* forecast assumes an average growth rate of 3.5% over the five-year Regional Transportation Improvement Program (RTIP) period. The short-term growth rate was approved by the SANDAG Board at its February 2021 meeting.

### Program and Revenues

Table 2-1a summarizes the revenues available by major funding sources (i.e., federal, state, and local), Table 2-1b summarizes the program using the revenues, and Table 2-1c provides the remaining revenues available for additional programming. Tables 2-1a to 2-1c include all costs and revenues for all projects in the 2021 RTIP. Amendment No. 6 includes no updates to funding but incorporates previously approved amendments which were found to be fiscally constrained.

Tables 2-1a through 2-1c (3 pages)

San Diego Association of Governments (SANDAG)

2021 Regional Transportation Improvement Program (in \$000s) - Amendment No. 6

Legend

Yellow Highlighting indicates a change from the prior amendment

		Prior Years	2020/2021		2021/2022		2022/2023		2023/2024		2024/2025		TOTAL	
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current
LOCAL	Sales Tax	\$3,553,379	\$553,445	\$563,547	\$460,349	\$465,389	\$376,364	\$377,818	\$196,097	\$191,833	\$236,021	\$239,066	\$5,393,514	\$5,391,031
	-- County	\$3,553,379	\$553,445	\$563,547	\$460,349	\$465,389	\$376,364	\$377,818	\$196,097	\$191,833	\$236,021	\$239,066	\$5,393,514	\$5,391,031
	<b>Other Local Funds</b>	<b>\$505,700</b>	<b>\$243,330</b>	<b>\$243,330</b>	<b>\$199,929</b>	<b>\$199,930</b>	<b>\$606,197</b>	<b>\$618,245</b>	<b>\$122,920</b>	<b>\$122,920</b>	<b>\$129,485</b>	<b>\$129,485</b>	<b>\$1,807,626</b>	<b>\$1,819,610</b>
	-- City General Funds	\$481,648	\$231,105	\$231,105	\$193,644	\$193,645	\$201,953	\$214,001	\$122,920	\$122,920	\$109,547	\$109,547	\$1,340,882	\$1,352,866
	-- Street Taxes and Developer Fees	\$24,052	\$12,225	\$12,225	\$6,285	\$6,285	\$404,244	\$404,244			\$19,938	\$19,938	\$466,744	\$466,744
	-- RSTP Exchange funds													
	Other	\$840,529	\$114,395	\$114,395	\$107,394	\$107,394	\$105,598	\$105,598	\$75,543	\$75,543	\$118,403	\$118,403	\$1,361,862	\$1,361,862
<b>Local Total</b>	<b>\$4,899,608</b>	<b>\$911,170</b>	<b>\$921,272</b>	<b>\$767,673</b>	<b>\$772,713</b>	<b>\$1,088,158</b>	<b>\$1,101,660</b>	<b>\$394,560</b>	<b>\$390,296</b>	<b>\$483,908</b>	<b>\$486,953</b>	<b>\$8,563,002</b>	<b>\$8,572,502</b>	
STATE	<b>State Highway Operations and Protection Program</b>	<b>\$125,450</b>	<b>\$309,157</b>	<b>\$309,157</b>	<b>\$150,042</b>	<b>\$181,700</b>	<b>\$297,362</b>	<b>\$297,362</b>	<b>\$81,710</b>	<b>\$81,710</b>			<b>\$963,235</b>	<b>\$995,379</b>
	SHOPP (Including Augmentation)	\$125,450	\$309,157	\$309,157	\$150,042	\$181,700	\$297,362	\$297,362	\$81,710	\$81,710			\$963,235	\$995,379
	SHOPP Prior													
	<b>State Transportation Improvement Program</b>	<b>\$663,161</b>	<b>\$11,605</b>	<b>\$11,605</b>	<b>\$29,968</b>	<b>\$29,968</b>	<b>\$108,478</b>	<b>\$108,478</b>	<b>\$1,210</b>	<b>\$1,210</b>	<b>\$1,212</b>	<b>\$1,212</b>	<b>\$815,634</b>	<b>\$815,634</b>
	STIP (Including Augmentation)	\$621,404	\$11,605	\$11,605	\$29,968	\$29,968	\$108,478	\$108,478	\$1,210	\$1,210	\$1,212	\$1,212	\$773,877	\$773,877
	STIP Prior	\$41,756											\$41,756	\$41,756
	Proposition 1 A	\$41,843											\$41,843	\$41,843
	Proposition 1 B	\$677,752									\$1,319	\$1,319	\$679,071	\$679,071
	Active Transportation Program	\$31,976	\$18,505	\$18,505	\$33,233	\$33,233	\$13,183	\$17,500	\$2,100	\$2,100			\$98,997	\$103,314
	Highway Maintenance (HM)													
	Highway Bridge Program (HBP)	\$83,366	\$13,677	\$13,677	\$40,691	\$40,691	\$41,698	\$41,698	\$20,000	\$20,000	\$207,501	\$207,501	\$406,933	\$406,933
	Road Repair and Accountability Act of 2017 (SB1)	\$375,209	\$126,582	\$126,582	\$59,070	\$57,506	\$25,970	\$25,970	\$24,885	\$24,885	\$14,985	\$14,985	\$626,699	\$625,135
	Traffic Congestion Relief Program (TCRP)	\$101,298											\$101,298	\$101,298
	State Transit Assistance (e.g., population/revenue based, Prop 42)	\$177,877	\$27,246	\$27,246	\$20,155	\$20,155	\$19,935	\$19,935	\$19,935	\$19,935	\$19,968	\$19,968	\$285,117	\$285,117
Other	\$107,560	\$20,649	\$20,649	\$23,201	\$23,201	\$13,997	\$13,997	\$13,100	\$13,100	\$13,100	\$13,100	\$191,606	\$191,606	
<b>State Total</b>	<b>\$2,385,491</b>	<b>\$527,421</b>	<b>\$527,421</b>	<b>\$356,360</b>	<b>\$386,454</b>	<b>\$520,622</b>	<b>\$524,939</b>	<b>\$162,940</b>	<b>\$162,940</b>	<b>\$258,085</b>	<b>\$258,085</b>	<b>\$4,210,433</b>	<b>\$4,245,330</b>	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$777,478	\$71,269	\$71,269	\$70,947	\$70,947	\$70,947	\$70,947	\$70,947	\$70,947	\$70,947	\$70,947	\$1,132,536	\$1,132,536
	5309a - Fixed Guideway Modernization	\$97,086											\$97,086	\$97,086
	5309b - New and Small Starts (Capital Investment Grants)	\$552,996	\$97,711	\$97,711	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$115,669	\$115,669	\$1,066,376	\$1,066,376
	5309c - Bus and Bus Related Grants	\$58,636											\$58,636	\$58,636
	5310 - Mobility of Seniors and Individuals with Disabilities	\$7,348	\$3,891	\$3,891									\$11,239	\$11,239
	5311 - Nonurbanized Area Formula Program	\$10,667	\$1,120	\$1,120	\$1,108	\$1,108	\$1,108	\$1,108	\$1,108	\$1,108	\$1,108	\$1,108	\$16,218	\$16,218
	5337 - State of Good Repair	\$296,028	\$41,853	\$41,853	\$40,459	\$40,459	\$40,459	\$40,459	\$40,459	\$40,459	\$40,459	\$40,459	\$499,716	\$499,716
	5339 - Bus and Bus Facilities Program	\$37,298	\$6,965	\$6,965	\$6,168	\$6,168	\$6,168	\$6,168	\$6,168	\$6,168	\$6,168	\$6,168	\$68,936	\$68,936
	Other	\$41,928	\$57,634	\$57,634									\$99,562	\$99,562
	<b>Federal Transit Total</b>	<b>\$1,879,465</b>	<b>\$280,443</b>	<b>\$280,443</b>	<b>\$218,682</b>	<b>\$218,682</b>	<b>\$218,682</b>	<b>\$218,682</b>	<b>\$218,682</b>	<b>\$218,682</b>	<b>\$234,351</b>	<b>\$234,351</b>	<b>\$3,050,305</b>	<b>\$3,050,305</b>
	FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$386,611	\$29,884	\$29,884	\$25,124	\$25,124	\$33,914	\$33,914	\$33,903	\$33,903	\$33,903	\$33,903	\$543,340
Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)		\$237,689	\$34,601	\$34,601	\$3,544	\$3,540							\$275,834	\$275,830
GARVEE Bonds (Includes Debt Service Payments)														
Highway Infrastructure Program (HIP)		\$22,940	\$13,076	\$15,790									\$36,016	\$38,730
High Priority Projects (HPP) and Demo		\$88,798	\$228	\$228	\$356	\$435							\$89,457	\$89,461
Highway Safety Improvement Program (HSIP)		\$2,851	\$2,146	\$2,146	\$6,505	\$6,505	\$7,095	\$7,095	\$5,726	\$5,726			\$24,324	\$24,324
National Significant Freight & Highway Projects (FASTLANE/INFRA)		\$49,278											\$49,278	\$49,278
Public Lands Highway		\$6,519	\$816	\$816	\$816	\$816	\$816	\$816	\$816	\$816			\$8,968	\$8,968
Surface Transportation Program (Regional)		\$459,075	\$44,059	\$44,059	\$44,339	\$44,339	\$44,326	\$44,326	\$44,314	\$44,314	\$44,314	\$44,314	\$680,426	\$680,426
Other	\$169,473	\$12,925	\$19,957	\$4,100	\$4,100							\$186,498	\$193,531	
<b>Federal Highway Total</b>	<b>\$1,423,236</b>	<b>\$137,736</b>	<b>\$147,482</b>	<b>\$84,784</b>	<b>\$84,859</b>	<b>\$86,151</b>	<b>\$86,151</b>	<b>\$83,943</b>	<b>\$83,943</b>	<b>\$78,217</b>	<b>\$78,217</b>	<b>\$1,894,141</b>	<b>\$1,903,888</b>	
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$25,870											\$25,870	\$25,870
	Other													
	<b>Federal Railroad Administration Total</b>	<b>\$25,870</b>											<b>\$25,870</b>	<b>\$25,870</b>
	<b>Federal Total</b>	<b>\$3,328,571</b>	<b>\$418,179</b>	<b>\$427,925</b>	<b>\$303,466</b>	<b>\$303,541</b>	<b>\$304,833</b>	<b>\$304,833</b>	<b>\$302,625</b>	<b>\$302,625</b>	<b>\$312,568</b>	<b>\$312,568</b>	<b>\$4,970,316</b>	<b>\$4,980,062</b>
INNOVATIVE FINA	TIFIA (Transportation Infrastructure Finance and Innovation Act)				\$537,484	\$537,484							\$537,484	\$537,484
	<b>Innovative Financing Total</b>												<b>\$537,484</b>	<b>\$537,484</b>
	<b>REVENUES TOTAL</b>	<b>\$10,613,671</b>	<b>\$1,856,769</b>	<b>\$1,876,618</b>	<b>\$1,427,499</b>	<b>\$1,462,708</b>	<b>\$1,913,613</b>	<b>\$1,931,432</b>	<b>\$860,124</b>	<b>\$855,860</b>	<b>\$1,054,561</b>	<b>\$1,057,606</b>	<b>\$17,744,080</b>	<b>\$17,797,895</b>

<sup>1</sup> 2020/2021 Reflects repayment of Loaned CMAQ apportionment to Madera CTC of \$2,407

<sup>2</sup> 2020/2021 Reflects \$320k of FTA 5307 from FY 2014 apportionment (Grant # CA-90-Z207)



Table 2-1b: Program

San Diego Association of Governments (SANDAG)

2021 Regional Transportation Improvement Program (in \$000s) - Amendment No. 6

Legend

Yellow Highlighting indicates a change from the prior amendment

	Funding Source	Prior Years	2020/2021		2021/2022		2022/2023		2023/2024		2024/2025		TOTAL		
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
LOCAL	Sales Tax	\$3,553,379	\$538,287	\$547,707	\$452,272	\$455,120	\$376,364	\$372,027	\$192,929	\$185,709	\$234,471	\$228,238	\$5,365,562	\$5,342,180	
	-- TransNet	\$3,553,379	\$538,287	\$547,707	\$452,272	\$455,120	\$376,364	\$372,027	\$192,929	\$185,709	\$234,471	\$228,238	\$5,365,562	\$5,342,180	
	Other Local Funds	\$505,700	\$243,330	\$243,330	\$199,929	\$199,930	\$606,197	\$618,245	\$122,920	\$122,920	\$129,485	\$129,485	\$1,807,626	\$1,819,610	
	-- City General Funds	\$481,648	\$231,105	\$231,105	\$193,644	\$193,645	\$201,953	\$214,001	\$122,920	\$122,920	\$109,547	\$109,547	\$1,340,882	\$1,352,866	
	-- Street Taxes and Developer Fees	\$24,052	\$12,225	\$12,225	\$6,285	\$6,285	\$404,244	\$404,244			\$19,938	\$19,938	\$466,744	\$466,744	
	Other	\$840,529	\$114,395	\$114,395	\$107,394	\$107,394	\$105,598	\$105,598	\$75,543	\$75,543	\$118,403	\$118,403	\$1,361,862	\$1,361,862	
<b>Local Total</b>		<b>\$4,899,608</b>	<b>\$896,012</b>	<b>\$905,432</b>	<b>\$759,596</b>	<b>\$762,444</b>	<b>\$1,088,158</b>	<b>\$1,095,869</b>	<b>\$391,393</b>	<b>\$384,173</b>	<b>\$482,358</b>	<b>\$476,125</b>	<b>\$8,535,050</b>	<b>\$8,523,652</b>	
STATE	<b>State Highway Operations and Protection Program</b>	\$125,450	\$309,157	\$309,157	\$150,042	\$181,700	\$297,362	\$297,362	\$81,710	\$81,710			\$963,235	\$995,379	
	SHOPP (Including Augmentation)	\$125,450	\$309,157	\$309,157	\$150,042	\$181,700	\$297,362	\$297,362	\$81,710	\$81,710			\$963,235	\$995,379	
	<b>State Transportation Improvement Program</b>	\$663,161	\$11,605	\$11,605	\$29,968	\$29,968	\$108,478	\$108,478	\$1,210	\$1,210	\$1,212	\$1,212	\$815,634	\$815,634	
	STIP (Including Augmentation)	\$621,404	\$11,605	\$11,605	\$29,968	\$29,968	\$108,478	\$108,478	\$1,210	\$1,210	\$1,212	\$1,212	\$773,877	\$773,877	
	STIP Prior	\$41,756											\$41,756	\$41,756	
	Proposition 1 A	\$41,843											\$41,843	\$41,843	
	Proposition 1 B	\$677,752									\$1,319	\$1,319	\$679,071	\$679,071	
	Active Transportation Program	\$31,976	\$18,505	\$18,505	\$33,233	\$33,233	\$13,183	\$17,500	\$2,100	\$2,100			\$98,997	\$103,314	
	Highway Maintenance (HM)														
	Highway Bridge Program (HBP)	\$83,366	\$13,677	\$13,677	\$40,691	\$40,691	\$41,698	\$41,698	\$20,000	\$20,000	\$207,501	\$207,501	\$406,933	\$406,933	
	Road Repair and Accountability Act of 2017 (SB1)	\$375,209	\$126,582	\$126,582	\$59,070	\$57,506	\$25,970	\$25,970	\$24,885	\$24,885	\$14,985	\$14,985	\$626,699	\$625,135	
	Traffic Congestion Relief Program (TCRP)	\$101,298											\$101,298	\$101,298	
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)	\$177,877	\$27,246	\$27,246	\$20,155	\$20,155	\$19,935	\$19,935	\$19,935	\$19,935	\$19,968	\$19,968	\$285,117	\$285,117	
	State Emergency Repair Program														
Other	\$107,560	\$20,649	\$20,649	\$23,201	\$23,201	\$13,997	\$13,997	\$13,100	\$13,100	\$13,100	\$13,100	\$191,606	\$191,606		
<b>State Total</b>		<b>\$2,385,491</b>	<b>\$527,421</b>	<b>\$527,421</b>	<b>\$356,360</b>	<b>\$386,454</b>	<b>\$520,622</b>	<b>\$524,939</b>	<b>\$162,940</b>	<b>\$162,940</b>	<b>\$258,085</b>	<b>\$258,085</b>	<b>\$4,210,433</b>	<b>\$4,245,330</b>	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$777,478	\$71,269	\$71,269	\$70,906	\$70,906	\$70,906	\$70,906	\$70,906	\$70,906	\$70,906	\$70,906	\$1,132,372	\$1,132,372	
	5309a - Fixed Guideway Modernization	\$97,086											\$97,086	\$97,086	
	5309b - New and Small Starts (Capital Investment Grants)	\$552,996	\$97,711	\$97,711	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$115,669	\$115,669	\$1,066,376	\$1,066,376	
	5309c - Bus and Bus Related Grants	\$58,636											\$58,636	\$58,636	
	5310 - Elderly & Persons with Disabilities Formula Program	\$7,348	\$3,891	\$3,891									\$11,239	\$11,239	
	5311 - Nonurbanized Area Formula Program	\$10,667	\$1,120	\$1,120	\$1,108	\$1,108	\$1,108	\$1,108	\$1,108	\$1,108	\$1,108	\$1,108	\$16,218	\$16,218	
	5337 - State of Good Repair	\$296,028	\$41,853	\$41,853	\$40,459	\$40,459	\$40,459	\$40,459	\$40,459	\$40,459	\$40,459	\$40,459	\$499,716	\$499,716	
	5339 - Bus and Bus Facilities Program	\$37,298	\$6,947	\$6,947	\$6,168	\$6,168	\$6,168	\$6,168	\$6,168	\$6,168	\$6,168	\$6,168	\$68,918	\$68,918	
	Other	\$41,928	\$57,634	\$57,634									\$99,562	\$99,562	
	<b>Federal Transit Total</b>		<b>\$1,879,465</b>	<b>\$280,425</b>	<b>\$280,425</b>	<b>\$218,641</b>	<b>\$218,641</b>	<b>\$218,641</b>	<b>\$218,641</b>	<b>\$218,641</b>	<b>\$218,641</b>	<b>\$234,310</b>	<b>\$234,310</b>	<b>\$3,050,123</b>	<b>\$3,050,123</b>
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$386,611	\$29,503	\$29,205	\$23,520	\$16,499	\$26,285	\$24,779	\$28,494	\$27,900	\$25,056	\$25,056	\$519,798	\$510,051	
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$237,689	\$34,601	\$34,601	\$3,544	\$3,540							\$275,834	\$275,830	
	GARVEE Bonds (Includes Debt Service Payments)														
	Highway Infrastructure Program (HIP)	\$22,940	\$13,076	\$15,790									\$36,016	\$38,730	
	High Priority Projects (HPP) and Demo	\$88,798	\$228	\$228	\$356	\$435							\$89,457	\$89,461	
	Highway Safety Improvement Program (HSIP)	\$2,851	\$2,146	\$2,146	\$6,505	\$6,505	\$7,095	\$7,095	\$5,726	\$5,726			\$24,324	\$24,324	
	Public Lands Highway	\$6,519	\$816	\$816	\$816	\$816	\$816	\$816					\$8,968	\$8,968	
	National Significant Freight & Highway Projects (FASTLANE/INFRA)												\$49,278	\$49,278	
	Surface Transportation Program (Regional)	\$459,075	\$40,796	\$43,796	\$43,180	\$42,937	\$43,977	\$44,190	\$44,195	\$44,125	\$52,781	\$52,881	\$684,004	\$687,004	
Other	\$169,473	\$12,925	\$19,957	\$4,100	\$4,100							\$186,498	\$193,531		
<b>Federal Highway Total</b>		<b>\$1,423,236</b>	<b>\$134,092</b>	<b>\$146,540</b>	<b>\$82,021</b>	<b>\$74,832</b>	<b>\$78,173</b>	<b>\$76,881</b>	<b>\$78,415</b>	<b>\$77,751</b>	<b>\$77,837</b>	<b>\$77,937</b>	<b>\$1,874,178</b>	<b>\$1,877,177</b>	
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$25,870											\$25,870	\$25,870	
	Other														
<b>Federal Railroad Administration Total</b>		<b>\$25,870</b>											<b>\$25,870</b>	<b>\$25,870</b>	
<b>Federal Total</b>		<b>\$3,328,571</b>	<b>\$414,517</b>	<b>\$426,965</b>	<b>\$300,662</b>	<b>\$293,473</b>	<b>\$296,814</b>	<b>\$295,522</b>	<b>\$297,056</b>	<b>\$296,392</b>	<b>\$312,147</b>	<b>\$312,247</b>	<b>\$4,950,171</b>	<b>\$4,953,170</b>	
TINNOVA TIME FINA	TIFIA (Transportation Infrastructure Finance and Innovation Act)				\$537,484	\$537,484							\$537,484	\$537,484	
	Innovative Financing Total				\$537,484	\$537,484							\$537,484	\$537,484	
<b>PROGRAM TOTAL</b>		<b>\$10,613,671</b>	<b>\$1,837,950</b>	<b>\$1,859,818</b>	<b>\$1,954,102</b>	<b>\$1,979,856</b>	<b>\$1,905,594</b>	<b>\$1,916,330</b>	<b>\$851,389</b>	<b>\$843,505</b>	<b>\$1,052,591</b>	<b>\$1,046,458</b>	<b>\$18,233,139</b>	<b>\$18,259,636</b>	

\* Negative programming amount is reflective of the need to show the TIFIA loan payback in the five-year RTP. Payback will begin in future years. FY24/25 includes programming for future years and is included here for reference only

**Table 2-1c: Revenues versus Program**

**San Diego Association of Governments (SANDAG)  
2021 Regional Transportation Improvement Program (in \$000s) - Amendment No. 6**

**Legend**  
Yellow Highlighting indicates a change from the prior amendment

Funding Source		2020/2021		2021/2022		2022/2023		2023/2024		2024/2025		TOTAL	
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current
LOCAL	Local Total	\$15,158	\$15,840	\$8,077	\$10,269		\$5,791	\$3,167	\$6,123	\$1,550	\$10,828	\$27,952	\$48,851
	<b>State Highway Operations and Protection Program</b>												
STATE	SHOPP (Including Augmentation)												
	SHOPP Prior												
	<b>State Transportation Improvement Program</b>												
	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													
<b>State Total</b>													
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program			\$41	\$41	\$41	\$41	\$41	\$41	\$41	\$41	\$164	\$164
	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												
	5339 - Bus and Bus Facilities Program	\$18	\$18									\$18	\$18
	Other												
<b>Federal Transit Total</b>		\$18	\$18	\$41	\$41	\$41	\$41	\$41	\$41	\$41	\$41	\$182	\$182
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$381	\$679	\$1,605	\$8,625	\$7,629	\$9,134	\$5,409	\$6,003	\$8,847	\$8,847	\$23,870	\$33,289
	Coordinated Border Infrastructure (SAFETEA-LU Sec. 1303)												
	GARVEE Bonds (Includes Debt Service Payments)												
	Highway Infrastructure Program (HIP)												
	High Priority Projects (HPP) and Demo												
	Highway Safety Improvement Program (HSIP)												
	National Significant Freight & Highway Projects (FASTLANE/INFRA)												
	Surface Transportation Program (Regional)	\$3,263	\$263	\$1,159	\$1,402	\$349	\$136	\$119	\$189	-\$8,467	-\$8,567	-\$3,578	-\$6,578
Other													
<b>Federal Highway Total</b>		\$3,644	\$942	\$2,763	\$10,027	\$7,978	\$9,271	\$5,527	\$6,192	\$379	\$279	\$20,292	\$26,711
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)												
	Other												
<b>Federal Railroad Administration Total</b>													
<b>Federal Total</b>		\$3,662	\$960	\$2,804	\$10,068	\$8,019	\$9,312	\$5,568	\$6,233	\$420	\$320	\$20,474	\$26,892
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)												
	<b>Innovative Financing Total</b>												
<b>REVENUES - PROGRAM TOTAL</b>		\$18,820	\$16,800	\$10,881	\$20,337	\$8,019	\$15,102	\$8,735	\$12,356	\$1,970	\$11,148	\$48,426	\$75,743

FY24/25 includes programming for future years and is included here for reference only

# Chapter 3

## Air Quality Conformity Analysis

## Chapter 3

# Air Quality Conformity Analysis

### *2008 Eight-Hour Ozone Standard*

On May 21, 2012, the U.S. Environmental Protection Agency (U.S. EPA) designated the San Diego air basin as a nonattainment area for the 2008 Eight-Hour Ozone 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.

Effective June 3, 2016, the U.S. EPA determined that 11 areas, including the San Diego air basin, failed to attain the 2008 ozone National Ambient Air Quality Standard (NAAQS) by the applicable attainment date of December 31, 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 were required to submit State Implementation Plan (SIP) revisions that met the statutory and regulatory requirements that apply to 2008 ozone nonattainment areas classified as Moderate, by January 1, 2017. Consequently, the San Diego County Air Pollution Control District submitted a SIP revision addressing Moderate area requirements to California Air Resources Board (CARB) on December 27, 2016. CARB submitted the SIP revision document to the U.S. EPA on April 12, 2017. Effective December 4, 2017, the U.S. EPA found the motor vehicle emissions budgets for the Reasonable Further Progress milestone year of 2017 from the *2008 Eight-Hour Ozone Attainment Plan for San Diego County* adequate for transportation conformity purposes for the 2008 ozone NAAQS.

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

### *2015 Eight-Hour Ozone Standard*

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

### *2020 San Diego SIP*

On November 19, 2020, CARB adopted the proposed *2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County* (2020 San Diego SIP) submittal, which addresses both the 2008 and 2015 ozone standards. Included in the San Diego 2020 SIP is a request for a voluntary reclassification from Serious to Severe nonattainment for the 2008 ozone standard and a voluntary reclassification from Moderate to Severe nonattainment for the 2015 ozone standards as permitted under Section 181(b)(3). The reclassification extends the timeline to meet the standards and aligns with air quality modeling. Effective July 2, 2021, U.S. EPA approved the request from the State of California to reclassify San Diego County ozone Nonattainment Area from Serious to Severe for the 2008 ozone standard and Moderate to Severe for the 2015 ozone standard.

On June 4, 2021, U.S. EPA posted on its Office of Transportation and Air Quality website the adequacy review and public comment on the 2008 and 2015 Eight-Hour Ozone Attainment Plan budgets. On October 4, 2021, U.S. EPA published in the Federal Register the adequacy finding for the on-road transportation air quality budgets in the 2008 and 2015 Eight-Hour Ozone Attainment Plans with an effective date of October 19, 2021.

### *2021 RTIP*

On February 26, 2021, the SANDAG Board of Directors adopted the final 2021 Regional Transportation Improvement Program (2021 RTIP) and its conformity determination (see Chapter 5 and Appendices E and F) and redetermination of conformity for San Diego Forward: The 2019 Federal Regional Transportation Plan (RTP).

On December 10, 2021, the SANDAG Board of Directors adopted San Diego Forward: the 2021 Regional Plan (2021 Regional Plan) and its conformity determination. This conformity determination will apply the reasonable further progress emission budgets from the 2020 San Diego SIP. The 2021 Regional Transportation Improvement Program (2021 RTIP) Amendment No. 6 and its conformity redetermination (see this chapter and Appendix B) are scheduled to be approved by the Board of Directors on January 14, 2022.

## **Demonstration of Fiscal Constraint**

The 2021 RTIP Amendment No. 6 is consistent with the 2021 Regional Plan. As a financially constrained document, the 2021 RTIP contains only those major transportation projects listed in the Revenue Constrained 2021 Regional Plan. Chapter 4 of the 2021 RTIP includes detailed discussion on fiscal constraint and overall financial capacity to carry out projects included in the RTIP. Tables 2-1a through 2-1c are program summaries for the 2021 RTIP. Based on the analysis, the projects contained in the 2021 RTIP are reasonable when considering available funding sources.

## **Development of Transportation Control Measures**

In 1982, SANDAG adopted four Transportation Tactics as elements of the 1982 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 County 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 & Ride facilities. On November 12, 1992, CARB gave approval to the 1991 RAQS, including the TCMs.

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

## **Air Quality Conformity Requirements**

SANDAG, as the Metropolitan Planning Organization, and the U.S. DOT must determine that the 2021 RTIP Amendment No. 6, and the 2021 Regional Plan conform to the applicable SIP. Conformity to the SIP means that transportation activities will not create new air quality violations, worsen existing violations, or delay the attainment of the NAAQS.

Based upon the U.S. EPA's Transportation Conformity Rule, as amended, conformity of transportation plans and programs, including the 2021 RTIP, is determined according to the 1990 Clean Air Act Amendments (CAAA) [Section 176(c)(3)(A)] if the following is demonstrated:

- The 2021 RTIP Amendment No. 6, 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 2021 RTIP, as amended, 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 2021 RTIP Amendment No. 6 must meet the applicable emission budgets prescribed in the 2020 San Diego SIP, which were found adequate for transportation conformity purposes effective October 19, 2021.
- 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 2021 RTIP Amendment No. 6. The 2021 RTIP Amendment No. 6 aligns the program with the 2021 Regional Plan. The 2021 RTIP Amendment No. 6 and 2021 Regional Plan are being reviewed concurrently for air quality conformity.

On March 1, 2018, the California Air Resources Board released EMFAC2017 v1.0.2 to the public. On August 15, 2019, U.S. EPA approved EMFAC2017 for use in conformity determinations. EMFAC2017 v1.0.2 was used to project the regional emissions for the 2021 RTIP, Amendment No. 6 and the 2021 Regional Plan conformity determinations.

The schedule for the development of the 2021 RTIP Amendment No. 6, and criteria and procedures for determining conformity will be presented to the CWG on November 3, 2021. In addition, the draft list of projects was distributed to the CWG on October 19, 2021. The draft list will be discussed at the November 3, 2021, CWG meeting.

The quantitative emissions analyses for the 2021 RTIP Amendment No. 6 conformity determination and were initiated in September 2021, and the results were distributed on October 19, 2021, to the CWG for an initial review and comment period. The CWG will be

asked to review the draft air quality conformity analysis at its November 3, 2021, meeting. Comments received will be incorporated into the final document.

The 2021 RTIP Amendment No. 6 and its conformity analysis, were released for public review and comment on October 20, 2021. On December 10, 2021, the SANDAG Board of Directors found the SANDAG revenue constrained 2021 Regional Plan, in conformance with federal air quality and planning regulations, and adopted the 2021 Regional Plan. The Board of Directors is scheduled to adopt 2021 RTIP Amendment No. 6 and its conformity analysis at the January 7, 2022, meeting. The following sections provide a summary of the air quality conformity analysis of the 2021 RTIP, Amendment No. 6, and the 2021 Regional Plan in relation to the above conformity requirements.



## **Conformity Finding – Transportation Control Measures**

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

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

The 2021 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 3-1, with approximately \$8.5 billion, or 48 percent of the total funds programmed. Included are \$77.7 million for Ridesharing, \$7.7 billion for Transit Improvements, \$534.8 million for Bicycle Facilities and Programs, and \$193.5 million for Traffic Flow Improvements. Based upon this analysis, the 2021 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 3-1: 2021 RTIP– San Diego Region (in \$000s) Transportation Tactics

Transportation Tactic	Amount
<b>Ridesharing</b>	
Transportation Demand Management	<u>\$77,696</u>
<i>Subtotal Ridesharing:</i>	<i>\$77,696</i>
<b>Transit Improvements</b>	
Mid-Coast	\$2,453,372
Operations/Maintenance – Transit	\$4,467,783
Major Transit - LOSSAN Corridor	\$370,289
Bus Rapid Transit ( <i>Rapid</i> )	\$291,639
Blue/Orange Line Trolley	<u>\$87,514</u>
<i>Subtotal Transit Improvements:</i>	<i>\$7,670,597</i>
<b>Bicycle Facilities</b>	
Bicycle/Pedestrian Projects	<u>\$534,810</u>
<i>Subtotal Bicycle Facilities:</i>	<b><i>\$534,810</i></b>
<b>Traffic Flow Improvements</b>	
Transportation Management System/Intelligent Transportation System	<u>\$193,459</u>
<i>Subtotal Traffic Flow Improvements:</i>	<i>\$193,459</i>
Total Transportation Tactics in 2021 RTIP:	\$8,476,561
Total All Transportation Projects in 2021 RTIP:	\$17,711,510
Share of T-Tactics Projects in 2021 RTIP:	48%

## Conformity Finding – Quantitative Emissions Analysis

The second requirement of the conformity finding is to conduct a quantitative emissions analysis for the 2021 RTIP. The emissions analysis must show that implementation of the 2021 RTIP and 2021 Regional Plan meet the emissions budgets established in the 2020 San Diego SIP.

A quantitative emissions analysis was conducted according to the requirements established in the Transportation Conformity Rule under Section 93.122(b). Motor vehicle emissions forecasts were produced for the following analysis years: 2023, 2026, 2029, 2032, 2040, and 2050. The SANDAG regional growth forecasts and transportation models, as well as the CARB emissions model, were used to generate the emissions forecasts. Transportation forecasts were developed using SANDAG’s activity-based model (ABM).

The ABM simulates individual and household transportation decisions that comprise their daily travel itinerary. It predicts whether, where, when, and how people travel outside their home for activities such as work, school, shopping, healthcare, and recreation. ABM outputs are used as inputs for regional emissions forecasts.

The emissions analysis was conducted using the Emissions FACTors EMFAC2017 v1.0.2 model. The 2021 RTIP and 2021 Regional Plan air quality conformity analysis was conducted for the years 2021–2050. All the capacity-increasing improvements identified in the 2021 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.

On November 20, 2019, CARB released EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicle Rule Part One. This process updates EMFAC model outputs to include vehicle tailpipe and evaporative emissions impacts from the U.S. EPA and National Highway Traffic Safety Administration (NHTSA) regulation Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program. The adjustment factors for the analysis years and relevant vehicle types were applied to the EMFAC2017 outputs for the 2021 RTIP and 2021 Regional Plan air quality conformity analysis and are included in Table 3-2.

Table 3-2 provides a summary of the results of the quantitative emissions analysis conducted for the 2021 RTIP and 2021 Regional Plan using budgets from the 2020 San Diego SIP. The table demonstrates that the 2021 RTIP and 2021 Regional Plan meet the budgets for the 2008 and 2015 Eight-Hour Ozone Standards. Projected ROG and NOx emissions for 2023, 2026, 2029, 2032, 2040, and 2050 are below the established SIP budget.

Table 3-2: 2021 RTIP, Amendment No. 6, and the Revenue Constrained 2021 Regional Plan Air Quality Conformity Analysis for 2008 and 2015 Eight-Hour Ozone Standards (EMFAC2017)

Year	Average Weekday Vehicle Starts (1,000s)	Average Weekday Vehicle Miles (1,000s)	ROG		NOx	
			SIP Emissions Budget Tons/Day	ROG Emissions Tons/Day	SIP Emissions Budget Tons/Day	NOx Emissions Tons/Day
2023	11,277	85,602	13.6	13.4	19.3	17.3
2026	11,542	85,534	12.1	11.6	17.3	14.9
2029	11,889	86,252	11.0	10.3	15.9	13.6
2032	12,109	86,091	10.0	9.2	15.1	12.6
2040	12,807	87,374	10.0	7.3	15.1	11.6
2050	13,469	88,414	10.0	6.7	15.1	11.9

Note: Emissions budgets from the 2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County (October 2020), which were found adequate for transportation conformity purposes by the U.S. EPA effective October 19, 2021, are used for all analysis years.

## **Conclusion**

Based upon an evaluation of projects and funds programmed and a quantitative emissions analysis, the 2021 RTIP, Amendment No. 6 and 2021 Regional Plan meet the U.S. EPA transportation conformity regulations contained within the federal guidelines published on August 15, 1997, and subsequent amendments, as well as the requirements of the federal CAA of 1990.

# **Appendix A:**

## **Regional Emissions Analysis and Modeling Procedures**

# Appendix A: 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<sup>1</sup>. 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 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.

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 and thus were reclassified by operation of law as Moderate for the 2008 ozone NAAQS. States containing any of these new Moderate areas or any portion thereof were required to submit SIP revisions that met the statutory and regulatory requirements that apply to 2008 ozone nonattainment areas classified as Moderate by January 1, 2017. The 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. On August 23, 2019, the U.S. EPA published a final rule in the Federal Register reclassifying the San Diego air basin by operation of law from a Moderate nonattainment area for the 2008 ozone NAAQS to Serious effective September 23, 2019. This rulemaking changes the 2008 ozone NAAQS attainment deadline to July 20, 2021, with an attainment year of 2020.

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<sup>1</sup> While most California air quality standards are more stringent than those developed by U.S. EPA, the 2015 Eight-Hour Ozone Standards are the same.

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

On May 24, 2019, the SANDAG Board adopted the 2015 Ozone National Ambient Air Quality Standard Conformity Demonstration for San Diego Forward: The Regional Plan (2015 Regional Plan) and the 2018 RTIP. The conformity demonstration found the 2015 Regional Plan and 2018 RTIP, as amended, in conformity with the requirements of the federal Clean Air Act and applicable SIP. The U.S. DOT, in consultation with U.S. EPA, made its conformity determination on June 21, 2019.

On November 19, 2020, CARB adopted the proposed *2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County* (2020 San Diego SIP) submittal from San Diego County Air Pollution Control District. The 2020 San Diego SIP addressed both the 2008 and 2015 ozone standards and included a voluntary reclassification from Serious to Severe nonattainment for the 2008 ozone standard and a voluntary reclassification from Moderate to Severe nonattainment for the 2015 ozone standards as permitted under Section 181(b)(3). The reclassification extends the timeline to meet the standards and aligns with air quality modeling. Effective July 2, 2021, U.S. EPA approved the request from the State of California to reclassify San Diego County ozone Nonattainment Area from Serious to Severe for the 2008 ozone standard and Moderate to Severe for the 2015 ozone standard.

On June 4, 2021, U.S. EPA posted on its Office of Transportation and Air Quality website the adequacy review and public comment on the 2008 and 2015 Eight-Hour Ozone Attainment Plan budgets from the 2020 San Diego SIP. On October 4, 2021, U.S. EPA published in the Federal Register the adequacy finding for transportation conformity purposes of the Reasonable Further Progress milestone years' air quality budgets in the 2020 San Diego SIP with an effective date of October 19, 2021.

### *Carbon Monoxide Standard*

The San Diego region had been designated by the U.S. EPA as a federal maintenance area for the Carbon Monoxide (CO) standard. On November 8, 2004, 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 would cease to apply after June 1, 2018. Therefore, this appendix does not include a CO conformity analysis.

### *Conformity Determinations*

On February 26, 2021, the SANDAG Board of Directors adopted the final 2021 Regional Transportation Improvement Program (2021 RTIP) and its conformity determination and redetermination of conformity for San Diego Forward: The 2019 Federal Regional Transportation Plan (RTP).

On December 10, 2021, the SANDAG Board of Directors adopted San Diego Forward: the 2021 Regional Plan (2021 Regional Plan) and its conformity determination. The Board of Directors is scheduled to adopt the 2021 Regional Transportation Improvement Program (2021 RTIP) Amendment No. 6, and its conformity determination (see chapter 3 and this appendix), at the

January 14, 2022, meeting. This conformity determination will apply the reasonable further progress emission budgets from the 2020 San Diego SIP.

## **Transportation Conformity: Modeling Procedures**

### *Introduction*

The 2021 RTIP, Amendment No 6, is consistent with the 2021 Regional Plan. As a financially constrained program, the 2021 RTIP only contains major transportation projects listed in the Revenue Constrained 2021 Regional Plan that are being implemented in the five-year 2021 RTIP period. Chapter 2 of the 2021 RTIP, Amendment No. 6 includes a detailed discussion on fiscal constraint. Table B-8 includes the conformity analysis for both the 2021 RTIP, Amendment No 6, and 2021 Regional Plan.

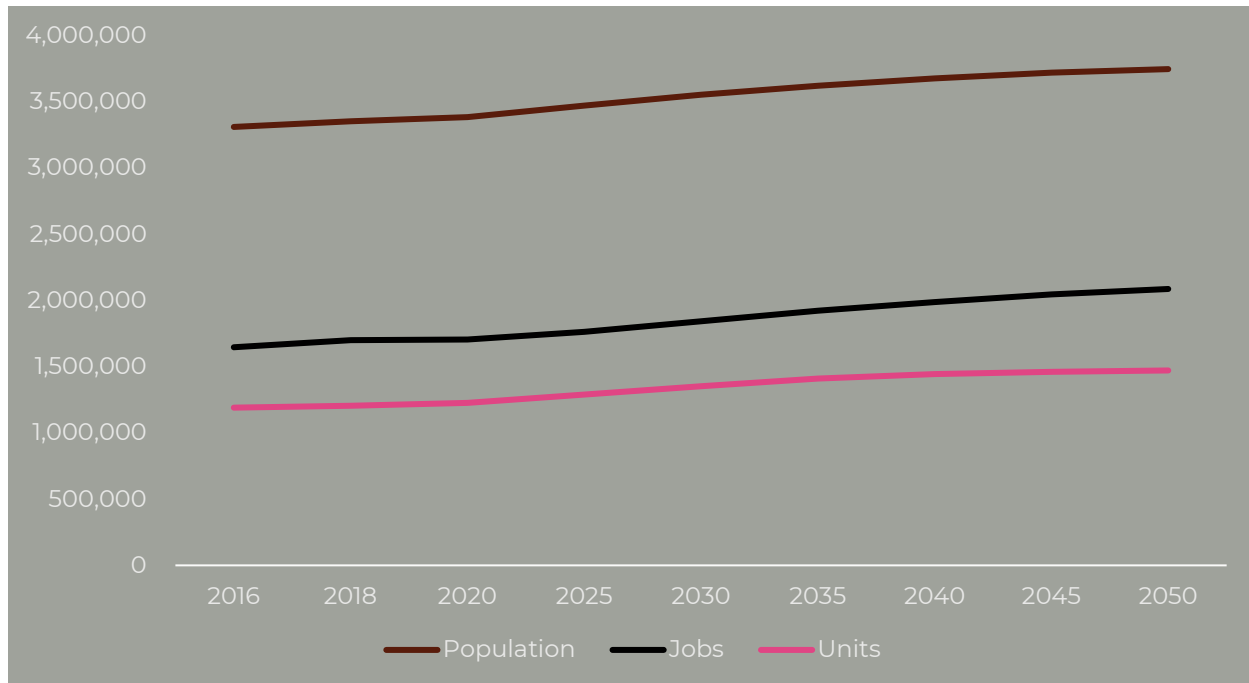
### *Growth Forecasts*

Every three to five years, SANDAG produces a long-range forecast of population, housing, and employment growth for the San Diego region. The forecast process relies upon an integrated forecasting model. The first element is the San Diego Demographic and Economic model, which provides a detailed socioeconomic forecast for the region. Next, the regionwide data are allocated to the parcel level based upon the forecasted development pattern for the 2021 Regional Plan (Sustainable Communities Strategy [SCS] land use pattern), which must use the most recent planning assumptions considering local general plans and other factors. This includes current plans and policies of the jurisdictions and increasing density near transit and job centers, consistent with regional goals for sustainability, mobility, housing affordability, and economic prosperity. The parcel-level forecast data can be aggregated up to larger subregional areas of interest.

On January 6, 2021, SANDAG consulted with the San Diego Region Conformity Working Group (CWG) on the use of the Series 14 Regional Growth Forecast, SCS land use pattern, for the air quality conformity analysis of the 2021 Regional Plan. 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 B-1 and Table B-1 show the regional population, jobs, and housing growth forecast for the San Diego region through 2050.



Figure B-1: San Diego Regional Population, Jobs, and Housing Forecast



Source: Series 14 Regional Growth Forecast, SCS land use pattern, SANDAG

Table B-1: San Diego Regional Population and Employment Forecast

Year	Population	Employment
2016	3,309,510	1,646,419
2025	3,470,848	1,761,747
2035	3,620,348	1,921,475

Source: Series 14 Regional Growth Forecast, SCS land use pattern, SANDAG

The Series 14 Regional Growth Forecast, SCS land use pattern, uses planning assumptions from the adopted general plans and community plans and policies of the 18 cities and the county.<sup>2</sup> Because many of the local general plans have horizon years of 2030—20 years before the Series 14 Regional Growth Forecast horizon year—the later part of the forecast was developed in collaboration with each of the local jurisdictions through an iterative process that allowed each city to provide their projections for land uses in those later years. The Series 14 Regional Growth Forecast, SCS land use pattern, thus represents in compliance with 40 CFR 93.110(a), the “latest planning assumptions” in force at the time this conformity analysis began.

### Travel Modeling

The following sections provide an overview of the SANDAG travel model and the travel model flow, spatial and temporal resolution, residents travel model, special market models, trip assignment, model inputs, data sources, and emissions modeling.

<sup>2</sup> The Series 14 Regional Growth Forecast assumptions were presented to the Board May 25, 2018 ([sandag.org/uploads/meetingid/meetingid\\_4785\\_23865.pdf](https://sandag.org/uploads/meetingid/meetingid_4785_23865.pdf)). On July 10, 2020, the Board also adopted the 6th Cycle Regional Housing Needs Assessment Plan, which allocated the regional housing need at the subregional level ([sandag.org/uploads/meetingid/meetingid\\_5410\\_27706.pdf](https://sandag.org/uploads/meetingid/meetingid_5410_27706.pdf)).

SANDAG uses an updated second-generation activity-based model (ABM2+) that incorporates the latest planning assumptions at the time the conformity analysis began per 40 CFR 93.110 to support the development of the Regional Plan, RTIP, and their conformity demonstrations. An ABM simulates individual and household transportation decisions that comprise their daily travel itinerary. It predicts whether, where, when, and how people travel outside their home for activities such as work, school, shopping, healthcare, and recreation.

The SANDAG ABM2+ includes a number of methodological strengths. It predicts the travel decisions of San Diego residents at a detailed level, taking into account the way people schedule their day, their behavioral patterns, and the need to cooperate with other household members. When simulating a person's travel patterns, the ABM takes into consideration a multitude of personal and household attributes like age, income, gender, and employment status. The model's fine temporal and spatial resolution ensures that it is able to capture subtle aspects of travel behavior.

To support the 2021 Regional Plan and 2021 RTIP, SANDAG enhanced the ABM2+ functionality for application to the 5 Big Moves planning efforts. These enhancements included functions to address new trends in teleworking, use of micromobility modes and transportation network companies (TNC), and new mobility options for flexible fleets and microtransit within mobility hubs.

The ABM2+ outputs are used as inputs for regional emissions forecasts. The estimates of regional transportation-related emissions analyses conducted for the 2021 Regional Plan and 2021 RTIP, Amendment No. 6, conformity analysis 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 ABM2+ accounts for a variety of different weekday travel markets in the region, including San Diego region resident travel, travel by Mexico residents and other travelers crossing San Diego County's borders, visitor travel, airport passengers at both the San Diego International Airport and the Cross Border Xpress (CBX) bridge to the Tijuana International Airport, and commercial travel. Many of the models used to represent demand are simulation-based models, such as activity-based or tour-based approaches, while others use an aggregate three- or four-step representations of travel.

The resident travel model is an activity-based model, in which all tours and activities are scheduled into available time windows across the entire day. The approach recognizes that a person can be in only one place at one time, and their entire day is accounted for in the model. A tour-based treatment is used for other special travel markets, such as Mexico resident crossborder travel, visitor travel, airport passenger travel, and commercial vehicle travel. Tour-based models do not attempt to model all travel throughout the day for each person; rather, once tours are generated, they are modeled independently of each other. A tour-based model does not attempt to schedule all travel into available time windows.

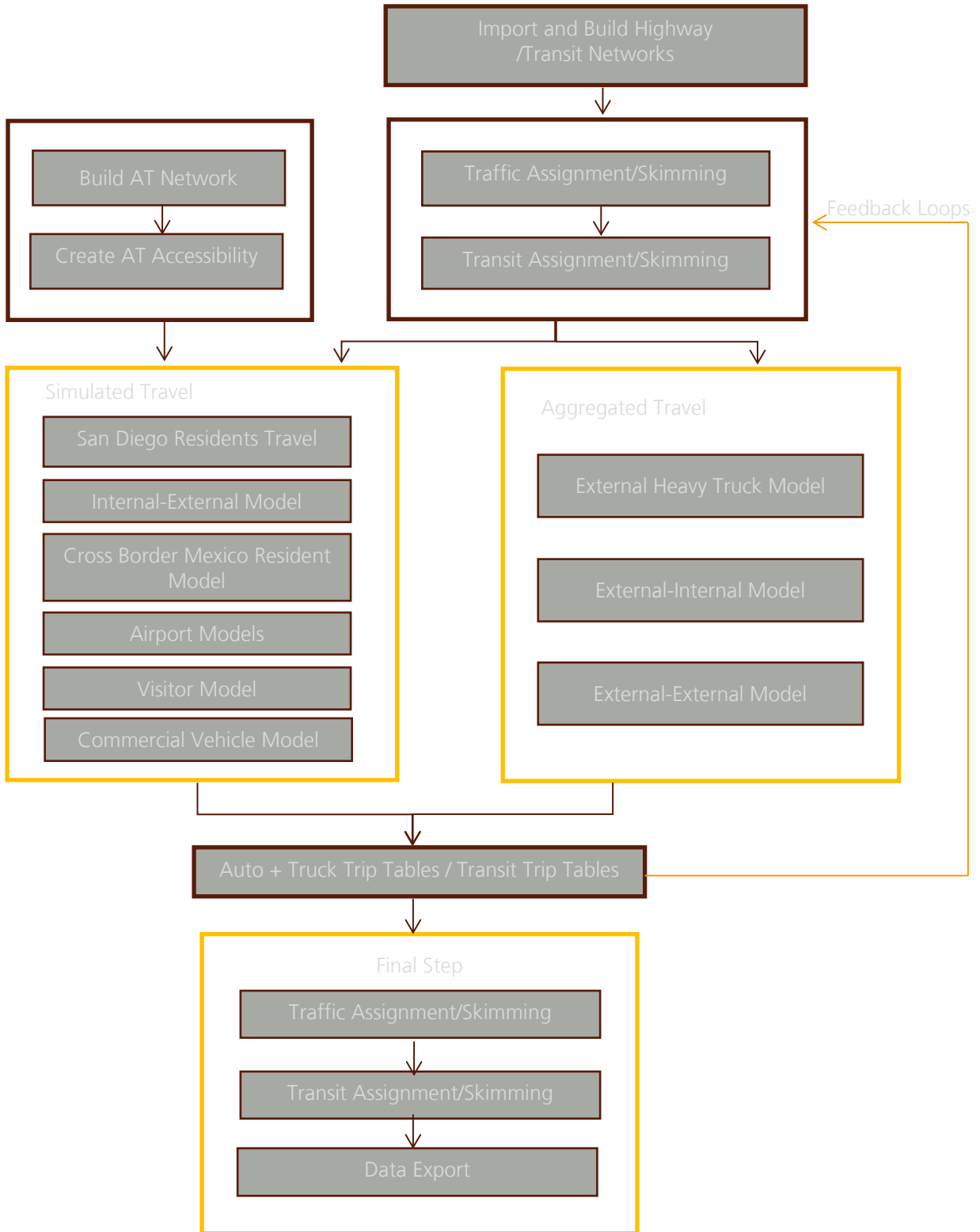
Aggregate models rely upon probability accumulation processes to produce travel demand and output trip tables. The external heavy-duty truck model and certain external travel models are aggregate.

### *ABM2+ Model Flow*

To simulate how San Diego residents, non-residents, and freight travel in the region, the SANDAG ABM2+ includes several models and steps. Figure B-2 outlines the overall flow of the SANDAG ABM2+. It starts with building an all-street-based active transportation network and creating Master Geographic Reference Area (MGRA) to MGRA and MGRA to Transit Access Point (TAP) walk, micromobility, or microtransit equivalent accessibility files; highway and transit network building and importing into Emme (traffic modeling software licensed from INRO); then traffic and transit assignment with warm start trip tables to get the congested highway and transit skims.

After the network skims and walk access files are created, the resident travel model is executed, followed by the other disaggregate models (visitor, San Diego International Airport, CBX terminal, crossborder, and commercial vehicle) and aggregate models (external heavy truck, external-external, and external-internal). The trip tables from all the models are summed up by vehicle classes, time of day (TOD), and value of time (VOT) and are used by traffic assignment. The skims after the traffic assignment are used for the subsequent iteration in a three-feedback-loop model run. The final traffic and transit assignment and data export concludes the ABM2+ modeling procedure. The outputs from the final step are used to generate input for Emission Factors (EMFAC) emissions modeling.

Figure B-2: SANDAG ABM2+ Flow Chart



## *Spatial and Temporal Resolution*

SANDAG ABM2+ utilizes the SANDAG MGRA zone system, which is one of the most disaggregate zonal systems used in travel demand models in the United States. The SANDAG MGRA system used in ABM2+ consists of 23,002 zones, which are roughly equivalent to Census blocks. To avoid computational burden, SANDAG relies on a 4,996 Traffic Analysis Zone (TAZ) system for roadway skims and assignment but performs transit calculations at the more detailed MGRA level. All activity locations are tracked at the MGRA level. The MGRA geography offers both the advantage of fine spatial resolution and consistency with network levels of service that make it ideal for tracking activity locations.

The disaggregated models function at a temporal resolution of one-half hour. These one-half hour increments begin with 3 a.m. and end with 3 a.m. the next day, though the hours between 1 and 5 a.m. are aggregated to reduce computational burden. Temporal integrity is ensured so that no activities are scheduled with conflicting time windows except for short activities/tours that are completed within a one-half hour increment. For example, a person may have a very short tour that begins and ends within the 8 to 8:30 a.m. period as well as a second, longer tour that begins within this time period but ends later in the day.

Time periods are typically defined by their midpoint in the scheduling software. For example, in a model system using one-half hour temporal resolution, the 9 a.m. time period would capture activities of travel between 8:45 and 9:15 a.m. If there is a desire to break time periods at “round” half-hourly intervals, either the estimation data must be processed to reflect the aggregation of activity and travel data into these discrete half-hourly bins or a more detailed temporal resolution must be used, such as half hours (which could then potentially be aggregated to “round” half hours).

A critical aspect of the model system is the relationship between the temporal resolution used for scheduling activities and the temporal resolution of the network simulation periods. Although each activity generated by the model system is identified with a start time and end time in one-half hour increments, level-of-service matrices are only created for five aggregate time periods: (1) early a.m.; (2) a.m.; (3) midday; (4) p.m.; and (5) evening. The trips occurring in each time period reference the appropriate transport network depending on their trip mode and the midpoint trip time. All aggregated models operate on the five aggregated time periods. Table B-2 lists the definition of time periods for level-of-service matrices.

Table B-2: Time Periods for Level-of-Service Skims and Assignment

<b>Time Period for Level-of-Service Skims and Assignment</b>			
<b>Number</b>	<b>Description</b>	<b>Begin Time</b>	<b>End Time</b>
1	Early	3 a.m.	5:59 a.m.
2	a.m. Peak	6 a.m.	8:59 a.m.
3	Midday	9 a.m.	3:29 p.m.
4	p.m. Peak	3:30 p.m.	6:59 p.m.
5	Evening	7 p.m.	2:59 a.m.

*Resident Travel Model*

The resident travel model is based on the Coordinated Travel Regional Activity-Based Modeling Platform family of activity-based models. This model system is an advanced, but operational, activity-based model that fits the needs and planning processes of SANDAG.

The resident travel model has its roots in a wide array of analytical developments. They include discrete choice forms (multinomial and nested logit), activity duration models, time-use models, models of individual microsimulation with constraints, entropy-maximization models, etc. These advanced modeling tools are combined to ensure maximum behavioral realism, replication of the observed activity-travel patterns, and model sensitivity to key projects and policies. The model is implemented in a microsimulation framework. Microsimulation methods capture aggregate behavior through the representation of the behavior of individual decision-makers. In travel demand modeling, these decision-makers are typically households and persons.

*Decision Modeling Units*

Decision-makers in the model system include both persons and households. These decision-makers are created (synthesized) for each simulation year based on tables of households and persons from Census data and forecasted TAZ-level distributions of households and persons by key socioeconomic categories. These decision-makers are used in the subsequent discrete-choice models to select a single alternative from a list of available alternatives according to a probability distribution. The probability distribution is generated from a logit model that takes the attributes of the decision-maker and the attributes of the various alternatives into account. The decision-making unit is an important element of model estimation and implementation and is explicitly identified for each model specified in the following sections.

To simulate trips and tours made by individuals and households, the SANDAG ABM2+ includes a total of eight person types (shown in Table B-3). The person types are mutually exclusive with respect to age, work status, and school status.

Table B-3: Person Types

Person Types				
Number	Person-Type	Age	Work Status	School Status
1	Full-time worker <sup>3</sup>	18+	Full-time	None
2	Part-time worker	18+	Part-time	None
3	College student	18+	Any	College+
4	Non-working adult	18–64	Unemployed	None
5	Non-working senior	65+	Unemployed	None
6	Driving-age student	16–17	Any	Pre-college
7	Non-driving student	6–15	None	Pre-college
8	Preschooler	0–5	None	None

Further, workers are stratified by their occupation to take full advantage of information provided by the land use and demographic models. Table B-4 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 B-4: Occupation Types

Occupation Types	
Number	Description
1	Management, Business, Science, and Arts
2	Services
3	Sales and Office
4	Natural Resources, Construction, and Maintenance
5	Production, Transportation, and Material Moving
6	Military

The SANDAG ABM2+ assigns one of the activity types to each out-of-home location that a person travels to in the simulation (shown in Table B-5). The activity types are grouped according to whether the activity is mandatory, maintenance, or discretionary. The classification scheme of activities into the three categories helps differentiate the importance of the activities. “Mandatory” includes work and school activities. “Maintenance” includes household-related activities, such as drop-off and pick-up of children, shopping, and medical appointments. “Discretionary” includes social and recreational activities. To determine which person types can be used for generating each activity type, the model assigns eligibility requirements. For example, a full-time worker will generate mandatory work activities, while a non-working adult or senior is eligible for non-mandatory activities. The classification scheme of each activity type reflects the relative

<sup>3</sup> Full-time employment is defined in the SANDAG 2016 household survey as at least 30 hours/week. Part-time is less than 30 hours/week on a regular basis.

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 B-5: Activity Types

<b>Activity Types</b>				
<b>Type</b>	<b>Purpose</b>	<b>Description</b>	<b>Classification</b>	<b>Eligibility</b>
1	Work	Working at regular workplace or work-related activities outside the home	Mandatory	Workers and students
2	University	College+	Mandatory	Age 18+
3	High School	Grades 9–12	Mandatory	Age 14–17
4	Grade School	Grades K–8	Mandatory	Age 5–13
5	Escorting	Pick-up/drop-off passengers	Maintenance	Age 16+
6	Shopping	(auto trips only)	Maintenance	5+ (if joint travel, all persons)
7	Other Maintenance	Shopping away from home	Maintenance	5+ (if joint travel, all persons)
8	Social/Recreational	Personal business/services and medical appointments	Discretionary	5+ (if joint travel, all persons)
9	Eat Out	Recreation, visiting friends/family	Discretionary	5+ (if joint travel, all persons)
10	Other Discretionary	Eating outside of home	Discretionary	5+ (if joint travel, all persons)

The ABM2+ includes 22 modes available to residents, including auto by occupancy by VOT; walk; micromobility and bike modes; and walk and drive access to local, premium, or local and premium transit modes. All auto modes are included in traffic assignment, with Kiss & Ride to transit and TNC and taxi as shared ride modes and Park & Ride to transit as drive-alone mode. All transit modes are included in transit assignment, with TNC to transit as Kiss & Ride to transit. Table B-6 lists the trip modes defined in the resident travel model.



To model transit flow, the ABM2+ uses three transit modes of local bus only, premium transit only, and local bus plus premium modes. Each mode is by three access modes of walk, Park & Ride, Kiss & Ride (including TNC) to transit, resulting in total of nine transit trip TAP-TAP matrices. The premium modes include any non-local bus modes: Tier 1 heavy rail; commuter rail (COASTER); hybrid rail (SPRINTER); light rail transit (LRT) (including Trolley and Streetcar); Bus *Rapid* Transit (*Rapid*); and Express Bus. The local bus plus premium mode includes transfer between local bus and premium modes.

Table B-6: Trip Modes

Trip Modes	
Number	Mode
1	Drive-Alone Non-Transponder
2	Drive-Alone Transponder
3	Shared Ride 2 Person
4	Shared Ride 3+ Person (non-toll)
5	Walk – Local Bus Only
6	Walk – Premium Transit Only
7	Walk – Local Bus and Premium Transit
8	Park & Ride – Local Bus Only
9	Park & Ride – Premium Transit Only
10	Park & Ride – Local Bus and Premium Transit
11	Kiss & Ride – Local Bus Only
12	Kiss & Ride – Premium Transit Only
13	Kiss & Ride – Local Bus and Premium Transit
14	TNC to Transit – Local Bus Only
15	TNC to Transit – Premium Transit Only
16	TNC to Transit – Local and Premium Transit
17	Walk (walk, micromobility, and microtransit modes)
18	Bike
19	Taxi
20	TNC Single
21	TNC Pooled
22	School Bus (only available for school purpose)

The resident travel model comprises numerous interacting components, called “submodules.” It starts with generating a representative population for the San Diego region. Once a representative population is created, the model predicts long-term and medium-term decisions such as a choice of work or school location and a household’s choice of number of cars to own. Next, each person’s day is scheduled, 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. 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 results of resident travel model are a list of trips and tours by person by household by time of day.

The following section discusses the submodules in the order that each submodule is taken within the resident travel model.

### Step 1: Population synthesis (build a representative population that looks like San Diego)

The first step is to create a “synthetic” population of San Diego County. A synthetic population is a table that has a record for every individual and household with the individual’s and the household’s characteristics. For example, if there are 41,000 18-year-old males in the region in 2050, there would be approximately 41,000 records in the table for males 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 socioeconomic and housing characteristics of each part of the region at the zonal level. These forecasts, a key ABM2+ input, come from the land use model. Synthesis works by replicating a sample of Census records (each containing complete household and individual characteristics) and placing them around the region in such a way that the forecasted characteristics of each zone are matched.

### Step 2: Work and school location (assign a work location to workers and a school location to students)

The second step predicts if a worker works from home, or where each worker will go to work and where each student will go to school, if applicable. Before workplace/university/ school location choice, a car ownership submodule is run to select a preliminary car ownership level for calculation of accessibilities for location choice. The submodule uses the same variables as the full car-ownership submodule except for the work/university/ school-specific accessibilities that are used in the full car-ownership submodule. The work and school location submodule 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 submodule 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 includes a few submodules. The full car-ownership submodule predicts the number of automobiles each household owns; the toll transponder ownership submodule predicts whether each household owns a toll transponder based on the aggregate characteristics of the zone and household car ownership (given the NextOS and other technology advancements and policies, the ownership could be ubiquitous in future years); the free parking eligibility submodule predicts

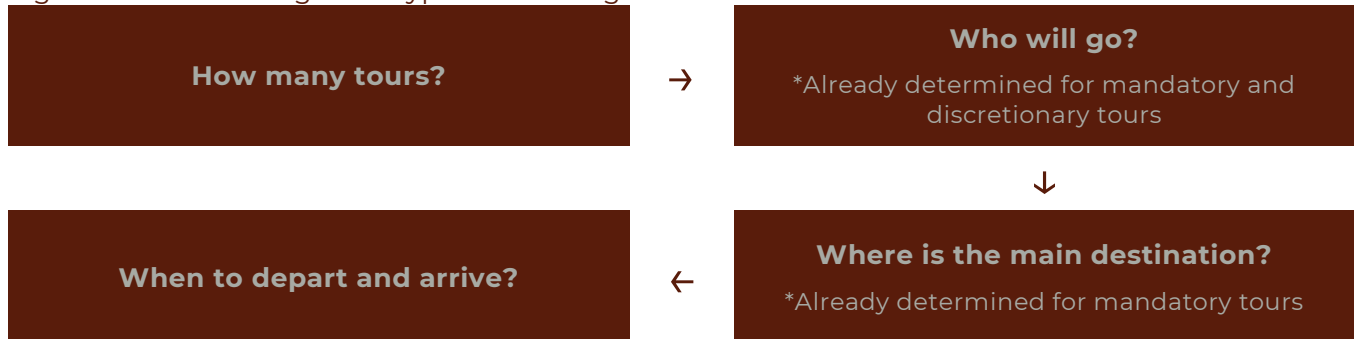
whether worker parking costs are employer reimbursed; and the telework frequency submodule predicts a worker’s occasional telework frequency. The car ownership submodule assigns each household zero cars, one car, two cars, three cars, or four or more cars, taking into account a number of criteria, including household size, income, number of drivers, and how easy it is to reach destinations from the household’s place of residence. ABM2+ includes two types of telework: permanent and occasional telework. Permanent telework is modeled in the work-from-home submodule, while the impact of occasional telework is reflected in daily activity pattern, non-mandatory tour frequency, and non-mandatory tour stop frequency submodules mentioned in the following sections. 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, 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 “nonmandatory” pattern means that an individual’s daily schedule involves traveling, but only to destinations other than work or school. The pattern type of other household members influences an individual’s daily pattern type. For example, if a child stays home from school, a working parent might be more likely to stay home from work as well.

Once the submodule selects an individual’s daily activity pattern, it schedules the tours that he or she will take. The ABM2+ 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 submodule schedules each tour type by predicting how many tours of that type there are, who will participate in the tour, where the main destination is, and when to depart and arrive (see Figure B-3).

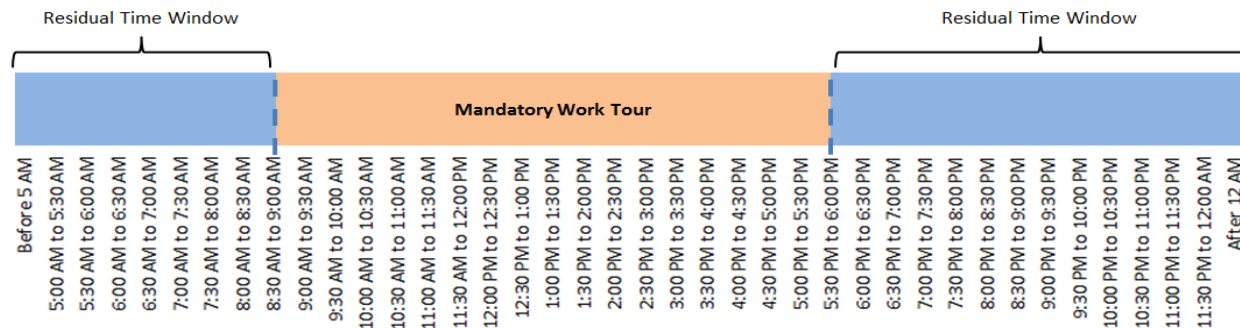
Figure B-3: Predicting Tour Type Scheduling Details



For individuals assigned a “mandatory” activity pattern, the submodule first assigns the number of work tours and/or school tours they will make. After the number of these mandatory tours has been determined, the submodule selects the time of departure from and arrival back home for each tour.

After scheduling the mandatory tours, the submodule calculates time remaining for other tours. Remaining intervals of time are called “residual time windows,” and other tours can only be scheduled in these open slots (see Figure B.4 for an example) to guarantee temporal consistency.

Figure B-4: Tour Scheduling Windows

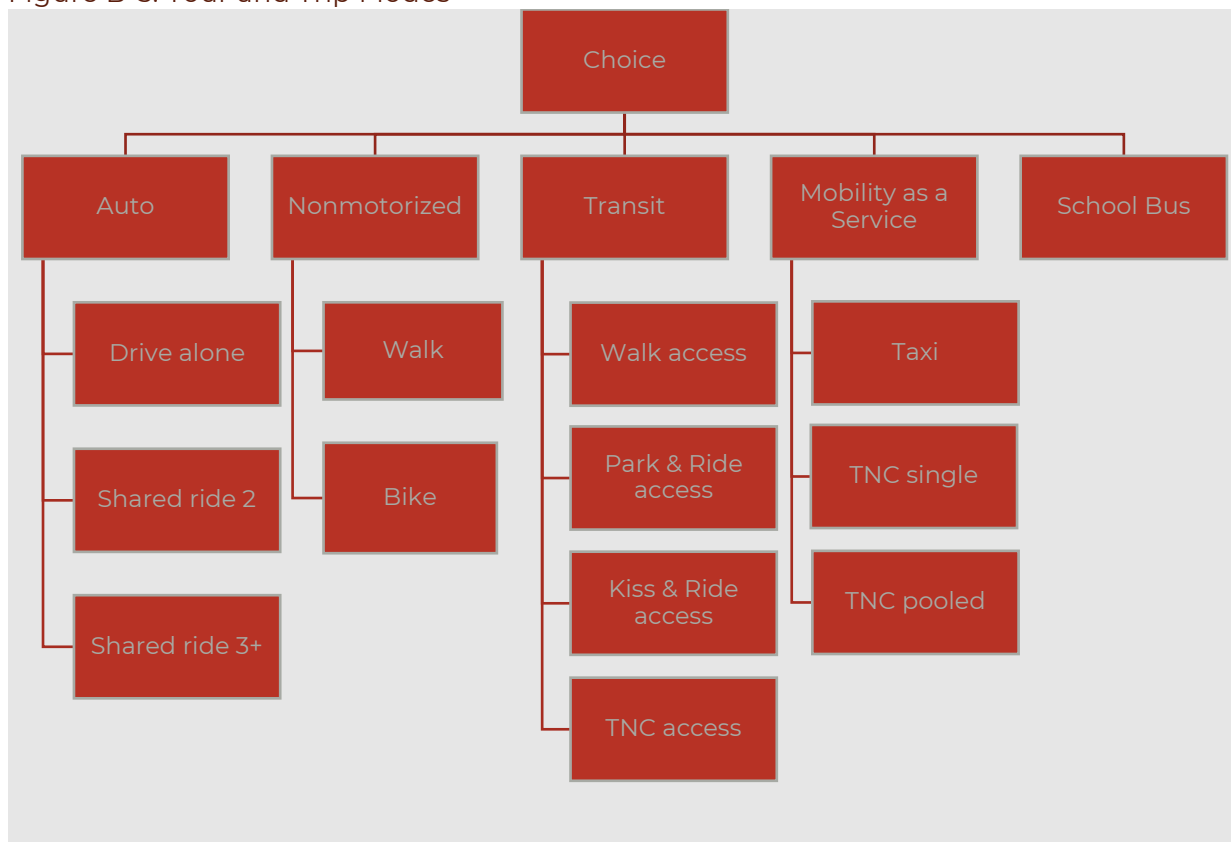


In the time remaining after mandatory tours are scheduled, the submodule determines the number of joint tours to be made for each household. It only schedules joint tours in the time windows that overlap between individuals after it accounts for mandatory activities. After the number and purpose of these joint tours has been determined, the submodule decides which household members will participate in each joint tour and whether the joint tour must involve a combination of children and adults. The submodule then chooses a specific destination for the tour and the specific times when tour participants will depart from and arrive back home together. Next, “nonmandatory” tours are scheduled. For each household, the submodule decides what other tours need to be made for the purpose of household “maintenance” activities such as shopping. These tours are assigned to specific household members to carry out individually. For the person who is assigned each maintenance tour, the model selects a specific destination and schedules the tour to take place in a time window that mandatory 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 submodule chooses a specific destination and departure/arrival combination for each discretionary tour a person makes.

#### Step 5: Make tour- and trip-level decisions

The ABM2+ then selects more detailed characteristics of each tour for every traveler. This step fills in travel details after the major aspects of the day have been scheduled. Tour characteristics that need to be determined include: primary mode of the tour, how many times to stop, where to stop, and when to depart from each stop to continue the tour. Figure B-5 includes the available modes and mode hierarchy. After tour characteristics are set, the submodule determines the mode of each trip (conditional upon tour mode). Recall that trips are segments of tours that have a given origin and destination. If the trip mode involves an automobile and the destination is a parking-constrained area, then the model chooses a parking location for the traveler at the trip destination.

Figure B-5: Tour and Trip Modes



The ABM2+ has three access modes to transit (walk, Park & Ride, and Kiss & Ride including TNC to transit) and three transit sets (local bus only, premium transit only, and local bus and premium transit sets), for nine total demand classes by five TOD. These classes are assigned by slices, one at a time, to produce the total transit passenger flows on the network and total transit ridership forecasts.

### *Trip Assignment*

The final steps of the SANDAG ABM2+ are to assign the trip demand onto the roadway and transit networks. Assignments are run for the five time periods identified in Table B-2.

### Traffic Assignment

The traffic assignment for the ABM2+ is a 15-class assignment with generalized cost by five times of day. Auto vehicle classes are broken out by VOT for low-, medium-, and high-income groups, respectively. The 15 classes are drive-alone non-transponder, drive-alone transponder, shared ride 2, and shared ride 3+ by three VOT bins and heavy truck by three weight classes: light-heavy, medium-heavy, and heavy-heavy.

The traffic assignment model works by finding roads that provide the shortest travel impedance between each zone pair. Trips between zone pairs are then accumulated on road segments making up minimum paths. Highway impedances consider posted speed limits, signal delays, congestion delays, and costs. The model computes congestion delays for each segment based on the ratio of the traffic volume to roadway capacity. Motorists may choose different paths during peak hours, when congestion can be heavy, and off-peak hours, when roadways are typically free flowing. For this reason, traffic is assigned separately for five time periods (as defined in the Spatial and Temporal Resolution section). Vehicle trip tables for each scenario reflect increased trip-making due to

population growth and variations in travel patterns due to the alternative transportation facilities/networks proposed. Customized programs process outputs from traffic assignment and generate total VMTs by vehicle class, and percentage of VMTs by speed bin and by vehicle class. This information is input to the EMFAC program to generate emissions summaries.

### Transit Assignment

The transit assignment uses a headway-based approach, where the average headway between vehicle arrivals for each transit line is known, but exact schedules are not. Passengers and vehicles arrive at stops randomly, and passengers choose their travel itineraries considering the expected average waiting time.

The Emme extended transit assignment is based on the concept of optimal strategy but extended to support a number of behavioral variants. The optimal strategy is a set of rules that define sequence(s) of walking links and boarding and alighting stops, producing the minimum expected travel time (generalized cost) to a destination. At each boarding point, the strategy may include multiple possible attractive transit lines with different itineraries. A transit strategy will often be a tree of options, not just a single path. A line is considered attractive if it reduces the total expected travel time by its inclusion. The demand is assigned to the attractive lines in proportion to their relative frequencies.

### *Model Inputs*

The SANDAG ABM2+ utilizes a variety of data as inputs. Besides the Series 14 Regional Growth Forecast, SCS land use pattern, inputs (used to provide existing and planned land use and demographic characteristics), there are three major inputs: highway networks used to describe existing and planned roadway facilities, transit networks used to describe existing and planned public transit service, and an active transportation network used to describe nonmotorized 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 B.10 through B-13. The design concept and scope of projects allow adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership, and land use. The VMT for federal projects that are not regionally significant is also accounted for in the regional emissions analysis.

### *Highway Networks*

The regional highway networks in the 2021 RTIP, Amendment No. 6, and 2021 Regional Plan include all roads classified by local jurisdictions in their general plan circulation elements. These roads include freeways, expressways, and the Regional Arterial System (RAS). 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 2021 RTIP, Amendment No. 6, and 2021 Regional Plan 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 high-occupancy vehicle (HOV) lanes, Managed Lanes, and ramp metering. Existing and proposed toll facilities also are modeled to reflect time, cost, and capacity effects of these facilities.

In addition, several Managed/HOV lanes are included in the 2021 RTIP, Amendment No. 6, and 2021 Regional Plan (Tables B-10–B-13, located at the end of this appendix). Managed Lanes offer priority access to people using transit, carpooling, motorcycles, or vanpooling along with emergency vehicles and some low-emission vehicles with appropriate decals. Additionally, one-lane HOV facilities that operate as two-person carpool lanes in the earlier years of the 2021 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 2021 RTIP, Amendment No. 6, and 2021 Regional Plan using emissions budgets from the 2020 San Diego SIP, SANDAG built and verified six highway networks (2023, 2026, 2029, 2032, 2040, and 2050) from the master transportation network.

A list of the major highway and near-term regional arterial projects included in the conformity analysis, along with information on phasing for their implementation, are included in Tables B-10 through B-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 as follows:

- Rail lines used by commuter rail, Trolleys, and streetcars
- Streets used by buses that are not part of local general plan circulation elements

*Rapid* service has stop spacing similar to commuter (*Freeway Rapid*) or light rail (*Arterial Rapid*) rail stations and operating characteristics midway between rail and bus service. *Rapid* service is provided by advanced design buses operating on HOV lanes or Managed Lanes, some at-grade transit ways, and surface streets with priority transit systems.

Bus speeds assumed in the transit networks are derived from modeled highway speeds and reflect the effects of congestion. Higher bus speeds may result 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 \$2.50 (COASTER Connection buses are free, and some future shuttle routes charge \$1)
- Trolleys and SPRINTER, which charge \$2.50 for all trips
- Commuter rail (COASTER), which has a zone-based fare of between \$5 and \$6.50 currently and an assumed flat fare (along with a future Tier 1 high-speed commuter rail mode) of \$6
- Express Freeway *Rapid* routes, which are assumed to charge \$5
- *Rapid* Bus routes, which are assumed to charge \$2.50

Transit fares reflect ridership costs at the time the transportation model was developed. Fares are expressed in 2010 dollars and are held constant in inflation-adjusted dollars over the forecast period.

Near-term transit route changes are drawn from the Coordinated Plan, which was produced in cooperation with the region's transit agencies. Longer-range improvements are proposed as a part of the 2021 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 2021 Regional Plan and 2021 RTIP, as amended.

### *Active Transportation Networks*

SANDAG maintains an all-street active transportation network including existing and planned bike projects to support bike project evaluation and impact analysis. Based on the proposed bike projects in the regional bikeway system developed through *Riding to 2050: San Diego Regional Bike Plan*, SANDAG generates year-specific active transportation networks and uses these networks to create accessibility measures from MGRA to MGRA for walking and biking and from TAZ to TAZ for biking modes. These active transportation accessibility measures are inputs to the SANDAG ABM2+ to simulate people's choice of travel mode and choice of bike routes.

The active transportation network has unique characteristics that account for facility type, bike treatments, and elevation change. The active transportation networks include five classification types for bike facilities in the regional bikeway system: Class I: bike paths, Class II: bike lanes, Class III: bike routes, Class IV: cycle tracks, and "Class V": bike boulevards. "Class V" is an internal designation and not a California vehicle code facility type.

Once network coding is completed, the ABM2+ is run for the applicable scenarios: 2023, 2026, 2029, 2032, 2040 and 2050 for the 2020 San Diego SIP.

### *Data Sources*

Aside from network inputs, SANDAG relies on several survey datasets to estimate and calibrate the model parameters. The most important survey data are household travel survey data. The latest household travel survey conducted for SANDAG was the 2016–2017 Household Travel Behavior Survey (HTS2016) with smartphone-based travel diaries as the primary means of travel data collection. Since 1966, consistent with the state of the practice for the California Household Travel Survey and National Household Travel Survey, SANDAG and Caltrans conduct a comprehensive travel survey of San Diego County every ten years. HTS2016 surveyed 6,139 households in San Diego



County. The survey asked all households with smartphones to participate using the smartphone-based GPS travel diary and survey app (rMove) for one week and accommodated participating households without smartphones by allowing them to complete their one-day travel diary online or by calling the study call center.

As part of a joint survey effort with the Metropolitan Transportation Commission and the Southern California Association of Governments funded by California Senate Bill 1 (Beall, 2017) (SB 1), SANDAG conducted a TNC survey in 2019 to better understand the TNC usage in San Diego region. The TNC survey includes 2,800 complete persons,<sup>4</sup> 17,340 completed person-days, and 1,578 TNC trips. SANDAG used the 2019 TNC survey data to estimate TNC single and pooled use in the mode choice model.

Additional data needed for the mode choice components of the ABM2+ come from a transit on-board survey. The most recent SANDAG survey of this kind is the 2015 Transit On-Board Survey (OBS2015). OBS2015 collected data on transit trip purpose, origin and destination address, access and egress mode to and from transit stops, the on/off stop for surveyed transit routes, number of transit routes used, and demographic information.

Population synthesis requires two types of data: individual household and person Census records from San Diego County and aggregate data pertaining to the sociodemographic characteristics of each zone in the region. The first type of data is available from the Public Use Microdata Sample (PUMS), a representative sample of complete household and person records that is released with the Census and American Communities Survey. The second type of data is from the Census for the base year and from land use forecasts for future years.

Table B-7 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, Caltrans Performance Measurement System (PeMS), and Highway Performance Monitoring System (HPMS) data.

Table B-7: ABM2+ Input Data

<b>ABM2+ Input Data</b>	
<b>SANDAG Surveys</b>	<b>Outside Data Sources</b>
<ul style="list-style-type: none"> <li>Household Travel Behavior Survey (2016)</li> <li>Transit On-Board Survey (2015)</li> <li>SB 1 TNC Survey (2019)</li> <li>Commute Behavior Survey (2018)</li> <li>Taxi Passenger Survey (2009)</li> <li>Parking Inventory Survey (2010)</li> </ul>	<ul style="list-style-type: none"> <li>San Diego International Airport Air Passenger Survey (2009)</li> <li>San Diego International Airport Passenger Forecasts – Airport Development Plan: San Diego International Airport (2013)</li> <li>Decennial Census Summary File-1 tabulation (2010)</li> </ul>

<sup>4</sup> A complete person-day is when a person completes all trip surveys and the daily survey for a given travel day. A person is considered complete if they have at least one complete person-day.

- Parking Behavior Survey (2010)
- Border Crossing Survey (2011)
- Visitor Survey (2011)
- Establishment Survey (2012)
- Tijuana Airport Passenger Survey (2017)
- Commercial Vehicles Survey (2011)
- Vehicle Classification & Occupancy (2006)
- Beach Intercept Survey (2017)
- CTPP
- PUMS
- American Community Survey (2015, 2016, 2017)
- Bicycle counts (2011)
- Jurisdiction annual traffic counts (2016)
- Transponder ownership data (2012)
- Caltrans PeMS (2016)
- Caltrans HPMS (2016)
- FAF 4 (2012)

## *Motor Vehicle Emissions Modeling*

### Emissions Model

On August 15, 2019, the U.S. EPA approved EMFAC2017 v1.0.2 for use in conformity determinations (84 FR 41717). Consistent with 40 CFR 93.111, EMFAC2017 v1.0.2, as the latest emissions model, was used to project the regional emissions for the 2021 RTIP, Amendment No. 6, and 2021 Regional Plan conformity determinations. To account for changes resulting from Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program, CARB released EMFAC Off-Model Adjustment Factors on November 20, 2019. These adjustments modify EMFAC2017 outputs for the vehicle classes affected by the SAFE Vehicles Rule.<sup>5</sup>

Projections of daily regional emissions were prepared for reactive organic gases (ROG) and nitrogen oxides (NOx).

The following process emissions are generated for each pollutant:

- **All pollutants:** Running Exhaust, Idling Exhaust, Starting Exhaust, Total Exhaust
- **ROG and total organic gases:** Diurnal Losses, Hot-Soak Losses, Running Losses, Resting Losses, Total Losses

EMFAC2017 models multiple vehicle categories, including the following:

- Passenger cars
- Motor homes
- Medium-duty trucks
- Medium-heavy-duty trucks
- School buses
- Motor coaches
- Motorcycles
- Light-duty trucks
- Light-heavy-duty trucks
- Heavy-heavy-duty trucks
- Urban buses
- Other bus types

<sup>5</sup> At the time this document was developed, the SAFE Vehicles Rule Part One was undergoing review for possible recession. The final Air Quality Planning and Transportation Conformity appendix will apply the federal regulation in place at the time of Board adoption of the 2021 Regional Plan.

EMFAC2017 includes updated motor vehicle fleet information from the California Department of Motor Vehicles for 2013–2016 and a new module that improves the characterization of activity and emissions from transit buses. Additionally, EMFAC2017 allows users to estimate emissions of natural gas-powered vehicles in addition to gasoline- and diesel-powered vehicles.

### *Regional Emissions Forecasts*

Regional travel demand forecasts were initiated in June 2020. Output from the ABM2+ was then summarized to create EMFAC2017 inputs for emissions modeling.

Beginning in June 2020, SANDAG prepared countywide forecasts of average weekday ROG and NOx emissions for 2023, 2026, 2029, 2032, 2040 and 2050 for the 2020 SIP using the EMFAC2017 v1.0.2 model. ROG and NOx emissions are based upon the summer season.

### *2008 Eight-Hour Ozone Standard*

#### 2020 SIP

Effective October 19, 2021, the U.S. EPA found the motor vehicle emissions budgets from the 2008 Eight-Hour Ozone Attainment Plan for San Diego County adequate for transportation conformity purposes for the 2008 ozone NAAQS (86 FR 54692).

Severe Nonattainment Area classification established 2026 as the attainment year and 2023 as a reasonable further progress demonstration year for the 2008 Eight-Hour Ozone Standard. The analysis years were selected to comply with 40 CFR 93.106(a)(1) and 93.118(a). According to these sections of the Conformity Rule, analysis years must include reasonable further progress demonstration years (2023), attainment year (2026), the horizon year of the plan's forecast period (2050), and no more than ten years between analysis years (2030, 2040). Additionally, the first horizon year (2023) must be within ten years from the base year used to validate the regional transportation model (2016).

### *2015 Eight-Hour Ozone Standard*

#### 2020 SIP

Effective October 19, 2021, the U.S. EPA found the motor vehicle emissions budgets from the 2015 Eight-Hour Ozone Attainment Plan for San Diego County adequate for transportation conformity purposes for the 2015 ozone NAAQS (86 FR 54692).

Severe Nonattainment Area classification established 2032 as the attainment year for the 2015 Eight-Hour Ozone Standard. The 2020 SIP established air quality budgets for the 2015 ozone standard. The 2020 SIP included a voluntary Nonattainment Area classification change from Moderate to Severe Nonattainment Area for the 2015 Eight-Hour Ozone Standard. The new classification established 2032 as the attainment year and 2023, 2026, and 2029 as reasonable further progress demonstration years. The analysis years were selected to comply with 40 CFR 93.106(a)(1) and 93.118(a). According to these sections of the Conformity Rule, analysis years must include reasonable further progress demonstration years (2023, 2026, 2029), attainment year (2032), the horizon year of the plan's forecast period (2050), and no more than ten years between analysis years (2040).

## 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 2021 RTIP, Amendment No. 6, and 2021 Regional Plan, the emission analysis described in the Regional Emissions Forecast section was used.

Table B-8 shows that the projected ROG and NOx emissions from the 2021 RTIP, Amendment No. 6, and 2021 Regional Plan, are below the ROG and NOx budgets from the 2020 San Diego SIP for both the 2008 and 2015 ozone standards.

Table B-8: 2021 RTIP, Amendment No. 6, and Revenue Constrained 2021 Regional Plan Conformity Analysis for the 2008 and 2015 Eight-Hour Ozone Standards (EMFAC2017)

Year	Average Weekday Vehicle Starts (1,000s)	Average Weekday Vehicle Miles (1,000s)	ROG		NOx	
			SIP Emissions Budget Tons/Day	ROG Emissions Tons/Day	SIP Emissions Budget Tons/Day	NOx Emissions Tons/Day
2023	11,277	85,602	13.6	13.4	19.3	17.3
2026	11,542	85,534	12.1	11.6	17.3	14.9
2029	11,889	86,252	11.0	10.3	15.9	13.6
2032	12,109	86,091	10.0	9.2	15.1	12.6
2040	12,807	87,374	10.0	7.3	15.1	11.6
2050	13,469	88,414	10.0	6.7	15.1	11.9

Note: Emissions budgets from the 2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County (October 2020), which were found adequate for transportation conformity purposes by the U.S. EPA effective October 19, 2021, are used for all analysis years.

### Exempt Projects

40 CFR 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 B-9 illustrates the exempt projects considered in the 2021 RTIP, Amendment No. 6, and 2021 Regional Plan. This table shows short-term exempt projects. Additional unidentified projects could be funded with revenues expected to be available from the continuation of existing state and federal programs.

Table B-9: Exempt Projects

<b>Exempt Projects</b>	
<b>Project/Program Description</b>	<b>Project/Program Description</b>
<b>Bikeway, Rail Trail, and Pedestrian Projects</b>	
Bayshore Bikeway	San Diego River Trail: Stadium Segment
Bay-to-Ranch Bikeway	I-805 Bicycle Corridor
Border to Bayshore Bikeway	Kearny Mesa - Beaches Bicycle Corridor
Camp Pendleton Trail	Mid-County Bikeway
Carlsbad - San Marcos Bicycle Corridor	Mira Mesa Bicycle Corridor
Central Avenue Bikeway	Uptown Bikeways: Washington Street and Mission Valley Bikeways
Central Coast Bicycle Corridor	National City – Highland Avenue Community Corridor
Central Mobility Bikeway (Coastal Rail Trail: Pacific Highway)	North Park/Mid-City Bikeways
Chula Vista Greenbelt	Oceanside – Bicycle Master Plan
Downtown to Imperial Avenue Bikeway	Otay Mesa Port of Entry Pedestrian/Bicycle Facilities
North Park/Mid-City Bikeway: Howard – Orange Bikeway	Park Boulevard – Downtown Mobility Plan
Clairemont – Centre City Bicycle Corridor	Pershing Bikeway
Coastal Rail Trail	San Diego Regional Bicycle Plan
East County Northern Bicycle Loop	San Diego River Trail
East County Southern Bicycle Loop	San Luis Rey River Trail
El Camino Real Bicycle Corridor	Santee – El Cajon Bicycle Corridor
El Portal Pedestrian and Bicycle Underpass	SR 15 Bikeway
Encinitas – San Marcos Bicycle Corridor	SR 52 Bikeway
Escondido Creek Bike Path Bridge and Bikeway	SR 125 Bicycle Corridor
Coastal Rail Trail: Rose Creek	SR 905 Bicycle Corridor
North Park/Mid-City Bikeways: University Bikeway	Tecate International Border Crossing Pedestrian Facilities
Inland Rail Trail	Vista Way Bicycle Connector

## Exempt Projects

Project/Program Description	Project/Program Description
<b>Safety Improvement Program</b>	<b>Transportation Systems and Demand Management</b>
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
Safety Improvement Program	Vehicle Automation
Roadway/Roadside Preservation	Regional Rideshare Program
Smart Growth Incentive Program	Multimodal Integration and Performance-Based Management
Safe Routes to Transit	Intelligent Transportation System (ITS) for Transit
Safe Routes to School	ITS Operations
<b>Transit Terminals</b>	Joint Transportation Operations Center
Airport Intermodal Transit Center/Terminal	Trolley Fiber Communication Network
San Ysidro Intermodal Transit Center/Terminal	Electronic Payment Systems and Universal Transportation Account
	Various Traffic Signal Optimization/Prioritization
	Transit Infrastructure Electrification
	Employer Services and Outreach
	Flexible Fleet Pilots
	Regional Electric Vehicle Charging Incentive Program
	Commuter Services and Bike Program
	Mobility Hubs
	Active Traffic and Demand Management
	Shared Mobility Services

### *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 2021 RTIP, Amendment No. 6, and 2021 Regional Plan complies with the San Diego Transportation Conformity Procedures adopted in July 1998. In turn, these procedures comply with federal requirements under 40 CFR 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

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

The 2021 RTIP Amendment No. 6 updates the 2021 RTIP to include the same conformity criteria as the 2021 Regional Plan. Consequently, the consultation listed below tracks with the 2021 Regional Plan consultation since they represent the same criteria. SANDAG consulted on the development of the Air Quality Conformity Analysis of the 2021 RTIP, Amendment No. 6, and 2021 Regional Plan conformity determination at meetings of the San Diego Region CWG as follows:

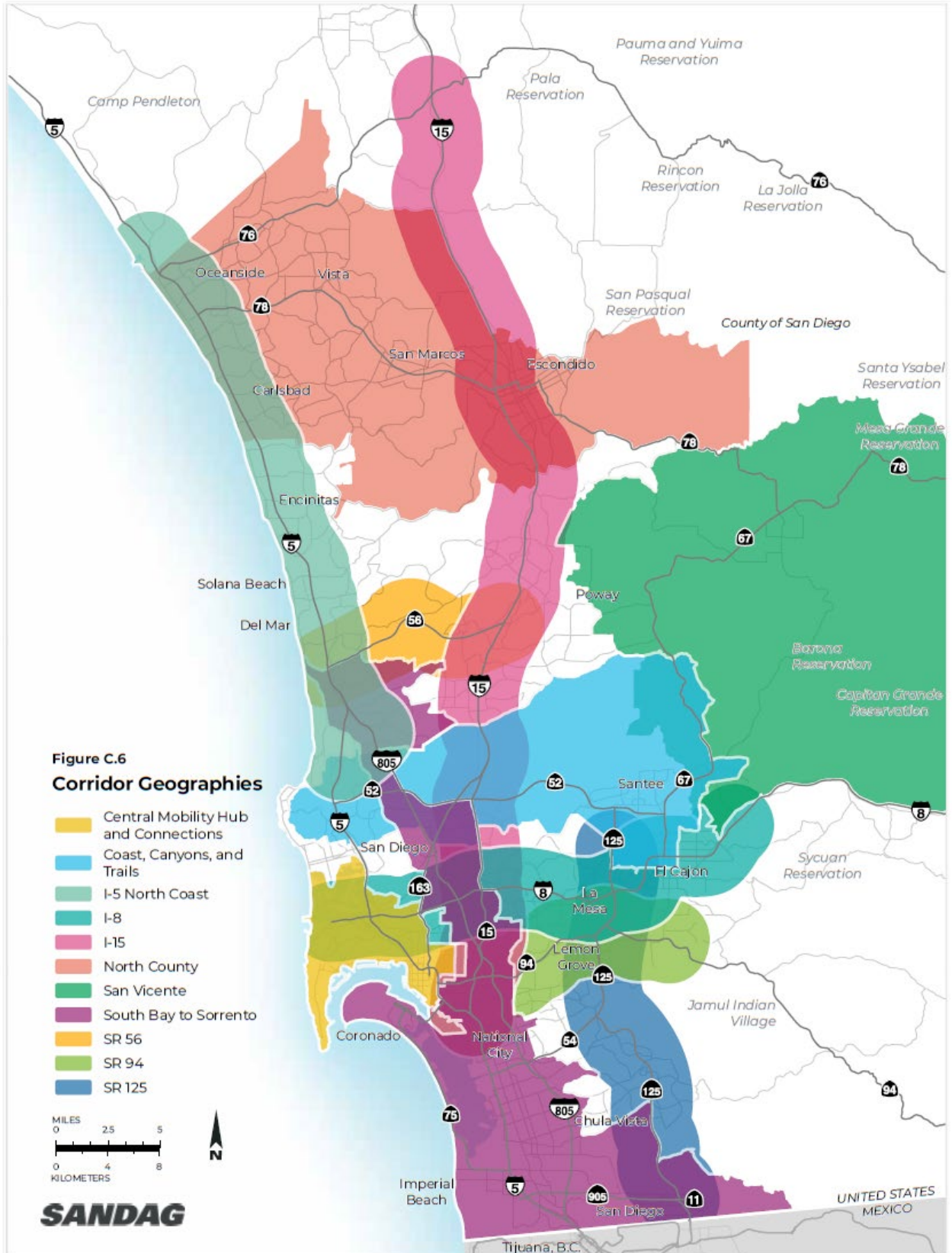
- On June 5, 2019, SANDAG staff presented information on the 2021 Regional Plan schedule and initial conformity criteria and procedures, including revenue-constrained financial assumption, regional growth forecast, travel demand model, latest emission model, emission budget, transportation control measures, and public involvement and outreach.
- On November 4, 2020, SANDAG staff presented information and sought feedback on the Regional Vision for the 2021 Regional Plan.
- On January 6, 2021, SANDAG staff presented additional information about the criteria and procedures to be followed. The following conformity criteria and procedures were discussed: the regional growth forecast, SCS land use pattern; latest emission model; emissions budgets; and public involvement and outreach.
- On April 6, 2021, SANDAG distributed the draft conformity analysis for the 2021 Regional Plan and 2021 RTIP, as amended, to the CWG for interagency consultation. The CWG review period concluded on May 7, 2021.
- On April 7, 2021, staff presented the list of proposed draft transportation projects, exempt projects, revenue strategies and the regional growth forecast, SCS land use pattern for the 2021 Regional Plan.
- On May 5, 2021, the CWG discussed the conformity analysis for the draft 2021 Regional Plan, conformity determination, and redetermination of conformity for the 2021 RTIP, as amended.
- On May 28, 2021, the draft 2021 Regional Plan, including the draft air quality conformity analysis and the SCS, was released for public review and comments. The comment period on the draft 2021 Regional Plan concluded on August 6, 2021.

- Two public hearings were held on the draft 2021 Regional Plan and its conformity determination on July 16, 2021, and July 23, 2021.
- Based on comments received from the public and member agencies, refinements were made to the proposed final 2021 Regional Plan network. On September 24, 2021, SANDAG distributed the final draft conformity analysis for the 2021 Regional Plan and 2021 RTIP, as amended, to the CWG for interagency consultation.
- On October 6, 2021, the CWG discussed the conformity analysis for the proposed final 2021 Regional Plan, conformity determination, and redetermination of conformity for the 2021 RTIP, as amended.
- On October 20, 2021, the draft 2021 RTIP Amendment No. 6 conformity quantitative emissions analyses, project lists, and criteria and procedures were distributed to the CWG for review and comment.
- On November 3, 2021, the CWG will be asked to discuss the conformity analysis of the draft 2021 RTIP Amendment No. 6.
- On December 10, 2021, the Board will be asked to adopt a resolution adopting the air quality conformity determination, finding that the 2021 RTIP Amendment No. 6, and the Revenue Constrained Plan are in conformance with the SIP for air quality, adopting the 2021 RTIP Amendment No. 6 and 2021 Regional Plan and their supporting analyses.
- Members of the public were welcomed to provide comments at meetings of the CWG, and the Board.

Members of the public are welcomed to provide comments at meetings of the CWG, and the SANDAG Board of Directors.



Figure B-6: Corridor Geographies



## 2021 Regional Plan Projects

Table B-10: Major Projects by Corridor with 2020 SIP Air Quality Phasing

Major Projects by Corridor with 2020 SIP Air Quality Phasing						
Conformity Analysis Year (2020 SIP)	Project ID	Category	Project Name	Description	Connecting Corridor(s)	Cost (\$2020 Millions)
<b>South Bay to Sorrento (SB2S)</b>						
2023	GM03	Goods Movement: Border	Otay Mesa Southbound Truck Route	Improvements to the Otay Mesa POE southbound truck route, including Otay Truck Route and La Media Road	N/A	\$49
2023	GM07	Goods Movement: Roadways	RBMS and Tolling Equipment	Border Wait Times – SR 11 tolling equipment, and RBMS	N/A	\$35
2026	CC045	Complete Corridor: ML/ Goods Movement	SR 11/Otay Mesa POE (Enrico Fermi to Mexico)	-- to 4T+POE	SR 125	\$482
2026	GM01	Goods Movement: Border	Otay Mesa CVEF Modernization	Otay Mesa POE CVEF modernization: Improvements to the CVEF to reflect GSA's proposed Otay Mesa POE Modernization Project	N/A	\$6
2026	GM02	Goods Movement: Border	Otay Mesa East POE Pilot Programs	Pilot programs for streamlining commercial vehicle operations for reducing wait times at the Otay Mesa East POE	N/A	\$20
2026	TL21	Transit Leap	<i>Rapid 12</i>	Spring Valley to Downtown via Southeast San Diego (light version of <i>Rapid</i> )	I-15, SR 94, SR 125, CMH	\$18
2026	TL53	Transit Leap	<i>Rapid 950</i>	Otay Mesa POE to Imperial Beach via 905	SR 125	\$6
2029	CC038	Complete Corridor: ML	SR 163 (I-8 to I-805)	8F to 6F+2ML	I-8, CMH	\$36
2029	CC039	Complete Corridor: ML	SR 163 (I-805 to SR 52)	8F to 6F+2ML	I-15, CCT	\$27
2029	TL12	Transit Leap/Goods Movement	LRT 510	Blue Line (San Ysidro to UTC, grade separations at 28th Street, 32nd Street, E Street, H Street, Palomar Street, and Blue/Orange track connections at 12th/Imperial)	I-8, I-15, SR 94, CCT, CMH	\$510
2029	TL25	Transit Leap	<i>Rapid 41</i>	Fashion Valley to UTC/UC San Diego via Linda Vista and Clairemont	I-8, CCT, CMH	\$58
2029	TL28	Transit Leap	<i>Rapid 120</i>	Kearny Mesa to Downtown via Mission Valley	I-8, I-15, CCT, CMH	\$109
2029	TL35	Transit Leap	<i>Rapid 295</i>	Spring Valley to Clairemont via La Mesa and Kearny Mesa	I-8, I-15, SR 94, SR 125, CCT	\$91

## Major Projects by Corridor with 2020 SIP Air Quality Phasing

Conformity Analysis Year (2020 SIP)	Project ID	Category	Project Name	Description	Connecting Corridor(s)	Cost (\$2020) Millions
2029	TL43	Transit Leap	<i>Rapid 625</i>	SDSU to Palomar Station via East San Diego, Southeast San Diego, National City	I-8, I-15, SR 94	\$197
2029	TL44	Transit Leap	<i>Rapid 630</i>	Iris Trolley/Palomar to Kearny Mesa via I-5/SR 163 and City College	I-8, I-15, SR 94, CCT, CMH	\$36
2029	TL46	Transit Leap	<i>Rapid 637</i>	North Park to 32nd Street Trolley Station via Golden Hill	I-8, I-15, SR 94	\$103
2029	TL48	Transit Leap	<i>Rapid 640</i>	San Ysidro to CMH via I-5 and City College	I-8, I-15, SR 94, CMH	\$28
2029	TL49	Transit Leap	<i>Rapid 709</i>	H Street Trolley Station to Millennia via H Street Corridor, Southwestern College	SR 125	\$99
2040	CC001	Complete Corridor: ML/ Goods Movement	I-5 (SR 905 to H Street)	8F to 6F+2ML	N/A	\$51
2040	CC002	Complete Corridor: ML/ Goods Movement	I-5 (H Street to Pacific Highway)	8F to 6F+4ML	I-8, I-15, SR 94, CMH	\$378
2040	CC005	Complete Corridor: ML/ Goods Movement	I-5 (I-805 to SR 56)	8F/14F+2HOV to 6F/12F+4ML	I-5 NCC, SR 56	\$25
2040	CC016	Complete Corridor: ML/ Goods Movement	I-805 (SR 905 to Palm Avenue)	8F to 6F+4ML	N/A	\$60
2040	CC017	Complete Corridor: ML/ Goods Movement	I-805 (Palm Avenue to H Street)	8F+2ML to 6F+4ML	N/A	\$46
2040	CC018	Complete Corridor: ML/ Goods Movement	I-805 (H Street to I-15)	8F+2ML to 6F+4ML	I-15, SR 94	\$163
2040	CC019	Complete Corridor: ML/ Goods Movement	I-805 (I-15 to I-8)	8F to 6F+4ML	I-8, I-15, SR 94	\$96
2040	CC020	Complete Corridor: ML/ Goods Movement	I-805 (I-8 to Mesa College Drive)	10F to 6F+4ML	I-8, I-15	\$56
2040	CC021	Complete Corridor: ML/ Goods Movement	I-805 (Mesa College Drive to Balboa Avenue)	8F to 6F+4ML	CCT	\$58
2040	CC022	Complete Corridor: ML/ Goods Movement	I-805 (Balboa Avenue to Northbound Bypass Lane)	8F+2ML to 6F+4ML	CCT	\$149
2040	CC063	Complete Corridor: MLC	I-5 (I-805)	North to North and South to South	N/A	\$84
2040	CC069	Complete Corridor: MLC	I-5 (SR 15)	North to North and South to South	I-15, SR 94	\$274
2040	CC070	Complete Corridor: MLC	I-5 (SR 15)	South to North and South to North	I-15, SR 94	\$274

## Major Projects by Corridor with 2020 SIP Air Quality Phasing

Conformity Analysis Year (2020 SIP)	Project ID	Category	Project Name	Description	Connecting Corridor(s)	Cost (\$2020) Millions
2040	CC084	Complete Corridor: MLC	I-805 (SR 94)	North to West and East to South	I-15, SR 94	\$140
2040	CC085	Complete Corridor: MLC	I-805 (SR 52)	West to North and South to East	CCT	\$149
2040	CC087	Complete Corridor: MLC	I-805 (SR 163)	North to North and South to South	N/A	\$267
2040	CC090	Complete Corridor: MLC	I-805 (I-8)	North to East and West to South	I-8, I-15	\$202
2040	CC092	Complete Corridor: MLC	I-805 (I-8)	South to East and West to North	I-8, I-15	\$202
2040	CC114	Complete Corridor: Transit Operational Improvement	I-805 (Nobel Drive)	North and South	CCT	\$49
2040	CC118	Complete Corridor: ATDM/SIS	I-5	ATDM	I-5 NCC	\$888
2040	CC120	Complete Corridor: ATDM/SIS	I-805	ATDM	N/A	\$478
2040	CC134	Complete Corridor: ATDM/SIS	SR 54	ATDM	N/A	\$73
2040	CC140	Complete Corridor: ATDM/SIS	SR 905	ATDM	SR 125	\$157
2040	GM06	Goods Movement: Roadways	Harbor Drive 2.0	Designated Freight Route: Dedicated lanes (where feasible) and signal priority for truck freight along Harbor Drive between TAMT/Cesar Chavez Parkway, NCMT and connections to I-5. Includes freight signal prioritization, queue jumps, delineators and signage. Generally aligned in the #1 lanes and median	CMH	\$32
2040	GM08	Goods Movement: Roadways	I-5 Working Waterfront Access	I-5 Working Waterfront Access Bottleneck Relief between SR 94 and SR 54	N/A	\$50
2040	GM09	Goods Movement: Roadways	Vesta Bridge – Phase 1	Vesta Bridge Phase 1 and operational improvements SR 15, Main, Harbor, and 32nd Streets	N/A	\$55
2040	TL02	Transit Leap	Commuter Rail 582	Sorrento Mesa to National City via UTC, Kearny Mesa, and University Heights	I-8, I-15, SR 94, CCT	\$12,660
2040	TL22	Transit Leap	<i>Rapid 12</i>	Spring Valley to Downtown via Southeast San Diego (full version of <i>Rapid</i> )	I-15, SR 94, SR 125, CMH	\$73
2040	TL34	Transit Leap	<i>Rapid 293</i>	Imperial Beach to Otay Ranch via Palomar Street	SR 125	\$111
2040	TL45	Transit Leap	<i>Rapid 635</i>	Eastlake to Palomar Trolley via Main Street Corridor	SR 125	\$116

## Major Projects by Corridor with 2020 SIP Air Quality Phasing

Conformity Analysis Year (2020 SIP)	Project ID	Category	Project Name	Description	Connecting Corridor(s)	Cost (\$2020) Millions
2040	TL47	Transit Leap	<i>Rapid 638</i>	Iris Trolley to Otay Mesa via Otay, Airway Drive, SR 905 Corridor	SR 125	\$91
2040	TL59	Transit Leap	<i>Rapid 950</i>	Otay Mesa POE to Imperial Beach via 905 (full version of <i>Rapid</i> )	SR 125	\$22
2050	CC040	Complete Corridor: ML	SR 54 (I-805 to SR 125)	6F to 4F+2ML	SR 125	\$48
2050	CC041	Complete Corridor: ML/ Goods Movement	SR 905 (I-5 to Border)	6F to 4F+2ML	SR 125	\$193
2050	CC071	Complete Corridor: MLC	I-5 (SR 905)	South to East and West to North	N/A	\$202
2050	CC086	Complete Corridor: MLC	I-805 (SR 52)	North to West and East to South	CCT	\$126
2050	CC089	Complete Corridor: MLC	I-805 (I-8)	North to West and East to South	I-8, I-15	\$202
2050	CC091	Complete Corridor: MLC	I-805 (I-8)	South to West and East to North	I-8, I-15	\$202
2050	CC093	Complete Corridor: MLC	I-805 (SR 54)	South to East and West to North	N/A	\$219
2050	CC094	Complete Corridor: MLC	I-805 (SR 54)	North to East and West to South	N/A	\$219
2050	CC095	Complete Corridor: MLC	I-805 (SR 905)	South to West and East to North	N/A	\$202
2050	CC096	Complete Corridor: MLC	I-805 (SR 905)	South to East and West to North	N/A	\$202
2050	CC106	Complete Corridor: C	I-5 (SR 94)	North to East	I-15, SR 94, CMH	\$182
2050	CC115	Complete Corridor: DAR	SR 905 (Beyer Boulevard)	East	N/A	\$42
2050	CC116	Complete Corridor: DAR	SR 905 (Siempre Viva Road)	North	SR 125	\$42
2050	GM04	Goods Movement: Border	Otay Mesa POE Truck Bridge to CVEF	Otay Mesa POE: Bridge between POE and CVEF to coincide with improvements at both facilities	N/A	\$50

## Major Projects by Corridor with 2020 SIP Air Quality Phasing

Conformity Analysis Year (2020 SIP)	Project ID	Category	Project Name	Description	Connecting Corridor(s)	Cost (\$2020) Millions
2050	GM05	Goods Movement: Roadways	Harbor Drive Multimodal Corridor Improvements	Harbor Drive Multimodal Corridor Improvements, including but not limited to: ITS systems expanding the Designated Freight Route, removing height and weight conflicts along the truck route, improvements at 28th Street and 32nd Street, pedestrian crossings and bridges, various truck improvements, bikeway accommodations, streetscape, safety, and parking improvements	CMH	\$192
2050	TL03	Transit Leap	Commuter Rail 582	National City to U.S. Border	I-15, SR 94	\$2,977
2050	TL04	Transit Leap	Commuter Rail 583	CMH to U.S. Border via Downtown San Diego	I-8, I-15, SR 94, CMH	\$7,581
<b>Central Mobility Hub (CMH)</b>						
2029	TL23	Transit Leap	<i>Rapid 28</i>	Point Loma to Kearny Mesa via CMH, Linda Vista	I-8, I-15, CCT, SB2S	\$105
2029	TL52	Transit Leap	<i>Rapid 910</i>	Coronado to Downtown via Coronado Bridge	I-15, SR 94, SB2S	\$51
2040	CC003	Complete Corridor: ML/ Goods Movement	I-5 (Pacific Highway to SR 52)	8F to 6F+4ML	I-8, CCT	\$353
2040	CC117	Complete Corridor: AIRC	Complete Corridor Elements	Airport Connectivity	N/A	\$836
2040	MHLA1	Mobility Hubs	CMH Land Acquisition	CMH land acquisition	N/A	\$2,420
2040	TL18	Transit Leap	Tram 555	Tram: Downtown to Logan Heights, Golden Hills, South Park, North Park, University Heights, Hillcrest	I-8, I-15, SB2S	\$1,175
2040	TL56	Transit Leap	Airport Connection Automated People Mover	CMH to Airport via Car Rental Lot and Harbor Island East Basin	I-8	\$1,398
2050	CC103	Complete Corridor: C	I-5 (I-8)	East to North and South to West	I-8	\$449
<b>State Route 125 (SR 125)</b>						
2029	CC042	Complete Corridor: ML	SR 125 (SR 54 to Amaya Drive)	6F/8F to 4F/6F+2ML	I-8, SR 94	\$59
2029	TL33	Transit Leap	<i>Rapid 292</i>	Pacific Beach to Otay Mesa via Kearny Mesa, El Cajon, Jamacha, and Otay Lakes (full version of <i>Rapid</i> )	I-8, I-15, SR 94, CCT, SB2S	\$96
2040	CC097	Complete Corridor: MLC	SR 125 (I-8)	North to West and East to South	I-8, SR 94	\$202

## Major Projects by Corridor with 2020 SIP Air Quality Phasing

Conformity Analysis Year (2020 SIP)	Project ID	Category	Project Name	Description	Connecting Corridor(s)	Cost (\$2020) Millions
2040	CC098	Complete Corridor: MLC	SR 125 (I-8)	North to East and West to South	I-8, SR 94	\$202
2040	CC099	Complete Corridor: MLC	SR 125 (SR 94)	North to West and East to South	SR 94	\$203
2040	CC112	Complete Corridor: DAR	SR 125 (Spring Street/ SR 94)	South	I-8, SR 94	\$42
2050	CC043	Complete Corridor: ML	SR 125 (Amaya Drive to Mission Gorge Road)	6F to 4F+2ML	I-8, CCT	\$40
2050	CC044	Complete Corridor: ML	SR 125 (SR 905 to SR 54)	4T to 4F+2ML	SB2S	\$227
2050	CC100	Complete Corridor: MLC	SR 125 (SR 52)	North to West and East to South	CCT	\$202
2050	CC101	Complete Corridor: MLC	SR 125 (SR 54)	South to South and North to North	N/A	\$202
2050	CC102	Complete Corridor: MLC	SR 125 (SR 54)	North to West and East to South	N/A	\$202
2050	CC113	Complete Corridor: DAR	SR 125 (Jamacha Boulevard)	North and South	N/A	\$49
<b>Interstate-15 (I-15)</b>						
2029	CC110	Complete Corridor: DAR	I-15 (Clairemont Mesa Boulevard)	North and South	N/A	\$49
2032	TL31	Transit Leap	<i>Rapid 238</i>	UC San Diego to Rancho Bernardo via Sorrento Valley and Carroll Canyon	SR 56, CCT, SB2S	\$78
2040	CC011	Complete Corridor: ML/ Goods Movement	I-15 (I-5 to I-805)	6F to 6F+2ML	SR 94, SB2S	\$103
2040	CC012	Complete Corridor: ML/ Goods Movement	I-15 (I-805 to I-8)	8F+2TL to 6F+2TL+2ML	I-8, SR 94, SB2S	\$115
2040	CC013	Complete Corridor: ML/ Goods Movement	I-15 (I-8 to SR 163)	8F to 6F+4ML	I-8, CCT, SB2S	\$241
2040	CC014	Complete Corridor: ML/ Goods Movement	I-15 (Valley Parkway to SR 76)	8F to 6F+3ML	N/A	\$408
2040	CC015	Complete Corridor: ML/ Goods Movement	I-15 (SR 76 to County Line)	8F to 6F+3ML	North County Corridor	\$199
2040	CC073	Complete Corridor: MLC	I-15 (SR 78)	East to South and North to West	North County Corridor	\$147
2040	CC074	Complete Corridor: MLC	I-15 (SR 52)	West to North and South to East	CCT, SB2S	\$181

## Major Projects by Corridor with 2020 SIP Air Quality Phasing

Conformity Analysis Year (2020 SIP)	Project ID	Category	Project Name	Description	Connecting Corridor(s)	Cost (\$2020) Millions
2040	CC075	Complete Corridor: MLC	I-15 (SR 52)	North to West and East to South	CCT, SB2S	\$196
2040	CC076	Complete Corridor: MLC	I-15 (SR 52)	North to East and West to South	CCT, SB2S	\$196
2040	CC077	Complete Corridor: MLC	I-15 (SR 52)	South to West and East to North	CCT, SB2S	\$196
2040	CC079	Complete Corridor: MLC	I-15 (I-8)	North to West and East to South	I-8, SB2S	\$202
2040	CC080	Complete Corridor: MLC	I-15 (I-8)	North to East and West to South	I-8, SB2S	\$202
2040	CC081	Complete Corridor: MLC	I-15 (I-8)	South to West and East to North	I-8, SB2S	\$202
2040	CC082	Complete Corridor: MLC	I-15 (I-8)	South to East and West to North	I-8, SB2S	\$202
2040	CC083	Complete Corridor: MLC	I-805 (SR 15)	North to North and South to South	SR 94, SB2S	\$112
2040	TL29	Transit Leap	<i>Rapid 235</i>	Escondido to Downtown San Diego via I-15 (DAR stations)	I-8, SR 56, SR 94, CCT, North County Corridor, SB2S	\$34
2040	TL30	Transit Leap	<i>Rapid 237</i>	UC San Diego to Rancho Bernardo via Sorrento Valley and Mira Mesa	SR 56, CCT, SB2S	\$54
2050	CC072	Complete Corridor: MLC	I-15 (SR 78)	South to West and East to North	North County Corridor	\$147
2050	CC078	Complete Corridor: MLC	I-15 (SR 56)	South to West and East to North	SR 56	\$239
<b>Interstate 5 North Coast Corridor (I-5 NCC)</b>						
2026	CC046	Complete Corridor: ML	I-5 (Manchester to Vandegrift)	8F to 8F+2HOV/HOT	North County Corridor	\$171
2026	TL05	Transit Leap/Goods Movement	Commuter Rail 398	Oceanside to Downtown San Diego (includes upgrades to Pacific Surfliner/COASTER/Metrolink/ Freight LOSSAN services from Orange County to Downtown San Diego, wooden bridge replacements, add station at Gaslamp)	CMH	\$1,203
2029	TL40	Transit Leap	<i>Rapid 473</i>	Oceanside to Solana Beach to UTC/UC San Diego via Highway 101 Coastal Communities, Carmel Valley	SR 56, CCT, North County Corridor, SB2S	\$156



## Major Projects by Corridor with 2020 SIP Air Quality Phasing

Conformity Analysis Year (2020 SIP)	Project ID	Category	Project Name	Description	Connecting Corridor(s)	Cost (\$2020) Millions
2040	CC004	Complete Corridor: ML/ Goods Movement	I-5 (SR 52 to I-805)	8F to 6F+4ML	CCT, SB2S	\$190
2040	CC007	Complete Corridor: ML/ Goods Movement	I-5 (Via de La Valle to La Costa)	8F to 6F+4ML	N/A	\$316
2040	CC008	Complete Corridor: ML/ Goods Movement	I-5 (La Costa to Cassidy Street)	8F to 6F+4ML	North County Corridor	\$302
2040	CC009	Complete Corridor: ML/ Goods Movement	I-5 (Cassidy Street to Harbor Drive)	8F to 6F+4ML	North County Corridor	\$121
2040	CC010	Complete Corridor: ML/ Goods Movement	I-5 (Harbor Drive to County Line)	8F to 6F+2ML	N/A	\$197
2040	CC105	Complete Corridor: C	I-5 (SR 78)	South to East and West to South	North County Corridor	\$379
2040	CC111	Complete Corridor: DAR	I-5 (Voigt)	North and South	N/A	\$49
2040	TL06	Transit Leap/Goods Movement	Commuter Rail 398	Oceanside to Downtown San Diego (build Del Mar tunnel, add stations at CMH and Camp Pendleton, and grade separation at Leucadia Boulevard)	North County Corridor	\$2,875
2050	CC104	Complete Corridor: C	I-5 (SR 56)	West to North and South to East	SR 56	\$379
2050	TL07	Transit Leap/Goods Movement	Commuter Rail 398	Oceanside to Downtown San Diego (build Sorrento Mesa and UTC tunnels, add station at Balboa Avenue)	SR 56, CCT	\$3,171
<b>State Route 94 (SR 94)</b>						
2026	CC108	Complete Corridor: Interchange and Arterial Operational Improvements	SR 94 (SR 125)	South to East, including aux lane to Lemon Avenue	I-8, SR 125	\$96
2040	CC032	Complete Corridor: ML	SR 94 (I-5 to I-15)	8F to 6F+3ML	I-15, SB2S	\$39
2040	CC033	Complete Corridor: ML	SR 94 (I-15 to I-805)	8F to 6F+3ML	I-15, SB2S	\$23
2040	CC034	Complete Corridor: ML	SR 94 (I-805 to SR 125)	8F to 6F+3ML	I-8, I-15, SR 125, SB2S	\$162
2040	TL14	Transit Leap	LRT 520	Orange Line (El Cajon to Downtown, double/third-tracking and grade separations at Euclid Avenue, Broadway/Lemon Grove Avenue, Allison Avenue/University Avenue, and Severin Drive)	I-8, I-15, SR 125, CMH, SB2S	\$274
2050	CC109	Complete Corridor: C	SR 94 (SR 125)	West to North	I-8, SR 125	\$112

## Major Projects by Corridor with 2020 SIP Air Quality Phasing

Conformity Analysis Year (2020 SIP)	Project ID	Category	Project Name	Description	Connecting Corridor(s)	Cost (\$2020) Millions
2050	TL15	Transit Leap	LRT 520	Orange Line (El Cajon to Downtown, double/third-tracking)	I-8, I-15, SR 125, CCT, CMH	\$274

## Major Projects by Corridor with 2020 SIP Air Quality Phasing

Conformity Analysis Year (2020 SIP)	Project ID	Category	Project Name	Description	Connecting Corridor(s)	Cost (\$2020) Millions
<b>Interstate 8 (I-8)</b>						
2026	TL19	Transit Leap	<i>Rapid 10</i>	La Mesa to Ocean Beach via Mid-City, Hillcrest, Old Town (light version of <i>Rapid</i> )	I-15, SR 94, SR 125, CMH, SB2S	\$36
2040	CC023	Complete Corridor: ML/ Goods Movement	I-8 (I-5 to I-805)	8F to 6F+4ML	I-15, SB2S	\$179
2040	CC024	Complete Corridor: ML/ Goods Movement	I-8 (I-805 to College Avenue)	8F to 6F+4ML	I-15, SB2S	\$161
2040	CC025	Complete Corridor: ML/ Goods Movement	I-8 (College Avenue to Johnson Avenue)	8F to 6F+4ML	SR 94, SR 125	\$281
2040	CC026	Complete Corridor: ML/ Goods Movement	I-8 (Johnson Avenue to Mollison Avenue)	6F to 4F+4ML	SR 125, CCT	\$48
2040	CC027	Complete Corridor: ML/ Goods Movement	I-8 (Mollison Avenue to Greenfield Drive)	4F/6F to 4F+4ML	N/A	\$106
2040	TL16	Transit Leap	LRT 530	Green Line (Santee to Downtown, double/ third-tracking and grade separations)	I-15, SR 94, SR 125, CCT, CMH, SB2S	\$384
2040	TL20	Transit Leap	<i>Rapid 10</i>	La Mesa to Ocean Beach via Mid-City, Hillcrest, CMH (full version of <i>Rapid</i> )	I-15, SR 94, SR 125, CMH, S2BS	\$146
2050	CC067	Complete Corridor: MLC	I-5 (I-8)	South to East and West to North	CMH	\$202
2050	CC068	Complete Corridor: MLC	I-5 (I-8)	North to East and West to South	CMH	\$202
2050	TL01	Transit Leap	Commuter Rail 581	581: Downtown to El Cajon via SDSU and La Mesa 581B: CMH to El Cajon via SDSU and La Mesa	I-15, SR 94, SR 125, CMH, SB2S	\$9,774
2050	TL17	Transit Leap	LRT 530	Green Line (Santee to Downtown, double/ third-tracking and grade separations)	I-15, SR 94, SR 125, CCT, CMH, SB2S	\$384
<b>Coast, Canyons, and Trails (CCT)</b>						
2026	TL32	Transit Leap	<i>Rapid 292</i>	Pacific Beach to Kearny Mesa (light version of <i>Rapid</i> )	I-15, SB2S	\$7
2029	TL24	Transit Leap	<i>Rapid 30</i>	Balboa Station to Sorrento Mesa via Pacific Beach, La Jolla, UTC	SB2S	\$189
2029	TL50	Transit Leap	<i>Rapid 870</i>	El Cajon to UTC via Santee, SR 52, I-805	I-8, I-15, SR 125, SB2S	\$62

## Major Projects by Corridor with 2020 SIP Air Quality Phasing

Conformity Analysis Year (2020 SIP)	Project ID	Category	Project Name	Description	Connecting Corridor(s)	Cost (\$2020 Millions)
2029	TL51	Transit Leap	<i>Rapid 890</i>	El Cajon to Sorrento Mesa via Santee, SR 52, I-805	I-5 NCC, I-8, I-15, SR 125, SB2S	\$107
2040	CC028	Complete Corridor: ML	SR 52 (I-5 to I-805)	4F to 4F+3ML	SB2S	\$214
2040	CC029	Complete Corridor: ML	SR 52 (I-805 to I-15)	6F to 4F+3ML	I-15	\$92
2040	CC030	Complete Corridor: ML	SR 52 (I-15 to Mast Boulevard)	6F to 4F+3ML	I-15	\$153
2040	CC031	Complete Corridor: ML	SR 52 (Mast Boulevard to SR 125)	4F to 4F+3ML	N/A	\$103
2050	CC065	Complete Corridor: MLC	I-5 (SR 52)	South to East and West to North	N/A	\$202
2050	CC066	Complete Corridor: MLC	I-5 (SR 52)	North to East and West to South	N/A	\$202
<b>State Route 56 (SR 56)</b>						
2040	CC006	Complete Corridor: ML/ Goods Movement	I-5 (SR 56 to Via de La Valle)	8F/10F+2HOV to 6F/8F+4ML	I-5 NCC	\$37
2040	CC035	Complete Corridor: ML	SR 56 (I-5 to I-15)	4F to 4F+3ML	I-15	\$549
2040	TL26	Transit Leap	<i>Rapid 103</i>	Solana Beach to Sabre Springs via Del Mar Heights and SR 56	I-15	\$53
2040	TL27	Transit Leap	<i>Rapid 104</i>	Sorrento Valley to Sabre Springs via SR 56	I-15, SB2S	\$11
2050	CC107	Complete Corridor: C	I-15 (SR 56)	North to West	I-15	\$106
<b>San Vicente</b>						
2040	CC050	Complete Corridor: Rural	SR 67 (Mapleview to Dye Road)	Shoulder Widening/Straightening	N/A	\$206
2050	CC061	Complete Corridor: Rural	SR 78 (Deer Canyon Drive to Santa Ysabel)	Intersection Improvements	N/A	\$4

## Major Projects by Corridor with 2020 SIP Air Quality Phasing

Conformity Analysis Year (2020 SIP)	Project ID	Category	Project Name	Description	Connecting Corridor(s)	Cost (\$2020 Millions)
<b>North County Corridor</b>						
2026	TL37	Transit Leap	<i>Rapid 450</i>	Oceanside to Escondido via Palomar Airport Road and SR 78 (light version of <i>Rapid</i> )	I-5 NCC, I-15	\$8
2029	TL36	Transit Leap	<i>Rapid 440</i>	Carlsbad to Escondido Transit Center via Palomar Airport Road	I-5 NCC, I-15	\$71
2029	TL39	Transit Leap	<i>Rapid 471</i>	Downtown Escondido to East Escondido	I-15	\$85
2029	TL41	Transit Leap	<i>Rapid 474</i>	Oceanside to Vista via Mission Avenue/Santa Fe Road Corridor	I-5 NCC	\$71
2029	TL42	Transit Leap	<i>Rapid 477</i>	Carlsbad Village to SR 76 via College Boulevard, Plaza Camino Real	I-5 NCC	\$108
2040	CC036	Complete Corridor: ML	SR 78 (I-5 to Twin Oaks)	6F to 4F+4ML+Connectors	N/A	\$507
2040	CC037	Complete Corridor: ML	SR 78 (Twin Oaks to I-15)	6F to 4F+4ML	I-15	\$145
2040	CC064	Complete Corridor: MLC	I-5 (SR 78)	South to East and West to North, North to East and West to South	N/A	\$352
2040	TL10	Transit Leap	LRT 399	SPRINTER (Oceanside to Escondido, double-tracking and grade separations at El Camino Real, Melrose Drive, Vista Village Drive/Main Street, North Drive, Civic Center, Auto Parkway and Mission Avenue)	I-15	\$376
2040	TL38	Transit Leap	<i>Rapid 450</i>	Oceanside to Escondido via Palomar Airport Road and SR 78 (full version of <i>Rapid</i> )	I-5 NCC, I-15	\$31
2050	TL11	Transit Leap	LRT 399	SPRINTER (Oceanside to Escondido, Extension to North County Fair)	I-5 NCC, I-15	\$376

Table B-11: Rural Corridor Projects with 2020 SIP Air Quality Phasing

Rural Corridor Projects with 2020 SIP Air Quality Phasing						
Conformity Analysis Year (2020 SIP)	Project ID	Category	Project Name	Description	Cost (\$2020) Millions	
2040	CC047	Complete Corridor: Rural	I-8 (I-8 to West Willows Road)	Interchange Improvements	\$11	
2040	CC049	Complete Corridor: Rural	SR 94 (SR 94 to Melody Road/Daisy Drive)	Intersection Improvements	\$8	
2040	CC052	Complete Corridor: Rural	SR 76 (Rice Canyon Road to Pala Reservation)	Straightening	\$60	
2040	CC055	Complete Corridor: Rural	SR 76 (SR 76 to Cole Grade Road)	Intersection Improvements	\$1	
2040	CC057	Complete Corridor: Rural	SR 76 (SR 76 to Pauma Reservation Road)	Intersection Improvements	\$1	
2040	CC058	Complete Corridor: Rural	SR 76 (Pala Casino to Rice Canyon Road)	Facility Improvements	\$1	
2040	CC060	Complete Corridor: Rural	SR 79 (SR 79 to Schoolhouse Canyon Road)	Intersection Improvements	\$1	
2050	CC048	Complete Corridor: Rural	I-8 (I-8 to East Willows Road)	Interchange Improvements	\$11	
2050	CC051	Complete Corridor: Rural	SR 76 (SR 79 to Valley Center Road)	Facility Improvements	\$693	
2050	CC053	Complete Corridor: Rural	SR 76 (Harolds Road to Pauma Rancho)	Straightening	\$21	
2050	CC054	Complete Corridor: Rural	SR 76 (SR 76 to Pala Mission Road)	Intersection Improvements	\$1	
2050	CC056	Complete Corridor: Rural	SR 76 (West Reservation Boundary to East Reservation Boundary)	Shoulder Widening	\$40	
2050	CC059	Complete Corridor: Rural	SR 79 (Deer Canyon Road to San Felipe Road)	Shoulder Widening	\$226	
2050	CC062	Complete Corridor: Rural	SR 94 (Jamul Reservation to Tecate Road)	Shoulder Widening/Straightening	\$252	

Table B-12: Arterial Projects with 2020 SIP Air Quality Phasing

Arterial Projects with 2020 SIP Air Quality Phasing				
Conformity Analysis Year (2020 SIP)	TIP ID	Lead Agency	Project Name	Description
2023	CB04B	Carlsbad	El Camino Real and Cannon Road	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.
2023	CB32	Carlsbad	El Camino Real Widening – Poinsettia 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.
2023	CB59	Carlsbad	El Camino Real Widening – Sunny Creek to Jackspar	In Carlsbad, on El Camino Real from Sunny Creek to Jackspar, widen along the northbound side of the El Camino Real to provide three travel lanes (currently two lanes northbound), sidewalk, and a bike lane.
2023	ESC04	Escondido	Citracado Parkway II	West Valley to Harmony Grove, widen from two to four lanes with raised medians; construct bridge over Escondido Creek.
2023	ESC08	Escondido	Felicita Avenue/Juniper Street	Widen from two to four 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.
2023	SD70	San Diego	West Mission Bay Drive Bridge	In San Diego, replace bridge and increase from four- to six-lane bridge including Class II bike lane (52-643/S00871).
2023	SM19	San Marcos	Grand Avenue Bridge and Street Improvements	From Discovery Street to San Marcos Boulevard, construct four-lane arterial bridge and a six-lane arterial street from Craven to Grand Avenue.
2023	SM31	San Marcos	San Marcos Creek Specific Plan – Discovery Street Widening and Flood Control Improvements #88265	From Via Vera Cruz to Bent Avenue/Craven Road, widen roadway to four-lane secondary arterial.
2023	SM32	San Marcos	Via Vera Cruz Bridge and Street Improvements #88264	From San Marcos Boulevard to Discovery Street, widen to four-lane secondary arterial and construct a bridge at San Marcos Creek.
2023	SM42	San Marcos	Discovery Street from Craven to Twin Oaks #ST007	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 six-lane roadway.
2023	SM48	San Marcos	San Marcos Creek Specific Plan: Creekside Drive and Pad Grading #88505	Construct approximately 3,000 feet of a two-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.
2023	SM69	San Marcos	Twin Oaks Valley Road and Barham Drive Improvements #ST008	This project involves surface improvements including asphalt, concrete, medians, sidewalks, signage and traffic lights. Underground improvements include utility and drainage improvements, relocations and water treatment within the public right of way to accommodate the construction of additional lanes.
2026	CB22	Carlsbad	Avenida Encinas – Widen from Palomar Airport Road to Embarcadero Lane	In Carlsbad, Avenida Encinas from Palomar Airport Road southerly to existing improvements adjacent to Embarcadero Lane, roadway widening to secondary arterial standards.

## Arterial Projects with 2020 SIP Air Quality Phasing

Conformity Analysis Year (2020 SIP)	TIP ID	Lead Agency	Project Name	Description
2026	CB31	Carlsbad	El Camino Real Widening – La Costa Avenue to Arenal Road	In Carlsbad, along El Camino Real from 700 feet north of La Costa Avenue to Arenal Road, widening along the southbound side of the roadway to provide three travel lanes and a bike lane in accordance with prime arterial standards.
2026	CHV69	Chula Vista	Heritage Road Bridge	Heritage Road from Main Street/Nirvana Avenue to Entertainment Circle, 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 Avenue to Entertainment Circle.
2026	CHV87	Chula Vista	E Street Extension from Bay Boulevard to H Street	Extension of E Street and F Street west of Bay Boulevard, and the realignment of Gun Powder Point Drive for Chula Vista Bayfront redevelopment. Project includes construction of a roundabout at E Street, F Street, and Gunpowder Point Drive, and Class I and II bike paths, and sidewalks.
2026	CNTY14A	San Diego County	South Santa Fe Avenue South	South Santa Fe from 700 feet south of Woodland Drive to Smilax Road, 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 feet south of Woodland Drive to Smilax Road.
2026	CNTY21	San Diego County	Bradley Avenue Widening and Overpass at SR 67	Widen Bradley Avenue from Magnolia Avenue to Mollison Avenue; widen from two lanes to four lanes plus sidewalks. Replace two-lane bridge over SR 67 with a six-lane bridge which accommodates turn pockets.
2026	CNTY34	San Diego County	Dye Road Extension	Dye Road to San Vicente Road – in Ramona, study, design, and construct a two-lane community collector road with intermittent turn lanes, bike lanes, curb, gutter, and pathway/walkway.
2026	CNTY98	San Diego County	Otay Lakes Road	Four-lane boulevard with raised median from the City/County boundary to Strada Piazza, and two-lane community collector with intermittent turn lanes to the east.
2026	ESC24	Escondido	Centre City Parkway	Mission Road to SR 78, widen four lanes to six lanes with intersection improvements.
2026	NC01	National City	Plaza Boulevard Widening	Phase II of Plaza Boulevard from Highland Avenue to N Avenue, widen from two to three lanes, including a new traffic lane in each direction, new sidewalks, sidewalk widening, traffic signal upgrades, and interconnection at Plaza Boulevard.
2026	NC01	National City	Plaza Boulevard Widening	Phase III of Plaza Boulevard from I-805 to Euclid Avenue, widen from two to three lanes, including a new traffic lane in each direction, new sidewalks, sidewalk widening, traffic signal upgrades, and interconnection at Plaza Boulevard.
2026	O22	Oceanside	College Boulevard Improvements from Avenida de la Plata to Waring Road	In Oceanside, widen from the existing four lanes to six lanes with bike lanes and raised median.
2026	SD102A	San Diego	Otay Truck Route Widening (Ph. 4)	Phase II (from Britannia to La Media Road) of Otay Truck Route in San Diego from Drucker Lane to La Media, add one lane (total three lanes) for trucks; from Britannia to La Media, add one 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.



## Arterial Projects with 2020 SIP Air Quality Phasing

Conformity Analysis Year (2020 SIP)	TIP ID	Lead Agency	Project Name	Description
2026	SD190	San Diego	Palm Avenue/I-805 Interchange	Improvements to the Palm Avenue Bridge over I-805, including repairs to the bridge approaches; a new Project Study Report and Preliminary Environmental Assessment Report. 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.
2026	SD250	San Diego	La Media Road Improvements	In San Diego, on La Media Road from SR 905 to Siempre Viva Road, widen La Media Road to a six-lane primary arterial from SR 905 to Airway Road, and to a five-lane major road between Airway Road and Siempre Viva Road with three southbound lanes and two northbound lanes. This project will also improve drainage at the intersection of La Media Road and Airway Road (S-15018).
2026	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 two to four lanes and extend transition lane and additional grading to avoid biological impacts (CIP 52-479.0).
2026	SM24	San Marcos	Woodland Parkway Interchange and Barham Drive Widening and Street Improvements #88005	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.
2029	CB12	Carlsbad	College Boulevard Reach A	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.
2029	CNTY35	San Diego County	Ramona Street Extension	From Boundary Avenue to Warnock Drive – in the community of Ramona, construct new road extension, two lanes with intermittent turn lanes, bike lanes, and walkway/pathway.
2032	SD190	San Diego	Palm Avenue/I-805 Interchange	Improvements to the Palm Avenue Bridge over I-805, including repairs to the bridge approaches; a new Project Study Report and Preliminary Environmental Assessment Report. 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).
2032	SM10	San Marcos	SR 78/Smilax Interchange Improvements	Construct new interchange at Smilax Road interchange and SR 78 improvements.

Table B-13: Other Transit Projects with 2020 SIP Air Quality Phasing

Other Transit Projects with 2020 SIP Air Quality Phasing				
Conformity Analysis Year (2020 SIP)	Project ID	Category	Project Name	Cost (\$2020) Millions
2026	--	Transit Leap	Systemwide Operations Costs	\$2,172
2026	TL60	Transit Leap	Vehicle Purchases and Replacements (including spares)	\$395
2026	TL63	Transit Leap	Local Bus Route Enhanced Frequencies – Ten minutes in key corridors	Included with operations costs
2040	--	Transit Leap	Systemwide Operations Costs	\$5,433
2040	TL61	Transit Leap	Vehicle Purchases and Replacements (including spares)	\$1,033
2040	TL64	Transit Leap	Local Bus Route Enhanced Frequencies – Ten minutes in key corridors	Included with operations costs
2040	TL66	Transit Leap	Transit Fare Subsidies	\$982
2050	--	Transit Leap	Systemwide Operations Costs	\$12,021
2050	TL62	Transit Leap	Vehicle Purchases and Replacements (including spares)	\$2,196
2050	TL65	Transit Leap	Local Bus Route Enhanced Frequencies – Ten minutes in key corridors	Included with operations costs
2050	TL67	Transit Leap	Transit Fare Subsidies	\$4,041

# Grouped Project Listings

2021 RTIP Amendment No. 6

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## Grouped Projects for Bicycle and Pedestrian Facilities - Bayshore Bikeway(SAN147)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future	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 will be used to match federal funds for the CON phase	\$6,371,043	\$21,957	\$0	\$0	\$0	\$0	\$0	\$6,393,000
SAN154	San Diego Association of Governments	Bayshore Bikeway - Segment 8B	Prepare 65 percent design plans for 0.4 miles of new bikeway. A private developer will construct the remaining portion of the bikeway south of where the SANDAG project ends at Ada Avenue.	\$1,144,905	\$31,000	\$20,000	\$0	\$0	\$0	\$0	\$1,195,905
SAN195	San Diego Association of Governments	Bayshore Bikeway: Barrio Logan	Final design and construction of a new 2.5 mile bike path. Toll Credits will be used to match federal funds for the CON phase	\$4,799,944	\$15,620,000	\$2,608,000	\$2,717,000	\$1,178,000	\$24,000	\$0	\$26,946,944
SAN203	San Diego Association of Governments	Border to Bayshore Bikeway	construct 6.7 miles of new bikeways. Toll Credits will be used to match federal funds for the CON phase. Toll Credits will be used to match federal funds for the CON phase	\$3,459,409	\$15,774,000	\$48,000	\$0	\$477,000	\$100,000	\$30,000	\$19,858,409
<b>Total</b>				<b>\$15,775,301</b>	<b>\$31,446,957</b>	<b>\$2,676,000</b>	<b>\$2,717,000</b>	<b>\$1,655,000</b>	<b>\$124,000</b>	<b>\$30,000</b>	<b>\$54,394,258</b>

## Grouped Projects for Bicycle and Pedestrian Facilities - Coastal Rail Trail(SAN148)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future	Total Cost
SAN155	San Diego Association of Governments	Coastal Rail Trail San Diego - Rose Creek	Construct 2.1 miles Class 1 shared use path	\$22,258,846	\$7,175,000	\$70,000	\$50,000	\$45,000	\$0	\$0	\$29,598,846
SAN156	San Diego Association of Governments	Coastal Rail Trail - Encinitas	environmental clearance, design and construction for 1.3 miles of bicycle facility	\$9,164,791	\$433,000	\$222,000	\$0	\$0	\$0	\$0	\$9,819,791
<b>Total</b>				<b>\$31,423,637</b>	<b>\$7,608,000</b>	<b>\$292,000</b>	<b>\$50,000</b>	<b>\$45,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$39,418,637</b>

## Grouped Projects for Bicycle and Pedestrian Facilities - San Diego River Trail(SAN196)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future	Total Cost
SAN197	San Diego Association of Governments	San Diego River Trail - Stadium Segment	design and construct one mile of new bike path	\$817,484	\$21,516	\$0	\$0	\$0	\$0	\$0	\$839,000
SAN198	San Diego Association of Governments	San Diego River Trail: Carlton Oaks Segment	Design 2.0 miles of new bike path, including connection to Mast Park.	\$1,042,573	\$243,000	\$414,000	\$0	\$0	\$0	\$0	\$1,699,573
<b>Total</b>				<b>\$1,860,057</b>	<b>\$264,516</b>	<b>\$414,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,538,573</b>

**Grouped Projects for Bicycle and Pedestrian Facilities -  
North Park/Mid-City Bikeways(SAN227)**

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future	Total Cost
SAN158	San Diego Association of Governments	North Park/Mid-City Bikeways: Robinson Bikeway	Preliminary engineering and environmental clearance for 13 miles of bikeway in the North Park/Mid City area. Final design of a 0.2-mile bikeway that consists of on-street bike facilities, traffic calming improvements, and an elevated shared-use path.	\$4,012,958	\$0	\$345,495	\$0	\$0	\$0	\$0	\$4,358,453
SAN230	San Diego Association of Governments	North Park/Mid-City Bikeways: Howard-Orange Bikeway	environmental clearance and final design for a 2.5 mile bikeway consisting of on-street bike facilities and traffic calming improvements.	\$1,798,150	\$91,514	\$1,129,336	\$5,175,000	\$0	\$0	\$0	\$8,194,000
SAN232	San Diego Association of Governments	North Park/Mid-City Bikeways: University Bikeway	Construct 2.8 miles on-street protected bikeway.	\$2,031,327	\$674,000	\$14,384,000	\$1,450,000	\$637,000	\$1,828,000	\$5,000	\$21,004,327
SAN233	San Diego Association of Governments	North Park/Mid-City Bikeways: Georgia-Meade Bikeway	Design 3.5 miles and construct 6.5 miles of urban bikeways including traffic calming improvements	\$7,541,070	\$9,649,000	\$9,279,000	\$34,000	\$31,000	\$0	\$0	\$26,534,070
SAN238	San Diego Association of Governments	North Park/Mid-City Bikeways: Monroe Bikeway	complete Environmental Clearance for 1.3 miles of urban bikeways, including traffic calming improvements		\$0	\$70,000	\$0	\$0	\$0	\$0	\$275,956
<b>Total</b>				<b>\$15,383,505</b>	<b>\$10,414,514</b>	<b>\$25,207,831</b>	<b>\$6,659,000</b>	<b>\$668,000</b>	<b>\$1,828,000</b>	<b>\$5,000</b>	<b>\$60,366,806</b>

## Grouped Projects for Bicycle and Pedestrian Facilities - Uptown Bikeways(SAN228)

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future	Total Cost
SAN160	San Diego Association of Governments	Uptown Bikeways: Fourth and Fifth Avenue Bikeways	Construct 4.5 miles of new on-street bikeways.	\$7,288,468	\$10,099,984	\$7,306,000	\$85,000	\$0	\$0	\$0	\$24,779,452
SAN234	San Diego Association of Governments	Uptown Bikeways: Eastern Hillcrest Bikeways	Design and construct 1.7 miles of on-street bikeway, including design and construction of the Normal Street Promenade.	\$2,607,770	\$608,400	\$1,377,000	\$524,000	\$0	\$0	\$0	\$5,117,170
SAN235	San Diego Association of Governments	Uptown Bikeways: Washington Street and Mission Valley Bikeways	design and construct 3.3 miles of on-street bikeways.	\$1,719,883	\$621,000	\$283,000	\$0	\$0	\$0	\$0	\$2,623,883
SAN236	San Diego Association of Governments	Uptown Bikeways: Mission Hills and Old Town Bikeways	final design of 1.8 miles of on-street bikeways	\$93,927	\$637,000	\$899,073	\$0	\$0	\$0	\$0	\$1,630,000
<b>Total</b>				<b>\$11,710,048</b>	<b>\$11,966,384</b>	<b>\$9,865,073</b>	<b>\$609,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$34,150,505</b>



**Grouped Projects for Bicycle and  
Pedestrian Facilities(V12)**

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future	Total Cost
SAN204	San Diego Association of Governments	Central Avenue Bikeway	design and construct 1.0 miles of new bike path.	\$1,111,596	\$137,000	\$160,000	\$0	\$0	\$0	\$0	\$1,408,596
SAN205	San Diego Association of Governments	Pershing Bikeway	construct 3.0 miles of new bike and pedestrian facilities between North Park and Downtown San Diego.	\$2,429,743	\$443,000	\$1,931,700	\$7,700,000	\$7,704,000	\$2,210,005	\$0	\$22,418,448
SAN206	San Diego Association of Governments	Downtown to Imperial Avenue Bikeway	Design and construct 3.8 miles of urban on-street bikeways. Toll Credits will be used to match federal funds for the CON phase	\$2,903,437	\$891,000	\$8,550,158	\$200,000	\$1,958,000	\$5,000	\$0	\$14,507,595
<b>Total</b>				<b>\$6,444,776</b>	<b>\$1,471,000</b>	<b>\$10,641,858</b>	<b>\$7,900,000</b>	<b>\$9,662,000</b>	<b>\$2,215,005</b>	<b>\$0</b>	<b>\$38,334,639</b>

**Grouped Projects for Bicycle and pedestrian facilities -  
Active Transportation Program (ATP)(V14)**

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future	Total Cost
CAL330	Caltrans	SR-15 Commuter Bike Facility	Construct Class 1 bicycle facility	\$15,626,874	\$12,126	\$0	\$0	\$0	\$0	\$0	\$15,639,000
CAL386	Caltrans	National City - SRTS Ped Enhancements	In the city of National City SRTS Ped Enhancements.	\$1,690,000	\$1,678,000	\$0	\$0	\$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	\$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 will be used to match federal funds for the CON phase	\$10,537,228	\$1,546,000	\$0	\$0	\$0	\$0	\$0	\$12,083,228
ENC47	Encinitas, City of	Santa Fe Drive ATP Corridor Improvements	In Encinitas, on Santa Fe Drive between Windsor Drive and El Camino Real; construct sidewalk, curb, gutter and ramps, pavement widening and installation of new bike lanes and pedestrian improvements	\$44,000	\$0	\$173,000	\$925,000	\$0	\$0	\$0	\$1,142,000
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.. Toll Credits will be used to match federal funds for the CON phase	\$290,000	\$0	\$1,342,000	\$0	\$0	\$0	\$0	\$1,632,000
ESC49	Escondido, City of	Quince & Tulip Pedestrian Signals	Installation of pedestrian signals along the Escondido Creek Bike Path at Quince and Tulip	\$5,000	\$75,000	\$747,000	\$0	\$0	\$0	\$0	\$827,000
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	\$10,444,416	\$197,000	\$0	\$0	\$0	\$0	\$0	\$10,641,416

**Grouped Projects for Bicycle and pedestrian facilities -  
Active Transportation Program (ATP)(V14)**

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future	Total Cost
IB22	Imperial Beach, City of	9th St Active Transportation Corridor	1.3 miles of bicycle and pedestrian improvements that include a road diet, green buffered bike lanes, sharrows, bicycle bend-outs, high-visibility crosswalks, and curb extensions	\$0	\$0	\$599,000	\$2,755,000	\$0	\$0	\$0	\$3,354,000
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.	\$375,000	\$1,544,000	\$0	\$0	\$0	\$0	\$0	\$1,919,000
NC38	National City, City of	National City Bike Wayfinding	The project will install more 100 bicycle wayfinding signs at decision points throughout the City's recently constructed bicycle network	\$15,000	\$95,000	\$832,000	\$0	\$0	\$0	\$0	\$942,000
NC39	National City, City of	Central Community Mobility Enhancements	Implement a north-south bicycle boulevard, close a sidewalk gap, and provide pedestrian enhancements in National City along M, N, and L Avenues, between 4th Street and 30th Street.	\$50,000	\$170,000	\$1,263,000	\$0	\$0	\$0	\$0	\$1,483,000
NC40	National City, City of	Bayshore Bikeway - Segment 5	Construct Class 1 and Class 4 protected bicycle facilities with enhanced intersection treatments for people walking and biking.	\$80,000	\$850,000	\$5,461,000	\$0	\$0	\$0	\$0	\$6,391,000
NC41	National City, City of	8th Street and Roosevelt Ave. Active Transportation Corridor, National City	Constructs .4 miles of a one-way 7' cycle track (.8 miles counting both sides), .75 miles of a 14' wide multi-use path and various intersection adjustments for safety improvements.	\$0	\$0	\$0	\$5,185,000	\$0	\$0	\$0	\$5,185,000
NC42	National City, City of	Highland Avenue Inter-City Bike Connection	National City, CA. Highland Avenue from 30th Street to just south of the SR-54 EB ramps. Construct Class IV and II bicycle facilities, traffic calming, pavement markings, signing, signal modifications, and ADA curb ramps.	\$0	\$0	\$58,000	\$260,000	\$1,027,000	\$0	\$0	\$1,345,000
O50	Oceanside, City of	Laurel Elementary Safe Routes to School	The Laurel Elementary Safe Routes to School includes infrastructure improvements, complemented by non-infrastructure activities to improve the safety and convenience for students walking and biking. The scope of work includes a mini roundabout, curb extensions, striping and signage, a traffic calming median, Rectangular Rapid Flashing, high visibility crosswalks, and a sidewalk gap closure.	\$0	\$0	\$289,733	\$160,000	\$1,085,267	\$0	\$0	\$1,535,000

**Grouped Projects for Bicycle and pedestrian facilities -  
Active Transportation Program (ATP)(V14)**

Project ID	Lead Agency	Project Title	Project Description	Prior Year	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future	Total Cost
SAN272	San Diego Association of Governments	GObyBIKE San Diego: Construction Outreach Program	The GoByBIKE San Diego Construction Outreach Program builds support for new bike infrastructure.	\$1,383,042	\$30,000	\$118,000	\$174,000	\$176,000	\$85,958	\$0	\$1,967,000
SAN282	San Diego Association of Governments	Orange Family Friendly Street Project	Buffered bike lanes; traffic calming and ped access improvements including diverters, curb extensions, high vis and raised crosswalks, traffic circle, curb ramps, and signal mods.	\$0	\$0	\$0	\$5,660,000	\$0	\$0	\$0	\$5,660,000
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.	\$695,000	\$0	\$0	\$5,000	\$0	\$0	\$0	\$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 (S16061)	\$9,078,906	\$4,672,647	\$0	\$0	\$0	\$0	\$0	\$13,751,553
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	\$953,000	\$0	\$0	\$5,000	\$0	\$0	\$0	\$958,000
VISTA59	Vista, City of	Townsite Complete Street Project	This project will transform Townsite Drive and W. Los Angeles Drive to a complete street accommodating all users by constructing sidewalks, traffic circles, curb extensions, bike lanes, Sharrows and high visibility crosswalks. The project will also construct curb extensions, high visibility crosswalk, green bike lane extensions through intersections and two mid block pedestrian traffic signals on N. Santa Fe Avenue between California Avenue and Bobier Drive	\$105,300	\$421,100	\$3,650,600	\$0	\$0	\$0	\$0	\$4,177,000
<b>Total</b>				<b>\$51,777,766</b>	<b>\$12,602,873</b>	<b>\$14,533,333</b>	<b>\$15,129,000</b>	<b>\$2,288,267</b>	<b>\$85,958</b>	<b>\$0</b>	<b>\$96,417,197</b>