



TransNet Independent Taxpayer Oversight Committee

Agenda

Wednesday, April 9, 2025
9:30 a.m.

Welcome to SANDAG. The TransNet Independent Taxpayer Oversight Committee (ITOC) meeting scheduled for Wednesday, April 9, 2025, will be held in person in the SANDAG Board Room. While ITOC members will attend in person, members of the public will have the option of participating either in person or virtually.

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

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Vision Statement: *Pursuing a brighter future for all*

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

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

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

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



TransNet Independent Taxpayer Oversight Committee

MEMBERSHIP

The TransNet Independent Taxpayer Oversight Committee (ITOC) aids in the implementation of the TransNet program, the San Diego region's half-cent sales tax for transportation improvements. The TransNet program is administered by SANDAG. As outlined in the TransNet Ordinance and Expenditure Plan, the ITOC provides an increased level of accountability for expenditures of TransNet funds. With the passage of the TransNet Extension Ordinance and Expenditure Plan in November 2004 (Proposition A), it was mandated in the Ordinance that an Independent Taxpayer Oversight Committee for TransNet be formed to provide an enhanced level of accountability for the expenditure of funds under the Expenditure Plan. The Committee helps ensure that all voter mandates are carried out as required and develops recommendations for improvements to the financial integrity and performance of the program.

The ITOC generally meets at 9:30 a.m., on the second Wednesday of the month.

Staff contacts: Michelle Smith, (619) 595-5608, michelle.smith@sandag.org
Adrian Paniagua, (619) 515-1182, adrian.paniagua@sandag.org
Vanessa Leon, (619) 699-0726, vanessa.leon@sandag.org

MEMBERS

Vacant

Real Estate/Land Economics/Right-of-Way Category

Jacqueline Appleton-Deane

Contractor/Construction Category

Lorraine Ahlquist

Biology/Environmental Science Category

Maryam Babaki

Municipal/Public Finance and Budgeting Category

Les Hopper

Licensed Engineer Category

Sunnie House

Private Sector/CEO Category

Francisco X. Rivera

Licensed Civil/Traffic Engineer Category

ADVISORY MEMBERS

Tracy Drager

San Diego County Auditor's Office

Independent Taxpayer Oversight Committee

Wednesday, April 9, 2025

Comments and Communications

1. Non-Agenda Public Comments/Member Comments

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

Consent

+2. Approval of Meeting Minutes

Approve

Francesca Webb, SANDAG

The ITOC is asked to approve the minutes from its March 12, 2025, meeting.

[Meeting Minutes](#)

+3. Annual Submittal of Regional Transportation Congestion Improvement Program Funding Programs by Local Jurisdictions

Approve

Vanessa Leon, Adrian Paniagua, SANDAG

The ITOC is asked to approve the Regional Transportation Congestion Improvement Program funding program submittals in accordance with TransNet Extension Ordinance Provisions.

[Annual Submittal of RTCIP Funding.pdf](#)

[Att. 1 - Funding Program Submittals.pdf](#)

+4. TransNet Triennial Performance Audit: Completion of Recommendations

Approve

Vanessa Leon, Adrian Paniagua, SANDAG

The ITOC is asked to approve two new TransNet Triennial Performance Audit Completion Forms.

[TransNet TPA Completion of Recommendations.pdf](#)

[Att. 1 - Implementation of TPA Recommendations Completion Forms.pdf](#)

+5. FY 2025 ITOC Goals Update

Approve

Vanessa Leon, SANDAG

The ITOC is asked to approve the revised FY 2025 Goal Plan. This report also provides the updated progress made by the subcommittees, ITOC, and SANDAG staff to date.

[FY 2025 ITOC Goals Update.pdf](#)

[Att. 1 - Proposed ITOC Goals for FY 2025.pdf](#)

[Att. 2 - ITOC SANDAG Goals for FY 2025 - Progress Tracker.pdf](#)

+6. 2025 Regional Transportation Improvement Program Amendment No. 3

Richard Radcliffe, SANDAG

Information

This report provides an update on 2025 Regional Transportation Improvement Program, Amendment No. 3.

[2025 RTIP Amendment No. 3.pdf](#)

[Att. 1 - Summary of Changes Report.pdf](#)

[Att. 2 - 2025 RTIP Amendment No. 3 - TransNet Only.pdf](#)

Reports

7. City of San Diego TransNet Program and Transportation Capital Improvement Program Update

Information

Julio Canizal, Patrick Auch, Margaret McCormick, Nevin Antoun, George Ghossain, Samiera Palaseyed, Mastaneh Ashrafsadeh, City of San Diego

City of San Diego staff will present an update to the ITOC summarizing the City of San Diego's TransNet Local Street and Road Program and capital improvement project expenditure efforts.

[Presentation.pdf](#)

+8. TransNet Smart Growth Incentive Program Project Amendment

Recommend

Goldy Herbon, SANDAG

The ITOC is asked to recommend that the Regional Planning Committee approve a 3-month time extension for the City of Lemon Grove's Connect Main Street Phase 1 and 2 project.

[TransNet SGIP Amendment.pdf](#)

[Att. 1 - City of Lemon Grove Amendment Request Letter.pdf](#)

[Presentation.pdf](#)

+9. 2025 Regional Transportation Improvement Program

Richard Radcliffe, SANDAG

+9A. 2025 Regional Transportation Improvement Program: Amendment No. 4

Discussion

The ITOC is asked to review and discuss Amendment No. 4, focusing its review on the TransNet-funded projects. Amendment No. 4 is a formal amendment for the FY 2026 Capital Improvement Program for transit agencies, which includes some TransNet-funded projects.

[2025 RTIP Amendment No. 4.pdf](#)

[Att. 1 - Table 1 - Summary of Changes Report.pdf](#)

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

[Att. 3 - TransNet Eligibility Analysis.pdf](#)

+9B. 2025 Regional Transportation Improvement Program: Amendment No. 5

Discussion

The ITOC is asked to review and discuss Amendment No. 5, focusing its review on the TransNet-funded projects.

[2025 RTIP Amendment No. 5 .pdf](#)

[Att. 1 - Table 1 - Summary of Changes Report.pdf](#)

[Att. 2 - Table 1 - 2025 RTIP - TransNet Only Amend No. 5 .pdf](#)

[Att. 3 - TransNet Eligibility Analysis.pdf](#)

Adjournment

10. Adjournment

The next ITOC meeting is scheduled for Wednesday, May 14, 2025, at 9:30 a.m.

+ next to an agenda item indicates an attachment

April 9, 2025

March 12, 2025, Meeting Minutes

[View Meeting Video](#)

Chair Maryam Babaki (Finance/Budgeting) called the meeting of the TransNet Independent Taxpayer Oversight Committee (ITOC) to order at 9:31 a.m.

1. Non-Agenda Public Comments/Member Comments

Public Comments: None.

Member Comments: None.

Agency Updates: Chief Executive Officer Mario Orso.

Consent

2. Approval of Meeting Minutes

The ITOC was asked to approve the minutes from its February 12, 2025, meeting.

3. TransNet Triennial Performance Audit: Completion Forms

The ITOC was asked to approve the TransNet Triennial Performance Audit Completion Forms, which were included in the previous ITOC agenda on February 12, 2025.

5. FY 2024 TransNet Major Corridors and Bikeway Program Status Reports

This report provided the FY 2024 update for the TransNet Major Corridors and Regional Bikeway Program Status Reports.

Public Comments: None.

Action: Upon a motion by Vice Chair Frank Rivera (Licensed Civil/Traffic Engineer) and a second by Jacqueline Appleton-Deane (Contractor/Construction), the ITOC voted to approve Consent Agenda Item Nos. 2 and 3.

The motion passed.

Yes: Chair Babaki, Vice Chair Rivera, Lorraine Ahlquist (Biology/Environmental), Sunnie House (CEO/Private Sector), Jacqueline Appleton-Deane, and Les Hopper (Licensed Engineer).

No: None.

Abstain: None.

Absent: Real Estate/Right of Way Acquisition.

Reports

4. FY 2025 ITOC Goals Updateⁱ

This item was pulled from the consent agenda by Sunnie House to be presented as a report and voted on separately.

The ITOC was asked to approve the FY 2025 Goal Plan. This report also provided an update on progress made by the subcommittees, ITOC, and SANDAG staff to date. Sunnie House requested a revision of the

metric for SANDAG Goal for ITOC No. 1, to read as follows: “Enhance the ITOC selection process by streamlining vacancy appointments and ensuring ITOC remains a transparent, independent, and effective oversight partner to SANDAG in managing TransNet funds.”

Action: Upon a motion by Sunnie House and a second by Frank Rivera, the ITOC voted to approve the FY 2025 Goal Plan, as amended.

The motion passed.

Yes: Chair Babaki, Vice Chair Rivera, Lorraine Ahlquist, Sunnie House, Jacqueline Appleton-Deane, and Les Hopper.

No: None.

Abstain: None.

Absent: Real Estate/Right of Way Acquisition.

6. Local City Presentation

Jonathan Schauble, City of Escondido, presented an update on their Grand Avenue Vision Project.

Public Comments: None.

Action: Information.

7. Appointment of One Subcommittee Member for TransNet Triennial Performance Audit

The ITOC was asked to appoint one voting member to serve on its subcommittee to consider the TransNet Triennial Performance Audit.

Public Comments: None.

Jacqueline Appleton-Deane volunteered to serve on the subcommittee.

Action: Upon a motion by Sunnie House, and a second by Vice Chair Rivera, the ITOC voted to appoint Jacqueline Appleton-Deane to serve on its Subcommittee to consider the TransNet Triennial Performance Audit.

The motion passed.

Yes: Chair Babaki, Vice Chair Rivera, Lorraine Ahlquist, Sunnie House, Jacqueline Appleton-Deane, and Les Hopper.

No: None.

Abstain: None.

Absent: Real Estate/Right of Way Acquisition.

8. FY 2024 TransNet Fiscal and Compliance Audits: Initial Findings and Recommendations

Director of Accounting and Finance Kimberly Trammel; Senior Accountant Marcus Pascual; and Shannon Ayala, Davis Farr; presented the item.

Public Comments: None.

Action: Upon a motion by Vice Chair Rivera, and a second by Lorraine Ahlquist, the ITOC voted to accept the draft independent auditor’s report on results of the agreed upon procedures, including initial findings and recommendations, for presentation to the Transportation Committee on April 18, 2025.

The motion passed.

Yes: Chair Babaki, Vice Chair Rivera, Lorraine Ahlquist, Sunnie House, Jacqueline Appleton-Deane, and Les Hopper.

No: None.

Abstain: None.

Absent: Real Estate/Right of Way Acquisition.

9. TransNet Funding Eligibility Requests

Kimberly Trammel and Marcus Pascual presented the item. The ITOC was asked to:

Consider the TransNet funding eligibility requests of the City of Poway, City of Coronado, along with the North County Transit District and San Diego Metropolitan Transit System; and recommend the Board of Directors, acting as the San Diego County Regional Transportation Commission, approve the requests.

Public Comments: None.

Action: Upon a motion by Vice Chair Rivera and a second by Jacqueline Appleton Deane, the ITOC voted to recommend the Board of Directors, acting as the San Diego County Regional Transportation Commission, approve the TransNet funding eligibility requests of the City of Poway, City of Coronado, along with the North County Transit District and San Diego Metropolitan Transit System.

The motion passed.

Yes: Chair Babaki, Vice Chair Rivera, Lorraine Ahlquist, Sunnie House, Jacqueline Appleton-Deane, and Les Hopper.

No: None.

Abstain: None.

Absent: Real Estate/Right of Way Acquisition.

10. Draft FY 2026 TransNet Capital Program Budget Update

Senior Financial Programming and Project Control Analyst Jennifer Cha and Manager of Financial Programming and Project Control Chelsea Gonzales presented the proposed SANDAG Draft FY 2026 Program Budget scheduled to be presented to the Board of Directors on March 28, 2025. The ITOC was asked to discuss the Draft FY 2026 TransNet Capital Program Budgets.

Public Comments: None.

Action: Discussion.

11. 2025 Regional Plan Update

Senior Director of Regional Planning Antoinette Meier and Senior Regional Planner Cecily Taylor presented an update on the 2025 Regional Plan.

Public Comments: None.

Action: Information.

10. Adjournment

The next ITOC meeting is scheduled for Wednesday, April 9, 2025, at 9:30 a.m.

Chair Babaki adjourned the meeting at 11:59 a.m.

Attendance at TransNet Independent Taxpayer Oversight Committee Meeting

Jurisdiction	Name	Attend
Biology/Environmental	Lorraine Ahlquist	Yes
CEO/Private Sector	Sunnie House	Yes
Contractor/Construction	Jacqueline Appleton-Deane	Yes
Finance/Budgeting	Maryam Babaki	Yes
Licensed Civil/Traffic Engineer	Frank Rivera	Yes
Licensed Engineer	Les Hopper	Yes
Real Estate/Right-of-Way Acquisition	Vacant	--
Advisory Members		
San Diego County Auditor's Office	Tracy Drager	No

April 9, 2025

Annual Submittal of Regional Transportation Congestion Improvement Program Funding Programs by Local Jurisdictions

Overview

The [TransNet Extension Ordinance](#) requires the 18 cities in the San Diego region and the County of San Diego to collect a [Regional Transportation Congestion Improvement Program \(RTCIP\) fee](#) from the private sector for each new housing unit constructed in their jurisdiction.

The purpose of this fee is to help ensure that future development contributes its proportional share of the funding needed to pay for the impact of new growth on the Regional Arterial System and related regional transportation facility improvements as defined in the most recent Regional Transportation Plan adopted by SANDAG.

In accordance with the TransNet RTCIP provisions ([TransNet Extension Ordinance pages 13 and 38–41](#)), local jurisdictions within the San Diego region are required to confirm annually by April 1, any updates to their initial RTCIP funding programs to remain eligible to receive TransNet Local Streets and Roads funding in the upcoming fiscal year.¹

Key Considerations

The RTCIP and each local jurisdiction's funding program are subject to an annual review and audit by the TransNet Independent Taxpayer Oversight Committee (ITOC). The funding programs demonstrate how RTCIP fees will be collected and spent by each jurisdiction.

All 19 local jurisdictions submitted their funding programs by the April 1, 2025, deadline, certifying that their RTCIP funding programs are still in place and include the necessary components to fulfill the TransNet Extension Ordinance requirements (Attachment 1).

Next Steps

Each jurisdiction's RTCIP funding program will be reviewed as part of the annual fiscal and compliance audit process for FY 2025, which is scheduled to be conducted by the ITOC in FY 2026.

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

Attachment: 1. Funding Program Submittals (from 19 jurisdictions)

Action: **Approve**

The ITOC is asked to approve the Regional Transportation Congestion Improvement Program funding program submittals in accordance with TransNet Extension Ordinance Provisions.

Fiscal Impact:

Failure by a local jurisdiction to submit its funding program by April 1, would result in a loss of eligibility to receive TransNet Local Street and Roads funding for the upcoming fiscal year.

Schedule/Scope Impact:

The 19 local jurisdictions submitted their RTCIP funding programs by the required April 1, 2025, deadline.

¹ In accordance with RTCIP provisions, local jurisdictions within the San Diego region were required to submit their initial RTCIP funding programs by April 1, 2008. In 2008, all 18 cities and the County of San Diego submitted their initial RTCIP funding programs, and these were approved by the Board of Directors in April 2008 and took effect by July 1, 2008.



March 17, 2025

Ms. Maryam Babaki, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Ms. Babaki:

The City of Carlsbad submitted an initial funding program to the *TransNet* Independent Taxpayer Oversight Committee (ITOC) on March 26, 2008, and each year since 2013, the city has submitted an updated program in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the *TransNet* Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this letter is to confirm that an updated program, reflecting the changes to the city's current Capital Improvement Program as adopted by the City Council, is in effect.

Should you have any questions regarding our RTCIP Funding Program, please contact Hossein Ajideh, Engineering Manager, at (760) 579-1062 or hossein.ajideh@carlsbadca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Paz Gomez", with a stylized flourish at the end.

Paz Gomez, PE, CEM, GBE, CPM
Deputy City Manager, Public Works

cc: Laura Rocha, Deputy City Manager, Administrative Services
Tom Frank, Transportation Director/City Engineer
Zach Korach, Finance Director
Roxanne Muhlmeister, Assistant Finance Director
Hossein Ajideh, Engineering Manager
Mariel Cairns, Management Analyst



Development Services Department

March 21, 2025

Maryam Babaki, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
1011 Union Street, Suite 400
San Diego, CA 92101

Dear Chair Babaki:

The City of Chula Vista submitted its Western Transportation Development Impact Fee (WTDIF) funding program to the *TransNet* Independent Taxpayer Oversight Committee prior to April 1, 2008, in compliance with Regional Transportation Congestion Improvement Program (RTCIP) requirements contained in the *TransNet* Extension Ordinance. At that time, the WTDIF applied to all areas of the City west of Interstate 805 (I-805). In November 2014, the program was updated to exclude portions of the area west of Interstate 5, which were incorporated into a separate RTCIP funding program - the Bayfront Transportation Development Impact Fee (BFDIF).

As required by the *TransNet* Extension Ordinance, this letter certifies that the two approved RTCIP funding programs referenced in last year's letter - the BFDIF area and the WTDIF area - remain in effect and have not undergone any material change. Both programs continue to exceed the minimum RTCIP fee requirement of \$3,047.57 per dwelling unit to fund improvements to the Regional Arterial System (RAS).

Additionally, the City administers the Eastern Transportation Development Impact Fee (ETDIF), which applies to most areas of the City east of I-805. Established in 1988 - prior to the *TransNet* Extension Ordinance - the ETDIF is exempt from RTCIP funding requirements. However, it is used to support RAS projects and is currently assessed at \$18,101.00 per dwelling unit, significantly exceeding the RTCIP minimum fee.

For reference, the attached map illustrates the boundaries of the WTDIF, BFDIF, and ETDIF within Chula Vista.

Should you have any questions regarding our RTCIP funding programs, please contact me at 619-691-5247 or sbarker@chulavistaca.gov.

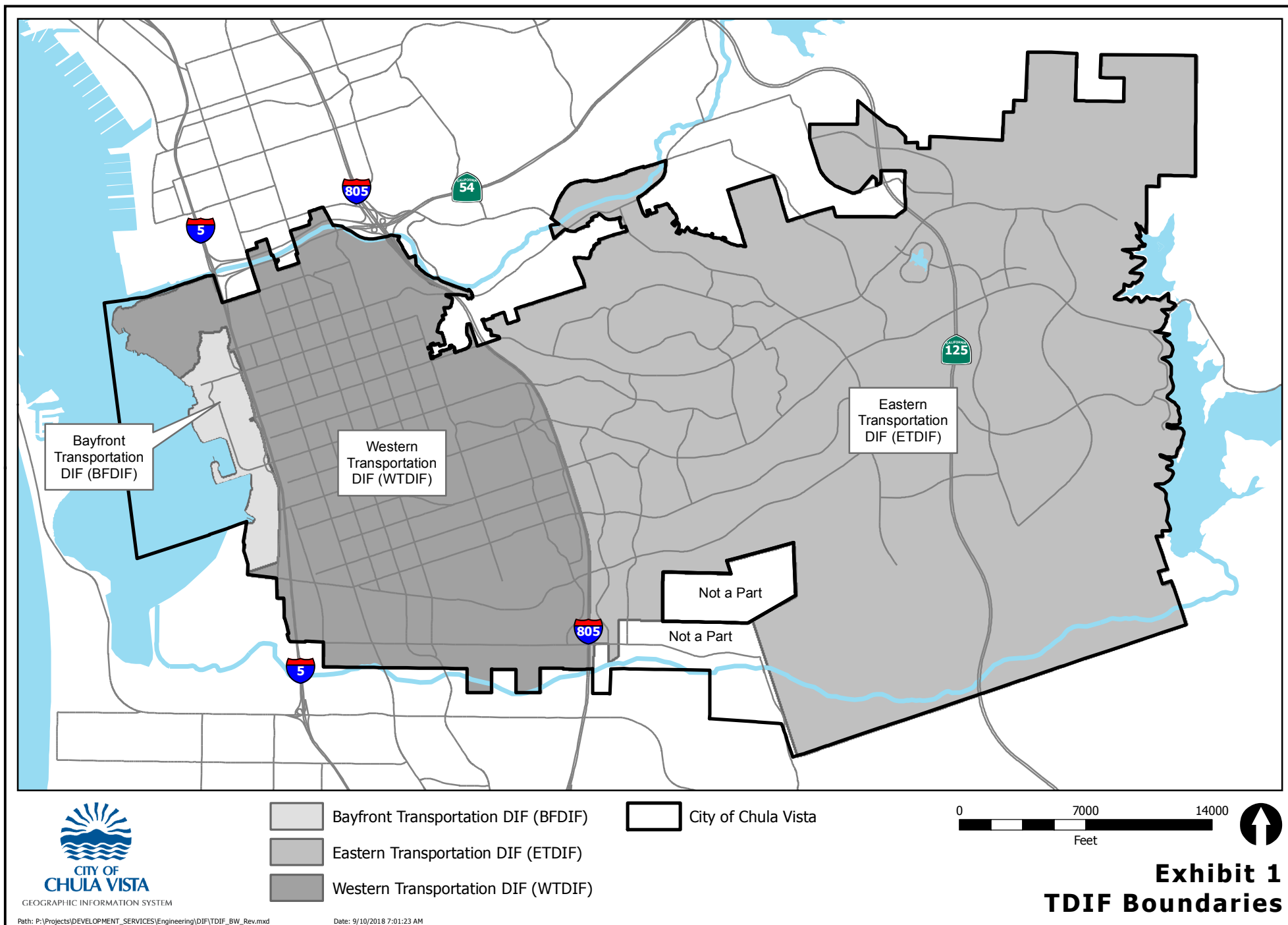
Sincerely,

Scott Barker, PE, AICP
Senior Transportation Engineer, Land Development
Development Services Department

Cc: Tiffany Allen, Claudia Block, Rebecca Bridgeford, Jaime Campos, Eddie Flores, Matt Little, Patrick Moneda, Sarah Schoen, Robert Vacchi, Jeremiah Valenzuela (Chula Vista)

Noelle Takahashi, Vanessa Leon, Marcus Pascual, Wanbin Jiang (SANDAG)

Attachment: Exhibit 1 - City of Chula Vista TDIF Boundaries





CITY OF CORONADO

March 20, 2025

Maryam Babaki Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
1011 Union Street, Suite 400
San Diego, CA 92101

Dear Chair Babaki:

The City of Coronado submitted a funding program to the TransNet Independent Taxpayer Oversight Committee (ITOC) on March 18, 2008, in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the TransNet Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to you last year is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact me at (619) 522-7313 or jnewton@coronado.ca.us.

Sincerely,

Jim Newton
City Engineer

Cc: Tina Friend, City Manager
Denise Johnson, Administration Supervisor/Manager
Michele Miller, Secretary to the City Manager



CITY OF DEL MAR

March 4, 2025

Maryam Babaki, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Chair Babaki:

The City of Del Mar submitted a funding program to the TransNet Independent Taxpayer Oversight Committee (ITOC) on July 17, 2017 in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the TransNet Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to you previously is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact Polly Robertson at 858-704-3677 or probertson@delmar.ca.us.

Sincerely,

Joe Bride, Public Works Director
City of Del Mar



Engineering Services

March 4, 2025

Ms. Maryam Babaki, Chair
 TransNet Independent Taxpayer Oversight Committee
 c/o San Diego Association of Governments
 1011 Union Street, Suite 400
 San Diego, CA 92101

Subject: Annual Regional Transportation Congestion Improvement Program (RTCIP) Fee Adjustment

Dear Chair Babaki,

The City of El Cajon submitted a funding program to the TransNet Independent Taxpayer Oversight Committee (ITOC) on April 9, 2008 in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the TransNet Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to you last year is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact Mario Sanchez of my staff at (619) 441-1651.

Sincerely,

A handwritten signature in black ink, appearing to read "Yazmin Arellano".

Yazmin Arellano, P.E.
 Director of Engineering Services



*City of
Encinitas*

March 7, 2025

Maryam Babaki, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
1011 Union Street, Suite 400
San Diego, CA 92101

Dear Chair Babaki:

The City of Encinitas submitted a funding program to the TransNet Independent Taxpayer Oversight Committee (ITOC) on March 27, 2008 in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the TransNet Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to you last year is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact David Lisenbee, Senior Management Analyst at 760-943-2231.

Sincerely,

Jennifer Campbell
City Manager



Jonathan Schauble, P.E.
City Engineer
201 North Broadway, Escondido, CA 92025
Phone: 760-839-4072 Fax: 760-839-4597

March 31, 2025,

Maryam Babaki, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
1011 Union Street, Suite 400
San Diego, CA 92101

Dear Chair Babaki:

The City of Escondido submitted a funding program to the TransNet Independent Taxpayer Oversight Committee (ITOC) on March 26, 2008 in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the TransNet Extension Ordinance.

On February 28, 2025 ([Agenda Item No. 6](#)) the SANDAG Board of Directors approved an adjustment to the RTCIP fee for FY 2026, increasing the minimum fee from \$2,875.06 to \$3,047.57, that must be collected for each new housing unit constructed beginning July 1, 2025.

In accordance with the reporting requirements of the Ordinance, this is to confirm that the City of Escondido will start collecting the increased fee starting July 1, 2025, and all other aspects of the City's RTCIP program are still in effect and have not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact me at jonathan.schauble@escondido.gov or (760) 839-4072.

Sincerely,

A handwritten signature in black ink that reads "Jonathan Schauble". The signature is written in a cursive, flowing style.

Jonathan Schauble, P.E.
City Engineer



City of Imperial Beach, California

PUBLIC WORKS DEPARTMENT

825 Imperial Beach Blvd., Imperial Beach, CA 91932 Tel: (619) 423-8311 Fax: (619) 429-4861

March 28, 2025

Maryam Babaki Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
1011 Union Street, Suite 400
San Diego, CA 92101

Dear Chair Babaki:

The City of Imperial Beach submitted a funding program to the TransNet Independent Taxpayer Oversight Committee (ITOC) on March 26, 2019, in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the TransNet Extension Ordinance. In accordance with the reporting requirements of the Ordinance, the City will hold a Public Hearing on April 2, 2025, allowing the required 10-day notice to make changes to the funding program. Once approved by our Council, we will send the signed documentation.

Should you have any questions regarding our RTCIP funding program, please contact Juan Larios, Public Works Director, at 619-424-2214 or via email at jlarios@imperialbeachca.gov.

Sincerely,

Juan Larios
Public Works Director

RESOLUTION NO. 2025-014**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IMPERIAL BEACH, CALIFORNIA, APPROVING REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM (RTCIP) PROJECT PLAN – REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM PROJECT ON STATE ROUTE 75**

WHEREAS, the TransNet Extension Ordinance and Expenditure Plan was approved by the voters of San Diego County in 2004; and

WHEREAS, starting on July 1, 2008, each local agency in the San Diego region is required to contribute \$2,000 in exactions (adjusted annually by inflation effective July 1, 2008) from the private sector, for each newly constructed residential housing unit in that jurisdiction to the RTCIP Regional Transportation Congestion Improvement Program (RTCIP); and

WHEREAS, these exactions shall ensure the future development contributes its proportional share of the funding needed to pay for the Regional Arterial System and related regional transportation facility improvements, as defined in San Diego Association of Governments' (SANDAG's) most recent, adopted Regional Transportation Plan; and

WHEREAS, in the City of Imperial Beach, the only Regional Arterial is State Route 75 (SR 75); and

WHEREAS, before April 1st of each calendar year, the cities and County of San Diego must have submitted their RTCIP project plan to the Independent Taxpayer Oversight Committee for review; and

WHEREAS, a project plan has been prepared that would allocate the collected funds towards a project on SR 75 at Bicentennial Triangle Park; and

WHEREAS, the plan proposes to construct beautification improvements including restabilizing and recompacting of decomposed granite and enhancing landscaping elements at Bicentennial Triangle Park ; and

WHEREAS, a 10-day public hearing notice was published in the March 20, 2025 Eagle & Times Newspaper; and

WHEREAS, the project plan is attached as Exhibit A to this resolution.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Imperial Beach as follows:

1. The above recitals are true and correct.
2. The Project Plan as found in Exhibit A will be approved and incorporated as a City of Imperial Beach Capital Improvement Program (CIP) project and that it will be included in the Fiscal Year 26/27 Two Year Capital Improvement Program Budget."

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Imperial Beach at its meeting held on the 2nd day of April 2025, by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:

ATTEST:

PALOMA AGUIRRE, MAYOR

JACQUELINE M. KELLY, MMC
CITY CLERK



PUBLIC WORKS DEPARTMENT

March 4, 2025

Maryam Babaki, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Chair Babaki:

The City of La Mesa submitted a funding program to the TransNet Independent Taxpayer Oversight Committee (ITOC) in April 2008, in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the TransNet Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to you last year is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact Michael Throne, Director of Public Works/City Engineer at 619-667-1388.

Sincerely,

Michael Throne
Director of Public Works/City Engineer



CITY OF LEMON GROVE

"Best Climate On Earth"

Office of the City Manager

March 31, 2025

Maryam Babaki, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
1011 Union Street, Suite 400
San Diego, CA 92101

Dear Chair Babaki:

The City of Lemon Grove submitted a funding program to the TransNet Independent Taxpayer Oversight Committee (ITOC) on February 9, 2022, in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the TransNet Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to you last year is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact Izzy Murguia, Director of Public Works at 619-490-0017 or via email at imurguia@lemongrove.ca.gov.

Sincerely,

A blue ink signature of Lydia Romero, City Manager of Lemon Grove. The signature is stylized and written in cursive.

Lydia Romero
City Manager



March 6, 2025

Maryam Babaki, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
1011 Union Street, Suite 400
San Diego, CA 92101

Dear Chair Babaki:

The City of National City submitted a funding program to the TransNet Independent Taxpayer Oversight Committee (ITOC) on March 26, 2008 in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the TransNet Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to you previously is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact Stephen Manganiello, Director of Engineering & Public Works at 619-336-4380 or via email at smanganiello@nationalcityca.gov.

Sincerely,

Benjamin A. Martinez
City Manager

cc: Vanessa Leon, SANDAG
Stephen Manganiello, Director of Engineering & Public Works

Office of the City Manager
1243 National City Boulevard, National City, CA 91950-4397
619-336-4240 www.nationalcityca.gov



CITY OF OCEANSIDE

DEVELOPMENT SERVICES DEPARTMENT / ENGINEERING DIVISION

March 19, 2025

Jonathan Frankel, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Chair Frankel:

The City of Oceanside submitted a funding program to the TransNet Independent Taxpayer Oversight Committee (ITOC) on April 1, 2024 in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the *TransNet* Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to you last year is still in effect, and has not materially changed.

As in previous years, the City of Oceanside automatically adopts any “pass-through” increases in the RCTIP component of the City’s transportation impact fee. For each residential dwelling unit, Oceanside collects the RCTIP fee (currently \$2,876 and increasing to \$3,048 beginning July 1, 2025).

Should you have any questions regarding our RCTIP funding program, please contact Mr. Victor Velasco, Principal Civil Engineer either or via telephone at 760.435.5102 or via email at VVelasco@ocensideca.org.

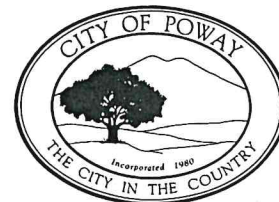
Respectfully,

Brian K. Thomas, PE
City Engineer

C: Darlene Nicandro, Development Services Director
Jill Moya, Financial Services Director
Victor Velasco, Principal Civil Engineer
June Long, Analyst

STEVE VAUS, Mayor
 PETER DE HOFF, Deputy Mayor
 TONY BLAIN, Councilmember
 JENNY MAEDA, Councilmember
 CHRISTOPHER J. PIKUS, Councilmember

CITY OF POWAY



March 26, 2025

Maryam Babaki, Chair
 TransNet Independent Taxpayer Oversight Committee
 c/o San Diego Association of Governments
 1011 Union Street, Suite 400
 San Diego, CA 92101

Dear Chair Babaki:

The City of Poway submitted a funding program to the *TransNet* Independent Taxpayer Oversight Committee (ITOC) on April 2, 2008 in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the *TransNet* Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that our program, approved and submitted to you last year, is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact Tracy Beach, City Engineer, at (858) 668-4652, or via email at tbeach@poway.org.

Sincerely,

DEVELOPMENT SERVICES DEPARTMENT

Julie Procopio
 Director of Development Services

c: Craig Schmollinger, Director of Finance
 Tracy Beach, City Engineer

March 21, 2025

Maryam Babaki, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
1011 Union Street, Suite 400
San Diego CA 92101

Dear Chair Babaki:

The City of San Diego submitted a funding program to the *TransNet* Independent Taxpayer Oversight Committee (ITOC) on March 23, 2020, in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the *TransNet* Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that this program as approved by the Council of the City of San Diego on October 21, 2022 (attached) is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP Funding Program, please contact Alfonso Gastelum, agastelum@sandiego.gov.

Sincerely,



Sameera Rao
Assistant Deputy Director
Public Spaces Division
City Planning Department

AG/ag

Enclosure: Build Better San Diego Regional Transportation Congestion Improvement Program (RTCIP) Funding Program.



BUILD BETTER SD

CITY OF SAN DIEGO REGIONAL TRANSPORTATION
CONGESTION IMPROVEMENT PROGRAM (RTCIP)
FUNDING PROGRAM



THE CITY OF SAN DIEGO PLANNING DEPARTMENT

RESOLUTION NUMBER R- 314269DATE OF FINAL PASSAGE AUG 09 2022

A RESOLUTION OF THE COUNCIL OF THE CITY OF
SAN DIEGO AMENDING THE REGIONAL
TRANSPORTATION CONGESTION IMPROVEMENT
PROGRAM (RTCIP) RELATING TO BUILD BETTER
SAN DIEGO (SD) CITYWIDE INITIATIVE.

WHEREAS, in November 2004, voters approved Proposition A to extend the TransNet half-cent sales tax for transportation projects through 2048; and

WHEREAS, the passage of Proposition A resulted in the establishment of the Regional Transportation Congestion Improvement Program (RTCIP); and

WHEREAS, on April 14, 2008, the City Council adopted Resolution No. R-303554, originally approving and adopting the City's Funding Program pursuant to Report to City Council No. 08-049, as well as adopting the associated nexus study, and the development impact fee; and

WHEREAS, on April 24, 2012, the City Council adopted Resolution No. R-307401 formally adopting and revising the City's RTCIP Funding Program; and

WHEREAS, the purpose of the RTCIP is to ensure that new development directly invests in the region's transportation system to offset the negative impact of growth and congestion and mobility; and

WHEREAS, the RTCIP provides for the collection of a development impact fee per new dwelling unit to ensure future development contributes its proportional share of the funding needed to pay for Regional Arterial System (RAS) and related transportation

facility improvements, as identified and defined in the San Diego Association of Government's (SANDAG) most recently adopted Regional Transportation (RTP); and

WHEREAS, revisions to the City's RTCIP Funding Program have been proposed to better align the RTCIP Funding Program with Build Better San Diego (SD); and

WHEREAS, the RTCIP fee will be a component of the Citywide Mobility Development Impact Fee (DIF) and will be scaled by residential unit size; and

WHEREAS, the RTCIP will now be imposed citywide to ensure compliance with the TransNet extension ordinance with the movement to a Citywide Mobility DIF; and

WHEREAS; this amendment to the RTCIP Funding Program will not change the amount of the fee and it will remain subject to SANDAG's annual adjustment of no less than 2 percent to ensure the RTCIP retains its purchasing power to improve the Regional Arterial System; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego that the amendments to the RTCIP Funding Program, on file in the Office of the City Clerk as document No. RR 314269, are hereby adopted.

APPROVED: MARA W. ELLIOTT, City Attorney


By /s/ Shannon C. Eckmeyer
Shannon C. Eckmeyer
Deputy City Attorney

SCE:sc
07/13/2022
Or.Dept: Planning
Doc. No.: 2986139_2

Exhibit A – Amendments to RTCIP Funding Program

I certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of AUG 01 2022

ELIZABETH S. MALAND
City Clerk

By 
Deputy City Clerk

Approved: 8/8/22
(date)


TODD GLORIA, Mayor

Vetoed: _____
(date)

TODD GLORIA, Mayor

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INTRODUCTION

Providing transportation options is an integral part of providing a high level of mobility and quality of life throughout the San Diego region. In 2004, the SANDAG Board recognized the need to establish a Regional Transportation Congestion Improvement Program (RTCIP) to ensure future development contributes its share toward funding and mitigating new traffic impacts on the Regional Arterial System (RAS).

On May 28, 2004, the San Diego County Regional Transportation Commission adopted the San Diego Transportation Improvement Program Ordinance and Expenditure Plan (TransNet 2 Ordinance), approved by San Diego voters in November, 2004. The TransNet 2 Ordinance (Appendix A) established a Regional Transportation Congestion Improvement Program (RTCIP) to ensure future development contributes its proportional share of the funding needed to pay for the Regional Arterial System (RAS) and related regional transportation facility improvements

Under Section 9 of the TransNet Extension Ordinance, each local agency shall establish an impact fee or other revenue Funding Program by which it collects and funds its contribution to the RTCIP; and shall be responsible for establishing a procedure for providing its monetary contribution to the RTCIP. This program is known as the local jurisdiction's Funding Program.

RTCIP revenue is to be used to construct improvements on the RAS such as new or widened arterials, traffic signal coordination and other traffic improvements, freeway interchange and related freeway improvements, railroad grade separations, and improvements required for regional express bus and rail transit. If a local agency does not comply with the RTCIP requirements set forth in the TransNet 2 Ordinance, the agency may lose TransNet sales tax funding for local roads.

This document constitutes the City of San Diego's RTCIP Funding Program (City RTCIP Program) pursuant to the TransNet 2 Ordinance requirements. Key Components to the City RTCIP Program include:

- Beginning July 1, 2008, the City of San Diego (City) must contribute \$2,000 (increased annually based upon the Engineering Construction Cost Index or similar cost of construction index or two percent, whichever is greater, and as approved by the SANDAG Board of Directors) on RAS improvements per each new residential dwelling unit (City RTCIP Funding Requirement);
- Beginning July 1, 2008, the City implements a City RTCIP Development Impact Fee Schedule on residential development, as adopted and updated annually by City Council Resolution, which identifies the applicable RTCIP fee (City RTCIP Fee);
- In the future, residential development in all communities will be required to pay a City RTCIP Fee which will be incorporated into the City's Mobility Fee Program. This will ensure that new development will contribute their fair share towards both the RTCIP fundings and the City's transportation network.
- City RTCIP Fees are collected prior to final inspection, before building occupancy; and revenues must be expended within the parameters defined under the Mitigation Fee Act (California Government Code Sections 66000 et seq.) and in a manner consistent with the expenditure priorities in the SANDAG Regional Transportation Plan (RTP); and
- The Independent Taxpayer Oversight Committee (ITOC), created by SANDAG for the TransNet Program is responsible for reviewing the City's implementation of the RTCIP Program.

NEXUS STUDY

In order to comply with the Mitigation Fee Act, the City is required to make certain findings demonstrating a reasonable relationship or nexus between the amount of the City RTCIP Fee collected and the cost of public facilities attributable to the development on which the fee is imposed. On September 22, 2006 the SANDAG Board of Directors approved the “RTCIP Impact Fee Nexus Study” dated September 5, 2006, as prepared by MuniFinancial (Nexus Study). The Nexus Study ((Included in Appendix A) provides the basis for the dollar amount of the RTCIP Fee.

The Nexus Study was adopted by the San Diego City Council (City Council) on April 14, 2008 by Resolution No. R-303554.



RTCIP IMPACT FEE CALCULATION

SANDAG staff developed the original RTCIP contribution amount of \$2,000 per residence (FY 2009) using an approach that allocated transportation system improvements proportionately across both existing development and projected growth. The methodology, specified in the Nexus Study, assumes that all residential development, existing and new, has the same impact on the need for RAS improvements based on the amount of travel demand generated (vehicle trips). Thus, existing and new development should share proportionately in the cost of transportation system improvements. The original City RTCIP Fee was broken down into multi-family and a single family fees and in FY 2022 was \$2,456 per new multi-family residential unit; and \$3,069 per single family residential unit.

In the future, the City RTCIP Fee is included in the new Citywide Mobility DIF. The Citywide Mobility DIF is broken down into a multi-family and a single-family scaled fee based on unit type and size. The full RTCIP contribution amount (per residential unit), set by SANDAG every year, will be extracted from the Citywide Mobility DIF to go toward the RTCIP Funding Program.

The Transnet extension ordinance requires the City RTCIP fee to be adjusted annually in an amount not to exceed the percentage increase set forth in the Engineering Construction Cost Index (CCI) published by the Engineering News Record (ENR), or a similar CCI. The Ordinance also states that in no event shall the adjustment be less than 2 percent per year. The purpose of this annual adjustment is to ensure the RTCIP retains its purchasing power to improve the RAS. Each year, the SANDAG Board of Directors considers proposed fee adjustments during the month of February, and the new RTCIP fee amount takes effect at the start of the following fiscal year.

COLLECTION & EXPENDITURE OF IMPACT FEES

In accordance with Municipal Code Section 142.0640(b), and the resolutions adopting the City RTCIP Fee, the City RTCIP Fee is due prior to final inspection, before building occupancy.

Revenues collected through the City RTCIP Program shall be used for preliminary and final engineering, right-of-way acquisition, and construction that will be needed to accommodate future travel demand generated by new development throughout the San Diego region. Selection of proposed projects to be fully or partially funded by the City RTCIP Program are based upon RTCIP eligibility criteria and the City Council approved CIP Prioritization Policy (800-14).



RTCIP Fee revenues must be expended on improvements to the RAS, as designated and updated periodically in the SANDAG Regional Arterials by Jurisdiction (Appendix B). RAS arterials are defined as meeting one of three criteria:

- Provides parallel capacity in high-volume corridors to supplement freeways, state highways, and/or other regional arterials (Corridor);
- Provides capacity and a direct connection between freeways or other regional arterials, ensuring continuity of the freeway, state highways, and arterial network throughout the region without duplicating other regional facilities (Cross-corridor); or
- Provides all or part of the route for existing or planned regional and/or corridor transit service that provides headways of 15 minutes or less during the peak period.
- New or widened arterials, with priority for walking/rolling, bicycle, and transit service
- Turning lanes
- Traffic signal coordination and other traffic improvements
- Freeway interchange and related freeway improvements
- Railroad grade separations
- Improvements required for express bus service
- Transit facilities: new bus stops, bus stops enhancements, bus only lanes, traffic signals priority for buses, queue jumper lanes for buses, circulator routes for buses
- Active transportation: traffic calming measures, pedestrian and bike paths, ramps, crossings, buffer area between sidewalk and street, and roadways lightings

To achieve the City's ambitious climate goals set forth in the Climate Action Plan, priority shall be given to RAS improvements that facilitate walking/rolling, bicycling, and transit.

[RESERVED]



REPORTING REQUIREMENTS

Annual Letter of Conformance

The City of San Diego Planning Department submits an annual letter to the SANDAG Independent Taxpayers Oversight Committee (ITOC) prior to April 1st of each year to document that the City did submit to ITOC the San Diego RTCIP Funding Program in accordance with the RTCIP requirements contained within the TransNet Extension Ordinance, and to confirm that the program submitted is still in effect and has not materially changed (or provide any changes to the RTCIP program approved by City Council).

Annual Audit

The ITOC annual audit is conducted in the Department of Finance in conjunction with Planning Department to verify it has collected or provided RAS improvements in an amount or value greater than the current SANDAG RTCIP Fee per residential unit.

GENERAL EXEMPTIONS

Consistent with the RTCIP as set forth in the TransNet 2 Ordinance, the following types of development are exempt from the City RTCIP Fee:

- A. New moderate, low, very low and extremely low income residential units as defined in California Health and Safety Codes;
- B. Government/public buildings, public schools and public facilities;
- C. Rehabilitation and/or reconstruction of any legal residential structure and/or the replacement of a previously existing residential unit;
- D. Development projects subject to Public Facilities Development Agreements prior to the effective date of the TransNet Extension Ordinance (May 28, 2004) that expressly prohibit the imposition of new fees; provided however, that if the terms of the development agreement are extended after July 1, 2008, the requirements of the City RTCIP Program shall be imposed;
- E. Guest dwellings;
- F. Additional residential units located on the same parcel regulated by the provisions of any agricultural zoning;
- G. Kennels and catteries established in conjunction with an existing residential unit;
- H. The sanctuary building of a church, mosque, synagogue, or other house of worship eligible for property tax exemption;
- I. Residential units that have been issued a building permit prior to July 1, 2008; and
- J. Condominium conversions.
- K. First Accessory Dwelling Units (ADU) built on a premises;

AFFORDABLE HOUSING EXEMPTION

In order to be exempt from payment of the City RTCIP Fee at the time of building permit issuance, each unit must meet the definition of affordable housing as defined above in Section 7(A) for a minimum of 55 years, and the developer must provide a recorded copy of an affordable housing agreement with the responsible government agency.



ALTERNATIVELY CONTRIBUTING DEVELOPMENT PROJECTS

Projects which include residential development have the option to construct RAS improvements In-lieu of contributing to the City RTCIP Fee. Based on the cost of the improvements, these residential development projects may qualify for a full or partial exemption from paying the RTCIP.

In certain circumstances, the City may determine that a particular project will otherwise contribute the required contribution toward the RAS, and thus meet the RTCIP Funding Requirement through the payment of other development fees or provision of RAS improvements valued at an amount greater than or equal to the amount the project would otherwise be required to pay through City RTCIP Fee collection. These development projects may be considered to be Alternately Contributing Community Projects, and residential units within these projects may qualify for the RTCIP exemption.

To be exempt from paying the City RTCIP Fee at time of final inspection, prior to final inspection the City must verify that the value of the RAS improvement being provided exceeds the revenue requirements of the RTCIP Funding Program. If it cannot be verified, the City RTCIP Fee shall be paid prior to final inspection. If the value received from the project toward RAS improvements is determined to be insufficient , in no case shall a final inspection occur until the deficit is paid in City RTCIP Fees. In order to comply with the annual auditing requirements of the RTCIP, the City must submit evidence demonstrating that the required contribution toward the City RTCIP has been met through the provision of improvements that equal or exceed the City RTCIP Fee.

Each alternately contributing community project shall be required to submit documentation for each RAS improvement it provides, in support of its alternative contribution to the RTCIP Funding Requirement. Such documentation shall include, but not be limited to, copies of contracts, change orders, and invoices received, proof of vendor payments, and proof that all mechanic liens have been released. The City shall verify whether materials and work have been installed and performed per the documents submitted, terms of the project plans and specifications, and adherence to the bid list as to quality and quantities.

SECTION 9

The applicant will be required to establish a deposit account with the City, and contribute up to a maximum of three percent (3%) of the total cost of each RAS improvement as stated below:

- Up to three percent (3%): RAS improvement less than \$1,000,000;
- Up to two percent (2%): RAS improvement greater than \$1,000,00 and less than \$5,000,000; or
- Up to one percent (1%): RAS improvement greater than \$5,000,000.

The deposit account will fund the cost to review and verify the value of the RAS improvement provided in lieu of the City RTCIP Fee. It is anticipated that the review and verification process will be conducted by a consultant retained by the City. The funds used in the deposit account shall not count toward the value of the RAS improvement contributed in lieu of the City RTCIP Fee, nor shall it be considered a credit against fees.

For approved alternatively contributing projects, RTCIP reimbursement or credit allowance may be issued.

RTCIP Reimbursement

At the City's sole discretion, City RTCIP Fees already paid at time of final inspection may be reimbursed to a private developer, if the private developer has designed and/or constructed an eligible RAS improvement and has entered into a Reimbursement Agreement (RA) with the City, and as per the specific terms of the RA.

RTCIP Credit Allowance

At the City's discretion, a private developer (Developer) may be entitled to a City RTCIP Fee credit allowance as follows:

A. Up to twenty-five percent (25%) credit allowance based on the City verified cost estimate for the RAS improvement subject to a Developer satisfying all of the following requirements:

1. All construction plans and drawings for the RAS improvement have been approved by the City;
2. Any right-of-way required for the RAS improvement has been secured and dedicated, or an irrevocable offer to dedicate has been provided to the City;
3. All required permits and environmental clearances necessary for the RAS improvement have been secured;
4. Provision of all performance bonds and payment bonds to complete the RAS improvement; and
5. Payment of all City fees and costs.

B. Up to fifty percent (50%) credit allowance based on the amount of the construction contract, consultants contract, and soft costs that qualify as allowable in lieu costs then incurred for the individual RAS improvement subject to a Developer satisfying all of the above referenced requirements for the twenty-five percent (25%) credit allowance, and provided Developer has received valid bids for the RAS improvement, and has awarded the construction contract.

C. Up to ninety percent (90%) credit allowance at the time of Operational Acceptance, provided that reimbursement requests have been submitted and approved for such amounts, based on the value of the improvements as verified by the City.

D. A credit allowance shall be issued to Developer based upon the remaining ten percent (10%) of value of RAS improvement upon the later of: (i) the recordation by Developer of the notice of completion and delivery of a conformed copy to City, or (ii) City's written acceptance of the Project As-Built Drawings.

APPENDIX A

SANDAG TransNet Extension Ordinance and Expenditure Plan

[PAGES RESERVED FOR APPENDICES]

APPENDIX B

Regional Arterials within San Diego Jurisdiction

[PAGES RESERVED FOR APPENDICES]



March 27, 2025

Maryam Babaki Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
1011 Union Street, Suite 400
San Diego, CA 92101

Dear Chair Babaki:

The City of San Marcos submitted a funding program to the TransNet Independent Taxpayer Oversight Committee (ITOC) on March 26, 2008 in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the TransNet Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to you last year is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact Rafe Cesmat at 760-744-1050 ext. 3226 and rcesmat@san-marcos.net.

Sincerely,

Isaac Etchamendy

[Isaac Etchamendy \(Mar 27, 2025 14:07 PDT\)](#)

Isaac Etchamendy
Development Services Director/City Engineer

cc: Donna Apar, Finance Director
David Yorba, Building Official
Janet Brotherton, Senior Management Analyst
Jeffrey Jorgenson, Accounting & Treasury Manager
Rafe Cesmat, Management Analyst

Mayor
John W. Minto
City Council
Ronn Hall
Laura Koval
Rob McNelis
Dustin Trotter

March 12, 2025

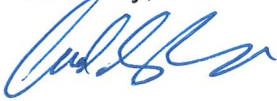
Maryam Babaki Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
1011 Union Street, Suite 400
San Diego, CA 92101

Dear Chair Babaki:

The City of Santee submitted a funding program to the TransNet Independent Taxpayer Oversight Committee (ITOC) in May 2008 in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the TransNet Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to you last year is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact me at 619-258-4100 extension 175 or at CSchmitz@cityofsanteeca.gov.

Sincerely,



Carl Schmitz
Director of Engineering

Cc: Heather Jennings, Santee Director of Finance
Steve Miller, Santee Principal Civil Engineer
Minjie Mei, Santee Principal Traffic Engineer



CITY OF SOLANA BEACH

FAX (858) 792-6513 / (858) 755-1782

635 SOUTH HIGHWAY 101 • SOLANA BEACH • CALIFORNIA 92075-2215 • (858) 720-2400

March 18, 2025

Maryam Babaki, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
1011 Union Street, Suite 400
San Diego, CA 92101

Dear Chair Babaki:

The City of Solana Beach submitted a funding program to the *TransNet* Independent Taxpayer Oversight Committee (ITOC) on April 23, 2008 in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the *TransNet* Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this letter confirms that the program approved and submitted to you in 2008 is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact me at (858) 720-2474 or dgoldberg@cosb.org.

Sincerely,

Dan Goldberg
City Engineer

- c. Finance Director
Community Development Director



March 17, 2025

Maryam Babaki, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
1011 Union Street, Suite 400
San Diego, CA 92101

Dear Chair Babaki:

The City of Vista submitted a revised funding program to the TransNet Independent Taxpayer Oversight Committee (ITOC) on March 10, 2014, in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the TransNet Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to SANDAG in 2014 is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact me at (760) 643-5388.

Sincerely,

Joseph R. Vacca
Community Development Director

cc: John Conley, City Manager
Mike Sylvia, Finance Director
Greg Mayer, Director of Engineering
Patsy Chow, Assistant Community Development Director
Michael Ressler, City Planner



PUBLIC WORKS

MARISA K. BARRIE, PE
DIRECTOR

5510 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212

March 17, 2025

Maryam Babaki Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
1011 Union Street, Suite 400
San Diego, CA 92101

Dear Chair Babaki:

San Diego County's Board of Supervisors first adopted the Regional Transportation Congestion Improvement Program (RTCIP) funding program and resolution on January 30, 2008. The County of San Diego (County) submitted its RTCIP funding program to the TransNet Independent Taxpayer Oversight Committee (ITOC) prior to April 1, 2008, in accordance with RTCIP requirements contained within the TransNet Extension Ordinance.

In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted last year is still in effect and has not materially changed.

Section 77.216 of the County's Transportation Impact Fee (TIF) ordinance (adopted October 31, 2012, and effective since January 1, 2013) confirms the RTCIP extraction amount matches the SANDAG established amount for the fiscal year for each non-exempt newly constructed residential housing unit. The TIF Ordinance is available at https://www.sandiegocounty.gov/content/dam/sdc/dpw/LAND_DEVELOPMENT_DIVISION/landpdf/TIFOrdinance2012.pdf

If you have any questions or need additional information please contact Christopher Hanger, LUEG Program Manager at (858) 869-5815 or Christopher.Hanger@sdcounty.ca.gov.

Sincerely,

Samir Nuhaily
Digitally signed by Samir Nuhaily
Date: 2025.03.17 11:58:16 -07'00'

Samir Nuhaily, Deputy Director
Department of Public Works

April 9, 2025

TransNet Triennial Performance Audit: Completion of Recommendations

Overview

The TransNet Independent Taxpayer Oversight Committee (ITOC) accepted its third, fourth, fifth, and sixth TransNet Triennial Performance Audits (TPA) as follows:

- [Fiscal Year \(FY\) 2015 TPA](#) (third audit) on June 10, 2015
- [FY 2018 TPA](#) (fourth audit) on July 11, 2018
- [FY 2021 TPA](#) (fifth audit) on June 9, 2021
- [FY 2024 TPA](#) (sixth audit) on June 12, 2024

Key Considerations

Out of the 110 audit recommendations from the previous TPAs, 72 have been fully implemented, while 38 are in progress. Staff has recently completed 2 recommendations, documented in the completion forms (Attachment 1):

- FY 2015, Item No. 12
- FY 2024, Item No. 19

Completion forms were introduced to streamline processes and enhance transparency and accountability in completing recommendations. These forms may include supporting documentation to validate the completion of the recommendations.

Next Steps

The next quarterly update on the audit recommendation implementation status is anticipated for presentation to the ITOC in May 2025.

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

Attachment: 1. Implementation of TPA Recommendations: Completion Forms

Action: **Approve**

The ITOC is asked to approve two new TransNet Triennial Performance Audit Completion Forms.

Fiscal Impact:

The TransNet Triennial Performance Audits are conducted by the Independent Taxpayer Oversight Committee, and its independent performance auditor is funded through Overall Work Program Project No. 1500200 in the SANDAG Program Budget.

Schedule/Scope Impact:

TransNet Triennial Performance Audits include a review of all TransNet-recipient agencies involved in implementation of TransNet-funded projects and programs. The audit considers changes to contracting, construction, permitting, and related processes that could improve the efficiency and effectiveness of TransNet spending.



TransNet Triennial Performance Audit Recommendation Completion Form

TPA Year: 2015

Item Number: 12

Audit Recommendation:

Track and report grant performance data to identify whether grants are achieving program goals, including:

- For Active Transportation and Smart Growth Incentive grant programs, implement processes to

Justification for Completion:

Grants developed a comprehensive performance measures report that was provided to ITOC at its February 12, 2025 meeting. This report will be updated each quarter and provided to the ITOC on an ongoing basis with the semi-annual grants report.

* **Supporting Documents:** Please attach any supporting documents or related links.

Approvals

PM Signature: Jenny Russo

Digitally signed by Jenny Russo
Date: 2025.03.28 11:36:56 -07'00'

Date 3/28/25

Director Signature: *Susan Huntington*

Date: 03/28/25

ITOC Approval: Yes: ☐

No: ☐

Meeting Date:

Agenda number:

Meeting Link:



TransNet Triennial Performance Audit Recommendation Completion Form

TPA Year: 2024

Item Number: 19

Audit Recommendation:

Put practice in place to summarize grantee performance data, analyze success of grant efforts, and reports to ITOC.

Justification for Completion:

Grants developed a comprehensive performance measures report that was provided to ITOC at its February 12, 2025 meeting. This report will be updated each quarter and provided to the ITOC on an ongoing basis with the semi-annual grants report.

* **Supporting Documents:** Please attach any supporting documents or related links.

Approvals

PM Signature: Jenny Russo

Digitally signed by Jenny Russo
Date: 2025.03.28 11:29:36 -07'00'

Date 3/28/25

Director Signature: *Susan Huntington*

Date: 3/28/25

ITOC Approval: Yes: ☐ No: ☐

Meeting Date: Agenda number:

Meeting Link:

April 9, 2025

FY 2025 ITOC Goals Update

Overview

The TransNet Extension Ordinance was established by the TransNet Independent Taxpayer Oversight Committee (ITOC) to help ensure voter mandates are carried out and recommendations for improvements to the financial integrity and performance of the program are made.

During ITOC's September 2022 meeting, ITOC renewed the goals for FY 2023, extending through FY 2024. In November 2024 ([Item No. 11](#)), the committee reviewed and agreed to extend the FY2023-2024 goals into FY 2025. However, in March 2025 ([Item No. 4](#)), the committee withdrew the item, choosing instead to amend the first ITOC goal for SANDAG in the FY 2025 Goal Plan and integrate progress updates based on committee feedback into the Progress Tracker. The ITOC is now requested to approve the revised FY 2025 Goal Plan (Attachment 1).

Action: Approve

The ITOC is asked to approve the revised FY 2025 Goal Plan. This report also provides the updated progress made by the subcommittees, ITOC, and SANDAG staff to date.

Fiscal Impact:

None.

Schedule/Scope Impact:

The next update on ITOC's goals for ITOC and SANDAG FY 2025 is scheduled for summer 2025.

Key Considerations

Since the last quarterly update at the September 11, 2024, meeting ([Item No. 10](#)), there has been progress in addressing the goals established by the ITOC.

Progress on ITOC's Goals for ITOC FY 2025

Progress on ITOC's second goal: The ITOC Ordinance Subcommittee has been reestablished to review proposed updates to the amendment of the TransNet Extension Ordinance. These updates were discussed during the ITOC's February 2025 meeting ([Item No. 12](#)). Additional details are provided in Attachment 2.

Progress on ITOC's Goals for SANDAG FY 2025

Progress on ITOC's first goal for SANDAG included ongoing meetings with the Mobility Working Group Subcommittee to discuss amendments to the TransNet Extension Ordinance. These discussions continue to address various topics, including accommodation for bicycles and pedestrians. As this goal is being amended in the FY 2025 Goal Plan, staff considers the current goal complete. An update on the amended goal will be provided in Summer 2025. Regarding ITOC's second goal for SANDAG – focused on streamlining measures and increasing transparency – staff will continue to maintain these efforts. For example, visuals were added to the TransNet Triennial Performance Audit (TPA) quarterly reports to make complex information more accessible. Additionally, a matrix was introduced to provide a clearer view of SANDAG's progress in fulfilling TPA recommendations. These enhancements were presented during ITOC's July 2024 meeting ([Item No. 10](#)). Further details on both goals can be found in Attachment 2.

Next Steps

Staff will work with ITOC's Chair to develop the goals for FY 2026-2027 and are scheduled to be brought to the ITOC in fall 2025.

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

- Attachments: 1. Proposed ITOC Goals for FY 2025
2. ITOC/SANDAG Goals for FY 2025 – Progress Tracker

ITOC Goals for FY 2025	METRIC	TIMELINE
1. Invite transit agencies, municipalities, grantees, and other recipients of TransNet funds to attend ITOC meetings and highlight their TransNet program successes and/or challenges in delivering TransNet-funded projects.	At least one presentation from such organizations per quarter	June 30, 2025
2. Enhance effectiveness and impact of ITOC in achieving its mission to ensure voter mandates are carried out and develop recommendations for improvements to the financial integrity and performance of the program.	Obtain ordinance amendments based on ITOC recommendation	June 30, 2025
SANDAG Goals for ITOC		
1. Consider how the TransNet program is supporting the 2021 Regional Plan priorities and policies. <u>Enhance the ITOC Selection Process by streamlining vacancy appointments and ensuring that the ITOC remains a transparent, independent, and effective oversight partner with SANDAG in managing TransNet funds.</u>	Advance TransNet Ordinance amendments for ITOC and Board consideration	June 30, 2025
2. Work closely with ITOC to develop and implement streamlining measures to enhance communication practices that continue increasing transparency and accountability, and simplify information provided to make it more digestible for ITOC members and the public.	Simplify agendas and consider ways to more efficiently provide TransNet Ordinance-required reporting	June 30, 2025

ITOC/SANDAG Goals for FY 2025

GOAL			
ITOC Goals for FY 2025	METRIC	TIMELINE	PROGRESS
1. Invite transit agencies, municipalities, grantees, and other recipients of TransNet funds to attend ITOC meetings and highlight their TransNet program successes and/or challenges in delivering TransNet-funded projects.	At least one presentation from such organizations per quarter	June 30, 2025	<p>05/08/2024-Item 6 Staff from the City of San Diego presented an update on the City's TransNet Local Street and Road Program.</p> <p>01/10/2024-Item 6 Staff from the City of Encinitas presented an update on the City's TransNet Local Street and Road Program.</p> <p>07/12/2023-Item 9 The City of National City presented an update on the City's TransNet Local Street and Road Program.</p> <p>06/14/2023-Item 11 The City of San Diego, along with staff, presented an overview of the implementation of the Regional Bike Early Action projects.</p> <p>03/08/2023-Item 8 Caltrans staff presented an update on the North Coast Corridor program of projects.</p> <p>02/08/2023-Item 14 City of San Diego presented update on TransNet Program and Transportation Improvement Program Update.</p> <p>01/11/2023-Item 10 Staff presented an update on the progress and status of the Central Mobility Hub project.</p> <p>11/09/2022-Item 9 City of Chula Vista presented update on the City's TransNet Local Street and Road Program.</p> <p>11/09/2022-Item 11 Caltrans staff presented an update on the SR 94/125 Interchange and Arterial Operational Improvement project and scope modification.</p> <p>11/09/2022-Item 12 Staff presented an update on the progress and status of the Bus on Shoulders project.</p>

ITOC/SANDAG Goals for FY 2025

GOAL			
ITOC Goals for FY 2025	METRIC	TIMELINE	PROGRESS
2. Enhance effectiveness and impact of ITOC in achieving its mission to ensure voter mandates are carried out and develop recommendations for improvements to the financial integrity and performance of the program.	Obtain ordinance amendments based on ITOC recommendation	June 30, 2025	<p>02/12/2025-Item 12 The ITOC discussed the updates to the proposed Amendments to the TransNet Extension Ordinance specific to the selection process and recommended that the Board of Directors approve the updated proposed amendment.</p> <p>12/10/2024 The ITOC Ordinance Amendments Subcommittee met to discuss next steps and propose updates to the amendment. The focus was on amending the selection process to address procedural challenges and improve efficiency.</p> <p>01/10/2024-Item 7 The ITOC discussed the updates to the proposed Amendments to the TransNet Extension Ordinance specific to ITOC membership and selection process and recommended that the Board of Directors approve the updated proposed amendments.</p> <p>10/13/2023-Item 7 Chair Frankel presented an overview of the TransNet ITOC, including its mandates, responsibilities, and the 2023 TransNet ITOC Annual Report.</p> <p>10/11/2023 The ITOC Ordinance Amendments Subcommittee proposed draft revised amendments. The revised amendments are anticipated to be brought back to the ITOC in January 2024.</p> <p>09/21/2023 The ITOC Ordinance Amendments Subcommittee discussed potential revisions to the amendment language.</p> <p>09/13/2023-Item 9 The ITOC discussed the next steps for the TransNet Ordinance and ITOC Bylaws amendments specific to the membership and selection process for the ITOC.</p> <p>06/23/2023 Chair Frankel met with several BOD members and talked about ITOC's role and responsibilities, as well as the purpose and importance of ITOC's proposed amendments to TransNet Ordinance: ITOC Membership and Selection Process.</p> <p>04/12/2023-Item 10 The ITOC discussed the next steps for the Proposed TransNet Ordinance Amendments. Members decided performing outreach and getting feedback from board members who voted against the proposed amendments would be the best course of action.</p>

ITOC/SANDAG Goals for FY 2025

GOAL			
ITOC Goals for FY 2025	METRIC	TIMELINE	PROGRESS
			<p>3/08/2023-Item 10 Chair Frankel presented the amendments item and BOD action on this item to ITOC members to discuss the next steps. The ITOC members requested this item be brought back at a future meeting to ensure all committee members were present for discussion.</p> <p>01/27/2023-Item 11 Chair Frankel presented the second reading of proposed amendments to TransNet Extension Ordinance and ITOC Bylaws amendments to the BOD; however, the motion did not reach the required vote.</p> <p>01/13/2023-Item 11 Chair Frankel presented the first reading of proposed amendments to TransNet Extension Ordinance related to ITOC membership and selection process to the BOD.</p> <p>01/11/2023-Item 4 Chair Jonathan Frankel presented amendments to ITOC Bylaws that ITOC members proposed consistent with TransNet Ordinance amendments.</p>
ITOC Goals for FY 2025: SANDAG			
1. Consider how the TransNet program is supporting the 2021 Regional Plan priorities and policies ¹ .	Advance TransNet Ordinance amendments for ITOC and Board consideration	June 30, 2025	<p>11/08/2023-Item 12 Staff presented an update on the draft work plan, tasks, and estimated schedule for amending the TransNet Ordinance.</p> <p>07/30/2023 Mobility Working Group Subcommittee continued meeting to discuss amendments to several topics including Dig Smart, Smart Growth Incentive Program, and Accommodation of Bicyclists and Pedestrians – Board Policy No. 31, Rule #21.</p> <p>05/10/2023-Item 10 Staff brought a consent item providing an update on the changes occurring within the ordinance amendment subcommittee. The report included the new draft work plan, tasks, and estimated schedule for amending the TransNet Ordinance.</p> <p>03/08/2023 A Subcommittee of the Mobility Working Group has been formed to discuss amendments to the TransNet Extension Ordinance. The subcommittee met several times and discussed various topics such as Transit Operations and Transit Operator Eligibility; Bicycle, Pedestrian, and Neighborhood Safety;</p>

¹ At ITOC's March 2025 meeting (Item No. 4), the committee decided to amend the listed goal for the FY 2025 Goal Plan. Staff considers the current goal complete. An update on the amended goal will be provided in Summer 2025.

ITOC/SANDAG Goals for FY 2025

GOAL			
ITOC Goals for FY 2025	METRIC	TIMELINE	PROGRESS
			Local Streets and Road Program; and Dig Smart. Other topics to be discussed in the future.
2. Work closely with ITOC to develop and implement streamlining measures to enhance communication practices that continue increasing transparency and accountability, and simplify information provided to make it more digestible for ITOC members and the public.	Simplify agendas and consider ways to more efficiently provide TransNet Ordinance-required reporting	June 30, 2025	<p>The streamlining efforts will be continuously maintained.</p> <p><u>11/13/2024-Item 10</u> <u>Staff began presenting to the ITOC it's closeout reports documenting the completion of TransNet Triennial Performance Audit (TPA) recommendations. Moving forward, SANDAG will continue preparing these reports for ITOC's approval as TPA recommendations are completed.</u></p> <p><u>09/11/2024</u> <u>Staff began incorporating a post-meeting/agenda look-ahead discussions following ITOC meetings with the ITOC Chair and Vice Chair. This process helps staff better anticipate ITOC priorities and allows ITOC leadership to provide clear guidance to SANDAG staff.</u></p> <p><u>07/10/2024-Item 10</u> <u>Staff implemented new visuals to the TPA quarterly reports to make complex information easier to digest. Additionally, an updated matrix was added to offer readers a clearer view of SANDAG progress towards fulfilling TPA recommendations.</u></p> <p>06/30/2023 Staff has been implementing and maintaining streamlining efforts for ITOC meetings. ITOC agendas now have links to the items' reports and attachments. A Table of Contents is also available on the agendas to provide quick and simple access to each agenda item and attachments.</p> <p>10/12/2022-<u>Item 8</u> ITOC discussed and gave direction to staff on how to enhance communication practices and streamline ITOC meetings. Changes to the ITOC meeting have been made by staff and streamlining efforts will be continuously maintained.</p>

April 9, 2025

2025 Regional Transportation Improvement Program: Amendment No. 3

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

Action: Information

This report provides an update on 2025 Regional Transportation Improvement Program, Amendment No. 3.

Fiscal Impact:

Amendment No. 3 reflects an increase of \$3 million to TransNet dollars programmed.

Schedule/Scope Impact:

The SANDAG Chief Executive Officer approved Amendment No. 3 on February 19, 2025.

Key Considerations

The amendment changes are summarized in Attachment 1 and detailed in Attachment 2. The federal administrative modification procedures allow changes that are considered minor to be approved by SANDAG under delegated authority, with no additional approvals by Caltrans or federal agencies required. Minor changes include funding shifts between fiscal years; increases or decreases to Total Project Cost less than or equal to \$20 million or 50 percent, whichever is less; and adding a new project to a grouped listing or deleting a project from a grouped listing. The threshold of \$20 million or 50 percent for increases/decreases to Total Project Cost does not apply to grouped project listings. At the request of the TransNet Independent Taxpayer Oversight Committee (ITOC), staff has reviewed the amendments and considers the changes to be consistent with the TransNet ordinance.

Amendment No. 3 modifies projects in the RTIP that the ITOC previously reviewed for TransNet eligibility. The changes in Amendment No. 3 include amendments submitted by SANDAG.

Next Steps

The SANDAG Chief Executive Officer approved Amendment No. 3 on February 19, 2025. The funding changes in Amendment No. 3 became effective at that time.

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

Attachments: 1. Table 1 – Summary of Changes Report

2. Table 2 – 2025 RTIP Amendment No. 3 – TransNet Only

Table 1 - Summary of Changes Report (\$000)
2025 RTIP Amendment No. 3

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	TransNet Change	Change Description
CAL538	Caltrans	SR 67 Improvements	\$55,000	\$55,000	\$0	0%	\$3,000	Increased TransNet - Major Corridor and reduced SB1 - Local Partnership Program (LPP) Formula funding

Abbreviation

SB1 - LPP

TransNet - MC

Fund Type

Senate Bill 1 - Local Partnership Program

Prop A Extension - Major Corridors

Table 2
2025 Regional Transportation Improvement Program - TransNet Only
Amendment No. 3
San Diego Region (in \$000s)

Caltrans

MPO ID: CAL538										RTIP #:25-03	
Project Title:		SR 67 Improvements							EA NO: 28700		
Project Description:		SR 67 from Maplevue Street to Highland Valley/Dye Road Milepost begins at 5.48 ends at 21.35 (15.87 miles) - SR67 from Maplevue Street to Highland Valley/Dye Road - Environmental clearance and design for alternatives to enhance temporary evacuation capacity along SR 67, including transit options from Ramona to Poway.							PPNO: 1419 RTP REF: CC050 (2021) SANDAG ID: 1206701		
Change Reason:		Revise Fund Source									
RT:67		Capacity Status:NCI		Exempt Category:Other - Engineering studies							
Est Total Cost: \$1,340,000											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	\$9,832	\$832	\$9,000						\$9,832		
RSTP	\$11,125	\$11,125							\$11,125		
SB1 - LPP Formula	\$4,043	\$4,043							\$4,043		
STIP-RIP NHS	\$30,000							\$30,000	\$30,000		
TransNet Subtotal	\$9,832	\$832	\$9,000						\$9,832		
Other Subtotal	\$45,168	\$15,168						\$30,000	\$45,168		
TOTAL	\$55,000	\$16,000	\$9,000					\$30,000	\$55,000		
PROJECT LAST AMENDED 25-00											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	\$6,832	\$832	\$6,000						\$6,832		
RSTP	\$11,125	\$11,125							\$11,125		
SB1 - LPP Formula	\$7,043	\$4,043	\$3,000						\$7,043		
STIP-RIP NHS	\$30,000							\$30,000	\$30,000		
TransNet Subtotal	\$6,832	\$832	\$6,000						\$6,832		
Other Subtotal	\$48,168	\$15,168	\$3,000					\$30,000	\$48,168		
TOTAL	\$55,000	\$16,000	\$9,000					\$30,000	\$55,000		

2025 Regional Transportation Improvement Program - *TransNet* Only
Amendment No. 3
San Diego Region (in \$000s)

RTIP Fund Types

<u>Federal Funding</u>	
FTA Section 5307	Federal Transit Administration Urbanized Area Formula Program
FTA Section 5309 (Bus)	Federal Transit Administration Discretionary Program
FTA Section 5337	Federal Transit Administration State of Good Repair Grant Program
FTA Section 5339	Federal Transit Administration Bus and Bus Facilities Formula Grant Program
NHS	National Highway System (administered by Caltrans)
RSTP	Regional Surface Transportation Program
TSGP	Transit Security Grant Program (Federal Discretionary)
CMAQ/RSTP Conversion	Reimbursement of advanced federal funds which have been advanced with local funds in earlier years
<u>State Funding</u>	
SB1 - TCEP	Senate Bill 1 - Trade Corridor Enhancement Program
SB1 - LPP Formula	Senate Bill 1 - Local Partnership Formula Program
SB1 - TIRCP	Senate Bill 1 - Transit and Intercity Rail Program
SHOPP (AC)	State Highway Operation & Protection Program
STA	State Transit Assistance
STIP-IIP	State Transportation Improvement Program - Interregional Program
STIP-RIP	State Transportation Improvement Program - Regional Improvement Program
TSGP	Transit Security Grant Program (State Prop. 1B)
<u>Local Funding</u>	
Local Funds AC	Local Funds - Advanced Construction; mechanism to advance local funds to be reimbursed at a later fiscal year with federal/state funds
TDA	Transportation Development Act
<i>TransNet</i> -MC	Prop. A Extension Local Transportation Sales Tax - Major Corridors

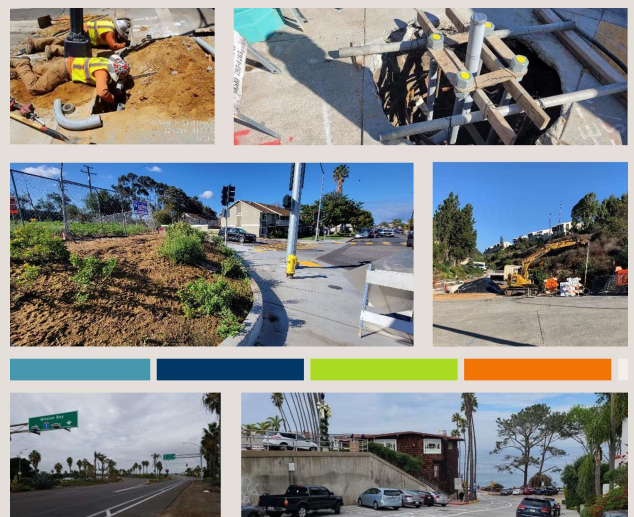
City of San Diego TransNet Program and Transportation Capital Improvements Program Update

Independent Taxpayer Oversight Committee
April 9, 2025



TransNet Program Update

- Status of TransNet Funds
- Fiscal Year 2024 - Key Accomplishments
- Fiscal Year 2025 - TransNet Budget & Estimated Expenditures
- Fiscal Year 2026 - Proposed TransNet Budget



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Status of TransNet Funds

TransNet Cash Flows (in millions)

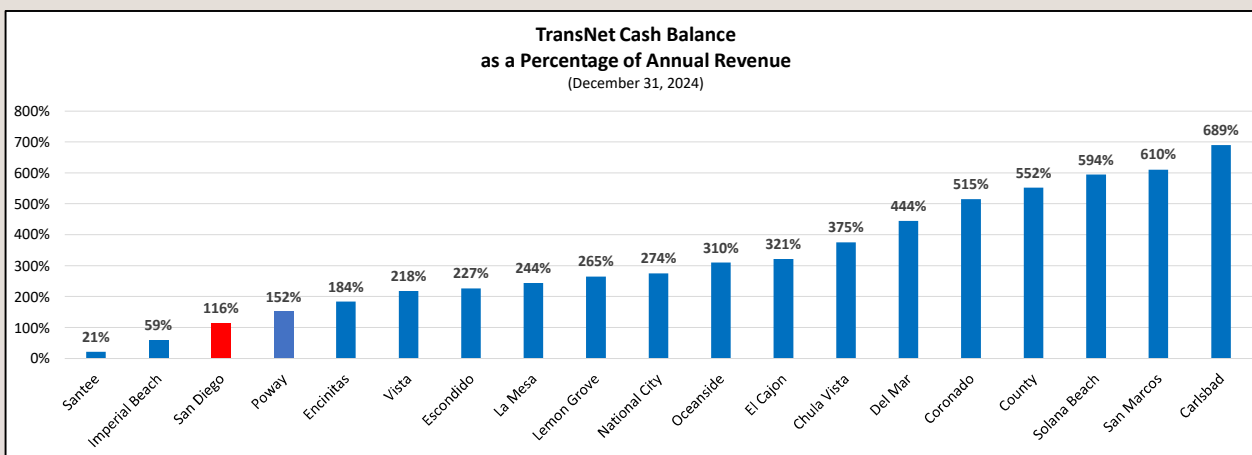
	Actual Fiscal Year 2021	Actual Fiscal Year 2022	Actual Fiscal Year 2023	Actual Fiscal Year 2024	Estimate Fiscal Year 2025
Fund Balance at SANDAG (July 1, Beginning of Fiscal Year)	\$24.9	\$27.9	\$39.2	\$41.0	\$40.8
Sales Tax	24.4	27.6	38.9	40.0	38.9
Interest	0.5	0.3	0.3	1.0	1.9
Actual/Projected Sales Tax	37.7	46.2	47.9	47.7	46.1
Interest Revenue	0.3	0.3	1.0	1.9	
Disbursement:	(35.0)	(34.8)	(46.1)	(47.9)	(48.5)
Congestion Relief	(24.3)	(23.9)	(25.2)	(33.5)	(34.3)
Admin & Maintenance	(10.7)	(10.8)	(20.9)	(14.4)	(14.1)
Fund Balance at SANDAG (June 30, End of Fiscal Year)	\$27.9	\$39.2	\$41.0	\$40.8	\$38.4

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Status of TransNet Funds

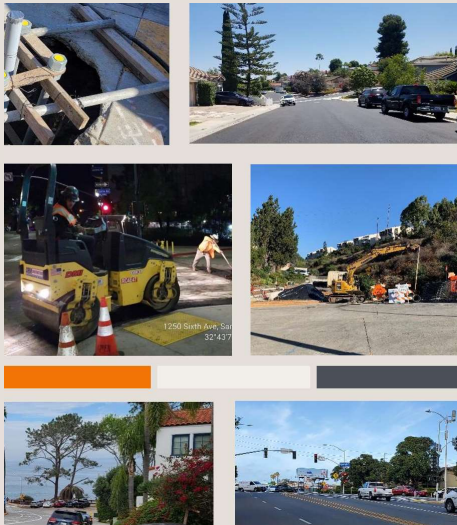
FY 2025 TransNet Cash Balance



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FY 2024 - Key Accomplishments



- **FY 2024 TransNet Revenue: \$46.3M**
- **FY 2024 TransNet Disbursement: \$47.9M**
 - Congestion Relief: **\$34.0M**
 - Maintenance: **\$14.0M**
 - Administration: **\$0.4M**
- **TransNet Funded Projects Completed: 16**

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FY 2024 - Key Accomplishments

Top 4 TransNet Disbursement Requests

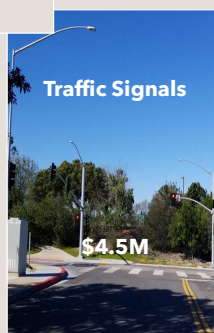
SD176



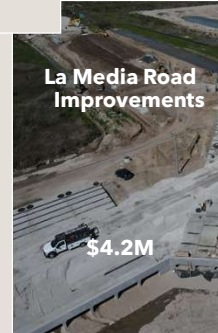
SD96



SD16A



SD250



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FY 2024 – Key Accomplishments

TransNet Funded Projects Completed

- **Old Otay Mesa Road- Westerly (SD226/ S00870)**

This project resurfaced 51 thousand (K) square feet (SF) of roadway and constructed 49K SF of retaining wall, 29K SF of sidewalk as well as gutters, street lighting, traffic calming facilities, and bike facilities on Old Otay Mesa Road between Crescent Bay Drive and Hawken Drive.

- TransNet Spent: **\$8.9M**



Before



After

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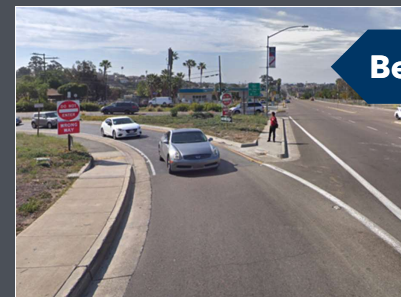
FY 2024 – Key Accomplishments

TransNet Funded Projects Completed

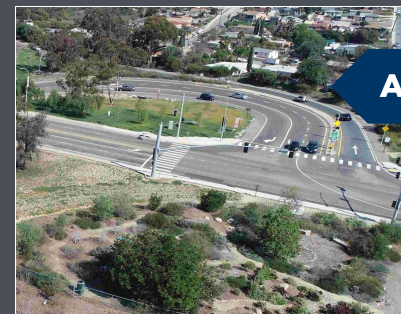
- **SR94/ Euclid Ave Interchange Phase 2 (SD200/ S14009)**

This project improved the interchange to enhance safety features throughout this corridor by resurfacing 10.5 thousand (K) square feet (SF) of roadway and constructing 7.2K SF of sidewalk as well as 7 traffic signals, storm drains, curbs, and gutters.

- TransNet Spent: **\$3.1M**



Before



After

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FY 2024 – Key Accomplishments

TransNet Funded Projects Completed

- **Governor Dr @ Lakewood St. Traffic Signal (SD16A/ AIL00004/ B17016)**

This project installed new traffic signals and 3 curb ramps.

- TransNet Spent: **\$0.7M**



Before



After

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FY 2025 – TransNet Budget

Total FY 2025 TransNet Budget: \$46.1M

Administration: \$0.5 million

Congestion Relief (Non-capital): \$7.4 million

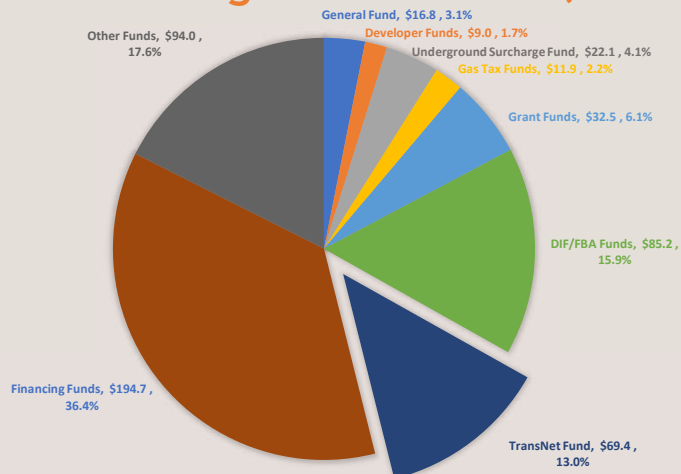
Maintenance: \$13.7 million

Congestion Relief (CIP): \$24.5 million

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FY 2025 – TransNet Budget

FY 2025 Budgeted CIP Funds (as of 12/31/2024)



- ☐ 1.7% - Developer Funds: \$9.0M
- ☐ 4.1% - Underground Surcharge Fund: \$22.1M
- ☐ 2.2% - Gas Tax Funds: \$11.9M
- ☐ 3.1% - General Fund: \$16.8M
- ☐ 6.1% - Grant Funds: \$32.5M
- ☒ **13.0% - TransNet Fund: \$69.4M**
- ☐ 15.9% - DIF/FBA Funds: \$85.2M
- ☐ 17.6% - Other Funds: \$94.0M
- ☐ 36.4% - Financing Funds: \$194.7M

FY 2025 – TransNet Expenditures

Congestion Relief (CIP):

Spent (July 1 through December 31, 2024):	\$9.8 million (36%)
Projected (July 1 through June 30, 2025):	\$27.0 million (100%)

Congestion Relief (Non-Capital), Maintenance & Administration:

Spent (July 1 through December 31, 2024):	\$11.7 million (54%)
Projected (July 1 through June 30, 2025):	\$21.5 million (100%)



FY 2025 - TransNet Expenditures

Top 4 Projects - Highest Estimated TransNet Expenditures

SD96



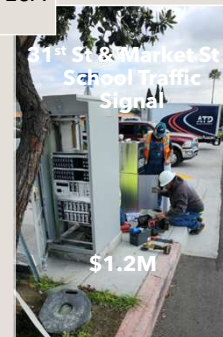
SD96



SD96



SD16A



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FY 2025 - Estimated TransNet Expenditures

TransNet Funded Project In Construction

- **AC Overlay Group 2403 (SD96/ B24013)**
 - This project constructs approximately 5.4 miles of overlay, installs bike lanes, and replaces curb ramps and concrete cross gutters to meet current standards.
 - Current Phase: Construction
 - Construction Start Date: 09/30/2024
 - Estimated Project Completion Date: 3/13/2026
- Estimated FY25 TransNet Expenses: **\$4.1M**



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FY 2025 - Estimated TransNet Expenditures

TransNet Funded Project In Construction

- **AC Overlay Group 2406 (SD96/ B24147)**
 - This project constructs approximately 2 miles of overlay and installs curb ramps and gutters to meet current standards.
 - Current Phase: Construction
 - Construction Start Date: 01/06/2025
 - Estimated Project Completion Date: 12/24/2025
- Estimated FY25 TransNet Expenses: **\$2.4M**



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FY 2025 - Estimated TransNet Expenditures

TransNet Funded Project In Construction

- **AC Overlay Group 2301 (SD96/ B23130)**
 - This project constructs approximately 14.8 miles of overlay, installs bike lanes, and installs/ replaces curb ramps and concrete cross gutters to meet current standards.
 - Current Phase: Construction
 - Construction Start Date: 02/26/2024
 - Estimated Project Completion Date: 10/28/2025
- Estimated FY25 TransNet Expenses: **\$2.0M**



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FY 2025 - Estimated TransNet Expenditures

TransNet Funded Project In Construction

- **31st St & Market St School Traffic Signal (SD16A/B15014)**
 - This project installs new traffic signals at 31st Street and Market Street.
 - Current Phase: Construction
 - Construction Start Date: 08/05/2024
 - Estimated Project Completion Date: 12/05/2025
- Estimated FY25 TransNet Expenses: **\$1.2M**



Current

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FY 2026 - Proposed TransNet Budget

Estimated Fiscal Year 2026 TransNet Revenue: \$46.3M

- **\$13.7M** (30%) - **Maintenance Activities**
 - \$13.7M: Street Division Maintenance Operations (SD176)
- **\$32.1M** (70%) - **Congestion Relief Activities**
 - Capital:
 - \$25.2M: Capital Improvements Program (CIP) - see breakdown on next slide
 - Non-Capital:
 - \$5.5M: Traffic Engineering Operations (SD188)
 - \$1.1M: Bicycle Facilities (SD166)
 - \$0.3M: Traffic Signal Upgrades (SD16A)
- **\$0.5M** (1%) - **Administration** (SD186)

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FY 2026 – Proposed TransNet Budget

Congestion Relief (CIP Allocations): \$25.2M

- **\$17.5M** Street Resurfacing & Reconstruction (SD96)
- **\$5.9M** Streamview Drive Improvements Phase 2 (SD249)
- **\$1.4M** Traffic Signals (SD16A)
- **\$0.3M** New Walkways (SD09)
- **\$40K** Bicycle Facilities (SD166)
- **\$29K** Median Improvements (SD49)

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Conclusion

- **3rd** lowest cash balance compared to current fiscal year's revenue (19 jurisdictions)
- Spent **101%** of FY24 TransNet revenue
- Completed **16** TransNet funded projects in FY24
- Projected to spend **105%** of FY25 TransNet revenue
- **128** CIP projects funded with TransNet
- TransNet funding makes up **13%** of current CIP budget

Goals

- Timely Allocation of TransNet Funding
- Maximize TransNet Expenditures
- Prioritize TransNet Funds
- Coordination Between City Departments

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Thank You

Julio Canizal, Deputy Director, City of San Diego, Transportation Department
Patrick Auch, Program Manager, City of San Diego, Transportation Department

Learn more at: www.sandiego.gov/transportation



April 9, 2025

TransNet Smart Growth Incentive Program Project Amendment

Overview

The Smart Growth Incentive Program (SGIP) provides funding to local jurisdictions for transportation-related infrastructure improvements and planning efforts that support smart growth and transit-oriented development. Five cycles of SGIP have been held, and over \$59 million in funding has been awarded to 72 projects throughout the region.

[Board Policy No. 035: Competitive Grant Program Procedures](#) outlines project milestone and completion deadlines that grantees must adhere to. Section 4.3 of the Policy states that extension requests beyond twelve months aggregate or that would cause the project to miss a completion deadline must be approved by a Policy Advisory Committee.

Action: **Recommend**

The ITOC is asked to recommend that the Regional Planning Committee approve a three-month time extension for the City of Lemon Grove's Connect Main Street Phase 1 and 2 project.

Fiscal Impact:

None.

Schedule/Scope Impact:

If approved by the Regional Planning Committee, the City of Lemon Grove's Connect Main Street Project will be completed by June 30, 2025.

Key Considerations

On October 26, 2018, the City of Lemon Grove was awarded \$2.5 million in SGIP funding for its Connect Main Street Phase 1 and 2 Project. The project will construct pedestrian and bicycle facilities on Main Street from Broadway to Burnell Avenue and enhance the north/south movement of people walking and biking by implementing a street conversion, decomposed granite pedestrian trail, shared-use path, crosswalks, bulb-outs, lighting, and landscape features. The grant agreement began in July 2020 and had an initial termination date of January 20, 2024.

The City was granted two prior 7-month time extensions for this Project in 2023 and 2024, which extended the termination date to March 20, 2025. The project is currently 97 percent complete, and the City is seeking a third time extension for 3 months to allow for construction completion and project closeout activities. Additional details on Lemon Grove's request are included in Attachment 1.

Next Steps

This item will be brought to the Regional Planning Committee on May 2, 2025, for consideration.

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

Attachment: 1. City of Lemon Grove Amendment Request Letter



Office of the City Manager

March 13, 2025

Goldy Herbon
SANDAG
401 B Street, Suite 800
San Diego, CA 92101

Dear Ms. Herbon,

The City of Lemon Grove is requesting an amendment to agreement No. 5005490 for Connect Main Street Phases I and II (Project). The requested three (3) month extension will allow for completion of construction and project close out.

The following address three specific issues from Policy 35 of the grant program requirements:

Previous efforts undertaken to maintain the project schedule.

The City, along with its design and construction management team, have worked closely with the project contractor to complete construction within the current project schedule. The City was originally granted a seven month extension as part of Amendment No. 1. The City was granted a subsequent seven month extension as part of Amendment No. 2. The grant-related schedule constraints were communicated to the Contractor during the initial kickoff meeting and throughout on-going project meetings. To date, the construction is approximately 95% complete. It is anticipated that by the end of the current grant schedule, the construction will be approximately 97% complete, with minor landscaping punch-list items (i.e., re-plantings) and the energizing of three (3) streetlights remaining.

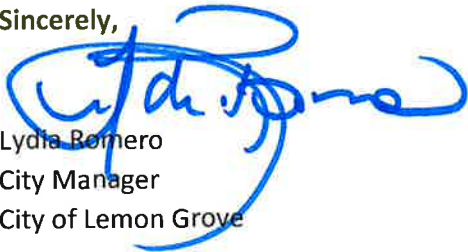
A detailed explanation on the reason for delay, and how it was unavoidable.

One reason for the delay was the MTS right of entry permit such permits typically take about 4 weeks, however an MTS backlog extended the process to 10 weeks for this project. The most significant reason for the delay is a long lead-time related to the electrical equipment that services the lighting and irrigation. Despite efforts to initiate the process as early as possible, the suppliers of the equipment experienced delivery delays beyond the initial grant schedule. Most recently, the project contractor experienced labor shortages in January 2025 that delayed construction. Currently, the City is addressing labor compliance issues with the project contractor that are ongoing. Therefore, a variety of reasons has contributed to the delay of this project.

Demonstrate the ability to succeed in the timeframe proposed.

The City is fully committed to completing this project, which is integral in transforming this mobility corridor. Currently, the City is in the process of releasing the meter pedestal to SDG&E to have the streetlights energized. Once this last step is complete, minor landscaping punch-list items (i.e., re-plantings) remain to complete the project. Between this grant and the others already secured, the City has the necessary funding to fully design and construct Phases 1-6 of the project, fully connecting the City's two transit stations. The City is appreciative of the funding for this project and respectfully requests approval of an extension.

Sincerely,



Lydia Romero
City Manager
City of Lemon Grove

Scope, Schedule, and Budget Worksheet

Grant Program: Smart Growth Incentive Program - Capital Project

Jurisdiction: City of Lemon Grove

Part I: Project Overview

Project Title: Connect Main Street

Project Limit: The project is located along Main Street between Broadway and Burnell Ave.

Project Summary: The project will implement Phase 1 and Phase 2 of the SGIP funded Connect Main Street Plan, construction pedestrian and bicycle facilities from Broadway to Burnell Ave. It will enhance the north/south movement of people walking/biking by implementing a D.G. pedestrian trail, lighting, and landscape features.

Part II: Scope of Work, Schedule, and Budget

Task No.	Task Description	Deliverables	Start Date	Completion Date	Revised Completion Date	Total Project Cost
1	Collect Baseline Data (REQUIRED)	Baseline Data Collection Plan; Raw Bike/Ped Data	Notice to Proceed (NTP)	3		\$ 5,000.00
2	Final Design	See Below:				
2.1	Project Management	Status Reports	3	32		\$ 34,000.00
2.2	Contract Designer	Design Contract; 100% Specifications	3	35		\$ 325,000.00
3	Complete Project Construction	See Below:				
3.1	Award Construction Contract	Bid Documents; Contract	35	38		\$ 35,000.00
3.2	Construction Management	Notice of Completion	38	56	59	\$ 200,000.00
3.3	Complete Project Construction	Notice of Completion	38	56	59	\$ 1,902,000.00

TOTAL PROJECT COST (grant request funds + matching funds): \$ 2,501,000.00

Part III: Summary of Funding

Total project cost:

Total grant amount requested from SANDAG:

Total match amount that will be contributed:

\$	2,501,000.00
\$	2,500,000.00
\$	1,000.00

SANDAG grant % contribution:

Match % contribution:

99.96%
0.04%

Will the matching funds include TransNet Local Streets and Road (LSI)?

No



TransNet Smart Growth Incentive Program Project Amendment

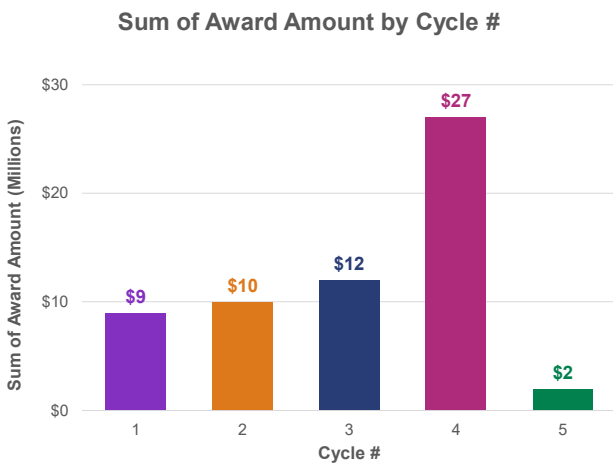
Independent Taxpayer Oversight Committee | Item 8
Goldy Herbon, Senior Grants Program Analyst
April 9, 2025

SGIP Overview

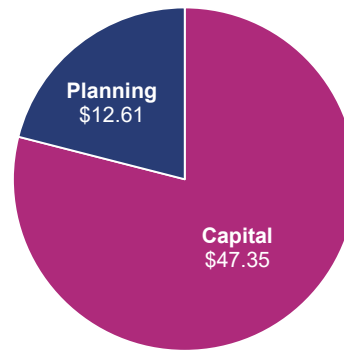
- Competitive grant program for local jurisdictions funded by TransNet
- Funds comprehensive public infrastructure projects and planning activities
- Facilitates compact, mixed-use, transit-oriented development and increases housing and transportation choices



SGIP Awards Cycle 1–5



Sum of Award Amount by Project Type
(in millions)



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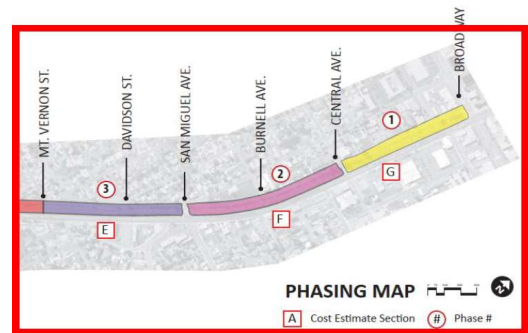
City of Lemon Grove Amendment Request

Connect Main Street Phase 1 and 2 Project

| 4

Project Area and Scope

Location:
Main Street between Broadway and Burnell Avenue



Scope: Phase 1 and Phase 2

- Construction of pedestrian and bicycle facilities
- Implementing a D.G. pedestrian trail, lighting, and landscape features



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Project History

July 2020

Grant Agreement Signed

3.5-year grant term

October 2024

Amendment 2

Second amendment extended the contract termination by an additional 7 months to March 2025.

January 2023

Amendment 1

First amendment extended the contract termination by 7 months to August 20, 2024, and changed the project area from 4 blocks to 3 blocks.

March 2025

Amendment 3 Requested

Lemon Grove submits a request for a three-month schedule extension.

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Amendment Request

3-month Time Extension

- Third Amendment Request
- Delays were mostly due to:
 - MTS right-of-entry permits
 - Long lead times for electrical equipment
 - Contractor labor shortages

Extension will allow for completion of construction and project closeout.

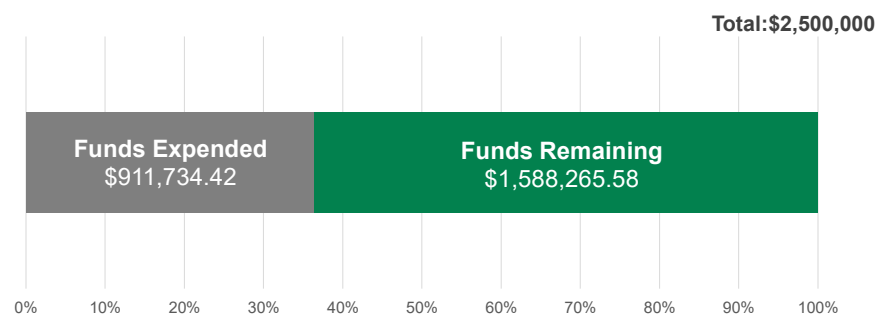
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Grant Disbursement

Grant Award: \$2,500,000

Amount Invoiced: \$911,734.42

Amount Remaining: \$1,588,265.58



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<https://www.sandag.org/funding/grant-programs/smart-growth-and-housing/transnet-smart-growth-incentive-program>



Email: grantsdistribution@sandag.org

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April 9, 2025

2025 Regional Transportation Improvement Program: Amendment No. 4

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 [2025 RTIP](#) covers FY 2025 – FY 2029 and is fiscally constrained, meaning that enough revenue is committed or reasonably assumed to be available from local, state, and/or federal sources for each phase of the project that is included in the RTIP. Amendments are made to the RTIP on a quarterly (or as-needed) basis to reflect funding or scope changes. Amendment No. 4 is a formal amendment for the FY 2026 Capital Improvement Program for transit which includes some TransNet funded projects.

Action: Discussion

The ITOC is asked to review and discuss Amendment No. 4, focusing its review on the TransNet-funded projects. Amendment No. 4 is a formal amendment for the FY 2026 Capital Improvement Program for transit agencies, which includes some TransNet-funded projects.

Fiscal Impact:

Amendment No. 4 reflects an increase of \$6.4 million to TransNet dollars programmed.

Schedule/Scope Impact:

Federal approval of Amendment No. 4 will allow the transit agencies to submit grant applications before the deadline for the federal fiscal year.

Key Considerations

Projects in this amendment were programmed based upon Federal Transit Administration (FTA) Federal Fiscal Year (FFY) 2025 apportionments. The changes are summarized in Attachment 1 with explanations for the significant changes. More details can be found in Attachment 2. Attachment 3 summarizes the eligibility requirements for projects to use TransNet funding. Staff consider that all projects in Amendment No. 4 are eligible for TransNet funding.

At the request of the TransNet Independent Taxpayer Oversight Committee (ITOC), staff has reviewed the proposed amendments and considers the changes to be consistent with the TransNet ordinance.

The ITOC is asked to review and discuss Amendment No. 4, focusing on the TransNet-funded projects.

Next Steps

Amendment No. 4 was reviewed by the Transportation Committee on April 4, 2025, and will be recommended for approval by the Board of Directors on April 25, 2025.

Pending federal approval of the amendment, the transit agencies will submit grant applications for FFY 2025 FTA funds.

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

Attachments: 1. Table 1 - Summary of Changes Report
2. Table 2 – 2025 RTIP Amendment No. 4
3. TransNet Eligibility Analysis

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

LEGEND:
 ↑ Increase
 ↓ Reduce
 ↔ Revise
 + Add new

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	TransNet Change	Change Description
MTS32A	San Diego Metropolitan Transit System	Preventive Maintenance	\$314,472	\$408,472	\$94,000	30%	\$0	↑ FTA 5307; ↑ FTA 5337 - Increase is because FY29 funding was added in this amendment. MTS is also programming additional FTA 5337 Preventive Maintenance funding to match increasing costs in the MTS operating budget.
NCTD34	North County Transit District	Transit Service Operating Support	\$455,025	\$473,170	\$18,145	4%	\$33	↑ TransNet - BRT/Rail Ops; ↑ FTA 5311; + SB1 - SRA Commuter; ↑ STA; ↑ TDA
NCTD03	North County Transit District	ADA Paratransit Services	\$85,108	\$73,108	-\$12,000	-14%	\$0	↓ TDA
MTS33A	San Diego Metropolitan Transit System	Senior Disabled Program	\$13,185	\$19,555	\$6,370	48%	\$6,370	↑ TransNet - ADA
NCTD05	North County Transit District	Bus Revenue Vehicle Purchases & Related Equipment	\$154,383	\$157,974	\$3,591	2%	\$0	↑ FTA 5307; ↓ FTA 5309 (FG); ↑ FTA 5339; ↑ STA
SAN40	San Diego Association of Governments	Metropolitan Planning	\$86,863	\$87,300	\$437	1%	\$0	↑ FTA 5307; ↑ TDA
Total TransNet Change=							\$6,403	

Abbreviation

FTA 5307
 FTA 5309
 FTA 5311
 FTA 5337
 FTA 5339
 SRA - Commuter
 STA
 TDA
 TransNet - ADA
 TransNet - BRT/Rail Ops

Fund Type

Federal Transit Administration Urbanized Area Formula Program
 Federal Transit Administration Capital Investment Grant Program
 Federal Transit Administration Rural Area Formula Program
 Federal Transit Administration State of Good Repair Grant Program
 Federal Transit Administration Bus and Bus Facilities Grant Program
 State Rail Assistance - Commuter
 State Transit Assistance
 Transportation Development Act
 Prop A Extension - Americans with Disabilities Act
 Prop A Extension - Bus Rapid Transit and Rail Operations

TransNet Changes

ADA	\$6,370
BRT/Rail	\$33
	<u>\$6,403</u>

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

North County Transit District

MPO ID: NCTD03								RTIP #:25-04			
Project Title:			ADA Paratransit Services								
Project Description:			NCTD service area - This project supports the operations of the District ADA/paratransit services.								
Change Reason:			Reduce funding, Revise funding between fiscal years								
Capacity Status:			NCI		Exempt Category:Other - Non construction related activities						
Est Total Cost: \$73,108											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - ADA	\$7,485	\$4,908	\$498	\$504	\$511	\$525	\$539		\$7,485		
TransNet - ADA Carryover	\$50	\$50							\$50		
FTA 5307	\$2,000	\$2,000							\$2,000		
Local Funds	\$7,981	\$7,981							\$7,981		
TDA	\$55,592	\$38,393	\$5,774	\$2,791	\$2,815	\$2,881	\$2,938		\$55,592		
TransNet Subtotal	\$7,535	\$4,958	\$498	\$504	\$511	\$525	\$539		\$7,535		
Other Subtotal	\$65,573	\$48,374	\$5,774	\$2,791	\$2,815	\$2,881	\$2,938		\$65,573		
TOTAL	\$73,108	\$53,332	\$6,272	\$3,295	\$3,326	\$3,406	\$3,477		\$73,108		
PROJECT LAST AMENDED 25-00											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - ADA	\$7,485	\$4,908	\$498	\$504	\$511	\$525	\$539		\$7,485		
TransNet - ADA Carryover	\$50	\$50							\$50		
FTA 5307	\$2,000	\$2,000							\$2,000		
Local Funds	\$7,981	\$7,981							\$7,981		
TDA	\$67,592	\$38,393	\$5,774	\$5,791	\$5,815	\$5,881	\$5,938		\$67,592		
TransNet Subtotal	\$7,535	\$4,958	\$498	\$504	\$511	\$525	\$539		\$7,535		
Other Subtotal	\$77,573	\$48,374	\$5,774	\$5,791	\$5,815	\$5,881	\$5,938		\$77,573		
TOTAL	\$85,108	\$53,332	\$6,272	\$6,295	\$6,326	\$6,406	\$6,477		\$85,108		

Project Title: Bus Revenue Vehicle Purchases & Related Equipment

Project Description: NCTD service area - This project funds the programmatic replacement of fixed route buses that have reached the end of their service life, and the programmatic rebuild of fixed route buses engines and transmissions. The twenty-two (22) non-revenue vehicle purchase includes: Five (5) standard cab trucks with service body, One (1) stake bed standard cab truck, One (1) shop truck with combination body and lift gate, One (1) crew cab four-wheel drive truck, Two (2) extended cab, service body, four-wheel drive trucks, Six (6) standard SUVs, Six (6) four-wheel drive, small SUVs. The eight (8) Hydrogen Fuel Cell Electric Bus purchase includes: Eight (8) New Flyer Xcelsior CHARGE H2 40 foot, 37 passenger, hydrogen fuel cell electric buses.

Change Reason: Increase funding, Revise funding between fiscal years

Capacity Status:NCI Exempt Category:Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet

Est Total Cost: **\$157,974**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
<i>TransNet</i> - MC	\$1,509	\$1,509									\$1,509
<i>TransNet</i> - Transit (Cash)	\$1,155	\$1,155									\$1,155
FTA 5307	\$52,262	\$49,104		\$3,158							\$52,262
FTA 5309 (Bus)	\$4,622	\$4,622									\$4,622
FTA 5309 (FG)	\$0										
FTA 5311	\$2,036	\$2,036									\$2,036
FTA 5339	\$14,509	\$13,747		\$762							\$14,509
FTA 5339(c)	\$27,093	\$27,093									\$27,093
FTA Funds - AR-5311	\$578	\$578									\$578
Federal Disc.-CPF-Trans Infra	\$500	\$500									\$500
Other State - LCTOP	\$9,321	\$9,321									\$9,321
SB1 - SGR	\$1,604	\$1,604									\$1,604
SB125 - TIRCP	\$6,450		\$6,450								\$6,450
SB125 - ZETCP	\$4,201		\$100	\$540	\$978	\$2,583					\$4,201
STA	\$3,865	\$2,885			\$980						\$3,865
TCRP	\$7,700	\$7,700									\$7,700
Local Funds	\$13,060	\$13,060									\$13,060
TDA	\$7,509	\$7,509									\$7,509
<i>TransNet</i> Subtotal	\$2,664	\$2,664									\$2,664
Other Subtotal	\$155,310	\$139,759	\$6,550	\$4,460	\$1,958	\$2,583					\$155,310

PROJECT LAST AMENDED 25-02

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
<i>TransNet</i> - MC	\$1,509	\$1,509									\$1,509
<i>TransNet</i> - Transit (Cash)	\$1,155	\$1,155									\$1,155
FTA 5307	\$49,104	\$49,104									\$49,104
FTA 5309 (Bus)	\$4,622	\$4,622									\$4,622
FTA 5309 (FG)	\$479		\$479								\$479
FTA 5311	\$2,036	\$2,036									\$2,036
FTA 5339	\$14,316	\$13,747		\$569							\$14,316
FTA 5339(c)	\$27,093	\$27,093									\$27,093
FTA Funds - AR-5311	\$578	\$578									\$578
Federal Disc.-CPF-Trans Infra	\$500	\$500									\$500
Other State - LCTOP	\$9,321	\$9,321									\$9,321
SB1 - SGR	\$1,604	\$1,604									\$1,604
SB125 - TIRCP	\$6,450		\$6,450								\$6,450
SB125 - ZETCP	\$4,201		\$100	\$540	\$978	\$2,583					\$4,201
STA	\$3,146	\$2,885		\$120	\$142						\$3,146
TCRP	\$7,700	\$7,700									\$7,700
Local Funds	\$13,060	\$13,060									\$13,060
TDA	\$7,509	\$7,509									\$7,509
<i>TransNet</i> Subtotal	\$2,664	\$2,664									\$2,664
Other Subtotal	\$151,719	\$139,759	\$7,029	\$1,229	\$1,120	\$2,583					\$151,719
TOTAL	\$154,383	\$142,423	\$7,029	\$1,229	\$1,120	\$2,583					\$154,383

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

North County Transit District

MPO ID: NCTD34									RTIP #:25-04		
Project Title: Transit Service Operating Support											
Project Description: NCTD service area - This project funds operating costs for existing fixed route and rail transit service, including rural services.											
Change Reason: Increase funding, Revise funding between fiscal years											
Capacity Status:NCI Exempt Category:Mass Transit - Transit operating assistance											
Est Total Cost: \$473,170											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - BRT/Rail Ops	\$42,996		\$8,092	\$8,343	\$8,593	\$8,851	\$9,117		\$42,996		
TransNet - TSI	\$87,931		\$16,941	\$17,166	\$17,406	\$17,956	\$18,462		\$87,931		
FTA 5311	\$3,208		\$642	\$642	\$642	\$642	\$642		\$3,208		
Other State - LCTOP	\$14,506		\$2,901	\$2,901	\$2,901	\$2,901	\$2,901		\$14,506		
SB1 - SRA Commuter	\$4,833			\$3,800	\$1,033				\$4,833		
SB125 - ZETCP	\$8,191		\$1,890	\$2,927	\$2,489	\$885			\$8,191		
STA	\$58,090		\$12,481	\$7,087	\$10,812	\$13,750	\$13,960		\$58,090		
TDA	\$253,415		\$49,882	\$53,199	\$53,661	\$48,025	\$48,648		\$253,415		
TransNet Subtotal	\$130,927		\$25,033	\$25,509	\$25,999	\$26,807	\$27,579		\$130,927		
Other Subtotal	\$342,243		\$67,796	\$70,556	\$71,538	\$66,203	\$66,151		\$342,243		
TOTAL	\$473,170		\$92,829	\$96,065	\$97,537	\$93,010	\$93,730		\$473,170		
PROJECT LAST AMENDED 25-00											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - BRT/Rail Ops	\$42,963		\$8,092	\$8,335	\$8,585	\$8,843	\$9,108		\$42,963		
TransNet - TSI	\$87,931		\$16,941	\$17,166	\$17,406	\$17,956	\$18,462		\$87,931		
FTA 5311	\$2,566		\$642	\$642	\$642	\$642			\$2,566		
Other State - LCTOP	\$14,506		\$2,901	\$2,901	\$2,901	\$2,901	\$2,901		\$14,506		
SB125 - ZETCP	\$8,191		\$1,890	\$2,927	\$2,489	\$885			\$8,191		
STA	\$57,801		\$12,481	\$9,215	\$11,195	\$11,387	\$13,524		\$57,801		
TDA	\$241,067		\$49,882	\$50,199	\$46,690	\$47,682	\$46,613		\$241,067		
TransNet Subtotal	\$130,894		\$25,033	\$25,501	\$25,991	\$26,799	\$27,570		\$130,894		
Other Subtotal	\$324,131		\$67,796	\$65,884	\$63,917	\$63,497	\$63,038		\$324,131		
TOTAL	\$455,025		\$92,829	\$91,385	\$89,908	\$90,296	\$90,608		\$455,025		

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

San Diego Association of Governments

MPO ID: SAN40									RTIP #:25-04		
Project Title:		Metropolitan Planning							SANDAG ID:		
Project Description:		Countywide - ongoing regional transportation planning as well as administrative oversight for various <i>TransNet</i> and FTA-funded programs. Toll Credits will be used to match federal funds for the PE phase							31020,33201,33203,23000,31007,35040,33107		
Change Reason:		Increase funding									
Capacity Status:		NCI		Exempt Category:Other - Non construction related activities							
Est Total Cost: \$87,300											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$1,007	\$933	\$73						\$1,007		
<i>TransNet</i> - MC	\$395	\$395							\$395		
<i>TransNet</i> - SGIP	\$1,085	\$908	\$178						\$1,085		
<i>TransNet</i> - SS	\$1,080	\$909	\$171						\$1,080		
CBI	\$250	\$250							\$250		
FTA 5307	\$66,162	\$59,240	\$6,922						\$66,162		
FTA 5309TOD	\$239	\$239							\$239		
FTA 5310	\$442	\$442							\$442		
ITS	\$231	\$231							\$231		
RSTP	\$991	\$991							\$991		
Local Funds	\$14,133	\$12,891	\$1,242						\$14,133		
TDA	\$1,285	\$492	\$497	\$297					\$1,285		
<i>TransNet</i> Subtotal	\$3,567	\$3,145	\$422						\$3,567		
Other Subtotal	\$83,733	\$74,776	\$8,661	\$297					\$83,733		
TOTAL	\$87,300	\$77,921	\$9,083	\$297					\$87,300		
PROJECT LAST AMENDED 25-01											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$1,007	\$933	\$73						\$1,007		
<i>TransNet</i> - MC	\$395	\$395							\$395		
<i>TransNet</i> - SGIP	\$1,085	\$908	\$178						\$1,085		
<i>TransNet</i> - SS	\$1,080	\$909	\$171						\$1,080		
CBI	\$250	\$250							\$250		
FTA 5307	\$66,021	\$59,240	\$6,781						\$66,021		
FTA 5309TOD	\$239	\$239							\$239		
FTA 5310	\$442	\$442							\$442		
ITS	\$231	\$231							\$231		
RSTP	\$991	\$991							\$991		
Local Funds	\$14,133	\$12,891	\$1,242						\$14,133		
TDA	\$989	\$492	\$497						\$989		
<i>TransNet</i> Subtotal	\$3,567	\$3,145	\$422						\$3,567		
Other Subtotal	\$83,296	\$74,776	\$8,520						\$83,296		
TOTAL	\$86,863	\$77,921	\$8,942						\$86,863		

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

San Diego Metropolitan Transit System

MPO ID: MTS32A									RTIP #:25-04		
Project Title:			Preventive Maintenance								
Project Description:			MTS service area - Within MTS Service Area - FY26 Projects Include: - Preventive Maintenance for the period between July 1, 2024 and June 30, 2025. FY27 Projects Include: - Preventive Maintenance for the period between July 1, 2025 and June 30, 2026.								
Change Reason:			Increase funding, Revise funding between fiscal years, Revise project description								
Capacity Status:NCI			Exempt Category:Mass Transit - Transit operating assistance								
Est Total Cost: \$408,472											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - TSI	\$42,472		\$42,472						\$42,472		
FTA 5307	\$160,000		\$30,000	\$31,000	\$32,000	\$33,000	\$34,000		\$160,000		
FTA 5337	\$206,000		\$40,000	\$40,000	\$41,000	\$42,000	\$43,000		\$206,000		
TransNet Subtotal	\$42,472		\$42,472						\$42,472		
Other Subtotal	\$366,000		\$70,000	\$71,000	\$73,000	\$75,000	\$77,000		\$366,000		
TOTAL	\$408,472		\$112,472	\$71,000	\$73,000	\$75,000	\$77,000		\$408,472		
PROJECT LAST AMENDED 25-00											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - TSI	\$42,472		\$42,472						\$42,472		
FTA 5307	\$138,000		\$33,000	\$34,000	\$35,000	\$36,000			\$138,000		
FTA 5337	\$134,000		\$32,000	\$33,000	\$34,000	\$35,000			\$134,000		
TransNet Subtotal	\$42,472		\$42,472						\$42,472		
Other Subtotal	\$272,000		\$65,000	\$67,000	\$69,000	\$71,000			\$272,000		
TOTAL	\$314,472		\$107,472	\$67,000	\$69,000	\$71,000			\$314,472		

MPO ID: MTS33A									RTIP #:25-04		
Project Title: Senior Disabled Program											
Project Description: MTS service area - Within MTS Service Area - Subsidy for senior and disabled as required by <i>TransNet</i>											
Change Reason: Increase funding											
Capacity Status:NCI			Exempt Category:Mass Transit - Transit operating assistance								
Est Total Cost: \$19,555											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - ADA	\$19,143	\$11,764	\$1,179	\$1,183	\$1,200	\$1,231	\$1,271	\$1,315	\$19,143		
TransNet - ADA Carryover	\$412	\$412							\$412		
TOTAL	\$19,555	\$12,176	\$1,179	\$1,183	\$1,200	\$1,231	\$1,271	\$1,315	\$19,555		
PROJECT LAST AMENDED 25-00											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - ADA	\$12,773	\$11,764	\$1,010						\$12,773		
TransNet - ADA Carryover	\$412	\$412							\$412		
TOTAL	\$13,185	\$12,176	\$1,010						\$13,185		

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

RTIP Fund Types

<u>Federal Funding</u>	
BIP/CBI	Border Infrastructure Program/Corridors and Borders Infrastructure Program
CMAQ	Congestion Mitigation and Air Quality
FRA-PRIIA	Federal Railroad Administration Passenger Rail Investment and Improvement Act of 2008
FTA Section 5307	Federal Transit Administration Urbanized Area Formula Program
FTA Section 5309 (Bus)	Federal Transit Administration Discretionary Program
FTA Section 5309 (FG)	Federal Transit Administration Fixed Guideway Modernization Formula Program
FTA Section 5310	Federal Transit Administration Elderly & Disabled Program
FTA Section 5311	Federal Transit Administration Rural Program
FTA Section 5337	Federal Transit Administration State of Good Repair Grant Program
FTA Section 5339	Federal Transit Administration Bus and Bus Facilities Formula Grant Program
ITS	Intelligent Transportation System
RSTP	Regional Surface Transportation Program
TSGP	Transit Security Grant Program (Federal Discretionary)
CMAQ/RSTP Conversion	Reimbursement of advanced federal funds which have been advanced with local funds in earlier years
<u>State Funding</u>	
PTMISEA	Public Transportation Modernization, Improvement, and Service Enhancement Account (State Prop 1B)
SB1 - SGR	Senate Bill 1 - State Transit Assistance State of Good Repair
SB1 - TIRCP	Senate Bill 1 - Transit and Intercity Rail Program
SB1 - SRA Commuter	Senate Bill 1 - State Rail Assistance Commuter Rail
STA	State Transit Assistance
TCRP	Traffic Congestion Relief Program
TSGP	Transit Security Grant Program (State Prop. 1B)
<u>Local Funding</u>	
Local Funds AC	Local Funds - Advanced Construction; mechanism to advance local funds to be reimbursed at a later fiscal year with federal/state funds
TDA	Transportation Development Act
<i>TransNet</i> -ADA	Prop. A Local Transportation Sales Tax - Transit
<i>TransNet</i> -BPNS	Prop. A Extension Local Transportation Sales Tax - Bicycle, Pedestrian and Neighborhood Safety Program
<i>TransNet</i> -MC	Prop. A Extension Local Transportation Sales Tax - Major Corridors
<i>TransNet</i> -SGIP	Prop. A Extension Local Transportation Sales Tax - Regional Smart Growth Incentive Program
<i>TransNet</i> -SS	Prop. A Extension Local Transportation Sales Tax - Senior Services
<i>TransNet</i> -TSI	Prop. A Extension Local Transportation Sales Tax- Transit System Improvements

Eligibility Analysis for 2025 RTIP Amendment No. 4

TransNet Eligibility

The TransNet Extension (Ordinance) and the TransNet Ordinance and Expenditure Plan Rules (Board Policy No. 031) establish guidance and requirements for the use of TransNet. Projects must comply with these rules to be considered eligible for TransNet, and that compliance must be evaluated through the Regional Transportation Improvement Program (RTIP).

Projects programmed in the RTIP must satisfy the following criteria to comply with the Ordinance. They must: (1) be consistent with San Diego Forward: The 2021 Regional Transportation Plan (2021 Regional Plan); (2) be approved by the governing body of a local agency following a public hearing; (3) be on a Regional Arterial to utilize RTCIP funds; (4) include at least 70% of local street and road funds for congestion relief; (5) accommodate bicycles and pedestrians; (6) be financially constrained and (7) follow the Public Participation Policy. Each of these items is tested every time the RTIP is amended, and each amendment must maintain the conformity of the 2025 RTIP to the Ordinance.

Project Eligibility for the 2025 RTIP

All TransNet funded projects in the 2025 RTIP meet all requirements set forth by the Ordinance and were reviewed by the Independent Taxpayer Oversight Committee on July 10, 2024, and September 11, 2024. ITOC recommended the projects to the San Diego County Regional Transportation Commission. SANDAG has made the following eligibility findings for Amendment No. 4 to the 2025 RTIP under Board Policy No. 031 TransNet Ordinance and Expenditure Plan rules.

Rule #7 – Program of Projects Approval Process and Amendments

An amendment to revise the TransNet Program of Projects (POP) must first be approved by the governing body of the local agency proposing the revision within the preceding 12 months. All projects a local agency wishes to include in its POP must be consistent with the long-range Regional Transportation Plan. A POP amendment which includes but is not limited to, adding a new project, deleting an existing project, revising the project scope, or otherwise changing the TransNet funds programmed, requires that the local agency hold a noticed public hearing with an agenda item that clearly identifies the proposed project amendments and submits a resolution using the language and deadlines prescribed by the Commission as documentation of governing body approval.

- 1) *Finding:* The TransNet projects, through Amendment No. 4, are consistent with the 2021 Regional Transportation Plan (2021 Regional Plan) (policies, programs, and projects). All projects conform to the scope, cost, and schedule included in the 2021 Regional Plan.
- 2) *Finding:* All local agencies submitting project revisions impacting TransNet funding in Amendment No. 4 have submitted a signed resolution attesting to having held a public hearing within the preceding 12 months.

Rule #18 - Use of Local Street and Road Funds for Congestion Relief

As specified in Section 2(C)(1) of the Ordinance 04-01, at least 70 percent of the revenues provided for local street and road purposes should be used for congestion relief purposes and no more than 30 percent for maintenance purposes.

- 3) *Finding:* All projects programmed in Amendment No. 4 using TransNet LSI funding are indicated as either Congestion Relief or Maintenance.

Rule #21 - Accommodation of Bicyclists and Pedestrians

Section 4(E)(3) of the TransNet Extension Ordinance requires that all new projects or major reconstruction projects funded with TransNet shall accommodate travel by pedestrians and bicyclists except where prohibited by law or disproportionate cost.

- 4) *Finding:* All projects programmed in Amendment No. 4 make adequate provisions for bicyclists and pedestrians.

Rule #23: Application of TransNet Extension Ordinance Regional Transportation Congestion Improvement Program (RTCIP) Requirements

- 5) *Finding:* All projects programmed in Amendment No. 4 utilizing RTCIP funds have been verified as Regional Arterials eligible for RTCIP funding.

Financial Constraint

The projects contained within the 2025 RTIP must be reasonable when considering available funding sources.

- 6) *Finding:* The proposed Amendment No. 4 does not exceed the Board of Directors TransNet Revenue forecast approved February 14, 2025, for the current biennial and the five-year period of the RTIP.

Board Policy No. 25 - SANDAG Public Participation Policy

The SANDAG Public Participation Policy requires that a draft of all formal RTIP amendments be provided to all interested parties for a 15-day comment period. SANDAG accomplishes this by posting it in the [Public Notices](#) section of the website.

- 7) *Finding:* The draft Amendment No. 4 was posted for public review and comment on March 14, 2025, ending on April 3, 2025.

April 9, 2025

2025 Regional Transportation Improvement Program: Amendment No. 5

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

Action: Discussion

The ITOC is asked to review and discuss Amendment No. 5, focusing its review on the TransNet-funded projects.

Fiscal Impact:

Amendment No. 5 reflects an increase of \$32.6 million to TransNet dollars programmed, as summarized in Attachment 1.

Schedule/Scope Impact:

Approval of Amendment No. 5 allows projects to continue per board and council actions.

Key Considerations

The changes in Amendment No. 5 are summarized in Attachment 1, and the project amendments are detailed in Attachment 2. Amendment No. 5 modifies projects in the RTIP that the Independent Taxpayer Oversight Committee previously reviewed for TransNet eligibility.

Key changes in Amendment No. 5 include:

- The programming of an additional \$33 million of TransNet - Major Corridor funds and \$10.5 million of SB1 – Local Partnership Program (LPP) funds on SAN183 - Batiquitos Lagoon Double Track (Part of SAN114), to align with the FY 2025 SANDAG Budget approved by the Board of Directors on [May 24, 2024](#) to increase the budget by \$ 42.5 million due to inflation, permitting, additional requests from the California Coastal Commission and additional flagging costs.
- Programming updates requested by Local Agencies

Attachment 3 is the TransNet Eligibility Analysis for Amendment No. 5. At the request of the TransNet Independent Taxpayer Oversight Committee (ITOC), staff has reviewed the proposed project amendments included in Amendment No. 5 and considers the changes to be consistent with the TransNet Ordinance.

Next Steps

Any comments provided by the ITOC will be forwarded to the Transportation Committee prior to approval. The Transportation Committee is scheduled to approve Amendment No. 5 to the 2025 Regional Transportation Improvement Program at its meeting on April 18, 2025.

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

Attachments: 1. Table 1 - Summary of Changes Report
2. Table 1 - 2025 RTIP - TransNet Only Amendment No. 5
3. TransNet Eligibility Analysis

Table 1 - Summary of Changes Report (\$000)
2023 RTIP Amendment No. 5

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	TransNet Change	Change Description
SAN114	San Diego Association of Governments	Grouped Projects for Rehabilitation or Reconstruction of Track Structures, Track, and Trackbed in Existing Rights-of-Way: Coastal Rail Corridor	\$630,208	\$673,553	\$43,345	7%	\$32,845	↑ TransNet - MC; ↑ SB1 - LPP Formula
V14	Various Agencies	Grouped Projects for Bicycle and pedestrian facilities - Active Transportation Program (ATP)	\$93,624	\$98,809	\$5,185	6%	\$0	↑ ATP - R
LG16	Lemon Grove, City of	Drainage Improvements (Congestion Relief)	\$3,587	\$3,968	\$381	11%	\$381	↑ TransNet - LSI Carry Over
LG20	Lemon Grove, City of	Street Improvements (Congestion Relief - Non CI)	\$13,553	\$13,278	-\$275	-2%	-\$275	↓ TransNet - LSI; ↓ TransNet - LSI Carry Over
LAM40	La Mesa, City of	Street Reconstruction (CR)	\$9,412	\$9,145	-\$267	-3%	-\$267	↓ TransNet - LSI
NC49	National City, City of	Retroreflective Back-Plates	\$102	\$102	\$0	0%	\$0	Updated project location information
Total TransNet Change=							\$32,684	

LEGEND:
 ↑ Increase
 ↓ Reduce
 ↔ Revise
 + Add new

Abbreviation
 ATP-R
 SB1 - LPP
 TransNet - LSI
 TransNet - MC

Fund Type
 Active Transportation Program - Regional
 Senate Bill 1 - Local Partnership Program
 Prop A Extension - Local System Improvements
 Prop A Extension - Major Corridors

TransNet Changes	
LSI	(\$161)
MC	\$32,845
	\$32,684

Table 1
2025 Regional Transportation Improvement Program - *TransNet* Only
Amendment No. 5
San Diego Region (in \$000s)

La Mesa, City of

MPO ID: LAM40										RTIP #:25-05			
Project Title:	Street Reconstruction (CR)								TransNet - LSI: CR				
Project Description:	In La Mesa, various locations citywide - street reconstruction including construction of a new structural pavement surface greater than 1" in depth, to provide a smooth travel surface												
Change Reason:	Reduce funding												
Capacity Status:		NCI		Exempt Category:								Safety - Pavement resurfacing and/or rehabilitation	
Est Total Cost: \$9,145													
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON		
TransNet - CP	\$301	\$301									\$301		
TransNet - L (Cash)	\$136	\$136									\$136		
TransNet - LSI	\$5,028	\$1,652	\$660	\$642	\$644	\$680	\$751				\$5,028		
TransNet - LSI Carry Over	\$3,680	\$2,955	\$725								\$3,680		
TOTAL	\$9,145	\$5,044	\$1,385	\$642	\$644	\$680	\$751				\$9,145		
PROJECT LAST AMENDED 25-00													
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON		
TransNet - CP	\$301	\$301									\$301		
TransNet - L (Cash)	\$136	\$136									\$136		
TransNet - LSI	\$5,295	\$1,652	\$700	\$700	\$700	\$744	\$800				\$5,295		
TransNet - LSI Carry Over	\$3,680	\$2,955	\$725								\$3,680		
TOTAL	\$9,412	\$5,044	\$1,425	\$700	\$700	\$744	\$800				\$9,412		

2025 Regional Transportation Improvement Program - *TransNet* Only
Amendment No. 5
San Diego Region (in \$000s)

Lemon Grove, City of

MPO ID: LG16										RTIP #:25-05	
Project Title:	Drainage Improvements (Congestion Relief)								TransNet - LSI: CR		
Project Description:	Citywide - This project consists of evaluating, prioritizing, and implementing improvements to the city's storm drain system by identifying deteriorated or problematic portions of the storm drain system, perform risk assessments to prioritize need, and perform the necessary construction repairs or replacements to avoid roadway flooding										
Change Reason:	Increase funding										
Capacity Status:NCI			Exempt Category:Safety - Hazard elimination program								
Est Total Cost: \$3,968											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	\$1,610	\$1,064	\$100	\$100	\$100	\$121	\$125				\$1,610
TransNet - LSI (Cash)	\$142	\$142									\$142
TransNet - LSI Carry Over	\$880	\$299	\$581								\$880
Local Funds	\$1,336	\$1,336									\$1,336
TransNet Subtotal	\$2,632	\$1,505	\$681	\$100	\$100	\$121	\$125				\$2,632
Other Subtotal	\$1,336	\$1,336									\$1,336
TOTAL	\$3,968	\$2,841	\$681	\$100	\$100	\$121	\$125				\$3,968
PROJECT LAST AMENDED 25-00											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - LSI	\$1,610	\$1,064	\$100	\$100	\$100	\$121	\$125				\$1,610
TransNet - LSI (Cash)	\$142	\$142									\$142
TransNet - LSI Carry Over	\$499	\$299	\$200								\$499
Local Funds	\$1,336	\$1,336									\$1,336
TransNet Subtotal	\$2,251	\$1,505	\$300	\$100	\$100	\$121	\$125				\$2,251
Other Subtotal	\$1,336	\$1,336									\$1,336
TOTAL	\$3,587	\$2,841	\$300	\$100	\$100	\$121	\$125				\$3,587

2025 Regional Transportation Improvement Program - TransNet Only
Amendment No. 5
San Diego Region (in \$000s)

Lemon Grove, City of

MPO ID: LG20								RTIP #:25-05							
Project Title:	Street Improvements (Congestion Relief - Non CI)							TransNet - LSI: CR							
Project Description:	Citywide - this project involves roadway rehabilitation (grinding and overlay, new structural pavement, or new overlay 1-inch thick or greater) of several streets within the city. Streets were prioritized for work based on levels of deterioration identified in the Pavement Management System; Sidewalk Rehabilitation: this annual project adds sidewalks, widens sidewalks, removes and/or replaces various sidewalk locations and installs Americans with Disabilities Act (ADA) compliant curb ramps throughout the city; Street Improvements: this as needed project would widen or install curb/gutter, sidewalk, curb ramps														
Change Reason:	Reduce funding														
Capacity Status:		NCI		Exempt Category:								Safety - Pavement resurfacing and/or rehabilitation			
Est Total Cost: \$13,278															
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON				
TransNet - LSI	\$6,681	\$3,266	\$678	\$672	\$680	\$684	\$701				\$6,681				
TransNet - LSI (Cash)	\$198	\$198									\$198				
TransNet - LSI Carry Over	\$4,452	\$3,151	\$1,300						\$61		\$4,391				
Local Funds	\$1,947	\$1,947									\$1,947				
TransNet Subtotal	\$11,331	\$6,615	\$1,978	\$672	\$680	\$684	\$701		\$61		\$11,270				
Other Subtotal	\$1,947	\$1,947									\$1,947				
TOTAL	\$13,278	\$8,562	\$1,978	\$672	\$680	\$684	\$701		\$61		\$13,217				
PROJECT LAST AMENDED 25-00															
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON				
TransNet - LSI	\$6,786	\$3,266	\$693	\$695	\$702	\$710	\$720				\$6,786				
TransNet - LSI (Cash)	\$198	\$198									\$198				
TransNet - LSI Carry Over	\$4,622	\$3,151	\$1,470						\$61		\$4,561				
Local Funds	\$1,947	\$1,947									\$1,947				
TransNet Subtotal	\$11,606	\$6,615	\$2,163	\$695	\$702	\$710	\$720		\$61		\$11,545				
Other Subtotal	\$1,947	\$1,947									\$1,947				
TOTAL	\$13,553	\$8,562	\$2,163	\$695	\$702	\$710	\$720		\$61		\$13,492				

2025 Regional Transportation Improvement Program - TransNet Only
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National City, City of

MPO ID: NC49										RTIP #:25-05	
Project Title: Retroreflective Back-Plates										<i>TransNet</i> - LSI: Maint	
Project Description: Signalized Intersections along Highland Avenue from Division Street to 30th Street (excluding 28th Street), along Plaza Boulevard from L Avenue to 8th Street and along National City Boulevard from 4th Street to 24th Street/Miles of Cars Way. - The general scope of work generally consists of improving signal hardware with back-plates with retroreflective borders, installing an advanced stop bar before the crosswalk (Bicycle Box), and modifying signal phasing to implement a Leading Pedestrian Interval (LPI).											
Change Reason: Other, Updated project location information											
Capacity Status:NCI Exempt Category:Safety - Increasing Sight Distance											
Est Total Cost: \$102											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$10		\$10						\$10		
HSIP	\$92		\$92						\$92		
<i>TransNet</i> Subtotal	\$10		\$10						\$10		
Other Subtotal	\$92		\$92						\$92		
TOTAL	\$102		\$102						\$102		
PROJECT LAST AMENDED 25-00											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$10		\$10						\$10		
HSIP	\$92		\$92						\$92		
<i>TransNet</i> Subtotal	\$10		\$10						\$10		
Other Subtotal	\$92		\$92						\$92		
TOTAL	\$102		\$102						\$102		

2025 Regional Transportation Improvement Program - TransNet Only
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San Diego Region (in \$000s)

San Diego Association of Governments

MPO ID: SAN114									RTIP #:25-05		
Project Title:	Grouped Projects for Rehabilitation or Reconstruction of Track Structures, Track, and Trackbed in Exisiting Rights-of-Way: Coastal Rail Corridor							SANDAG ID: 1239805, 1239810, 1239813, 1239813, 1239822, 1239824, 1239814, 1239815, 1239816, 1239819, 1239821			
Project Description:	Projects are consistent with 40 CFR Parts 93.126 and 93.127 Exempt Tables 2 and 3 categories: rehabilitation or reconstruction of track structures, track, and trackbed in existing right-of-way (non-capacity increasing)- from Oceanside to San Diego along the Coastal Rail Corridor; design track improvements										
Change Reason:	Increase funding										
Capacity Status:NCI			Exempt Category:Mass Transit - Track rehabilitation in existing right of way								
Est Total Cost: \$673,553											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	\$105,330	\$49,047	\$9,183	\$7,654	\$14,933	\$19,340	\$4,559	\$614			\$105,330
CMAQ	\$76,754	\$76,754									\$76,754
FTA 5307	\$24,266	\$18,002	\$6,264								\$24,266
FTA 5339	\$2,600	\$2,600									\$2,600
Fed Rail Admin (FRA-PRIIA)	\$7,085	\$7,085									\$7,085
FedDisc. - CPF - Trans Infra	\$54,893	\$1,000			\$53,893						\$54,893
RSTP	\$28,136	\$28,136									\$28,136
CAP-TRADE	\$4,617	\$4,617									\$4,617
Coastal Conservancy	\$103,300	\$103,300									\$103,300
SB1 - LPP Formula	\$15,331	\$4,831	\$10,500								\$15,331
SB1 - TCEP	\$30,528	\$30,528									\$30,528
SB1 - TIRCP	\$100,200	\$200	\$100,000								\$100,200
SB125 - TIRCP	\$36,397			\$36,397							\$36,397
STIP State Cash-Augmn RIP	\$82,800				\$20,800	\$62,000					\$82,800
Local Funds	\$1,316	\$1,316									\$1,316
TransNet Subtotal	\$105,330	\$49,047	\$9,183	\$7,654	\$14,933	\$19,340	\$4,559	\$614			\$105,330
Other Subtotal	\$568,223	\$278,369	\$116,764	\$36,397	\$74,693	\$62,000					\$568,223
TOTAL	\$673,553	\$327,416	\$125,947	\$44,051	\$89,626	\$81,340	\$4,559	\$614			\$673,553
PROJECT LAST AMENDED 25-01											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - MC	\$72,485	\$48,619	\$2,210	\$1,949	\$11,996	\$4,514	\$2,584	\$614			\$72,485
CMAQ	\$76,754	\$76,754									\$76,754
FTA 5307	\$24,266	\$18,002	\$6,264								\$24,266
FTA 5339	\$2,600	\$2,600									\$2,600
Fed Rail Admin (FRA-PRIIA)	\$7,085	\$7,085									\$7,085
FedDisc. - CPF - Trans Infra	\$54,893	\$1,000			\$53,893						\$54,893
RSTP	\$28,136	\$28,136									\$28,136
CAP-TRADE	\$4,617	\$4,617									\$4,617
Coastal Conservancy	\$103,300	\$103,300									\$103,300
SB1 - LPP Formula	\$4,831	\$4,831									\$4,831
SB1 - TCEP	\$30,528	\$30,528									\$30,528
SB1 - TIRCP	\$100,200	\$200	\$100,000								\$100,200
SB125 - TIRCP	\$36,397			\$36,397							\$36,397
STIP State Cash-Augmn RIP	\$82,800				\$20,800	\$62,000					\$82,800
Local Funds	\$1,316	\$1,316									\$1,316
TransNet Subtotal	\$72,485	\$48,619	\$2,210	\$1,949	\$11,996	\$4,514	\$2,584	\$614			\$72,485
Other Subtotal	\$557,723	\$278,369	\$106,264	\$36,397	\$74,693	\$62,000					\$557,723
TOTAL	\$630,208	\$326,988	\$108,474	\$38,346	\$86,689	\$66,514	\$2,584	\$614			\$630,208

2025 Regional Transportation Improvement Program - TransNet Only
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San Diego Region (in \$000s)

Various Agencies

MPO ID: V14										RTIP #:25-05	
Project Title:	Grouped Projects for Bicycle and pedestrian facilities - Active Transportation Program (ATP)							SANDAG ID: 1223093, 1223097			
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)										
Change Reason:	Increase funding										
Capacity Status:NCI			Exempt Category:Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$98,809											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - BPNS	\$1,126	\$548	\$98	\$40	\$440						\$1,126
TransNet - LSI	\$4,866	\$4,278	\$588								\$4,866
TransNet - LSI (Cash)	\$50	\$50									\$50
TransNet - LSI Carry Over	\$3,735	\$3,543	\$193								\$3,735
TransNet - MC	\$2,000		\$1,000	\$1,000							\$2,000
ATP - R	\$32,620	\$7,332	\$7,425	\$9,756	\$8,108						\$32,620
ATP - S	\$40,079	\$10,395	\$5,039		\$24,645						\$40,079
Local Funds	\$14,033	\$11,403	\$2,080	\$550							\$14,033
Local RTCIP	\$300	\$300									\$300
TransNet Subtotal	\$11,777	\$8,419	\$1,879	\$1,040	\$440						\$11,777
Other Subtotal	\$87,032	\$29,430	\$14,544	\$10,306	\$32,753						\$87,032
TOTAL	\$98,809	\$37,849	\$16,423	\$11,346	\$33,193						\$98,809
PROJECT LAST AMENDED 25-01											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
TransNet - BPNS	\$1,126	\$548	\$98	\$40	\$440						\$1,126
TransNet - LSI	\$4,866	\$4,278	\$588								\$4,866
TransNet - LSI (Cash)	\$50	\$50									\$50
TransNet - LSI Carry Over	\$3,735	\$3,543	\$193								\$3,735
TransNet - MC	\$2,000		\$1,000	\$1,000							\$2,000
ATP - R	\$27,435	\$7,332	\$2,240	\$9,756	\$8,108						\$27,435
ATP - S	\$40,079	\$10,395	\$5,039		\$24,645						\$40,079
Local Funds	\$14,033	\$11,403	\$2,080	\$550							\$14,033
Local RTCIP	\$300	\$300									\$300
TransNet Subtotal	\$11,777	\$8,419	\$1,879	\$1,040	\$440						\$11,777
Other Subtotal	\$81,847	\$29,430	\$9,359	\$10,306	\$32,753						\$81,847
TOTAL	\$93,624	\$37,849	\$11,238	\$11,346	\$33,193						\$93,624

2025 Regional Transportation Improvement Program - *TransNet* Only
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San Diego Region (in \$000s)

RTIP Fund Types

<u>Federal Funding</u>	
CMAQ	Congestion Mitigation and Air Quality
FRA-PRIIA	Federal Railroad Administration Passenger Rail Investment and Improvement Act of 2008
FTA Section 5307	Federal Transit Administration Urbanized Area Formula Program
FTA Section 5339	Federal Transit Administration Bus and Bus Facilities Formula Grant Program
HSIP	Highway Safety Improvement Program
RSTP	Regional Surface Transportation Program
CMAQ/RSTP Conversion	Reimbursement of advanced federal funds which have been advanced with local funds in earlier years
<u>State Funding</u>	
ATP	Active Transportation Program (Statewide and Regional)
Coastal Conservancy	California Coastal Conservancy Fund
SB1 - TCEP	Senate Bill 1 - Trade Corridor Enhancement Program
SB1 - LPP Formula	Senate Bill 1 - Local Partnership Formula Program
SB1 - TIRCP	Senate Bill 1 - Transit and Intercity Rail Program
TIRCP	Transit and Intercity Rail Capital Program
<u>Local Funding</u>	
Local Funds AC	Local Funds - Advanced Construction; mechanism to advance local funds to be reimbursed at a later fiscal year with federal/state funds
RTCIP	Regional Transportation Congestion Improvement Program
<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> -L (Cash)	<i>TransNet</i> - 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	<i>TransNet</i> - LSI funds previously programmed but not requested/paid in year of allocation
<i>TransNet</i> -LSI (Cash)	<i>TransNet</i> - LSI funds which agencies have received payment, but have not spent
<i>TransNet</i> -MC	Prop. A Extension Local Transportation Sales Tax - Major Corridors

Eligibility Analysis for 2025 RTIP Amendment No. 5

TransNet Eligibility

The TransNet Extension (Ordinance) and the TransNet Ordinance and Expenditure Plan Rules (Board Policy No. 031) establish guidance and requirements for the use of TransNet. Projects must comply with these rules to be considered eligible for TransNet, and that compliance must be evaluated through the Regional Transportation Improvement Program (RTIP).

Projects programmed in the RTIP must satisfy the following criteria to comply with the Ordinance. They must: (1) be consistent with San Diego Forward: The 2021 Regional Transportation Plan (2021 Regional Plan); (2) be approved by the governing body of a local agency following a public hearing; (3) be on a Regional Arterial to utilize RTCIP funds; (4) include at least 70% of local street and road funds for congestion relief; (5) accommodate bicycles and pedestrians; (6) be financially constrained and (7) follow the Public Participation Policy. Each of these items is tested every time the RTIP is amended, and each amendment must maintain the conformity of the 2025 RTIP to the Ordinance.

Project Eligibility for the 2025 RTIP

All TransNet funded projects in the 2025 RTIP meet all requirements set forth by the Ordinance and were reviewed by the Independent Taxpayer Oversight Committee on July 10, 2024, and September 11, 2024. ITOC recommended the projects to the San Diego County Regional Transportation Commission. SANDAG has made the following eligibility findings for Amendment No. 5 to the 2025 RTIP under Board Policy No. 031 TransNet Ordinance and Expenditure Plan rules.

Rule #7 – Program of Projects Approval Process and Amendments

An amendment to revise the TransNet Program of Projects (POP) must first be approved by the governing body of the local agency proposing the revision within the preceding 12 months. All projects a local agency wishes to include in its POP must be consistent with the long-range Regional Transportation Plan. A POP amendment which includes but is not limited to, adding a new project, deleting an existing project, revising the project scope, or otherwise changing the TransNet funds programmed, requires that the local agency hold a noticed public hearing with an agenda item that clearly identifies the proposed project amendments and submits a resolution using the language and deadlines prescribed by the Commission as documentation of governing body approval.

- 1) *Finding:* The TransNet projects, through Amendment No. 5, are consistent with the 2021 Regional Transportation Plan (2021 Regional Plan) (policies, programs, and projects). All projects conform to the scope, cost, and schedule included in the 2021 Regional Plan.
- 2) *Finding:* All local agencies submitting project revisions impacting TransNet funding in Amendment No. 5 have submitted a signed resolution attesting to having held a public hearing within the preceding 12 months.

Rule #18 - Use of Local Street and Road Funds for Congestion Relief

As specified in Section 2(C)(1) of the Ordinance 04-01, at least 70 percent of the revenues provided for local street and road purposes should be used for congestion relief purposes and no more than 30 percent for maintenance purposes.

- 3) *Finding:* All projects programmed in Amendment No. 5 using TransNet LSI funding are indicated as either Congestion Relief or Maintenance.

Rule #21 - Accommodation of Bicyclists and Pedestrians

Section 4(E)(3) of the TransNet Extension Ordinance requires that all new projects or major reconstruction projects funded with TransNet shall accommodate travel by pedestrians and bicyclists except where prohibited by law or disproportionate cost.

- 4) *Finding:* All projects programmed in Amendment No. 5 make adequate provisions for bicyclists and pedestrians.

Rule #23: Application of TransNet Extension Ordinance Regional Transportation Congestion Improvement Program (RTCIP) Requirements

- 5) *Finding:* All projects programmed in Amendment No. 5 utilizing RTCIP funds have been verified as Regional Arterials eligible for RTCIP funding.

Financial Constraint

The projects contained within the 2025 RTIP must be reasonable when considering available funding sources.

- 6) *Finding:* The proposed Amendment No. 5 does not exceed the Board of Directors TransNet Revenue forecast approved February 14, 2025, for the current biennial and the five-year period of the RTIP.

Board Policy No. 25 - SANDAG Public Participation Policy

The SANDAG Public Participation Policy requires that a draft of all formal RTIP amendments be provided to all interested parties for a 15-day comment period. SANDAG accomplishes this by posting it in the [Public Notices](#) section of the website.

- 7) *Finding:* The draft Amendment No. 5 was posted for public review and comment on March 27, 2025, ending on April 17, 2025.