



# Transportation Committee Agenda

Friday, February 18, 2022

9 a.m.

**\*\*Teleconference Meeting\*\***

## MEETING ANNOUNCEMENT AMIDST COVID-19 PANDEMIC:

The Transportation Committee meeting scheduled for Friday, February 18, 2022, will be conducted virtually in accordance with Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak, Government Code Section 54953(e), Assembly Bill 361 (Rivas 2021), and the COVID-19 Emergency Temporary Standards issued by the California Department of Industrial Relations. Transportation Committee members will primarily participate in the meeting virtually, while practicing social distancing, from individual remote locations.

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San Diego Association of Governments

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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. In 2021, SANDAG will develop an equity action plan that will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.*

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



## Transportation Committee

Friday, February 18, 2022

Item No.		Action
1.	<b>Public Comments/Communications/Member Comments</b>  Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Transportation Committee that is not on this agenda. Public speakers are limited to three minutes or less per person. Transportation Committee members also may provide information and announcements under this agenda item. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Subjects of previous agenda items may not again be addressed under public comment.	
2.	<b>Agency Report</b>  An update on key programs, projects, and agency initiatives will be presented.	Discussion
<b>Consent</b>		
+3.	<b>Approval of Meeting Minutes</b> <i>Francesca Webb, SANDAG</i>  The Transportation Committee is asked to approve the minutes from its January 7, 2022, meeting.	Approve
+4.	<b>FY 2022 Transportation Development Act Claim Amendment</b> <i>Ariana zur Nieden, SANDAG</i>  The Transportation Committee is asked to adopt Resolution No. 2022-12, approving the FY 2022 Transportation Development Act claim amendment for the North County Transit District.	Adopt
+5.	<b>2021 Regional Transportation Improvement Program: Amendment No. 8</b> <i>Richard Radcliffe, SANDAG</i>  The Transportation Committee is asked to adopt Resolution No. 2022-13, approving Amendment No. 8 to the 2021 Regional Transportation Improvement Program.	Adopt

## Reports

- +6. **FY 2022 Revised Apportionment and FY 2023 to FY 2027 TransNet Program and Transit-Related Revenues** **Recommend**  
*Ariana zur Nieden and Jim Miller, SANDAG*

The Transportation Committee is asked to recommend that the Board of Directors approve the FY 2022 apportionment revision and FY 2023 to FY 2027 estimates and apportionments for Transportation Development Act, Federal Transit Administration, and TransNet funds.

- +7. **Freight Planning Updates: 2021 San Diego and Imperial Counties Freight Gateway Study and San Diego and Imperial Counties Sustainable Freight Implementation Strategy** **Information**  
*Keri Robinson, Mariela Rodriguez, and Tim Garrett, SANDAG*

An update on SANDAG freight planning studies will be presented.

8. **Upcoming Meetings** **Information**  
The next meeting of the Transportation Committee is scheduled for Friday, March 4, 2022, at 9 a.m.

9. **Adjournment**

+ next to an agenda item indicates an attachment

February 18, 2022

## January 7, 2022, Meeting Minutes

Vice Chair Raul Campillo (City of San Diego) called the meeting of the Transportation Committee to order at 9:01 a.m.

**Action: Approve**

The Transportation Committee is asked to approve the minutes from its January 7, 2022, meeting.

### 1. Public Comments/Communications/ Member Comments

Councilmember Bill Sandke (South County) provided an update on the suicide barrier project along the Coronado Bridge.

Gustavo Dallarda, Caltrans, provided additional updates on the suicide barrier, as well as an update on DUI prevention signage on local freeways, and discussed Secretary David Kim's departure from the California State Transportation Agency.

### 2. Chief Executive Officer's Report (Discussion)

Regional Planning Program Manager Phil Trom provided an update on key programs, projects, and agency initiatives.

There were no public comments on this item.

Action: Discussion only.

### 3. Approval of Meeting Minutes (Approve)

There were no public comments on this item.

Action: Upon a motion by Supervisor Joel Anderson (County of San Diego), and a second by Councilmember Sandke, the Transportation Committee voted to approve the minutes from its November 12, 2021, meeting.

The motion passed.

Yes: Vice Chair Campillo, Paul Robinson (San Diego County Regional Airport Authority), Supervisor Anderson, Councilmember Jennifer Mendoza (East County), Councilmember David Zito (North County Coastal), Mayor Judy Ritter (North County Inland), Councilmember Jewel Edson (North County Transit District), Commissioner Sandy Naranjo (Port of San Diego), and Councilmember Sandke.

No: None.

Abstain: None.

Absent: Metropolitan Transit System.

### 4. Quarterly Status Update of Grant Programs (Information)

This report provided an update on the SANDAG Grant Programs from July 1, 2021, through September 30, 2021.

There were no public comments on this item.

Action: Information only.

## **Reports**

### **5. 2021 Regional Transportation Improvement Program: Amendment No. 6 and Air Quality Conformity Re-determination (Adopt)**

Associate Financial Analyst Richard Radcliffe presented the item.

There were no public comments on this item.

Action: Upon a motion by Supervisor Anderson and a second by Councilmember Zito, the Transportation Committee voted to adopt Resolution No. 2022-11, approving Amendment No. 6 to the 2021 Regional Transportation Improvement Program, including a finding of conformity, which finds Amendment No. 6 in conformance with the State Implementation Plans for air quality and the air quality re-determination of San Diego Forward: The 2021 Regional Plan.

The motion passed.

Yes: Vice Chair Campillo, Paul Robinson, Supervisor Anderson, Councilmember Mendoza, Councilmember Zito, Mayor Ritter, Councilmember Edson, Commissioner Naranjo, and Councilmember Sandke.

No: None.

Abstain: None.

Absent: Metropolitan Transit System.

### **6. Proposed FY 2022 Program Budget Amendment: Otay Mesa East Port of Entry (Recommend)**

Project Development Program Manager Maria Rodriguez-Molina, and Mario Orso, Caltrans, presented the item.

There were no public comments on this item.

Action: Upon a motion by Councilmember Edson and a second by Councilmember Sandke, the Transportation Committee voted to recommend that the Board of Directors approve an amendment to the FY 2022 Program Budget, accepting \$24.9 million of Surface Transportation Block Grant Program/Coordinated Border Infrastructure funds to construct the State Route 11 and Otay Mesa East Port of Entry project (Capital Improvement Program No. 1201101).

The motion passed.

Yes: Vice Chair Campillo, Paul Robinson, Supervisor Anderson, Councilmember Mendoza, Councilmember Zito, Mayor Ritter, Councilmember Edson, Commissioner Bonelli, and Councilmember Sandke.

No: None.

Abstain: None.

Absent: Metropolitan Transit System.

### **7. 2022 Performance Management Rule 1 Safety Target Setting (Recommend)**

Senior Regional Planner Sam Sanford presented the item.

Dr. Tim Bilash, member of the public, inquired about DWI statistics.

Nicole Burgess, member of the public, spoke regarding the impacts of traffic injuries in addition to deaths and implementation of Vision Zero.

Action: Upon a motion by Councilmember Sandke and a second by Mayor Ritter, the Transportation Committee recommended that the Board of Directors approve supporting the 2022 statewide safety targets established by Caltrans.

The motion passed.

Yes: Vice Chair Campillo, Paul Robinson, Supervisor Anderson, Councilmember Mendoza, Councilmember Zito, Mayor Ritter, Councilmember Edson, Commissioner Bonelli, and Councilmember Sandke.

No: None.

Abstain: None.

Absent: Metropolitan Transit System.

## **8. Upcoming Meetings**

The next Transportation Committee meeting is scheduled for Friday, January 21, at 9 a.m.

## **9. Adjournment**

Chair Vargas adjourned the meeting at 10:11 a.m.

## Confirmed Attendance January 7, 2022, SANDAG Transportation Committee Meeting

Jurisdiction	Name	Member/ Alternate	Attend Virtually
North County Inland	Mayor Paul McNamara	Member	No
	Mayor Judy Ritter	Alternate	Yes
South County	Councilmember Bill Sandke	Member	Yes
	Mayor Mary Salas	Alternate	No
City of San Diego	Vice Chair Raul Campillo	Member	Yes
	Councilmember Vivian Moreno	Alternate	No
County of San Diego	Chair Nora Vargas	Member	No
	Supervisor Terra Lawson-Remer	Alternate	No
	Supervisor Joel Anderson	Alternate	Yes
East County	Councilmember Jennifer Mendoza	Member	Yes
	Mayor Bill Wells	Alternate	No
North County Coastal	Councilmember David Zito	Member	Yes
	Councilmember Joe Mosca	Alternate	Yes
Metropolitan Transit System	Councilmember Monica Montgomery Steppe	Member	No
	Councilmember Paloma Aguirre	Alternate	No
North County Transit District	Councilmember Jewel Edson	Member	Yes
	Mayor Pro Tem Sharon Jenkins	Alternate	No
	Councilmember Corinna Contreras	Alternate	No
San Diego County Regional Airport Authority	Bob Lloyd	Member	No
	Paul Robinson	Alternate	Yes
Port of San Diego	Commissioner Garry Bonelli	Member	No
	Commissioner Sandy Naranjo	Alternate	Yes
<b>Advisory Members</b>			
Caltrans	Gustavo Dallarda	Member	Yes
	Ann Fox	Alternate	Yes
Southern California Tribal Chairmen's Association	Erica Pinto	Member	Yes
	James Hill	Member	No
Other Attendees	Matt Tucker	NCTD	Yes
	Sharon Cooney	MTS	Yes



February 18, 2022

## **FY 2022 Transportation Development Act Claim Amendment**

### **Overview**

Each year the Board of Directors approves the annual claims for the Transportation Development Act (TDA) program. Per [SANDAG Board Policy No. 001: Allocation of Responsibilities](#), the Transportation Committee is delegated the authority to approve TDA claim amendments. North County Transit District (NCTD) has completed its year-end financial close and determined that total operations expenses came in under budget. Accordingly, NCTD is submitting an FY 2022 Article 4 claim amendment (Attachment 1) to reallocate operations funding to capital.

### **Key Considerations**

The TDA program provides transit funding for transportation planning and mass transportation purposes. TDA funds come from a quarter of a percent of state sales tax assessed in the region.

In [February 2021](#) (Agenda Item No. 16), the Board approved the FY 2022 funding estimates for TDA. Subsequently, the Board approved the FY 2022 NCTD claim on [June 25, 2021](#)

(Agenda Item No. 8). An allocation revision is required when estimates are revised or when an operator wishes to use the funds for a purpose other than the one for which they were originally allocated, for example, use of operating funds to support a capital project. Claim amendments require approval by the transit agency board and then approval by SANDAG.

Consistent with the above requirements, NCTD has submitted a FY 2022 TDA claim amendment (Attachment 1) for Transportation Committee adoption. The NCTD claim amendment reallocates savings in FY 2021 actual expenditures from non-ADA operations to capital. The total NCTD claim amount remains unchanged. Attachment 2 includes the required resolution for the FY 2022 claim amendment.

### **Next Steps**

Upon Transportation Committee approval, staff will submit the revised claim to the County Auditor to disburse monies in accordance with the approved allocation instructions.

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

Key Staff Contact: Ariana zur Nieden, (619) 699-6961, [ariana.zurnieden@sandag.org](mailto:ariana.zurnieden@sandag.org)

Attachments:

1. NCTD FY 2022 Article 4 Amended Annual TDA Claim Form
2. Resolution No. 2022-12: Resolution Approving the Revision to FY 2022 Transportation Development Act Funds Article 4 Fixed Route General Public Transit Service

### **Action: Adopt**

The Transportation Committee is asked to adopt Resolution No. 2022-12, approving the FY 2022 Transportation Development Act claim amendment for the North County Transit District.

### **Fiscal Impact:**

None.

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

Transportation Development Act funding may be used for various planning, programming, and administrative-related expenses; funding of bike and pedestrian facilities; and support of community transit services. In addition, the County Auditor receives an allocation based on estimates of its costs to administer the TDA program. The remaining apportionment is available to be claimed by NCTD and MTS.



810 Mission Avenue  
 Oceanside, CA 92054  
 (760) 966-6500  
 (760) 967-2001 (fax)  
 GoNCTD.com

October 21, 2021

Ms. Susan Huntington  
 Director, Financial Planning and Budgets  
 San Diego Association of Governments  
 401 B. Street, Suite 800  
 San Diego, CA 92101-4231  
 Sent Via Electronic Mail: [susan.huntington@sandag.org](mailto:susan.huntington@sandag.org)

Subject: FY2022 Article 4 Amended Annual Transportation Development Act  
 (TDA) Claim Form

Dear Ms. Huntington:

Under the North County Transit District's (NCTD) Board Policy No. 19, which establishes the delegation of authority from the NCTD Board of Directors (Board) to the Executive Director, the Executive Director can execute all documents required by any local, state, or federal agency that provides operating or capital funds for NCTD's use, including Transportation Development Act (TDA) claims.

On April 29, 2021, NCTD filed its Fiscal Year 2022 (FY2022) Article 4 Annual TDA Claim Form, which allocated \$36,604,445 to support non-ADA operations and \$3,000,000 to support ADA operations (total claim of \$39,604,445). NCTD has completed the financial close of Fiscal Year 2021 (FY2021) and total expenses were under budget by \$13.8 million, which will allow for additional federal CARES Act funds to be carried over into FY2022. Attached to this letter is the amended FY2022 Article 4 Annual TDA Claim Form that reallocates \$10,000,000 from non-ADA operations to capital (total claim remains unchanged at \$39,604,445).

Capital funds of \$10 million from this amendment will be utilized to support NCTD's state of good repair capital program. For the five (5) fiscal years FY2022-FY2026, NCTD's capital needs total \$315.1 million for state of good repair projects that NCTD primarily implements, of which \$146.2 million are unfunded. The \$10 million will support the advancement of unfunded capital projects. NCTD's FY2022-FY2026 Capital Improvement Program identified the following significant capital needs:

- \$39.1 million for East and West bus divisions masterplans design and construction;

- \$30.3 million for various bridge replacements;
- \$23.2 million for BREEZE Compressed Natural Gas fleet replacement;
- \$18.7 million for new BREEZE hydrogen fuel cell buses;
- \$13 million to design and construct a new Maintenance of Way facility and GAO buildings;
- \$6.1 million for wayfinding signage at transit stations and bus stops;
- \$5.8 million for technology improvements; and
- \$3.5 million for COASTER bi-level car overhauls

If you have any questions or need additional information, please contact Eun Park-Lynch, Chief Financial Officer, at (760) 967-2858.

Sincerely,



Matthew O. Tucker  
Executive Director

Attachments: FY2022 Amended Article 4 Annual TDA Claim Form

cc: Ariana zur Nieden, Senior TransNet Program Manager, SANDAG  
Marcus Pascual, Associate Accountant, SANDAG  
Eun Park-Lynch, Chief Financial Officer, NCTD  
Pete Kovacevic, Accounting Manager for Projects, and Grants, NCTD  
Tyler Farrar, Capital Program Manager, NCTD  
Ricardo Rodriguez, Senior Accountant, NCTD

# **AMENDED ANNUAL TDA CLAIM FORM**

FY 2022

A. CLAIMANT: North County Transit District

B. TYPE OF CLAIM: (check one)

- ( ) Article 3 - Bicycle and Pedestrian Facilities (99234)  
 ( X ) Article 4 - Support Public Transportation Systems (99260)  
 ( ) Article 4.5 - Community Transportation Services (99275)  
 ( ) Article 8 - Multimodal Transportation Terminals (99400.5)  
 ( ) Article 8 - Express Bus Services/Vanpool Services (99400.6)  
 ( ) Article 8 - Local Street and Road Projects (99400)  
 ( ) Article 8 - Commuter Ferry Service (99400.7)

C. <u>AMOUNT OF CLAIM</u>	Original Claim	Amendment	Revised Claim
Operations (Non-ADA)	<u>\$36,604,445</u>	<u>(\$10,000,000)</u>	<u>\$26,604,445</u>
Operations (ADA)	<u>\$3,000,000</u>		<u>\$3,000,000</u>
Capital		<u>\$10,000,000</u>	<u>\$10,000,000</u>
Debt Service			<u>\$0</u>
Planning			<u>\$0</u>
Administration			<u>\$0</u>
<b>TOTAL:</b>	<u><b>\$39,604,445</b></u>	<u><b>\$0</b></u>	<u><b>\$39,604,445</b></u>

D. CONDITIONS OF APPROVAL:

It is understood by this Claimant that payment of the claim is subject to approval by SANDAG and to such monies being on hand and available for distribution, and to the provision that such monies and the interest earned on such monies subsequent to allocation will be used only for the purposes for which the claim is approved and in accordance with the terms of the allocation instructions.

E. AUTHORIZED REPRESENTATIVE/CONTACT

Matthew O. Tucker  
 (Signature)  
Matthew O. Tucker  
 (Print of type name)  
Executive Director  
 (Title)  
810 Mission Avenue, Oceanside, CA 92054  
 (Address)  
760-967-2869  
 (Phone)

F. PAYMENT RECIPIENT

North County Transit District  
 (Claimant)  
810 Mission Avenue  
 (Mailing Address)  
Oceanside, CA 92054  
 (City and zip code)  
Eun Park-Lynch  
 (Name)  
Chief Financial Officer  
 (Title)  
10/21/2021  
 (Date Signed)

SANDAG USE ONLY:

- Claim number
  - Date Approved
  - Resolution No.
  - Amount Approved for Payment
  - Amount approved for Reserve
- If Required:
- Date Approved by MTDB
  - MTDB Resolution Number



## ***Resolution No. 2022-12***

### **Resolution Approving the Revision to FY 2022 Transportation Development Act Funds Article 4 Fixed Route General Public Transit Service**

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2022 TDA funds as listed below pursuant to Chapter 4, Article 4, of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments (SANDAG) has analyzed the revised claims and determined that the claims conform substantially to the provisions of the TDA of 1971, as amended; and

WHEREAS, pursuant to PUC Section 99244, SANDAG is required to annually identify, analyze, and recommend potential productivity improvements for the transit operators; and

WHEREAS, SANDAG finds these revised claims for FY 2022 to be in conformance with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the Transportation Committee as follows:

1. That the Transportation Committee, pursuant to PUC Section 99244, finds that the claimants listed below have made a reasonable effort to implement the productivity improvement recommendations for FY 2021; and
2. That the Transportation Committee approved the FY 2021 Productivity Improvement Goals set forth in Agenda Item No. 9 at its June 4, 2021, meeting; and
3. That the Transportation Committee, pursuant to GC 29532, does hereby approve the revisions of TDA funds to the following claimants for purposes listed below:

<b>Claim No.</b>	<b>Claimant</b>	<b>Original Allocation</b>	<b>Adjustment +(-)</b>	<b>Revised Allocation</b>
22031000	Metropolitan Transit System (MTS)			
	Operating (fixed route)	\$60,748,204	-\$0-	\$60,748,204
	Operating (ADA)	\$1,724,941	-\$0-	\$1,724,941
	Capital	<u>\$32,516,558</u>	<u>-\$0-</u>	<u>\$32,516,558</u>
	<b>Total</b>	<b>\$94,989,703</b>	<b>\$0</b>	<b>\$94,989,703</b>
22041000	North County Transit District (NCTD)			
	Operating (fixed route)	\$36,604,445	(\$10,000,000)	\$26,604,445
	Operating (ADA)	\$3,000,000	-\$0-	\$3,000,000
	Capital	<u>-\$0-</u>	<u>\$10,000,000</u>	<u>\$10,000,000</u>
	<b>Total</b>	<b>\$39,604,445</b>	<b>\$0</b>	<b>\$39,604,445</b>
	SANDAG			
22031004	Admin/Planning Transfer from MTS	\$1,989,310	-\$0-	\$1,989,310
22031004	Capital Transfer from MTS	\$569,957	-\$0-	\$569,957
22041002	Capital Transfer from NCTD	-\$0-	-\$0-	-\$0-
	Admin/Planning Transfer from	<u>\$674,675</u>	<u>-\$0-</u>	<u>\$674,675</u>
22041002	NCTD			
	<b>Total</b>	<b>\$3,048,898</b>	<b>\$0</b>	<b>\$3,048,898</b>

4. That the Transportation Committee does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 18th day of February 2022.

Attest:

\_\_\_\_\_  
**Chair**

\_\_\_\_\_  
**Secretary**

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

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

February 18, 2022

## **2021 Regional Transportation Improvement Program: Amendment No. 8**

### **Overview**

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

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

### **Key Considerations**

The changes are summarized in Attachment 2 with explanations for the significant changes, and the proposed amendments are detailed in Attachment 3.

Key changes in this amendment include the programming of \$22.7 million of Senate Bill 1 – Trade Corridor Enhancement Program funds awarded to the City of San Diego for the La Media Road Improvements Project and a \$12.1 million Active Transportation Program award for Inland Rail Trail Phase 4.

Tables 3a through 3c (Attachment 4) provide updated program financial summaries. Attachment 5 summarizes changes made during the public comment period. Attachment 6 summarizes the federal requirements analysis for projects contained in Amendment No. 8. The 2021 RTIP can be found in its entirety at [sandag.org/RTIP](https://sandag.org/RTIP).

The Independent Taxpayer Oversight Committee reviewed the *TransNet* projects included in this amendment at its meeting on January 12, 2022. No comments were received.

### **Action: Adopt**

The Transportation Committee is asked to adopt Resolution No. 2022-13, approving Amendment No. 8 to the 2021 Regional Transportation Improvement Program.

### **Fiscal Impact:**

Amendment No. 8 reflects a decrease of \$15.2 million to the total amount programmed in the 2021 Regional Transportation Improvement Program.

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

Amendment No. 8 reflects the completion of one project, and the addition of two new projects to the program.

## **Next Steps**

The Transportation Committee is asked to adopt Resolution No. 2022-13, approving Amendment No. 8 to the 2021 RTIP. The Board of Directors will be asked to ratify Amendment No. 8 at its meeting on February 25, 2022.

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

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

Attachments:

1. Resolution No. 2022-13: Approving Amendment No. 8 to the 2021 Regional Transportation Improvement Program
2. Table 1 – Summary of Changes Report – Amendment No. 8
3. Table 2 – Amendment No. 8
4. Tables 3a through 3c – Financial Summary
5. Changes During Public Comment
6. Federal Requirements Analysis





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## **Resolution No. 2022-13**

### **Approving Amendment No. 8 to the 2021 Regional Transportation Improvement Program**

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

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

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

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

WHEREAS, the cities of Poway, San Diego, Solana Beach, and SANDAG have requested various changes to existing projects for inclusion into the 2021 RTIP, as shown in Table 2; and

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

WHEREAS, Amendment No. 8 to the 2021 RTIP continues to provide for timely implementation of transportation control measures contained in the adopted RAQS/SIP for air quality and a quantitative emissions analysis demonstrates that the implementation of the RTIP projects and programs meet all the federally required emissions budget targets; and

WHEREAS, projects in Amendment No. 8 satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450 including all performance-based planning requirements; and

WHEREAS, all other projects in Amendment No. 8 are either non-capacity increasing or exempt from the requirements to determine conformity; and

WHEREAS, the projects in 2021 RTIP Amendment No. 8 are fiscally constrained; and

WHEREAS, the projects in 2021 RTIP Amendment No. 8 are consistent with the Public Participation Policy adopted by the Board of Directors

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

BE IT RESOLVED that the Transportation Committee, does hereby approve Amendment No. 8 to the 2021 RTIP; and

BE IT FURTHER RESOLVED that SANDAG finds the 2021 RTIP, including Amendment No. 8, is consistent with the 2019 Federal Regional Transportation Plan and the 2021 Regional Plan, is in conformance with the applicable SIP, and with the 2016 RAQS for the San Diego region, is consistent with SANDAG Intergovernmental Review Procedures, and is consistent with SANDAG Public Participation Policy, as amended.

PASSED AND ADOPTED this 18th of February 2022.

Attest:

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**Chair**

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**Secretary**

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

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

**Table 1 - Summary of Changes Report (\$000)**  
**2021 RTIP Amendment No. 8**

LEGEND:  
↑ Increase  
↓ Reduce  
↔ Revise  
+ Add new

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
CAL38	Caltrans	SR-905 New Freeway	\$423,817	\$424,886	\$1,069	0%	↑ Coordinated Border Infrastructure (CBI)
CAL44	Caltrans	Grouped Projects for Bridge Rehabilitation and Reconstruction - Highway Bridge Program	\$221,257	\$218,686	-\$2,571	-1%	↓ Highway Bridge Program (HBP); ↑ Prop 1B - LBSRA
CAL46E	Caltrans	Grouped Projects for Pavement Resurfacing and/or Rehabilitation - SHOPP Roadway Preservation Program	\$734,263	\$734,263	\$0	0%	↔ Revised funding between fiscal years
NCTD02	North County Transit District	Preventive Maintenance	\$137,509	\$135,054	-\$2,455	-2%	↓ FTA 5307; ↑ FTA 5337
NCTD18	North County Transit District	Rail-Right-of-Way State of Good Repair & Improvements	\$46,043	\$46,043	\$0	0%	↑ FTA 5307; ↓ FTA 5337
NCTD20	North County Transit District	Rail Vehicles & Related Equipment	\$27,258	\$29,713	\$2,455	9%	↑ FTA 5337; + TDA
POW36	Poway, City of	Neighborhood Sidewalk Project	\$721	\$471	-\$250	-35%	↓ TransNet - LSI; + TransNet - LSI Carry Over
POW37	Poway, City of	Espola Road Bicycle and Pedestrian Widening	\$295	\$124	-\$171	-58%	Project completed
POW38	Poway, City of	Annual Reconstruction and Overlay Project	\$6,445	\$6,896	\$451	7%	↓ TransNet - LSI; ↑ TransNet - LSI Carry Over
POW50	Poway, City of	Espola Road Medians	\$0	\$852	\$852	N/A	New project
SAN57	San Diego Association of Governments	Fixed Guideway Transitways/Lines 122-00	\$9,869	\$9,969	\$100	1%	+ TransNet - TSI
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	\$172,418	\$173,150	\$732	0%	↑ TransNet - MC; ↓ Local Funds

**Table 1 - Summary of Changes Report (\$000)  
2021 RTIP Amendment No. 8**

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
SAN132	San Diego Association of Governments	Elvira to Morena Double Track	\$189,890	\$188,945	-\$945	0%	↓ TransNet - MC
SAN153	San Diego Association of Governments	The Inland Rail Trail	\$74,820	\$87,046	\$12,226	16%	↑ TransNet - BPNS; ↑ ATP - R
SAN164	San Diego Association of Governments	N. Green Beach Bridge	\$908	\$933	\$25	3%	+ TransNet - MC
SAN227	San Diego Association of Governments	Grouped Projects for Bicycle and Pedestrian Facilities - North Park/Mid-City Bikeways	\$60,367	\$60,367	\$0	0%	↔ Revised funding between fiscal years
SB16	Solana Beach, City of	Pavement Resurfacing	\$1,345	\$1,233	-\$112	-8%	↓ TransNet - LSI; ↓ TransNet - LSI Carry Over
SB18	Solana Beach, City of	Pavement Maintenance	\$380	\$280	-\$100	-26%	↓ TransNet - LSI Carry Over
SB21	Solana Beach, City of	Sidewalks and associated street improvements at various locations	\$0	\$212	\$212 N/A		New project
SD09	San Diego, City of	Sidewalks - Citywide	\$27,323	\$28,628	\$1,305	5%	↑ TransNet - LSI; ↑ Local RTCIP
SD15	San Diego, City of	Street Lights	\$1,830	\$3,731	\$1,901	104%	↑ TransNet - LSI; City of San Diego is adding street light circuit upgrades to this project.
SD16A	San Diego, City of	Traffic Signals - Citywide	\$45,690	\$48,877	\$3,187	7%	↑ TransNet - LSI; ↑ Local RTCIP
SD18	San Diego, City of	Traffic Control Measures	\$11,843	\$11,849	\$6	0%	↓ TransNet - LSI; ↑ Local RTCIP
SD23	San Diego, City of	Flood Resilience Infrastructure - Roadway Drainage Improvements	\$34,835	\$34,835	\$0	0%	Updated project description

LEGEND:  
 ↑ Increase  
 ↓ Reduce  
 ↔ Revise  
 + Add new

**Table 1 - Summary of Changes Report (\$000)**  
**2021 RTIP Amendment No. 8**

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
SD34	San Diego, City of	El Camino Real	\$61,722	\$61,723	\$1	0%	↓ Local Funds; + Local RTCIP
SD70	San Diego, City of	West Mission Bay Drive Bridge	\$149,020	\$150,785	\$1,765	1%	↑ Local RTCIP
SD96	San Diego, City of	Street Resurfacing Citywide	\$97,031	\$114,806	\$17,775	18%	↑ <i>TransNet</i> - LSI
SD99	San Diego, City of	Bridge Rehabilitation	\$6,280	\$6,190	-\$90	-1%	↑ <i>TransNet</i> - LSI; ↓ <i>TransNet</i> - LSI Carry Over; ↑ Local RTCIP
SD102A	San Diego, City of	Otay Truck Route Widening (Ph. 4)	\$25,020	\$20,968	-\$4,052	-16%	↑ <i>TransNet</i> - LSI; ↓ <i>TransNet</i> - LSI Carry Over
SD129	San Diego, City of	University Avenue Mobility Project Phase 1	\$7,758	\$8,038	\$280	4%	↑ Local RTCIP
SD166	San Diego, City of	Bicycle Facilities	\$6,368	\$10,663	\$4,295	67%	↑ <i>TransNet</i> - LSI; ↓ <i>TransNet</i> - LSI Carry Over; City of San Diego is increasing its investment into Bicycle Facilities
SD176	San Diego, City of	Maintenance and Non Congestion Relief Efforts	\$56,319	\$68,770	\$12,451	22%	↑ <i>TransNet</i> - LSI; Updated close-out date
SD186	San Diego, City of	Administrative Expenses	\$5,064	\$5,359	\$295	6%	↑ <i>TransNet</i> - LSI; Updated close-out date
SD188	San Diego, City of	Congestion Relief/Traffic Engineering Operations	\$42,004	\$42,004	\$0	0%	Updated close-out date
SD200	San Diego, City of	SR94/Euclid Avenue Interchange Improvements	\$6,017	\$6,456	\$439	7%	↑ Local RTCIP
SD237	San Diego, City of	Coastal Rail Trail	\$13,650	\$21,000	\$7,350	54%	↑ <i>TransNet</i> - LSI; + Local RTCIP in the CON phase

LEGEND:  
 ↑ Increase  
 ↓ Reduce  
 ↔ Revise  
 + Add new

**Table 1 - Summary of Changes Report (\$000)  
2021 RTIP Amendment No. 8**

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
SD250	San Diego, City of	La Media Road Improvements	\$14,797	\$51,000	\$36,203	245%	↑ Local Funds; + Local RTCIP; + SB1 - TCEP, City of San Diego is programming an SB-1 TCEP grant awarded in the 2020 cycle by the CTC in Dec 2020.
SD252	San Diego, City of	University Avenue Complete Street Phase 1	\$1,280	\$2,380	\$1,100	86%	↓ <i>TransNet</i> - LSI; ↑ <i>TransNet</i> - LSI Carry Over; ↑ Local RTCIP; This project is the local match for HSIP project CAL456. The City is increasing their match in the ENG and CON phases.
V12	Various Agencies	Grouped Projects for Bicycle and Pedestrian Facilities.	\$38,334	\$38,544	\$210	1%	↑ <i>TransNet</i> - LSI

LEGEND:  
 ↑ Increase  
 ↓ Reduce  
 ↔ Revise  
 + Add new

**Abbreviation**

ATP-R  
 BIP/CBI  
 FTA 5307  
 FTA 5337  
 HBP  
 Local Funds  
 Prop 1B  
 RTCIP  
 SB1 - TCEP  
 TDA  
*TransNet* - BPNS  
*TransNet* - LSI  
*TransNet* - MC  
*TransNet* - SGIP  
*TransNet* - TSI

**Fund Type**

Active Transportation Program - Regional  
 Border Infrastructure Program/Corridors and Borders Infrastructure Program  
 Federal Transit Administration Urbanized Area Formula Program  
 Federal Transit Administration State of Good Repair Grant Program  
 Highway Bridge Program under SAFETEA-LU  
 Funds available from other sources such as developer fees, fare revenue or general fund  
 California Bond Programs  
 Regional Transportation Congestion Improvement Program  
 Senate Bill 1 - Trade Corridor Enhancement Program  
 Transportation Development Act  
 Prop A Extension - Bicycle, Pedestrian and Neighborhood Safety Program  
 Prop A Extension - Local System Improvements  
 Prop A Extension - Major Corridors  
 Prop A Extension - Smart Growth Incentive Program  
 Prop A Extension - Transit System Improvements

**Table 2**  
**2021 Regional Transportation Improvement Program**  
**Amendment No. 8**  
**San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL38									RTIP #:21-08		
Project Title:			SR-905 New Freeway						EA NO: 28880, 093160, 43106 PPNO: 0374K RTP REF: A-10 (2007) SANDAG ID: 1390501 EARMARK NO: CA281, CA297, CA612, HPP 2813		
Project Description:			SR 905 from I-805 to Otay Mesa Port of Entry - construct 6-lane freeway (Phase 1). Toll Credits will be used to match federal funds for the PE and CON phase								
Change Reason:			Increase funding								
RT:905			Capacity Status:CI			Exempt Category:Non-Exempt					
Est Total Cost: <b>\$424,886</b>									Open to Traffic: Aug 2012		
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - Border	\$1,583	\$1,394		\$184	\$5				\$5	\$195	\$1,383
CBI	\$110,311	\$105,342	\$360	\$4,609					\$360	\$105,342	\$4,609
DEMO - Sec 115	\$3,000	\$3,000								\$3,000	
DEMO - TEA 21	\$40,485	\$40,485								\$40,485	
HPP	\$5,836	\$5,248	\$228	\$360					\$499		\$5,337
Other Fed - ARRA-STP	\$73,931	\$73,931									\$73,931
STP	\$1,000	\$1,000								\$1,000	
STP - Sec 117	\$1,067	\$1,067									\$1,067
STIP-IIP Interstate	\$100,666	\$100,666							\$12,944	\$28,087	\$59,635
STIP-IIP Prior NHS	\$6,406	\$6,406							\$1,976	\$4	\$4,426
STIP-IIP Prior State Cash	\$12,966	\$12,966							\$7,000	\$5,966	
STIP-IIP State Cash	\$23,296	\$23,296							\$1,933	\$9,176	\$12,187
STIP-RIP Interstate	\$20,974	\$20,974								\$11,912	\$9,062
TCRP	\$23,365	\$23,365								\$23,365	
TOTAL	\$424,886	\$419,140	\$588	\$5,153	\$5				\$24,717	\$228,532	\$171,637
PROJECT LAST AMENDED 21-06											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - Border	\$1,583	\$1,394		\$184	\$5				\$5	\$195	\$1,383
CBI	\$109,242	\$105,342	\$360	\$3,540					\$360	\$105,342	\$3,540
DEMO - Sec 115	\$3,000	\$3,000								\$3,000	
DEMO - TEA 21	\$40,485	\$40,410		\$75						\$40,410	\$75
HPP	\$5,836	\$5,248	\$228	\$360					\$499		\$5,337
Other Fed - ARRA-STP	\$73,931	\$73,931									\$73,931
STP	\$1,000	\$1,000								\$1,000	
STP - Sec 117	\$1,067	\$1,067									\$1,067
STIP-IIP Interstate	\$100,666	\$100,666							\$12,944	\$28,087	\$59,635
STIP-IIP Prior NHS	\$6,406	\$6,406							\$1,976	\$4	\$4,426
STIP-IIP Prior State Cash	\$12,966	\$12,966							\$7,000	\$5,966	
STIP-IIP State Cash	\$23,296	\$23,296							\$1,933	\$9,176	\$12,187
STIP-RIP Interstate	\$20,974	\$20,974								\$11,912	\$9,062
TCRP	\$23,365	\$23,365								\$23,365	
TOTAL	\$423,817	\$419,065	\$588	\$4,159	\$5				\$24,717	\$228,457	\$170,643

**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL44									RTIP #:21-08		
Project Title:	Grouped Projects for Bridge Rehabilitation and Reconstruction - Highway Bridge Program										
Project Description:	Countywide - projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - widen narrow pavements or reconstructing bridges (no additional travel lanes). Toll Credits will be used to match federal funds for the CON phase										
Change Reason:	Reduce funding										
Capacity Status:NCI			Exempt Category:Safety - Non capacity widening or bridge reconstruction								
Est Total Cost: <b>\$218,686</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
HBP	\$203,468	\$49,143	\$1,111	\$1,563	\$1,350	\$3,241	\$13,646	\$133,414			\$203,468
Prop 1B - LBSRA	\$1,545							\$1,545			\$1,545
Local Funds	\$13,673	\$3,619	\$144	\$30		\$174	\$1,042	\$8,663			\$13,673
TOTAL	\$218,686	\$52,762	\$1,255	\$1,593	\$1,350	\$3,415	\$14,688	\$143,622			\$218,686

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

PROJECT LAST AMENDED 21-03											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
HBP	\$206,813	\$49,143	\$4,142	\$2,885	\$13,014		\$137,629				\$206,813
Prop 1B - LBSRA	\$1,319						\$1,319				\$1,319
Local Funds	\$13,125	\$3,619	\$245	\$101	\$471		\$8,688				\$13,125
Local Funds AC	\$0			\$3,380	\$(3,380)						
<b>TOTAL</b>	<b>\$221,257</b>	<b>\$52,762</b>	<b>\$4,387</b>	<b>\$6,366</b>	<b>\$10,105</b>		<b>\$147,636</b>				<b>\$221,257</b>

MPO ID: CAL46E									RTIP #:21-08		
Project Title:	Grouped Projects for Pavement Resurfacing and/or Rehabilitation - SHOPP Roadway Preservation Program										
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories – pavement resurfacing and/or rehabilitation, emergency relief (23 USC 125), widening narrow pavements or reconstructing bridges (no additional travel lanes)										
Change Reason:	Revise Lump Sum List - No Change To Programming										
Capacity Status:NCI			Exempt Category:Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: <b>\$734,263</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
SHOPP(AC)-RdwyPresNHS	\$734,263	\$32,447	\$146,287	\$208,153	\$265,366	\$81,710	\$300				\$734,263
TOTAL	\$734,263	\$32,447	\$146,287	\$208,153	\$265,366	\$81,710	\$300				\$734,263
PROJECT LAST AMENDED 21-07											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
SHOPP(AC)-RdwyPresNHS	\$734,263	\$32,447	\$146,587	\$208,153	\$265,366	\$81,710					\$734,263
TOTAL	\$734,263	\$32,447	\$146,587	\$208,153	\$265,366	\$81,710					\$734,263



**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**North County Transit District**

MPO ID: NCTD02									RTIP #:21-08		
Project Title:			Preventive Maintenance								
Project Description:			NCTD service area - This project funds preventive maintenance for the District bus fixed route, paratransit, rail, facilities, maintenance of way and signals.								
Change Reason:			Reduce funding, Revise Fund Source								
Capacity Status:			NCI		Exempt Category:Mass Transit - Transit operating assistance						
Est Total Cost: <b>\$135,054</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$79,582		\$3,440	\$17,589	\$18,900	\$19,839	\$19,814		\$79,582		
FTA 5337	\$28,461		\$4,994	\$8,152	\$205	\$3,477	\$11,633		\$28,461		
SB1 - SGR	\$7,120			\$1,780	\$1,780	\$1,780	\$1,780		\$7,120		
TDA	\$19,891		\$2,433	\$4,331	\$2,996	\$4,049	\$6,082		\$19,891		
TOTAL	\$135,054		\$10,867	\$31,852	\$23,881	\$29,145	\$39,309		\$135,054		
PROJECT LAST AMENDED 21-05											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$85,082		\$8,940	\$17,589	\$18,900	\$19,839	\$19,814		\$85,082		
FTA 5337	\$24,925		\$1,458	\$8,152	\$205	\$3,477	\$11,633		\$24,925		
SB1 - SGR	\$7,120			\$1,780	\$1,780	\$1,780	\$1,780		\$7,120		
TDA	\$20,382		\$2,924	\$4,331	\$2,996	\$4,049	\$6,082		\$20,382		
TOTAL	\$137,509		\$13,322	\$31,852	\$23,881	\$29,145	\$39,309		\$137,509		

MPO ID: NCTD18								RTIP #:21-08			
Project Title:	Rail-Right-of-Way State of Good Repair & Improvements										
Project Description:	NCTD service area - This project funds various District state of good repair projects and programs for the rail right of way, grade crossing replacement, right-of-way (ROW) drainage improvement, and programmatic replacement of rail ties and rail grinding. This project also funds the bridge replacement projects for BR.257.2, BR 207.6, BR 207.8 and BR 209.9										
Change Reason:	Revise Fund Source, Revise funding between fiscal years										
Capacity Status:		NCI		Exempt Category:		Mass Transit - Track rehabilitation in existing right of way					
Est Total Cost: <b>\$46,043</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$7,761		\$7,761								\$7,761
FTA 5337	\$24,074		\$1,742	\$1,332	\$11,936	\$8,664	\$400				\$24,074
SB1 - TIRCP	\$13,471		\$3,821	\$1,341	\$2,500	\$2,905	\$2,905				\$13,471
STA	\$737			\$704	\$33						\$737
TOTAL	\$46,043		\$13,324	\$3,377	\$14,469	\$11,569	\$3,305				\$46,043
PROJECT LAST AMENDED 21-05											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$2,261		\$2,261								\$2,261
FTA 5337	\$29,574		\$7,242	\$1,332	\$11,936	\$8,664	\$400				\$29,574
SB1 - TIRCP	\$13,471		\$3,821	\$1,341	\$2,500	\$2,905	\$2,905				\$13,471
STA	\$737			\$704	\$33						\$737
TOTAL	\$46,043		\$13,324	\$3,377	\$14,469	\$11,569	\$3,305				\$46,043

Thursday, January 6, 2022

**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**North County Transit District**

MPO ID: NCTD20										RTIP #:21-08	
Project Title:			Rail Vehicles & Related Equipment								
Project Description:			NCTD service area - This project funds the District state of good repair projects and programs replacing, repairing and rehabilitating the District COASTER and SPRINTER rail fleets, which includes the purchase of replacement locomotives, and Diesel Multiple Unit (DMU) rehabilitation and component overhauls.								
Change Reason:			Increase funding								
Capacity Status:			NCI		Exempt Category:Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet						
Est Total Cost: <b>\$29,713</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$192		\$192								\$192
FTA 5337	\$8,124		\$6,480	\$1,645							\$8,124
SB1 - SRA Commuter	\$18,980		\$3,680	\$3,800	\$3,800	\$3,800	\$3,900				\$18,980
STA	\$1,926		\$338	\$1,177	\$411						\$1,926
TDA	\$491		\$491								\$491
TOTAL	\$29,713		\$11,181	\$6,622	\$4,211	\$3,800	\$3,900				\$29,713
PROJECT LAST AMENDED 21-05											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$192		\$192								\$192
FTA 5337	\$6,160		\$4,515	\$1,645							\$6,160
SB1 - SRA Commuter	\$18,980		\$3,680	\$3,800	\$3,800	\$3,800	\$3,900				\$18,980
STA	\$1,926		\$338	\$1,177	\$411						\$1,926
TOTAL	\$27,258		\$8,725	\$6,622	\$4,211	\$3,800	\$3,900				\$27,258

**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**Poway, City of**

MPO ID: POW36									RTIP #:21-08		
Project Title: Neighborhood Sidewalk Project									TransNet - LSI: CR		
Project Description: Future locations to be determined - In Poway - Construct new sidewalks											
Change Reason: Reduce funding, Revise funding between fiscal years											
Capacity Status:NCI Exempt Category:Air Quality - Bicycle and pedestrian facilities											
Est Total Cost: \$471											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI	\$250						\$250				\$250
TransNet - LSI Carry Over	\$221			\$221							\$221
TOTAL	\$471			\$221			\$250				\$471
PROJECT LAST AMENDED 21-03											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI	\$721	\$221				\$250	\$250				\$721
TOTAL	\$721	\$221				\$250	\$250				\$721

**COMPLETED**

MPO ID: POW37									RTIP #:21-08		
Project Title:		Espola Road Bicycle and Pedestrian Widening							RAS (M-41)		
Project Description:		Espola Road from Range Park to Poway Rd (.25 miles) - In Poway - Widen Espola Rd from Range Park to Poway Rd to accommodate pedestrian and bicycle access							TransNet - LSI: CR		
Change Reason:		Complete project									
		Capacity Status:NCI Exempt Category:Air Quality - Bicycle and pedestrian facilities									
Est Total Cost: <b>\$124</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI	\$28		\$28								\$28
TransNet - LSI Carry Over	\$96	\$96									\$96
TOTAL	\$124	\$96	\$28								\$124
PROJECT LAST AMENDED 21-03											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI Carry Over	\$95	\$95									\$95
Local RTCIP	\$200	\$200							\$200		
TOTAL	\$295	\$295							\$200		\$95

**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**Poway, City of**

MPO ID: POW38									RTIP #:21-08		
Project Title:	Annual Reconstruction and Overlay Project							RAS (M-41)			
Project Description:	Various Locations - Annual Arterial Patching and Residential Reconstruction - overlay and reconstruct streets greater than 1" thick AC, 21-22 Various Streets within Street Maintenance Zone 4, 22-23 Various Streets within Street Maintenance Zone 5 and Espola Road from Northcrest Lane to Twin Peaks Road, 23-24 Various Streets within Street Maintenance Zone 6, 24-25 Various Streets within Street Maintenance Zone 7, 25-26 Various Streets within Street Maintenance Zone 8							TransNet - LSI: CR			
Change Reason:	Increase funding, Other, Updated project description										
Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation									
Est Total Cost: <b>\$6,896</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI	\$5,869	\$670	\$725	\$1,100	\$1,109	\$1,109	\$1,157				\$5,869
TransNet - LSI (Cash)	\$76	\$76									\$76
TransNet - LSI Carry Over	\$951			\$651	\$300						\$951
TOTAL	\$6,896	\$746	\$725	\$1,751	\$1,409	\$1,109	\$1,157				\$6,896
PROJECT LAST AMENDED 21-03											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI	\$6,069	\$670	\$725	\$1,100	\$1,309	\$1,109	\$1,157				\$6,069
TransNet - LSI (Cash)	\$76	\$76									\$76
TransNet - LSI Carry Over	\$300				\$300						\$300
TOTAL	\$6,445	\$746	\$725	\$1,100	\$1,609	\$1,109	\$1,157				\$6,445

MPO ID: POW50								RTIP #:21-08					
Project Title:		Espola Road Medians						TransNet - LSI: CR					
Project Description:		Espola Road from Country Day Road to Old Coach Road (.3 miles) - In Poway - Construct new raised planted medians from just north of Country Day Road to just east of Old Coach Road											
Change Reason:		New Project											
Capacity Status:		NCI		Exempt Category:						Safety - Adding medians			
Est Total Cost: <b>\$852</b>													
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON		
TransNet - LSI	\$450				\$200	\$250			\$130		\$320		
TransNet - LSI (Cash)	\$300				\$300						\$300		
TransNet - LSI Carry Over	\$102				\$102						\$102		
TOTAL	\$852				\$602	\$250			\$130		\$722		

**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

MPO ID: SAN57									RTIP #:21-08		
Project Title:	Fixed Guideway Transitways/Lines 122-00							SANDAG ID: 1128100			
Project Description:	MTS service area - provide for work on transitways and transit lines including but not limited to, drainage work, tie replacement, grade crossing improvements, switches, rail straightening and grinding										
Change Reason:	Add new funding source										
Capacity Status:		NCI		Exempt Category:Mass Transit - Track rehabilitation in existing right of way							
Est Total Cost: <b>\$9,969</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - TSI	\$100		\$100								\$100
FTA 5307	\$7,795	\$7,795									\$7,795
FTA 5309 (FG)	\$100	\$100									\$100
Local Funds	\$893	\$893									\$893
TDA	\$1,081	\$1,081									\$1,081
TOTAL	\$9,969	\$9,869	\$100								\$9,969
PROJECT LAST AMENDED 14-05											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$7,795	\$7,795									\$7,795
FTA 5309 (FG)	\$100	\$100									\$100
Local Funds	\$893	\$893									\$893
TDA	\$1,081	\$1,081									\$1,081
TOTAL	\$9,869	\$9,869									\$9,869

**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

MPO ID: SAN114										RTIP #:21-08	
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, 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: <b>\$173,150</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$50,770	\$40,359	\$6,362	\$3,674	\$375						\$50,770
CMAQ	\$64,154	\$64,154									\$64,154
FTA 5307	\$5,766	\$5,766									\$5,766
FTA 5339	\$2,600	\$2,600									\$2,600
Fed Rail Admin (FRA-PRIIA)	\$7,085	\$7,085									\$7,085
RSTP	\$28,136	\$28,136									\$28,136
CAP-TRADE	\$4,017	\$4,017									\$4,017
SB1 - LPP Formula	\$4,750	\$4,750									\$4,750
Local Funds	\$5,872	\$368	\$17	\$4,455	\$1,032					\$5,872	
TOTAL	\$173,150	\$157,235	\$6,379	\$8,129	\$1,407						\$173,150
PROJECT LAST AMENDED 21-03											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$50,025	\$40,359	\$6,159	\$3,132	\$375						\$50,025
CMAQ	\$64,154	\$64,154									\$64,154
FTA 5307	\$5,766	\$5,766									\$5,766
FTA 5339	\$2,600	\$2,600									\$2,600
Fed Rail Admin (FRA-PRIIA)	\$7,085	\$7,085									\$7,085
RSTP	\$28,136	\$28,136									\$28,136
CAP-TRADE	\$4,017	\$4,017									\$4,017
SB1 - LPP Formula	\$4,750	\$4,750									\$4,750
Local Funds	\$5,885	\$368	\$17	\$4,455	\$1,045					\$5,885	
TOTAL	\$172,418	\$157,235	\$6,176	\$7,587	\$1,420						\$172,418

**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

MPO ID: SAN132									RTIP #:21-08		
Project Title:	Elvira to Morena Double Track							RTP REF: T-3 (2021)			
Project Description:	On coastal rail corridor from Control Point (CP) Elvira near SR 52 to CP Friar near Friars Road - convert 2.6 miles of single-track to double-track and install new signals. Replace 1 mile of double track. Construct new/replacement bridges at MP 260.4, 259.6, 259.1, 258.6, and 257.2. Construct new water/sewer facilites for the City of San Diego between Friars Road and SR 52 - does not add additional transit service							SANDAG ID: 1146500, 1239811			
Change Reason:	Reduce funding										
Capacity Status:NCI			Exempt Category:Mass Transit - Track rehabilitation in existing right of way								
Est Total Cost: <b>\$188,945</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$38,287	\$35,475	\$1,237	\$1,575					\$6,208	\$1,297	\$30,782
CMAQ	\$24,878	\$24,878							\$2,776		\$22,102
FTA 5307	\$2,549	\$2,549							\$993		\$1,556
Fed Rail Admin (FRA-PRIIA)	\$9,920	\$9,920							\$6,082		\$3,838
RSTP	\$29,688	\$29,688							\$4,688	\$927	\$24,073
CAP-TRADE	\$61,983	\$61,983									\$61,983
STA	\$248	\$248							\$248		
TCRP	\$4,052	\$4,052									\$4,052
Local Funds	\$16,722	\$16,722									\$16,722
TDA	\$618				\$618						\$618
TOTAL	\$188,945	\$185,515	\$1,237	\$1,575	\$618				\$20,995	\$2,224	\$165,726
PROJECT LAST AMENDED 21-03											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$39,232	\$35,475	\$1,237	\$2,520					\$6,208	\$1,297	\$31,727
CMAQ	\$24,878	\$24,878							\$2,776		\$22,102
FTA 5307	\$2,549	\$2,549							\$993		\$1,556
Fed Rail Admin (FRA-PRIIA)	\$9,920	\$9,920							\$6,082		\$3,838
RSTP	\$29,688	\$29,688							\$4,688	\$927	\$24,073
CAP-TRADE	\$61,983	\$61,983									\$61,983
STA	\$248	\$248							\$248		
TCRP	\$4,052	\$4,052									\$4,052
Local Funds	\$16,722	\$16,722									\$16,722
TDA	\$618				\$618						\$618
TOTAL	\$189,890	\$185,515	\$1,237	\$2,520	\$618				\$20,995	\$2,224	\$166,671

**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

MPO ID: SAN153								RTIP #:21-08			
Project Title:	The Inland Rail Trail							PPNO: 7421W			
Project Description:	On and along the North County Transit District rail corridor from North Melrose Drive in Oceanside to North Pacific Street in San Marcos - environmental clearance for 7.0 miles of new bike path. Construction of 4.0 miles of new bike path; and final design and construct one new mile of Class I bike path (Phase 3). Construction is funded through phase 3 (3.0 miles in Vista). Phase 4 (Oceanside) will be constructed when funding is identified.							RTP REF: AT003 (2021) SANDAG ID: 1223023, 1223094, 1223095 EARMARK NO: CA832			
Change Reason:	Increase funding										
Capacity Status:		NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: <b>\$88,507</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - BPNS	\$26,901	\$12,392	\$3,610	\$10,261	\$637				\$1,385	\$2,540	\$22,976
Earmark Repurposing	\$92	\$92									\$92
RSTP	\$5,500			\$5,500							\$5,500
ATP - R	\$17,660	\$500		\$17,160					\$500		\$17,160
SB1 - LPP Formula	\$5,500			\$5,500							\$5,500
STIP-RIP AC	\$16,322	\$16,322									\$16,322
STIP-RIP STP TE	\$1,414	\$1,414							\$1,414		
STIP-RIP State Cash	\$2,298	\$2,298							\$183		\$2,115
Local Funds	\$1,080	\$1,080							\$1,080		
TDA - Bicycles	\$10,279	\$6,720	\$3,559						\$2,025		\$8,254
TOTAL	\$87,046	\$40,818	\$7,169	\$38,421	\$637				\$6,587	\$2,540	\$77,919

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

PROJECT LAST AMENDED 21-06											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - BPNS	\$26,732	\$12,392	\$3,610	\$10,231	\$498				\$1,385	\$2,540	\$22,807
Earmark Repurposing	\$92	\$92									\$92
RSTP	\$5,500			\$5,500							\$5,500
ATP - R	\$5,603	\$500		\$5,103					\$500		\$5,103
SB1 - LPP Formula	\$5,500			\$5,500							\$5,500
STIP-RIP AC	\$16,322	\$16,322									\$16,322
STIP-RIP STP TE	\$1,414	\$1,414							\$1,414		
STIP-RIP State Cash	\$2,298	\$2,298							\$183		\$2,115
Local Funds	\$1,080	\$1,080							\$1,080		
TDA - Bicycles	\$10,279	\$6,720	\$3,559						\$2,025		\$8,254
<b>TOTAL</b>	<b>\$74,820</b>	<b>\$40,818</b>	<b>\$7,169</b>	<b>\$26,334</b>	<b>\$498</b>				<b>\$6,587</b>	<b>\$2,540</b>	<b>\$65,693</b>



**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

MPO ID: SAN164										RTIP #:21-08	
Project Title:	N. Green Beach Bridge								SANDAG ID: 1144900		
Project Description:	Bridge 208.7 - replacement of this bridge span is necessary to maintain a state of good repair, provide safety to riding public and to allow freight trains to use the corridor at normal speeds										
Change Reason:	Add new funding source, Increase funding										
Capacity Status:		NCI		Exempt Category:Mass Transit - Reconstruction or renovation of transit structures							
Est Total Cost: <b>\$933</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$25		\$25						\$25		
FTA 5307	\$726	\$726							\$726		
TDA	\$182	\$182							\$182		
TOTAL	\$933	\$908	\$25						\$933		
PROJECT LAST AMENDED 12-30											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$726	\$726							\$726		
TDA	\$182	\$182							\$182		
TOTAL	\$908	\$908							\$908		

MPO ID: SAN227									RTIP #:21-08		
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities - North Park/Mid-City Bikeways							SANDAG ID: 1223020, 1223079, 1223079; 1223087, 1223080, 1223081, 1223082, 1223087			
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)										
Change Reason:	Schedule Funding Scope, Revise funding between fiscal years										
Capacity Status:NCI			Exempt Category:Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: <b>\$60,367</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - BPNS	\$37,011	\$12,837	\$10,595	\$10,594	\$484	\$668	\$1,828	\$5			\$37,011
RSTP	\$2,108			\$250	\$1,858						\$2,108
ATP - R	\$12,878			\$8,561	\$4,317						\$12,878
SB1 - TIRCP	\$5,763			\$5,763							\$5,763
TDA - Bicycles	\$2,607	\$2,607									\$2,607
TOTAL	\$60,367	\$15,444	\$10,595	\$25,168	\$6,659	\$668	\$1,828	\$5			\$60,367
PROJECT LAST AMENDED 21-06											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - BPNS	\$37,011	\$12,977	\$10,415	\$10,634	\$484	\$668	\$1,828	\$5			\$37,011
RSTP	\$2,108			\$250	\$1,858						\$2,108
ATP - R	\$12,878			\$8,561	\$4,317						\$12,878
SB1 - TIRCP	\$5,763			\$5,763							\$5,763
TDA - Bicycles	\$2,607	\$2,607									\$2,607
TOTAL	\$60,367	\$15,584	\$10,415	\$25,208	\$6,659	\$668	\$1,828	\$5			\$60,367

**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**San Diego, City of**

MPO ID: SD09										RTIP #:21-08	
Project Title:	Sidewalks - Citywide								RAS (M-39)		
Project Description:	Wabaska, La Media Rd, Sea World Dr, 5th Ave, San Diego Mission Rd to Fairmount; Mission Village Sidewalk, Genesee/Sauk, Market St-47th to Euclid; RTCIP funded locations Genesee Ave, University Ave, Balboa Ave, 70th St-Alvarado to Saranac 73rd St-El Cajon Blvd to Saranac Brooklyn St-61 St to 63rd Chateau Dr-Derrick to Mt Abernathy Coast Blvd-Cuvier St to Coast S Franklin Ave-49th-S Willie James Jones Howard Ave-Village Pine to IrisSaturn Blvd-Palm to Boundary W. San Ysidro Blvd & Sunset Ln - install new sidewalks (CIP 52-700/715, 59-002.0,37-064.0/ABE00001, AIK00001, AIK00003), including the addition of RTCIP funding to this project for the installation of sidewalks on streets included in the RAS: Genesee Ave, University Ave, and Balboa Ave.								TransNet - LSI: CR		
Change Reason:	Increase funding										
	Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$28,628											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - L	\$2,150	\$2,150									\$2,150
TransNet - L (Cash)	\$329	\$329									\$329
TransNet - LSI	\$18,659	\$9,321	\$838	\$4,500	\$1,000	\$1,000	\$1,000	\$1,000			\$18,659
TransNet - LSI (Cash)	\$75	\$75									\$75
TransNet - LSI Carry Over	\$4,257	\$2,928	\$1,328								\$4,257
Local Funds	\$1,053	\$1,053									\$1,053
Local RTCIP	\$2,105	\$1,800		\$305							\$2,105
TOTAL	\$28,628	\$17,656	\$2,166	\$4,805	\$1,000	\$1,000	\$1,000	\$1,000			\$28,628
PROJECT LAST AMENDED 21-05											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - L	\$2,150	\$2,150									\$2,150
TransNet - L (Cash)	\$329	\$329									\$329
TransNet - LSI	\$17,659	\$9,321	\$838	\$4,500	\$1,000	\$1,000	\$1,000				\$17,659
TransNet - LSI (Cash)	\$75	\$75									\$75
TransNet - LSI Carry Over	\$4,257	\$2,928	\$1,328								\$4,257
Local Funds	\$1,053	\$1,053									\$1,053
Local RTCIP	\$1,800	\$1,800									\$1,800
TOTAL	\$27,323	\$17,656	\$2,166	\$4,500	\$1,000	\$1,000	\$1,000				\$27,323

Thursday, January 6, 2022

**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**San Diego, City of**

MPO ID: SD15									RTIP #:21-08		
Project Title:	Street Lights								TransNet - LSI: CR		
Project Description:	Install approximately 100 new street lights at multiple locations citywide including 55th Street, Trojan Avenue, Kurtz Street, Orange Avenue, Friars Road, Hawley Street - In San Diego, install new street lights A-IH.00001(CIP 52-293.0, 61-201.0, 68-012.0) as well as street light circuit upgrades A-IH.00002.										
Change Reason:	Increase funding, Revise project description, Revise project scope										
	Capacity Status:NCI		Exempt Category:Safety - Lighting improvements								
Est Total Cost: <b>\$3,731</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI	\$2,901		\$901	\$1,200	\$200	\$200	\$200	\$200			\$2,901
TransNet - LSI Carry Over	\$830		\$830								\$830
TOTAL	\$3,731		\$1,731	\$1,200	\$200	\$200	\$200	\$200			\$3,731
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI	\$1,000		\$200	\$200	\$200	\$200	\$200				\$1,000
TransNet - LSI Carry Over	\$830		\$830								\$830
TOTAL	\$1,830		\$1,030	\$200	\$200	\$200	\$200				\$1,830

**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**San Diego, City of**

MPO ID: SD16A			RTIP #:21-08								
Project Title:	Traffic Signals - Citywide								RAS (M-43 & 44)		
Project Description:	New traffic signal installation at multiple locations:31st & NationalBernardo Heights & Calle PueblitoGovernor Dr & LakewoodTraffic signal mods Citywide:Mission Village & RuffinCivita & Mission Center1st & Ash11th & BroadwayCass & TurquoiseLake Murray & Turnbridge47th & Imperial3rd Ave @ Washington St 4th Ave & Date St15th/Broadway15th/F 15th/Market 17th/G 31th St. & National Ave. 41st St @ National Ave Averil Rd @ San Ysidro Bernardo Heights & Calle P Beyer Bl @ Smythe Ave Pacific Hwy/Beech Traffic Signal Interconnects:Carmel Valley, Mission Valley, Otay Mesa, San Ysidro, Rancho Bernardo,Tierrasanta/Murphy Canyon - install new traffic signals with intersection street lighting systems, upgrade/modernize traffic signals, install protected/permissive traffic signal systems; traffic signal interconnect systems and upgrades citywide (CIP A-IL.00003, A-IL.00002, A-IL.00004, A-IL.00005). TransNet - LSI RAMS of \$68 is programmed through FY 2025								TransNet - LSI: CR		
Change Reason:	Increase funding										
	Capacity Status:NCI		Exempt Category:Other - Intersection signalization projects								
Est Total Cost: \$48,877											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - L	\$4,280	\$4,280									\$4,280
TransNet - L (Cash)	\$45	\$45									\$45
TransNet - LSI	\$22,883	\$8,028	\$1,497	\$4,488	\$2,218	\$2,218	\$2,218	\$2,218			\$22,883
TransNet - LSI Carry Over	\$14,104	\$10,734	\$3,370								\$14,104
Local RTCIP	\$7,565	\$6,741		\$824							\$7,565
TOTAL	\$48,877	\$29,828	\$4,867	\$5,312	\$2,218	\$2,218	\$2,218	\$2,218			\$48,877
PROJECT LAST AMENDED 21-05											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - L	\$4,280	\$4,280									\$4,280
TransNet - L (Cash)	\$45	\$45									\$45
TransNet - LSI	\$20,520	\$7,883	\$1,497	\$4,488	\$2,218	\$2,218	\$2,218				\$20,520
TransNet - LSI Carry Over	\$14,104	\$10,734	\$3,370								\$14,104
Local RTCIP	\$6,741	\$6,741									\$6,741
TOTAL	\$45,690	\$29,683	\$4,867	\$4,488	\$2,218	\$2,218	\$2,218				\$45,690

Thursday, January 6, 2022

**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**San Diego, City of**

MPO ID: SD18										RTIP #:21-08	
Project Title:	Traffic Control Measures								TransNet - LSI: CR		
Project Description:	University Avenue-Fairmount to Euclid Complete Street and traffic control and calming measures in multiple locations citywide: 20 rectangular rapid flashing beacons; 10 V-Calm signs - Traffic control and traffic calming measures (CIP 61-001.0 / AIL00001) including electronic speed signs, pedestrian hybrid beacons, rectangular rapid flashing beacons, traffic circles, and road humps.										
Change Reason:	Increase funding										
	Capacity Status:NCI		Exempt Category:Safety - Non signalization traffic control and operating								
Est Total Cost: \$11,849											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - L	\$1,600	\$1,600									\$1,600
TransNet - L (Cash)	\$741	\$741									\$741
TransNet - LSI	\$4,277	\$1,501	\$576	\$200	\$500	\$500	\$500	\$500			\$4,277
TransNet - LSI Carry Over	\$3,749	\$2,849	\$900						\$466		\$3,283
Local Funds	\$621	\$621									\$621
Local RTCIP	\$861	\$455		\$405							\$861
TOTAL	\$11,849	\$7,767	\$1,476	\$605	\$500	\$500	\$500	\$500	\$466		\$11,383
PROJECT LAST AMENDED 21-05											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - L	\$1,600	\$1,600									\$1,600
TransNet - L (Cash)	\$741	\$741									\$741
TransNet - LSI	\$4,677	\$2,401	\$576	\$200	\$500	\$500	\$500				\$4,677
TransNet - LSI Carry Over	\$3,749	\$2,849	\$900								\$3,749
Local Funds	\$621	\$621									\$621
Local RTCIP	\$455	\$455									\$455
TOTAL	\$11,843	\$8,667	\$1,476	\$200	\$500	\$500	\$500				\$11,843

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**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**San Diego, City of**

MPO ID: SD23			RTIP #:21-08								
Project Title:	Flood Resilience Infrastructure - Roadway Drainage Improvements								TransNet - LSI: CR		
Project Description:	B11013 Jean Drive Storm Drain B12021 Huntington & Wilbee Storm Drain B12032 Mobley Ave Storm Drain B12078 Preece St Storm Drain B14108 Uptown Storm Drain Replacement (Affected Streets: Johnson St, Pennsylvania Ave, 1st Ave, Hunter St, Hawk St, Kite St, Rhode Island St, Cypress Ave, and Randolph St.) B14066 Otay Mesa Storm Drain Upgrade (Affected Streets: Arruza St, Del Sol Ln, Del Sur Blvd, Pequena St, 30th St, W San Ysidro Blvd, and Coronado Ave), S11002-Hayes Ave SD - Roadway drainage projects for the purpose of improving traffic impeding conditions and alleviate significant and frequent flooding (CIP ACA00001/S11002).										
Change Reason:	Other, Updated project description/title										
Capacity Status:NCI			Exempt Category:Safety - Hazard elimination program								
Est Total Cost: <b>\$34,835</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - L	\$3,302	\$3,302									\$3,302
TransNet - L (Cash)	\$445	\$445									\$445
TransNet - LSI	\$12,969	\$3,785	\$5,184	\$1,000	\$1,000	\$1,000	\$1,000				\$12,969
TransNet - LSI (Cash)	\$102	\$102									\$102
TransNet - LSI Carry Over	\$3,921	\$3,791	\$130								\$3,921
Local Funds	\$14,096	\$14,096									\$14,096
TOTAL	\$34,835	\$25,521	\$5,314	\$1,000	\$1,000	\$1,000	\$1,000				\$34,835
PROJECT LAST AMENDED 21-05											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - L	\$3,302	\$3,302									\$3,302
TransNet - L (Cash)	\$445	\$445									\$445
TransNet - LSI	\$12,969	\$3,785	\$5,184	\$1,000	\$1,000	\$1,000	\$1,000				\$12,969
TransNet - LSI (Cash)	\$102	\$102									\$102
TransNet - LSI Carry Over	\$3,921	\$3,791	\$130								\$3,921
Local Funds	\$14,096	\$14,096									\$14,096
TOTAL	\$34,835	\$25,521	\$5,314	\$1,000	\$1,000	\$1,000	\$1,000				\$34,835

**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**San Diego, City of**

MPO ID: SD34										RTIP #:21-08	
Project Title:		El Camino Real							RTP REF: A-62; C-51 (2021)		
Project Description:		Bridge 57C0042 - In San Diego on El Camino Real from San Dieguito Road to Via de la Valle - reconstruct & widen from 2 to 4 lanes and extend transition lane and additional grading to avoid biological impacts (CIP 52-479.0/S00856)							RAS (M - 46) <i>TransNet</i> - LSI: CR		
Change Reason:		Increase funding									
Capacity Status:		CI		Exempt Category:Non-Exempt							
Est Total Cost: <b>\$61,723</b> Open to Traffic: Jul 2025											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$491	\$491							\$491		
<i>TransNet</i> - LSI Carry Over	\$334	\$334							\$334		
HBP	\$36,220	\$1,428	\$1,992				\$32,800		\$1,420	\$2,000	\$32,800
HBRR	\$1,700	\$1,700							\$1,700		
RSTP	\$2,560	\$2,560							\$2,560		
Local Funds	\$19,418	\$2,830	\$1,000	\$3,540	\$12,048				\$1,955	\$2,165	\$15,298
Local Funds AC	\$0			\$32,800			\$(32,800)				
Local RTCIP	\$1,000		\$1,000								\$1,000
TOTAL	\$61,723	\$9,343	\$3,992	\$36,340	\$12,048				\$8,460	\$4,165	\$49,098
PROJECT LAST AMENDED 21-06											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$491	\$491							\$491		
<i>TransNet</i> - LSI Carry Over	\$334	\$334							\$334		
HBP	\$36,220	\$1,428	\$1,992				\$32,800		\$1,420	\$2,000	\$32,800
HBRR	\$1,700	\$1,700							\$1,700		
RSTP	\$2,560	\$2,560							\$2,560		
Local Funds	\$20,417	\$2,830	\$1,000	\$4,539	\$12,048				\$1,955	\$2,164	\$16,298
Local Funds AC	\$0			\$32,800			\$(32,800)				
TOTAL	\$61,722	\$9,343	\$2,992	\$37,339	\$12,048				\$8,460	\$4,164	\$49,098

**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**San Diego, City of**

MPO ID: SD70										RTIP #:21-08	
Project Title:		West Mission Bay Drive Bridge							RTP REF: A-61; C-49 (2021)		
Project Description:		West Mission Bay Drive bridge over San Diego River - In San Diego, replace bridge and increase from 4 to 6-lane bridge including Class I bike lane (52-643/S00871)							RAS (M - 41) <i>TransNet</i> - LSI: CR		
Change Reason:		Increase funding									
Capacity Status:CI		Exempt Category:Non-Exempt									
Est Total Cost: <b>\$150,785</b> Open to Traffic: Mar 2022											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - CP	\$0	\$26,167	\$13,833		\$(20,000)	\$(20,000)					
<i>TransNet</i> - L	\$650	\$650							\$650		
<i>TransNet</i> - LSI	\$1,228	\$1,228							\$100		\$1,128
<i>TransNet</i> - LSI Carry Over	\$965	\$965							\$140	\$494	\$331
HBP	\$107,930	\$20,969	\$6,924	\$20,000	\$20,000	\$20,000	\$20,037		\$4,720	\$1,815	\$101,395
HBRR	\$2,600	\$2,600							\$2,600		
Other Fed - HIP	\$13,076		\$13,076								\$13,076
Local Funds	\$10,443	\$10,443							\$1,040	\$62	\$9,341
Local Funds AC	\$0	\$60,037	\$(20,000)	\$(20,000)			\$(20,037)				
Local RTCIP	\$13,893	\$8,428	\$5,465								\$13,893
TOTAL	\$150,785	\$131,487	\$19,298						\$9,250	\$2,371	\$139,164
PROJECT LAST AMENDED 21-06											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - CP	\$0	\$26,167	\$13,833		\$(20,000)	\$(20,000)					
<i>TransNet</i> - L	\$650	\$650							\$650		
<i>TransNet</i> - LSI	\$1,228	\$1,228							\$100		\$1,128
<i>TransNet</i> - LSI Carry Over	\$965	\$965							\$140	\$494	\$331
HBP	\$107,930	\$20,969	\$6,924	\$20,000	\$20,000	\$20,000	\$20,037		\$4,720	\$1,815	\$101,395
HBRR	\$2,600	\$2,600							\$2,600		
Other Fed - HIP	\$13,076		\$13,076								\$13,076
Local Funds	\$10,443	\$10,443							\$1,040	\$62	\$9,341
Local Funds AC	\$0	\$60,037	\$(20,000)	\$(20,000)			\$(20,037)				
Local RTCIP	\$12,128	\$8,428	\$3,700								\$12,128
TOTAL	\$149,020	\$131,487	\$17,533						\$9,250	\$2,371	\$137,399

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**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**San Diego, City of**

MPO ID: SD96									RTIP #:21-08		
Project Title:	Street Resurfacing Citywide							TransNet - LSI: CR			
Project Description:	Citywide - in San Diego, resurface/overlay greater than 1 inch on city streets; this project includes replacement/rehabilitation of concrete streets (AID00005/AID00006)										
Change Reason:	Increase funding										
Capacity Status:NCI			Exempt Category:Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: <b>\$114,806</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - L	\$4,000	\$4,000									\$4,000
TransNet - L (Cash)	\$149	\$149									\$149
TransNet - LSI	\$82,952	\$18,892	\$4,205	\$750	\$6,666	\$16,599	\$17,491	\$18,350			\$82,952
TransNet - LSI (Cash)	\$1,340	\$1,295	\$44								\$1,340
TransNet - LSI Carry Over	\$9,118	\$8,416	\$702								\$9,118
Local Funds	\$17,247	\$17,247									\$17,247
TOTAL	\$114,806	\$49,999	\$4,951	\$750	\$6,666	\$16,599	\$17,491	\$18,350			\$114,806
PROJECT LAST AMENDED 21-05											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - L	\$4,000	\$4,000									\$4,000
TransNet - L (Cash)	\$149	\$149									\$149
TransNet - LSI	\$65,177	\$19,467	\$4,205	\$750	\$6,666	\$16,599	\$17,491				\$65,177
TransNet - LSI (Cash)	\$1,340	\$1,295	\$44								\$1,340
TransNet - LSI Carry Over	\$9,118	\$8,416	\$702								\$9,118
Local Funds	\$17,247	\$17,247									\$17,247
TOTAL	\$97,031	\$50,574	\$4,951	\$750	\$6,666	\$16,599	\$17,491				\$97,031

**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**San Diego, City of**

MPO ID: SD99										RTIP #:21-08	
Project Title:	Bridge Rehabilitation								RAS (M-43)		
Project Description:	Citywide - in San Diego, bridge retrofit or replacement projects citywide (AIE00001) including Voltaire Street Bridge over Nimitz Blvd. rehabilitation (CIP 525233/B00870) and Barnett Ave. Bridge over Pacific Highway (CIP 525231/B00869); and RTCIP funding allocated to this project for the Fairmount Avenue Bridge Rehabilitation projects (B17066 and B17067).								TransNet - LSI: CR		
Change Reason:	Reduce funding										
	Capacity Status:NCI		Exempt Category:Safety - Non capacity widening or bridge reconstruction								
Est Total Cost: <b>\$6,190</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - L	\$300	\$300									\$300
TransNet - LSI	\$2,208	\$373	\$435	\$600	\$200	\$200	\$200	\$200			\$2,208
TransNet - LSI (Cash)	\$86	\$86									\$86
TransNet - LSI Carry Over	\$2,523	\$2,183	\$340								\$2,523
Local RTCIP	\$1,073	\$1,023		\$50							\$1,073
TOTAL	\$6,190	\$3,965	\$775	\$650	\$200	\$200	\$200	\$200			\$6,190

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

PROJECT LAST AMENDED 21-05											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - L	\$300	\$300									\$300
TransNet - LSI	\$2,206	\$571	\$435	\$600	\$200	\$200	\$200				\$2,206
TransNet - LSI (Cash)	\$86	\$86									\$86
TransNet - LSI Carry Over	\$2,665	\$2,325	\$340								\$2,665
Local RTCIP	\$1,023	\$1,023									\$1,023
<b>TOTAL</b>	<b>\$6,280</b>	<b>\$4,305</b>	<b>\$775</b>	<b>\$600</b>	<b>\$200</b>	<b>\$200</b>	<b>\$200</b>				<b>\$6,280</b>

**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**San Diego, City of**

MPO ID: SD102A										RTIP #:21-08	
Project Title:	Otay Truck Route Widening (Ph. 4)								RTP REF: GM03; A-62; C-50 (2021) EARMARK NO: CA596/2655, CA700/3776 TransNet - LSI: CR		
Project Description:	Otay Truck Route - In San Diego, from Drucker Lane to La Media Rd, add one lane, for a total of three lanes: two for trucks and one lane for emergency vehicles (Border Patrol/fire department access). From Britannia Blvd to La Media Rd, add one lane for trucks and one lane for emergency vehicles. Also, along Britannia Blvd from Britannia Court to the Otay Truck Route, add one lane for trucks and one lane for emergency vehicles. (CIP S-11060) This project will be constructed in two phases; an Eastern Phase between La Media Rd and Drucker Lane, and a Western Phase from Britannia Blvd to La Media Rd. Current construction programming is for the Eastern Phase only.										
Change Reason:	Reduce funding										
	Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: \$20,968      Open to Traffic: Phase 1: Sep 2020      Phase 2: Dec 2025											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - L	\$100	\$100							\$100		
TransNet - LSI	\$3,383	\$483	\$650	\$2,250					\$217	\$266	\$2,900
TransNet - LSI Carry Over	\$6,537	\$3,265	\$3,272						\$2,327	\$573	\$3,637
HPP	\$3,780	\$3,780							\$1,800	\$1,400	\$580
SB1 - TCEP	\$6,000	\$6,000									\$6,000
Local Funds	\$1,168	\$1,168							\$518		\$650
TOTAL	\$20,968	\$14,796	\$3,922	\$2,250					\$4,962	\$2,239	\$13,767
PROJECT LAST AMENDED 21-06											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - L	\$100	\$100							\$100		
TransNet - LSI	\$2,133	\$1,483	\$650						\$217	\$266	\$1,650
TransNet - LSI Carry Over	\$11,839	\$8,567	\$3,272						\$250	\$573	\$11,016
HPP	\$3,780	\$3,780							\$1,800	\$1,400	\$580
SB1 - TCEP	\$6,000	\$6,000									\$6,000
Local Funds	\$1,168	\$1,168							\$518		\$650
TOTAL	\$25,020	\$21,098	\$3,922						\$2,885	\$2,239	\$19,896

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**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**San Diego, City of**

MPO ID: SD129										RTIP #:21-08		
Project Title:	University Avenue Mobility Project Phase 1								RAS (M-45)			
Project Description:	University Avenue from Florida Street to Boundary Street (1 miles) - in San Diego, environmental studies, design and construction of improvement to University Avenue transit corridor in North Park improvements include installation of new medians for safety improvements, restriping, pedestrian popouts, new traffic signals, traffic signal modifications, enhanced pedestrian crossings and installation of a transit/bicycle/right turn only lane (augments Smart Growth Funding for this project in V10) (CIP S-00915)								TransNet - LSI: CR			
Change Reason:	Increase funding											
	Capacity Status:NCI		Exempt Category:Safety - Adding medians									
Est Total Cost: <b>\$8,038</b>												
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON	
TransNet - L	\$175	\$175							\$175			
TransNet - L (Cash)	\$200	\$200							\$200			
TransNet - LSI	\$917	\$917							\$635		\$282	
TransNet - LSI (Cash)	\$104	\$104									\$104	
TransNet - LSI Carry Over	\$788	\$788							\$45		\$743	
Local Funds	\$1,743	\$150	\$1,593								\$1,743	
Local RTCIP	\$4,111	\$3,831	\$280								\$4,111	
TOTAL	\$8,038	\$6,165	\$1,873						\$1,055		\$6,983	
PROJECT LAST AMENDED 21-00												
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON	
TransNet - L	\$175	\$175							\$175			
TransNet - L (Cash)	\$200	\$200							\$200			
TransNet - LSI	\$917	\$917							\$635		\$282	
TransNet - LSI (Cash)	\$104	\$104									\$104	
TransNet - LSI Carry Over	\$788	\$788							\$45		\$743	
Local Funds	\$1,743	\$150	\$1,593								\$1,743	
Local RTCIP	\$3,831	\$3,831									\$3,831	
TOTAL	\$7,758	\$6,165	\$1,593						\$1,055		\$6,703	

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**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**San Diego, City of**

MPO ID: SD166								RTIP #:21-08			
Project Title:		Bicycle Facilities						EARMARK NO: 317/90			
Project Description:		Citywide including:El Camino Real/State Route 56 Bike Path Connector (S00981); SR56 Bike Interchanges (S00955) Downtown Bicycle Loop; Bikeway Striping Improvements Citywide (AIA00001)including Cycle Tracks - install Bicycle Facilities (AIA00001)						TransNet - LSI: CR			
Change Reason:		Increase funding									
		Capacity Status:NCI Exempt Category:Air Quality - Bicycle and pedestrian facilities									
Est Total Cost: \$10,663											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - L	\$15	\$15									\$15
TransNet - L (Cash)	\$136	\$136									\$136
TransNet - LSI	\$6,879	\$217	\$162	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$15		\$6,864
TransNet - LSI Carry Over	\$2,973	\$1,568	\$1,405						\$241		\$2,732
HPP	\$360	\$360							\$53		\$307
Local Funds	\$300	\$300									\$300
TOTAL	\$10,663	\$2,596	\$1,567	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$309		\$10,354
PROJECT LAST AMENDED 21-02											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - L	\$15	\$15									\$15
TransNet - L (Cash)	\$136	\$136									\$136
TransNet - LSI	\$1,814	\$852	\$162	\$200	\$200	\$200	\$200		\$350		\$1,464
TransNet - LSI Carry Over	\$3,743	\$2,338	\$1,405								\$3,743
HPP	\$360	\$360							\$53		\$307
Local Funds	\$300	\$300									\$300
TOTAL	\$6,368	\$4,001	\$1,567	\$200	\$200	\$200	\$200		\$403		\$5,965

MPO ID: SD176										RTIP #:21-08	
Project Title:		Maintenance and Non Congestion Relief Efforts							TransNet - LSI: Maint		
Project Description:		Citywide - in San Diego, maintenance and non congestion relief efforts including but not limited to pavement overlay, pot hole repair, etc									
Change Reason:		Increase funding, Other, Close-out date									
		Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: <b>\$68,770</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI	\$68,770		\$10,385	\$10,852	\$11,300	\$11,700	\$12,082	\$12,451			\$68,770
TOTAL	\$68,770		\$10,385	\$10,852	\$11,300	\$11,700	\$12,082	\$12,451			\$68,770
PROJECT LAST AMENDED 21-05											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI	\$56,319		\$10,385	\$10,852	\$11,300	\$11,700	\$12,082				\$56,319
TOTAL	\$56,319		\$10,385	\$10,852	\$11,300	\$11,700	\$12,082				\$56,319

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**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**San Diego, City of**

MPO ID: SD186									RTIP #:21-08		
Project Title: Administrative Expenses									TransNet - LSI: CR		
Project Description: Citywide - City of San Diego 1% administrative costs											
Change Reason: Increase funding, Other, Close-out Date											
Capacity Status:NCI Exempt Category:Other - Non construction related activities											
Est Total Cost: <b>\$5,359</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI	\$4,886	\$2,570	\$350	\$365	\$380	\$394	\$407	\$419	\$4,886		
TransNet - LSI Carry Over	\$473	\$473							\$473		
TOTAL	\$5,359	\$3,043	\$350	\$365	\$380	\$394	\$407	\$419	\$5,359		
PROJECT LAST AMENDED 21-05											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI	\$4,591	\$2,695	\$350	\$365	\$380	\$394	\$407		\$4,591		
TransNet - LSI Carry Over	\$473	\$473							\$473		
TOTAL	\$5,064	\$3,168	\$350	\$365	\$380	\$394	\$407		\$5,064		

MPO ID: SD188								RTIP #:21-08			
Project Title:		Congestion Relief/Traffic Engineering Operations						TransNet - LSI: CR			
Project Description:		Various locations - congestion relief efforts to include intersection lighting, traffic signal coordination, centrally controlled traffic signal optimization system, traffic data collection for performance monitoring; traffic calming in Smart Growth areas; and project development/preliminary engineering/corridor studies									
Change Reason:		Other, updated close-out date									
		Capacity Status:NCI		Exempt Category:Other - Engineering studies							
Est Total Cost: <b>\$42,004</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI	\$39,972	\$23,554	\$3,284	\$3,284	\$3,284	\$3,284	\$3,284		\$39,972		
TransNet - LSI Carry Over	\$2,032	\$2,032							\$2,032		
TOTAL	\$42,004	\$25,586	\$3,284	\$3,284	\$3,284	\$3,284	\$3,284		\$42,004		
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI	\$39,972	\$23,554	\$3,284	\$3,284	\$3,284	\$3,284	\$3,284		\$39,972		
TransNet - LSI Carry Over	\$2,032	\$2,032							\$2,032		
TOTAL	\$42,004	\$25,586	\$3,284	\$3,284	\$3,284	\$3,284	\$3,284		\$42,004		

**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**San Diego, City of**

MPO ID: SD200										RTIP #:21-08	
Project Title:	SR94/Euclid Avenue Interchange Improvements								RAS (M-43)		
Project Description:	Intersection at Euclid Avenue and SR-94 - Improvements to the interchange to enhance safety features through this corridor and the optimization of the level of service for both Euclid Avenue and SR 94 (S14009)								TransNet - LSI: CR		
Change Reason:	Increase funding										
Capacity Status:		NCI		Exempt Category:Other - Interchange reconfiguration projects							
Est Total Cost: <b>\$6,456</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI	\$713	\$713									\$713
TransNet - LSI Carry Over	\$2,367	\$2,337	\$30								\$2,367
Local RTCIP	\$3,376	\$2,937	\$439						\$825		\$2,551
TOTAL	\$6,456	\$5,987	\$469						\$825		\$5,631
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI	\$713	\$713									\$713
TransNet - LSI Carry Over	\$2,367	\$2,337	\$30								\$2,367
Local RTCIP	\$2,937	\$2,937							\$825		\$2,112
TOTAL	\$6,017	\$5,987	\$30						\$825		\$5,192

MPO ID: SD237										RTIP #:21-08	
Project Title:			Coastal Rail Trail						TransNet - LSI: CR		
Project Description:			The proposed path will begin near the City of Del Mar at the intersection of Carmel Valley Road and Sorrento Valley Road to the north and continues to Union Station Downtown San Diego. The City is currently focusing on the northerly ten miles of the trail from the Sorrento Valley Road/Carmel Valley to the Gilman Drive/I-5 intersections. - the Coastal Rail Trail (CRT) is a multi-jurisdictional project among the coastal cities of Oceanside, Del Mar, Carlsbad, Encinitas, Solana Beach and San Diego.(City CIP S00951)								
Change Reason:			Add new funding source, Increase funding								
Capacity Status:			NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities						
Est Total Cost: \$21,000											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI	\$15,600	\$350	\$2,500	\$3,750	\$9,000				\$350		\$15,250
TransNet - LSI Carry Over	\$3,150	\$1,500	\$1,650						\$3,150		
Local RTCIP	\$2,250			\$2,250							\$2,250
TOTAL	\$21,000	\$1,850	\$4,150	\$6,000	\$9,000				\$3,500		\$17,500
PROJECT LAST AMENDED 21-05											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI	\$10,500	\$2,000	\$2,500	\$6,000					\$1,750	\$250	\$8,500
TransNet - LSI Carry Over	\$3,150	\$1,500	\$1,650						\$3,150		
TOTAL	\$13,650	\$3,500	\$4,150	\$6,000					\$4,900	\$250	\$8,500

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

**San Diego, City of**

MPO ID: SD250			RTIP #:21-08								
Project Title:	La Media Road Improvements								RTP REF: A-62; GM03; C-51 (2021)		
Project Description:	La Media Road from SR 905 to Siempre Viva Road (.75 miles) - In San Diego, on La Media Road from SR905 to Siempre Viva Road, widen La Media Road to a six-lane primary arterial from SR 905 to Airway Road, and a to a five lane major between Airway Road and Siempre Viva Road with three southbound lanes and two northbound lanes. This project will also improve drainage at the intersection of La Media Road and Airway Road (S-15018)								TransNet - LSI: CR		
Change Reason:	Add new funding source, Increase funding										
Capacity Status:CI			Exempt Category:Non-Exempt								
Est Total Cost: \$51,000			Open to Traffic: Jan 2024								
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI Carry Over	\$3,000		\$3,000								\$3,000
SB1 - TCEP	\$22,700			\$22,700							\$22,700
Local Funds	\$23,900	\$11,797			\$12,103				\$6,257	\$1,700	\$15,943
Local RTCIP	\$1,400			\$1,400							\$1,400
TOTAL	\$51,000	\$11,797	\$3,000	\$24,100	\$12,103				\$6,257	\$1,700	\$43,043
PROJECT LAST AMENDED 21-06											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI Carry Over	\$3,000		\$3,000						\$3,000		
Local Funds	\$11,797	\$11,797							\$11,797		
TOTAL	\$14,797	\$11,797	\$3,000						\$14,797		

Thursday, January 6, 2022



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

**San Diego, City of**

MPO ID: SD252		RTIP #:21-08										
Project Title:	University Avenue Complete Street Phase 1								TransNet - LSI: CR			
Project Description:	University Avenue from Fairmount Ave to Euclid Avenue (1 miles) - This project will provide increased safety on University Avenue between Fairmount Avenue and Euclid Avenue. The project includes installing three roundabouts and medians with enhanced pedestrian crossings. This will also include new pavement, wider sidewalks, and trees along this portion of University Avenue (S-18001).											
Change Reason:	Increase funding											
	Capacity Status:NCI		Exempt Category:Safety - Safety Improvement Program									
Est Total Cost: <b>\$2,380</b>												
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON	
TransNet - LSI	\$805	\$180	\$625						\$805			
TransNet - LSI Carry Over	\$70	\$70							\$70			
Local Funds	\$183		\$183						\$183			
Local RTCIP	\$1,322	\$222	\$100	\$1,000					\$322		\$1,000	
TOTAL	\$2,380	\$472	\$908	\$1,000					\$1,380		\$1,000	

\* Local match for Highway Safety Improvement Program H8-11-014 programmed on project CAL456 in grouped listing CAL105

PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI	\$825	\$200	\$625						\$825		
TransNet - LSI Carry Over	\$50	\$50							\$50		
Local Funds	\$183		\$183						\$183		
Local RTCIP	\$222	\$222							\$222		
<b>TOTAL</b>	<b>\$1,280</b>	<b>\$472</b>	<b>\$808</b>						<b>\$1,280</b>		

**2021 Regional Transportation Improvement Program  
Amendment No. 8  
San Diego Region (in \$000s)**

**Solana Beach, City of**

MPO ID: SB16									RTIP #:21-08		
Project Title:		Pavement Resurfacing							RAS (M-48)		
Project Description:		Various streets as determined by pavement management program. Street list to be uploaded annually; RTCIP to be used on Lomas Santa Fe Dr - in Solana Beach, pavement overlays							TransNet - LSI: CR		
Change Reason:		Reduce funding									
Capacity Status:		NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: <b>\$1,233</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI	\$667	\$219	\$36	\$38	\$120	\$160	\$94				\$667
TransNet - LSI Carry Over	\$519	\$415	\$74		\$30						\$519
Local RTCIP	\$47	\$47									\$47
TOTAL	\$1,233	\$681	\$110	\$38	\$150	\$160	\$94				\$1,233
PROJECT LAST AMENDED 21-03											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI	\$712	\$219	\$36	\$83	\$120	\$160	\$94				\$712
TransNet - LSI Carry Over	\$586	\$415	\$74	\$67	\$30						\$586
Local RTCIP	\$47	\$47									\$47
TOTAL	\$1,345	\$681	\$110	\$150	\$150	\$160	\$94				\$1,345

MPO ID: SB18									RTIP #:21-08		
Project Title:		Pavement Maintenance							TransNet - LSI: Maint		
Project Description:		Street locations to be determined by city wide condition assessment; street list to be uploaded annually - slurry seals and localized pavement repairs									
Change Reason:		Reduce funding									
		Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: <b>\$280</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI	\$130		\$50				\$80				\$130
TransNet - LSI Carry Over	\$150				\$100	\$50					\$150
TOTAL	\$280		\$50		\$100	\$50	\$80				\$280
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - LSI	\$130		\$50				\$80				\$130
TransNet - LSI Carry Over	\$250			\$100	\$100	\$50					\$250
TOTAL	\$380		\$50	\$100	\$100	\$50	\$80				\$380

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

**Solana Beach, City of**

MPO ID: SB21		RTIP #:21-08											
Project Title:	Sidewalks and associated street improvements at various locations								TransNet - LSI: CR				
Project Description:	see map - In Solana Beach, planning, design and construction to add and improve sidewalks and pedestrian paths at the following locations: Santa Helena north of Sun Valley, Glencrest Drive south of Dell Street and South Acacia near Plaza Street. Associated curb, gutter and pavement restoration is included. This project will also fund the local match for a Safe Routes to School Masterplan grant.												
Change Reason:	New Project												
Capacity Status:		NCI		Exempt Category:								Air Quality - Bicycle and pedestrian facilities	
Est Total Cost: \$212													
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON		
TransNet - LSI	\$45			\$45							\$45		
TransNet - LSI Carry Over	\$167			\$167					\$55		\$112		
TOTAL	\$212			\$212					\$55		\$157		

**2021 Regional Transportation Improvement Program  
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**Various Agencies**

MPO ID: V12									RTIP #:21-08		
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities.								SANDAG ID: 1223054, 1223057, 1223058		
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized)										
Change Reason:	Increase funding										
Capacity Status:NCI			Exempt Category:Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: <b>\$38,544</b>											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - BPNS	\$29,994	\$6,445	\$877	\$2,820	\$7,994	\$9,644	\$2,215				\$29,994
CRRSAA	\$4,100			\$4,100							\$4,100
ATP - R	\$4,450			\$4,450							\$4,450
TOTAL	\$38,544	\$6,445	\$877	\$11,370	\$7,994	\$9,644	\$2,215				\$38,544
PROJECT LAST AMENDED 21-06											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - BPNS	\$29,784	\$6,445	\$1,471	\$2,092	\$7,900	\$9,662	\$2,215				\$29,784
CRRSAA	\$4,100			\$4,100							\$4,100
ATP - R	\$4,450			\$4,450							\$4,450
TOTAL	\$38,334	\$6,445	\$1,471	\$10,642	\$7,900	\$9,662	\$2,215				\$38,334

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

**RTIP Fund Types**

<b><u>Federal Funding</u></b>	
BIP/CBI	Border Infrastructure Program/Corridors and Borders Infrastructure Program
CMAQ	Congestion Mitigation and Air Quality
DEMO-Sec 115	High Priority Demonstration Program under FY 2004 Appropriations
DEMO-Sec 117/STP	Surface Transportation Program under FHWA Administrative Program (congressionally directed appropriations)
EARREPU	Earmark Repurposing
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 (FG)	Federal Transit Administration Fixed Guideway Modernization Formula Program
FTA Section 5310	Federal Transit Administration Elderly & Disabled Program
FTA Section 5337	Federal Transit Administration State of Good Repair Grant Program
FTA Section 5339	Federal Transit Administration Bus and Bus Facilities Formula Grant Program
HBP	Highway Bridge Program under SAFETEA-LU
HPP	High Priority Program under SAFETEA-LU
ITS	Intelligent Transportation System
NHS	National Highway System (administered by Caltrans)
CRRSAA	Other Fed - Coronavirus Response and Relief Supplemental Appropriations Act
RSTP	Regional Surface Transportation Program
STP-RL	Surface Transportation Program - Highway Railway Crossings Program (Section 130)
TE	Transportation Enhancement Program
CMAQ/RSTP Conversion	Reimbursement of advanced federal funds which have been advanced with local funds in earlier years
<b><u>State Funding</u></b>	
ATP	Active Transportation Program (Statewide and Regional)
LBSRA	Local Bridge Seismic Retrofit Account (State Prop. 1B)
SB1 - TCEP	Senate Bill 1 - Trade Corridor Enhancement Program
SB1 - LPP Formula	Senate Bill 1 - Local Partnership Formula Program
SB1 - SGR	Senate Bill 1 - State Transit Assistance State of Good Repair
SB1 - TIRCP	Senate Bill 1 - Transit and Intercity Rail Program
SB1 - SRA Commuter	Senate Bill 1 - State Rail Assistance Commuter Rail
SHOPP (AC)	State Highway Operation & Protection Program
STA	State Transit Assistance
STIP-IIP	State Transportation Improvement Program - Interregional Program
STIP-RIP	State Transportation Improvement Program - Regional Improvement Program
TIRCP	Transit and Intercity Rail Capital Program
TCRP	Traffic Congestion Relief Program

**2021 Regional Transportation Improvement Program  
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<b><u>Local Funding</u></b>	
Local Funds AC	Local Funds - Advanced Construction; mechanism to advance local funds to be reimbursed at a later fiscal year with federal/state funds
RTCIP	Regional Transportation Congestion Improvement Program
TDA	Transportation Development Act
<i>TransNet-Border</i>	Prop. A Extension Local Transportation Sales Tax - Border
<i>TransNet-BPNS</i>	Prop. A Extension Local Transportation Sales Tax - Bicycle, Pedestrian and Neighborhood Safety Program
<i>TransNet-CP</i>	Prop. A Local Transportation Sales Tax - Commercial Paper
<i>TransNet-L</i>	Prop. A Local Transportation Sales Tax - Local Streets & Roads
<i>TransNet-L (Cash)</i>	TransNet - L funds which agencies have received payment, but have not spent
<i>TransNet-LSI</i>	Prop. A Extension Local Transportation Sales Tax - Local System Improvements
<i>TransNet-LSI Carry Over</i>	TransNet - LSI funds previously programmed but not requested/paid in year of allocation
<i>TransNet-LSI (Cash)</i>	TransNet - LSI funds which agencies have received payment, but have not spent
<i>TransNet-MC</i>	Prop. A Extension Local Transportation Sales Tax - Major Corridors
<i>TransNet-SGIP</i>	Prop. A Extension Local Transportation Sales Tax - Regional Smart Growth Incentive Program
<i>TransNet-SS</i>	Prop. A Extension Local Transportation Sales Tax - Senior Services
<i>TransNet-TSI</i>	Prop. A Extension Local Transportation Sales Tax- Transit System Improvements

Table 3a: Revenues

San Diego Association of Governments (SANDAG)

2021 Regional Transportation Improvement Program (in \$000s) - Amendment No. 8

Legend

Attachment 4

Yellow Highlighting indicates a change from the prior amendment

		Prior Years	2020/2021		2021/2022		2022/2023		2023/2024		2024/2025		TOTAL	
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current
LOCAL	Sales Tax	\$3,547,338	\$553,445	\$564,394	\$452,272	\$465,543	\$384,441	\$378,220	\$196,097	\$191,833	\$236,021	\$239,066	\$5,393,514	\$5,386,393
	-- County	\$3,547,338	\$553,445	\$564,394	\$452,272	\$465,543	\$384,441	\$378,220	\$196,097	\$191,833	\$236,021	\$239,066	\$5,393,514	\$5,386,393
	Other Local Funds	\$505,701	\$243,330	\$243,229	\$199,929	\$198,859	\$606,197	\$592,861	\$122,920	\$123,094	\$129,485	\$121,839	\$1,807,626	\$1,785,583
	-- City General Funds	\$481,649	\$231,105	\$231,004	\$193,644	\$192,574	\$201,953	\$213,517	\$122,920	\$123,094	\$109,547	\$101,901	\$1,340,882	\$1,343,739
	-- Street Taxes and Developer Fees	\$24,052	\$12,225	\$12,225	\$6,285	\$6,285	\$404,244	\$379,344			\$19,938	\$19,938	\$466,744	\$441,844
	-- RSTP Exchange funds													
	Other	\$842,684	\$114,395	\$116,214	\$107,394	\$112,229	\$105,598	\$105,598	\$75,543	\$75,543	\$118,403	\$118,403	\$1,361,862	\$1,370,671
Local Total		\$4,895,724	\$911,170	\$923,837	\$759,596	\$776,631	\$1,096,235	\$1,076,679	\$394,560	\$390,470	\$483,908	\$479,307	\$8,563,002	\$8,542,647
STATE	State Highway Operations and Protection Program	\$125,450	\$309,157	\$308,857	\$150,042	\$261,536	\$297,362	\$297,362	\$81,710	\$81,710		\$300	\$963,235	\$1,075,215
	SHOPP (Including Augmentation)	\$125,450	\$309,157	\$308,857	\$150,042	\$261,536	\$297,362	\$297,362	\$81,710	\$81,710		\$300	\$963,235	\$1,075,215
	SHOPP Prior													
	State Transportation Improvement Program	\$663,161	\$11,605	\$11,605	\$29,968	\$29,968	\$108,478	\$108,478	\$1,210	\$1,210	\$1,212	\$1,212	\$815,634	\$815,634
	STIP (Including Augmentation)	\$621,404	\$11,605	\$11,605	\$29,968	\$29,968	\$108,478	\$108,478	\$1,210	\$1,210	\$1,212	\$1,212	\$773,877	\$773,877
	STIP Prior	\$41,756											\$41,756	\$41,756
	Proposition 1 A	\$41,843											\$41,843	\$41,843
	Proposition 1 B	\$677,752									\$1,319		\$679,071	\$677,752
	Active Transportation Program	\$31,976	\$18,505	\$18,505	\$33,233	\$33,233	\$13,183	\$17,500	\$2,100	\$2,100			\$98,997	\$103,314
	Highway Maintenance (HM)													
	Highway Bridge Program (HBP)	\$83,366	\$13,677	\$10,647	\$40,691	\$39,369	\$41,698	\$30,033	\$20,000	\$23,241	\$207,501	\$83,518	\$406,933	\$270,174
	Road Repair and Accountability Act of 2017 (SB1)	\$375,209	\$126,582	\$126,582	\$59,070	\$57,506	\$25,970	\$25,970	\$24,885	\$24,885	\$14,985	\$14,985	\$626,699	\$625,135
	Traffic Congestion Relief Program (TCRP)	\$101,298											\$101,298	\$101,298
	State Transit Assistance (e.g., population/revenue based, Prop 42)	\$177,877	\$27,246	\$27,246	\$20,155	\$20,155	\$19,935	\$19,935	\$19,935	\$19,935	\$19,968	\$19,968	\$285,117	\$285,117
	Other	\$107,560	\$20,649	\$20,649	\$23,201	\$23,201	\$13,997	\$13,997	\$13,100	\$13,100	\$13,100	\$13,100	\$191,606	\$191,606
State Total		\$2,385,491	\$527,421	\$524,090	\$356,360	\$464,969	\$520,622	\$513,274	\$162,940	\$166,180	\$258,085	\$133,083	\$4,210,433	\$4,187,088
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$786,000	\$71,269	\$71,269	\$70,947	\$70,947	\$70,947	\$70,947	\$70,947	\$70,947	\$70,947	\$70,947	\$1,132,536	\$1,141,057
	5309a - Fixed Guideway Modernization	\$97,186											\$97,086	\$97,186
	5309b - New and Small Starts (Capital Investment Grants)	\$552,996	\$97,711	\$97,711	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$115,669	\$115,669	\$1,066,376	\$1,066,376
	5309c - Bus and Bus Related Grants	\$58,636											\$58,636	\$58,636
	5310 - Mobility of Seniors and Individuals with Disabilities	\$7,348	\$3,891	\$3,891									\$11,239	\$11,239
	5311 - Nonurbanized Area Formula Program	\$10,667	\$1,120	\$1,120	\$1,108	\$1,108	\$1,108	\$1,108	\$1,108	\$1,108	\$1,108	\$1,108	\$16,218	\$16,218
	5337 - State of Good Repair	\$296,028	\$41,853	\$41,853	\$40,459	\$40,459	\$40,459	\$40,459	\$40,459	\$40,459	\$40,459	\$40,459	\$499,716	\$499,716
	5339 - Bus and Bus Facilities Program	\$37,298	\$6,965	\$6,965	\$6,168	\$6,168	\$6,168	\$6,168	\$6,168	\$6,168	\$6,168	\$6,168	\$68,936	\$68,936
	Other	\$41,928	\$57,634	\$57,634									\$99,562	\$99,562
	Federal Transit Total	\$1,888,086	\$280,443	\$280,443	\$218,682	\$218,682	\$218,682	\$218,682	\$218,682	\$218,682	\$234,351	\$234,351	\$3,050,305	\$3,058,926
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$386,611	\$29,884	\$29,884	\$25,124	\$25,124	\$33,914	\$33,914	\$33,903	\$33,903	\$33,903	\$33,903	\$543,340	\$543,340
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$237,689	\$34,601	\$34,601	\$3,544	\$28,440							\$275,834	\$300,730
	GARVEE Bonds (Includes Debt Service Payments)													
	Highway Infrastructure Program (HIP)	\$22,940	\$13,076	\$15,790									\$36,016	\$38,730
	High Priority Projects (HPP) and Demo	\$88,798	\$228	\$228	\$356	\$435							\$89,457	\$89,461
	Highway Safety Improvement Program (HSIP)	\$2,851	\$2,146	\$2,146	\$6,505	\$6,505	\$7,095	\$7,095	\$5,726	\$5,726			\$24,324	\$24,324
	National Significant Freight & Highway Projects (FASTLANE/INFRA)	\$49,278											\$49,278	\$49,278
	Public Lands Highway	\$6,519	\$816	\$816	\$816	\$816	\$816	\$816					\$8,968	\$8,968
	Surface Transportation Program (Regional)	\$459,075	\$44,059	\$44,059	\$44,339	\$44,339	\$44,326	\$44,326	\$44,314	\$44,314	\$44,314	\$44,314	\$680,426	\$680,426
Federal Highway Total		\$1,423,236	\$137,736	\$147,482	\$84,784	\$109,759	\$86,151	\$86,151	\$83,943	\$83,943	\$78,217	\$78,217	\$1,894,141	\$1,928,788
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$25,870											\$25,870	\$25,870
	Other													
Federal Railroad Administration Total		\$25,870											\$25,870	\$25,870
Federal Total		\$3,337,193	\$418,179	\$427,925	\$303,466	\$328,441	\$304,833	\$304,833	\$302,625	\$302,625	\$312,568	\$312,568	\$4,970,316	\$5,013,584
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)				\$537,484	\$537,484							\$537,484	\$537,484
	Innovative Financing Total												\$537,484	\$537,484
REVENUES TOTAL		\$10,618,408	\$1,856,769	\$1,875,852	\$1,419,422	\$1,570,040	\$1,921,690	\$1,894,786	\$860,124	\$859,275	\$1,054,561	\$924,958	\$17,744,080	\$17,743,320

<sup>1</sup> 2020/2021 Reflects repayment of Loaned CMAQ apportionment to Madera CTC of \$2,407<sup>2</sup> 2020/2021 Reflects \$320k of FTA 5307 from FY 2014 apportionment (Grant # CA-90-Z207)

\$18,280,804

Table 3b: Program

San Diego Association of Governments (SANDAG)

2021 Regional Transportation Improvement Program (in \$000s) - Amendment No. 8

Legend

Yellow Highlighting indicates a change from the prior amendment

	Funding Source	Prior Years	2020/2021		2021/2022		2022/2023		2023/2024		2024/2025		TOTAL	
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current
LOCAL	Sales Tax	\$3,547,338	\$538,287	\$549,355	\$452,272	\$454,960	\$382,551	\$378,220	\$192,929	\$191,118	\$228,284	\$229,338	\$5,365,562	\$5,350,329
	-- TransNet	\$3,547,338	\$538,287	\$549,355	\$452,272	\$454,960	\$382,551	\$378,220	\$192,929	\$191,118	\$228,284	\$229,338	\$5,365,562	\$5,350,329
	Other Local Funds	\$505,701	\$243,330	\$243,229	\$199,929	\$198,859	\$606,197	\$592,861	\$122,920	\$123,094	\$129,485	\$121,839	\$1,807,626	\$1,785,583
	-- City General Funds	\$481,649	\$231,105	\$231,004	\$193,644	\$192,574	\$201,953	\$213,517	\$122,920	\$123,094	\$109,547	\$101,901	\$1,340,882	\$1,343,739
	-- Street Taxes and Developer Fees	\$24,052	\$12,225	\$12,225	\$6,285	\$6,285	\$404,244	\$379,344			\$19,938	\$19,938	\$466,744	\$441,844
	Other	\$842,684	\$114,395	\$116,214	\$107,394	\$112,229	\$105,598	\$105,598	\$75,543	\$75,543	\$118,403	\$118,403	\$1,361,862	\$1,370,671
	Local Total	\$4,895,724	\$896,012	\$908,798	\$759,596	\$766,048	\$1,094,345	\$1,076,679	\$391,393	\$389,756	\$476,171	\$469,579	\$8,535,050	\$8,506,583
STATE	State Highway Operations and Protection Program	\$125,450	\$309,157	\$308,857	\$150,042	\$261,536	\$297,362	\$297,362	\$81,710	\$81,710		\$300	\$963,235	\$1,075,215
	SHOPP (Including Augmentation)	\$125,450	\$309,157	\$308,857	\$150,042	\$261,536	\$297,362	\$297,362	\$81,710	\$81,710		\$300	\$963,235	\$1,075,215
	State Transportation Improvement Program	\$663,161	\$11,605	\$11,605	\$29,968	\$29,968	\$108,478	\$108,478	\$1,210	\$1,210	\$1,212	\$1,212	\$815,634	\$815,634
	STIP (Including Augmentation)	\$621,404	\$11,605	\$11,605	\$29,968	\$29,968	\$108,478	\$108,478	\$1,210	\$1,210	\$1,212	\$1,212	\$773,877	\$773,877
	STIP Prior	\$41,756											\$41,756	\$41,756
	Proposition 1 A	\$41,843											\$41,843	\$41,843
	Proposition 1 B	\$677,752									\$1,319		\$679,071	\$677,752
	Active Transportation Program	\$31,976	\$18,505	\$18,505	\$33,233	\$33,233	\$13,183	\$17,500	\$2,100	\$2,100			\$98,997	\$103,314
	Highway Maintenance (HM)													
	Highway Bridge Program (HBP)	\$83,366	\$13,677	\$10,647	\$40,691	\$39,369	\$41,698	\$30,033	\$20,000	\$23,241	\$207,501	\$83,518	\$406,933	\$270,174
	Road Repair and Accountability Act of 2017 (SB1)	\$375,209	\$126,582	\$126,582	\$59,070	\$57,506	\$25,970	\$25,970	\$24,885	\$24,885	\$14,985	\$14,985	\$626,699	\$625,135
	Traffic Congestion Relief Program (TCRP)	\$101,298											\$101,298	\$101,298
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)	\$177,877	\$27,246	\$27,246	\$20,155	\$20,155	\$19,935	\$19,935	\$19,935	\$19,935	\$19,968	\$19,968	\$285,117	\$285,117
	State Emergency Repair Program													
	Other	\$107,560	\$20,649	\$20,649	\$23,201	\$23,201	\$13,997	\$13,997	\$13,100	\$13,100	\$13,100	\$13,100	\$191,606	\$191,606
	State Total	\$2,385,491	\$527,421	\$524,090	\$356,360	\$464,969	\$520,622	\$513,274	\$162,940	\$166,180	\$258,085	\$133,083	\$4,210,433	\$4,187,088
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$786,000	\$71,269	\$71,269	\$70,906	\$70,906	\$70,906	\$70,906	\$70,906	\$70,906	\$70,906	\$70,906	\$1,132,372	\$1,140,893
	5309a - Fixed Guideway Modernization	\$97,186											\$97,086	\$97,186
	5309b - New and Small Starts (Capital Investment Grants)	\$552,996	\$97,711	\$97,711	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$115,669	\$115,669	\$1,066,376	\$1,066,376
	5309c - Bus and Bus Related Grants	\$58,636											\$58,636	\$58,636
	5310 - Elderly & Persons with Disabilities Formula Program	\$7,348	\$3,891	\$3,891									\$11,239	\$11,239
	5311 - Nonurbanized Area Formula Program	\$10,667	\$1,120	\$1,120	\$1,108	\$1,108	\$1,108	\$1,108	\$1,108	\$1,108	\$1,108	\$1,108	\$16,218	\$16,218
	5337 - State of Good Repair	\$296,028	\$41,853	\$41,853	\$40,459	\$40,459	\$40,459	\$40,459	\$40,459	\$40,459	\$40,459	\$40,459	\$499,716	\$499,716
	5339 - Bus and Bus Facilities Program	\$37,298	\$6,947	\$6,947	\$6,168	\$6,168	\$6,168	\$6,168	\$6,168	\$6,168	\$6,168	\$6,168	\$68,918	\$68,918
	Other	\$41,928	\$57,634	\$57,634									\$99,562	\$99,562
	Federal Transit Total	\$1,888,086	\$280,425	\$280,425	\$218,641	\$218,641	\$218,641	\$218,641	\$218,641	\$218,641	\$234,310	\$234,310	\$3,050,123	\$3,058,744
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$386,611	\$29,503	\$29,205	\$23,520	\$16,499	\$26,285	\$24,779	\$28,494	\$27,900	\$25,056	\$25,056	\$519,798	\$510,051
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$237,689	\$34,601	\$34,601	\$3,544	\$28,440							\$275,834	\$300,730
	GARVEE Bonds (Includes Debt Service Payments)													
	Highway Infrastructure Program (HIP)	\$22,940	\$13,076	\$15,790									\$36,016	\$38,730
	High Priority Projects (HPP) and Demo	\$88,798	\$228	\$228	\$356	\$435							\$89,457	\$89,461
	Highway Safety Improvement Program (HSIP)	\$2,851	\$2,146	\$2,146	\$6,505	\$6,505	\$7,095	\$7,095	\$5,726	\$5,726			\$24,324	\$24,324
	Public Lands Highway	\$6,519	\$816	\$816	\$816	\$816	\$816	\$816					\$8,968	\$8,968
	National Significant Freight & Highway Projects (FASTLANE/INFRA)												\$49,278	
	Surface Transportation Program (Regional)	\$459,075	\$40,796	\$43,796	\$43,180	\$42,937	\$43,977	\$44,190	\$44,195	\$44,125	\$52,781	\$52,881	\$684,004	\$687,004
	Other	\$169,473	\$12,925	\$19,957	\$4,100	\$4,100							\$186,498	\$193,531
	Federal Highway Total	\$1,423,236	\$134,092	\$146,540	\$82,021	\$99,732	\$78,173	\$76,881	\$78,415	\$77,751	\$77,837	\$77,937	\$1,874,178	\$1,902,077
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$25,870											\$25,870	\$25,870
	Other													
	Federal Railroad Administration Total	\$25,870											\$25,870	\$25,870
	Federal Total	\$3,337,193	\$414,517	\$426,965	\$300,662	\$318,373	\$296,814	\$295,522	\$297,056	\$296,392	\$312,147	\$312,247	\$4,950,171	\$4,986,692
INNOVATIVE FIN	TIFIA (Transportation Infrastructure Finance and Innovation Act)				\$537,484	\$537,484							\$537,484	\$537,484
	Innovative Financing Total				\$537,484	\$537,484							\$537,484	\$537,484
	PROGRAM TOTAL	\$10,618,408	\$1,837,950	\$1,859,853	\$1,954,102	\$2,086,874	\$1,911,781	\$1,885,475	\$851,389	\$852,328	\$1,046,404	\$914,910	\$18,233,139	\$18,217,848

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



Table 3c: Revenues versus Program

San Diego Association of Governments (SANDAG)

2021 Regional Transportation Improvement Program (in \$000s) - Amendment No. 8

Legend

Yellow Highlighting indicates a change from the prior amendment

Funding Source		2020/2021		2021/2022		2022/2023		2023/2024		2024/2025		TOTAL	
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current
LOCAL	Local Total	\$15,158	\$15,039		\$10,583	\$1,890		\$3,167	\$715	\$7,737	\$9,728	\$27,952	\$36,064
STATE	State Highway Operations and Protection Program												
	SHOPP (Including Augmentation)												
	SHOPP Prior												
	State Transportation Improvement Program												
	STIP (Including Augmentation)												
	STIP Prior												
	Proposition 1 A												
	Proposition 1 B												
	Active Transportation Program												
	Highway Maintenance (HM)												
	Highway Bridge Program (HBP)												
	Road Repair and Accountability Act of 2017 (SB1)												
	Traffic Congestion Relief Program (TCRP)												
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)												
	Other												
	State Total												
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program			\$41	\$41	\$41	\$41	\$41	\$41	\$41	\$41	\$164	\$164
	5309a - Fixed Guideway Modernization												
	5309b - New and Small Starts (Capital Investment Grants)												
	5309c - Bus and Bus Related Grants												
	5310 - Elderly & Persons with Disabilities Formula Program												
	5311 - Nonurbanized Area Formula Program												
	5337 - State of Good Repair												
	5339 - Bus and Bus Facilities Program	\$18	\$18									\$18	\$18
	Other												
	Federal Transit Total	\$18	\$18	\$41	\$41	\$41	\$41	\$41	\$41	\$41	\$41	\$182	\$182
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$381	\$679	\$1,605	\$8,625	\$7,629	\$9,134	\$5,409	\$6,003	\$8,847	\$8,847	\$23,870	\$33,289
	Coordinated Border Infrastructure (SAFETEA-LU Sec. 1303)												
	GARVEE Bonds (Includes Debt Service Payments)												
	Highway Infrastructure Program (HIP)												
	High Priority Projects (HPP) and Demo												
	Highway Safety Improvement Program (HSIP)												
	National Significant Freight & Highway Projects (FASTLANE/INFRA)												
	Surface Transportation Program (Regional)	\$3,263	\$263	\$1,159	\$1,402	\$349	\$136	\$119	\$189	-\$8,467	-\$8,567	-\$3,578	-\$6,578
	Other												
	Federal Highway Total	\$3,644	\$942	\$2,763	\$10,027	\$7,978	\$9,271	\$5,527	\$6,192	\$379	\$279	\$20,292	\$26,711
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)												
	Other												
	Federal Railroad Administration Total												
Federal Total		\$3,662	\$960	\$2,804	\$10,068	\$8,019	\$9,312	\$5,568	\$6,233	\$420	\$320	\$20,474	\$26,892
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)												
	Innovative Financing Total												
REVENUES - PROGRAM TOTAL		\$18,820	\$15,999	\$2,804	\$20,650	\$9,909	\$9,312	\$8,735	\$6,947	\$8,157	\$10,048	\$48,426	\$62,956

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

## 2021 RTIP - Amendment No. 8

### Changes During Public Comment Period

Agency	Project ID	Project Title	INC/(DEC) (\$000)	Change Description
Caltrans	CAL38	SR-905 New Freeway	-	Updated change reason to "Increased funding"
Caltrans	CAL44	Grouped Projects for Bridge Rehabilitation and Reconstruction - Highway Bridge Program	-	Updated change reason to "Reduced funding"
Caltrans	CAL46E	Grouped Projects for Pavement Resurfacing and/or Rehabilitation - SHOPP Roadway Preservation Program	-	Updated change reason to "Revised funding between fiscal years"
North County Transit District	NCTD02	Preventive Maintenance	-	Updated change reason to include "Reduced funding"
North County Transit District	NCTD18	Rail-Right-of-Way State of Good Repair & Improvements	-	Updated change reason to include "Revised funding between fiscal years"
North County Transit District	NCTD20	Rail Vehicles & Related Equipment	-	Updated change reason to include "Add new fund source"
Poway, City of	POW49	Espola Road Safety Improvement, Phase 2	(\$2,873)	Project was removed from the amendment, project already programmed as POW48
San Diego Association of Governments	SAN57	Fixed Guideway Transitways/Lines 122-00	-	Updated change reason to "Add new fund source"
San Diego Association of Governments	SAN66	Group Projects for Rehabilitation or Reconstruction of Track Structures, Track, and Trackbed in Existing Rights-of-Way - Blue Line Corridor	\$0	Project was removed from the amendment, no changes needed at this time
San Diego Association of Governments	SAN119	Sorrento Valley Double Track	\$0	Project was removed from the amendment, no changes needed at this time
San Diego Association of Governments	SAN228	Grouped Projects for Uptown Bikeways	\$0	Project was removed from the amendment, no changes needed at this time
San Diego, City of	SD15	Street Lights	-	Updated change reason to include "Increased funding"

## 2021 RTIP - Amendment No. 8

### Changes During Public Comment Period

Agency	Project ID	Project Title	INC/(DEC) (\$000)	Change Description
San Diego, City of	SD34	El Camino Real	-	Updated change reason to include "Increased funding"
San Diego, City of	SD99	Bridge Rehabilitation	-	Updated change reason to "Reduced funding"
San Diego, City of	SD188	Congestion Relief/Traffic Engineering Operations	-	Updated change reason to "Other, Updated Close-Out Date"
San Diego, City of	SD237	Coastal Rail Trail	-	Updated change reason to include "Added fund source"
San Diego, City of	SD250	La Media Road Improvements	-	Updated change reason to include "Added fund source"

# Federal Requirements Analysis for 2021 RTIP Amendment No. 8

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## Metropolitan Planning and Transportation Conformity

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

The 2021 RTIP meets all six tests required under federal metropolitan planning and transportation conformity regulations. SANDAG made these findings for the 2021 RTIP under the required federal tests on February 26, 2021. On April 16, 2021, Federal Highways and the Federal Transit Administration found that the 2021 RTIP conforms with the provisions of 40 CFR Parts 51 and 93. Amendment No. 8 continues to meet all federal requirements.

## Financial Constraint Test

Federal regulations 23 CFR Section 450.326(j) require the 2021 RTIP to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Chapter 4 of the 2021 RTIP discusses in detail the financial capacity analysis of major program areas, including a discussion of available revenues.

*Finding:* The projects contained within the 2021 RTIP, including Amendment No. 8, are reasonable when considering available funding sources as demonstrated in Tables 3a through 3c, including a comparison from the prior approved version (changes are highlighted in yellow.)

## Performance Management Test

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

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<sup>1</sup> 23 Code of Federal Regulation (CFR) Part 450, subpart C.

<sup>2</sup> 40 CFR part 93, subpart A.

*Finding:* The projects contained within the 2021 RTIP, including Amendment No. 8, make progress toward achieving the performance targets for all performance-based planning requirements established by the Board of Directors.

## Consistency with San Diego Forward: The Regional Plan Test

*Finding:* The 2021 RTIP, through Amendment No. 8, is consistent with San Diego Forward: The 2021 Regional Transportation Plan (2021 Regional Plan) adopted on December 10, 2021 (policies, programs, and projects). All projects conform to the scope, cost, and schedule included in the 2021 Regional Plan.

## Regional Emissions Tests

These findings are based on the regional emissions analyses tests shown in Table 5-2 in Chapter 5 of the 2021 RTIP.

*Finding:* The regional emissions analyses for the 2021 RTIP through Amendment No. 8 are consistent with the emissions analyses for the 2021 Regional Plan.

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

*Finding:* The 2021 RTIP, including Amendment No. 8, remains in conformance with the applicable State Implementation Plan<sup>3</sup> (SIP).

## Timely Implementation of TCM Test

*Finding:* The TCMs, established as Transportation Tactics in the 1982 SIP, have been fully implemented and Amendment No. 8 continues to fund the four TCMs, which include: (1) ridesharing; (2) transit improvements; (3) traffic flow improvements; and (4) bicycle facilities and programs.

## Inter-Agency Consultation and Public Involvement Test

*Finding:* The 2021 RTIP complies with all federal and state requirements for public involvement by following the strategies described in SANDAG Board Policy No. 025: Public Participation Plan Policy. Amendment No. 8 was posted for a 15-day public comment period from December 17, 2021, through January 7, 2022.

*Finding:* The SANDAG Conformity Working Group (CWG), including members from the San Diego County Air Pollution Control District, Caltrans, California Air Resources Board, SANDAG, U.S. DOT, and U.S. EPA, serve as a forum to meet the federal and state requirements for interagency consultation for the 2021 RTIP. All exempt projects in Amendment No. 8 were submitted to the CWG on December 20, 2021, for its review and members concurred with the exempt categorization.

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

February 18, 2022

## **FY 2022 Revised Apportionment and FY 2023 to FY 2027 TransNet Program and Transit-Related Revenues**

### **Overview**

Each year, SANDAG provides funding estimates for Transportation Development Act (TDA), Federal Transit Administration (FTA), and *TransNet* funds for the upcoming fiscal year as well as a projection for the next four fiscal years to allow the transit and local agencies to plan for capital projects and determine operating subsidies. An overview of these funding sources is provided in Attachment 1.

### **Key Considerations**

#### ***Proposed FY 2022 TransNet and TDA Revised Estimates***

For FY 2022, anticipated revenues are higher than those [approved by the Board of Directors in February 2021](#). Based on actual revenues received in the first two quarters of FY 2022, an adjustment to both the *TransNet* and TDA estimates is recommended, bringing the proposed FY 2022 revised totals to \$372.9 million and \$175.2 million, respectively. This change represents an increase of approximately 16% over the February 2021 Board-approved estimates of \$319.8 million for *TransNet* and an increase of approximately 13% over the \$154.8 million for TDA.

This means that transit operators will receive approximately \$250.3 million in FY 2022 TDA and *TransNet* funding and local jurisdictions will receive approximately \$118.0 million (an increase of \$15.4 million over the previous estimate) in FY 2022 *TransNet* funding. For FY 2022, SANDAG will receive approximately \$16.7 million in TDA and *TransNet* funding for administrative and planning functions. The *TransNet* Major Corridors, Independent Taxpayer Oversight Committee, Bike, Pedestrian, and Neighborhood Safety Programs, and TDA bike program will receive approximately \$162.9 million.

### **Action: Recommend**

The Transportation Committee is asked to recommend that the Board of Directors approve the FY 2022 apportionment revision and FY 2023 to FY 2027 estimates and apportionments for Transportation Development Act, Federal Transit Administration, and *TransNet* funds.

### **Fiscal Impact:**

SANDAG estimates that approximately \$651 to \$688 million will be available in Transportation Development Act (TDA), Federal Transit Administration (FTA), and *TransNet* funds in FY 2023.

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

Pending approval by the Board of Directors, SANDAG and the transit agencies will use the FY 2023 to FY 2027 TDA, FTA, and *TransNet* estimates to inform the FY 2023 budget development process. The transit operators also would use the FY 2022 TDA and *TransNet* revised estimates to inform any amendments to its Capital Improvement Program budgets and amend its FY 2022 TDA claims.

## ***FY 2023 TransNet, TDA, and FTA Estimates***

For FY 2023, the *TransNet* estimate is approximately \$375.6 million and reflects a growth rate of approximately 0.7% over anticipated revenues for FY 2022 of \$372.9 million. Of this total, the *TransNet* Transit System Improvements, which includes funding for transit operations and capital improvements, Americans with Disabilities (ADA), and competitive grant program funding for senior transportation services, estimate is approximately \$59.4 million.

The TDA estimate for FY 2023 is approximately \$176.4 million and reflects similar growth as confirmed by the County of San Diego.

The FTA estimate for FY 2023 is approximately \$117.6 million. Estimates for FY 2023 are based on the actual apportionment for FY 2022. Although a new federal transportation bill was passed (Infrastructure Investment and Jobs Act), FTA funding through FY 2023 is based on the Continuing Resolution<sup>1</sup> and is not anticipated to post updated future funding years until March 2022, so remaining years, shown in the five-year estimate (FY 2024 to FY 2027), assume the same amount as FY 2023. Staff will return with updates to future funding estimates as necessary.

## ***Forecast Methodology***

The forecast methodology used to develop the *TransNet* and TDA estimates is described in Attachment 2. The revenue estimates for each of the funding sources for FY 2023 through FY 2027 and the revised FY 2022 estimates for *TransNet* and TDA are shown in Attachment 3.

Based on a request by the *TransNet* Independent Taxpayer Oversight Committee and consistent with the [SANDAG Data Accuracy and Modeling Work Plan](#), on January 13, 2021, a Peer Review Process (PRP) meeting, consisting of subject matter experts and an external economic forecasting expert panel, was convened to review the proposed forecast methodology. The PRP expert panel concurred with the proposed forecast methodology. In addition, the current forecast went through the SANDAG Quality Assurance/Quality Control process in December 2021.

## ***Next Steps***

Upon approval by the Board, SANDAG and the transit agencies will use these estimates to inform the FY 2023 budget development process and any proposed FY 2022 amendments to Capital Improvement Program budgets and/or TDA claims.

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

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Attachments: 1. Funding Programs  
2. Forecast Methodology for Transportation Development Act and *TransNet* Forecasts  
3. FY 2022 Revised Estimates, FY 2023 Apportionment and Estimates for FY 2024 to FY 2027

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<sup>1</sup> Continuing Resolution (CR) refers to legislative action that provides for continuing appropriations to government agencies for a defined period or until the enactment of the applicable appropriations act. A CR funds programs at prior year levels to provide funding flexibility and additional appropriations for various programs.

## Funding Programs

### Transportation Development Act

The Transportation Development Act (TDA) program is the major funding source that supports the region's public transit operators and nonmotorized transportation projects like bicycle and pedestrian projects. The TDA comes from a quarter of a percent of state sales tax assessed in the region. The San Diego Association of Governments (SANDAG), as the Regional Transportation Planning Agency, is responsible for apportionment of TDA funds each year in conformance with state statute. The transit operators and other member agencies submit their annual TDA claims based on the annual apportionment and in compliance with [SANDAG Board Policy No. 027](#).

Pursuant to state statute, the County of San Diego Auditor and Controller office has the responsibility for providing the TDA apportionment for the upcoming fiscal year. The County Auditor develops the apportionment in consultation with SANDAG staff and with the transit operators, based on actual sales tax receipts and projections. The annual apportionment determines the amount of funds available to each agency to claim. SANDAG is required to notify prospective claimants of the apportionment by March 1, necessitating action by the Board of Directors in February each year.

The legislative priorities established by state law include certain categories for which TDA funds are taken "off the top." These include the allocation to SANDAG for various planning, programming, and administrative-related expenses, funding of bike and pedestrian facilities, and support of community transit services. In addition, the County Auditor receives an allocation based on estimates of its costs to administer the TDA program. The remaining apportionment, along with any prior year carryover funds, is available to be claimed by the North County Transit District (NCTD) and Metropolitan Transit System (MTS). The balance of current-year funds is allocated based upon the population of the service area served by the two transit agencies.

Pursuant to provisions of Senate Bill 1703 (Peace, 2002) and as agreed to by MTS, NCTD, and SANDAG, regional transit capital projects are implemented by SANDAG with funding transferred from both MTS and NCTD. The transit agencies may choose to transfer a portion of their TDA share for purposes of matching federal formula funds for the capital projects to be implemented by SANDAG on behalf of MTS or NCTD. Transfers of federal funds and/or TDA as the match are based on the draft five-year transit Capital Improvement Program (CIP). The final list of projects and associated funding will be included with the transit CIP scheduled for Transportation Committee and Board action in March or April of each year. An additional apportionment to SANDAG covers those indirect administrative functions not directly funded by projects. The calculation for the cost of these administrative functions was memorialized in Addenda Nos. 3 and 4 to the Memorandum of Understanding between SANDAG, MTS, and NCTD.



## **TransNet**

The *TransNet* Extension, a 40-year half-cent sales tax transportation funding measure approved by the voters in 2004, became effective in FY 2009. *TransNet* provides funding for major transportation projects in the region. After deducting costs associated with administrative expenses; the operation of the ITOC; and the Bicycle, Pedestrian, and Neighborhood Safety program; the *TransNet* program is divided into Major Corridor (42.4%), New Bus *Rapid* Transit/Rail Operations (8.1%), Local System Improvements (33%), and Transit System Improvements (16.5%).

Within the Transit System Improvements, services provided pursuant to the Americans with Disabilities Act of 1990 (ADA) and subsidies for seniors have specific earmarks (2.5% and 3.25%, respectively). The remaining revenues can be used by the transit agencies for operating or miscellaneous capital purposes. Similar to TDA, the transit share between NCTD and MTS is allocated based upon the respective population of the two transit agencies' service areas.

The *TransNet* Independent Taxpayer Oversight Committee (ITOC) reviews the *TransNet* estimates for the entire program at its meeting in February each year. Significant comments from the ITOC are shared with the Transportation Committee and Board.

## **Federal Transit Administration Formula Programs**

**Section 5307:** FTA 49 USC Section 5307 provides for transit capital and operating assistance in urbanized areas and for transportation-related planning. For areas with populations of 200,000 and more, such as San Diego County, the formula is based on a combination of bus/vanpool revenue vehicle miles, bus/vanpool passenger miles, fixed-guideway revenue vehicle miles, and fixed-guideway route miles, as well as population and population density. Eligible activities under this program include planning, engineering design, and an evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities; construction of maintenance and passenger facilities; and capital investments in new and existing fixed-guideway systems, including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. Preventive maintenance and some ADA complementary paratransit service, while recorded as operating expenditures, are considered capital costs for purposes of eligibility.

The Fixing America's Surface Transportation (FAST) Act includes a provision that requires the transit agencies to maintain equipment and facilities in accordance with the transit asset management plan and that transit agencies are no longer required to expend 1% for associated transit improvements. These requirements did not substantively impact how SANDAG or the transit agencies use this program.

**Section 5337:** This State of Good Repair (SGR) program provides funding to transit agencies that operate rail fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, along with the development and implementation of transit asset management plans. This program reflects a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. Eligible activities include projects that maintain, rehabilitate and replace capital assets as well as projects that implement transit asset management plans. The FAST Act clarified that high-intensity motorbus tier funds can only be used for vehicle SGR costs and not for roadway SGR repair costs.

**Section 5339:** The FAST Act provides both formula and discretionary funding for this section as developed under Moving Ahead for Progress in the 21st Century Act. There is also a sub-program that provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles. The purpose of both formula and competitive programs is to provide capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

As stated above, the Section 5307 program is based on a number of factors, including data from the vanpool program. Over the years, the Regional Vanpool program has contributed substantially to the overall funding that comes to the region. In recognition of its contribution, the transit agencies have agreed to update the funding level to fully fund the Regional Vanpool program from the total apportionment based on prior year actual expenditure. After deducting for the cost of the Regional Vanpool program, Section 5307 funds are allocated 70% for MTS and 30% for NCTD. The same 70/30 formula was used to allocate the Sections 5337 and 5339 between MTS and NCTD. SANDAG does not directly receive funds from either Section 5337 or Section 5339.

## Forecast Methodology for Transportation Development Act and *TransNet* Forecasts

### Forecast Methods

The San Diego Association of Governments (SANDAG) uses a two-step method to forecast sales tax revenues, including a near-term forecast (FY 2022 and FY 2023) and long-term estimates beyond FY 2023.

In the long-term, sales tax revenue forecasts are based on three variables: (1) the population forecast from the California Department of Finance; (2) a consensus (simple average) of three independent nationally recognized forecasts of real rates of growth in per capita retail sales (IHS Markit, Moody's, and Oxford Economic Forecasting); and (3) the average projected inflation rates from the same independent sources.<sup>1</sup> The real per-capita growth rate is considered as the best way to form a consensus of how retail sales (and *TransNet* and Transportation Development Act revenues) will behave because individual forecasts differ substantially in the assumptions about population, CPI, and even current levels of taxable sales.

While the consensus forecast was previously derived from annual data, the fast-changing economy resulting from the restrictions associated with the COVID-19 pandemic warrants the use of quarterly data. Quarterly data allows the economic situation and the timing of key events such as restrictions, fiscal stimulus measures, or vaccine progress to be considered. External forecasts are based on sales rather than revenues and there is delay between the sales and the actual collection of the associated tax revenue. For that reason, a 1½ month delay is applied to the quarterly retail sales forecasts.

The first quarters of the forecast are adjusted based on SANDAG professional judgment informed by the monthly forecast provided by SANDAG sales tax revenue consultant, Avenu Insights & Analytics (Avenu), current general economic conditions, and COVID related restrictions. In particular:

- Despite the ongoing pandemic, sales tax revenue collections have been considerably higher in the first half of FY 2022 than the prior year; a remarkable 23% jump in the first quarter, with strong growth continuing in the second quarter. Revenues have benefited from higher-than-expected spending on taxable items as a result of public income support (stimulus check and supplemental unemployment benefits), the fast recovery in high-paying jobs, general wage increase (especially among lower-income workers), price increases, and the strong stock market. Behavior changes that have led to strong increases in spending on taxable goods, when spending on non-taxable services decreased due to COVID-related restrictions, have also contributed. This has more than compensated for the revenue losses in the hospitality industry.
- New COVID variants and related restrictions and consumer unease have affected the region since December 2020. One particular possibility is a return to pre-COVID purchasing patterns which included more non-taxable services. To account for uncertainty in how the pandemic will play out, revenue forecasts from the consensus estimates (which were developed before the Omicron variant COVID wave) have been adjusted to be more conservative in the second half of FY 2022 and FY 2023. However, FY 2022 and FY 2023 forecast revenues remain significantly higher than last year's forecast, and generally approach pre-COVID revenue estimates in the long-term.

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<sup>1</sup> The Woods and Poole and Caltrans forecasts are only available in calendar years and updated once a year (July for Woods and Poole and November for Caltrans); therefore, these are not included in the consensus forecast.

- The forecast includes the impact of the Wayfair ruling<sup>2</sup> which had a one-time permanent impact on the level of revenues from Q4 2020 onwards. The annual impact on FY 2020 is estimated at 2.6%, instead of 1.5% initially expected, and at over 4% in FY 2021, which is attributable to the surge in online sales.

The changes in the methodology made for last year's forecast, the underlying assumptions, and the resulting forecasts were reviewed on January 13, 2021, in a Peer Review Process meeting including external experts. The review panel concluded that the methodology is valid and generates a reasonable forecast. The current forecast went through the Quality Assurance/Quality Control process in December 2021.

Overall sales tax revenues are expected to increase by 11.6% in FY 2022, on the heels of strong 9.2% growth in FY 2021; this is consistent with Avenu projections. Revenue growth is then expected to slow to 0.7% in FY 2023, which is considerably lower than Avenu projections. Again, this forecast remains conservative because of the short-term economic uncertainty and a desire to be cautious with revenue projections.

In the long-term (post FY 2023), the consensus forecast takes over, and after a 3.7% jump on FY 2024, annual revenues are expected to increase between 2.6% and 3.0% annually through FY 2048. Of note is a forecast return to low inflation rates, beginning with 2.5% in FY 2023, and leveling out at about 1.8% long-term. In general, this forecast presents a return nearly to pre-COVID overall revenue projections.

Collection of *TransNet* Extension Ordinance revenues started in FY 2009. The table below shows actual and projected *TransNet* revenues.

***Growth in TransNet Extension Ordinance Sales Tax Receipts***

<b>Fiscal Year</b>	<b>Amount</b>	<b>Percent Change</b>
2009 (Actual)	\$221.0M	-9.2%
2010 (Actual)	\$204.2M	-8.0%
2011 (Actual)	\$221.3M	8.4%
2012 (Actual)	\$236.9M	7.1%
2013 (Actual)	\$247.2M	4.3%
2014 (Actual)	\$260.1M	5.2%
2015 (Actual)	\$268.8M	3.4%
2016 (Actual)	\$275.5M	2.5%
2017 (Actual)	\$284.5M	3.3%
2018 (Actual)	\$301.5M	6.0%
2019 (Actual)	\$305.3M	1.3%
2020 (Actual)	\$305.9M	0.2%
2021 (Actual)	\$334.0M	9.2%
2022 (Estimate)	\$373.0M	11.7%
2023 (Estimate)	\$375.6M	0.7%
2024 (Estimate)	\$389.6M	3.7%
2025 (Estimate)	\$401.0M	2.9%
2026 (Estimate)	\$413.1M	3.0%
2027 (Estimate)	\$425.6M	3.0%

<sup>2</sup> The U.S. Supreme Court's Ruling in *South Dakota v. Wayfair Inc.*, ruled that states have the right to tax online sales and broadened their ability to tax online sales when the seller is located in another state.

## ***Economic Conditions***

The longest U.S. expansion on record was put to an end by the COVID-19 pandemic. The world and the U.S. economies plunged into a deep recession in the first quarter of 2020, and despite quick and strong monetary and fiscal stimulus, the U.S. GDP contracted by 3.4% in 2020. Annualized GDP growth in the first half of 2021 was over 6%, but faded slightly in the third quarter to 2.3% as a tight labor market and supply chain issues took a toll on the recovery. Recent data points to a solid Q4, and available national forecast updates suggest around 4% growth in 2022, driven in part by a reduction in unemployment to nearly pre-pandemic levels of around 4%. Risks remain high for 2022, both on the upside (with the possibility of waning pandemic and correction of supply-chain problems and lower inflation) and the downside (with additional virus variants spreading and continued disruptions necessitated by counter-measures).

The recession hit a strong and healthy San Diego economy, but the return to near-normal levels of economic activity has been a testament to the flexibility of the business community. The unemployment rate peaked at nearly 16% in April of 2020, falling to a still-troubling 8.0% by the end of the year. At 4.6% in November 2021, it remains above the pre-pandemic figure of roughly 3.2%. While the bounce-back is impressive, the tourism sector, which employed 13% of the local labor force before the pandemic, has been especially hard-hit, accounting for about 45% of the job losses. It is a reminder that the economy will not realize its full potential until COVID is controlled and people are confident enough to return to normal activities.

**Transportation Development Act  
FY 2022 Board-Approved and Revised Apportionment**

	<b>Board-approved FY 2022 Apportionment</b>	<b>Revised FY 2022 Apportionment</b>	<b>Difference</b>
Total Apportionment <sup>1,2</sup>	<b>\$154,761,478</b>	<b>\$175,210,870</b>	<b>\$20,449,393</b>
Less County Auditor Expenses (PUC 99233.1)	(50,000)	(50,000)	0
Less SANDAG Administration (PUC 99233.1)	(720,879)	(783,172)	(62,293)
Less 3% Planning Funds (PUC 99233.2)	(4,619,718)	(5,231,331)	(611,613)
Less 2% Bicycle/Pedestrian Funds (PUC 99233.3)	(2,987,418)	(3,382,927)	(395,510)
Less 5%Community Transit Service (PUC 99233.3)	(7,319,173)	(8,288,172)	(968,999)
<b>Subtotal</b>	<b>\$139,064,290</b>	<b>\$157,475,268</b>	<b>\$18,410,978</b>
Total Available for MTS	98,785,170	111,863,521	13,078,351
Less Regional Planning/Capital Projects <sup>3</sup>	(212,957)	(212,957)	0
Less Transferred Functions <sup>4</sup>	(1,989,310)	(2,252,678)	(263,368)
Total Community Transit Service	5,095,235	5,769,803	674,568
<b>Total Available to Claim</b>	<b>\$101,678,138</b>	<b>\$115,167,689</b>	<b>\$13,489,550</b>
Total Available for NCTD	40,279,120	45,611,747	5,332,627
Less Regional Planning/Capital Projects <sup>3</sup>			0
Less Transferred Functions <sup>4</sup>	(674,675)	(763,997)	(89,322)
Total Community Transit Service	2,077,555	2,352,606	275,051
<b>Total Available to Claim</b>	<b>\$41,682,000</b>	<b>\$47,200,356</b>	<b>\$5,518,356</b>
Total Available for SANDAG:			0
Regional Planning/Capital Projects	212,957	212,957	0
Transferred Functions	2,663,985	3,016,675	352,690
SANDAG Expenses	720,879	783,172	62,293
3% Planning Funds	4,619,718	5,231,331	611,613
Prior Year Carryover	0	0	0
<b>Total Available to Claim</b>	<b>\$8,217,538</b>	<b>\$9,244,135</b>	<b>\$1,026,596</b>
Total Community Transit Service (CTSA)	<b>\$146,383</b>	\$165,763	\$19,380
Prior Year Carryover	<u>\$0</u>	<b>\$0</b>	<b>\$0</b>
<b>Total Available to Claim</b>	<b>\$146,383</b>	<b>\$165,763</b>	<b>\$19,380</b>

\*Totals may not add up due to rounding.

\*Percent change for *TransNet* and TDA may be different. *TransNet* estimates based on application of growth rate over anticipated revenues for current year. TDA estimates based on an applied growth rate over an adjusted estimate accounting for prior year actual receipts.

<sup>1</sup>The County Auditor provided the revised apportionment for FY 2022.

<sup>2</sup>Apportionment distribution is based on the population estimates published by the California Department of Finance (DOF) estimates as of January 2020 - approximately 71% for MTS and 29% for NCTD.

<sup>3</sup>Represents the local match for federally funded regional planning and transit capital development projects identified in the FY 2022 transit CIP as provided by MTS and NCTD.

<sup>4</sup>Based on Addendums No. 3 and No. 4 to the Master Memorandum of Understanding between MTS, NCTD, and SANDAG. For NCTD, 26.09% of this share is transferred back to NCTD to be used for TDA-eligible purposes.

**TransNet Program**  
**FY 2022 Board-Approved and Revised Estimates (in \$000s)**

	Board- approved	Revised	Difference
<b>TransNet Program Revenues</b>	<b>FY 2022</b>	<b>FY 2022</b>	
Estimated Sales Tax Receipts	<b>\$319,766</b>	<b>\$372,950</b>	<b>\$53,184</b>
<b>TransNet Program Allocations</b>			
Administrative Allocations <sup>1</sup>	\$6,395	\$7,459	\$1,064
Independent Taxpayer Oversight Committee <sup>2</sup>	\$422	\$422	\$0
Bike, Pedestrian & Neighborhood Safety <sup>3</sup>	\$6,395	\$7,459	\$1,064
Total off-the-top Programs	\$10,015	\$15,340	\$5,325
<b>Net Available for Subprograms*</b>	<b><u>\$309,752</u></b>	<b><u>\$357,611</u></b>	<b><u>\$47,859</u></b>
<b>Program Allocations</b>			
Major Corridors Program <sup>4</sup>	\$131,335	\$151,627	\$20,292
New BRT/Rail Operations <sup>5</sup>	\$25,090	\$28,966	\$3,877
Transit System Improvements <sup>6</sup>	\$51,109	\$59,006	\$7,897
Local System Improvement <sup>7</sup>	\$102,218	\$118,012	\$15,793
<b>Total Program Allocations*</b>	<b><u>\$309,752</u></b>	<b><u>\$357,611</u></b>	<b><u>\$47,859</u></b>

\*Totals may not add up due to rounding

NOTES:

The *TransNet* Extension Ordinance established the rules for the allocation of all Commission revenues. Commission funds are allocated according to the following priorities:

<sup>1</sup>Up to 2% of the annual revenues shall be allocated for administrative expenses, which includes Commission/Board expenses, administrative reserve. In May 2021, the SANDAG Board, acting as the San Diego County Regional Transportation Commission, adopted a TransNet Extension Ordinance amendment that increased the administrative expense allocation from 1% to 2%.

<sup>2</sup>The ITOC allocation is based on the annual increase in CPI using \$250,000 as the starting base.

<sup>3</sup>Total of 2% shall be allocated for bicycle facilities.

<sup>4</sup>42.4% of the total revenues less off the top programs shall be allocated for Major Corridor projects which include transportation mitigation under the Environmental Mitigation program (EMP) and any finance charges incurred.

<sup>5</sup>8.1% of the total revenues less off the top programs shall be allocated to operate new rail or bus rapid transit (BRT) services.

<sup>6</sup>16.5% of the total revenues less off the top programs shall be allocated for purposes of public transit services including providing for senior and American with Disabilities Act (ADA)-related services.

<sup>7</sup>33% of total revenues less off the top programs shall be allocated for local street improvement services, which includes roadway projects, as well as local EMP and smart growth incentive programs.

\**TransNet* estimates based on application of growth rate over anticipated revenues for current year. TDA estimates based on an applied growth rate over an adjusted estimate accounting for prior year actual receipts.

**TransNet Revenue Forecast - Transit System Improvement Program**  
**FY 2022 Board-Approved and Revised Estimates (in \$000s)**

	<b>FY 2022</b>	<b>FY 2022</b>	
	<b>Board-Approved</b>	<b>Revised</b>	<b>Difference</b>
Total Available For Transit Purposes <sup>1,2</sup> :	\$51,109	\$59,006	\$7,897
Less 2.5% for ADA-related Services	(\$1,278)	(\$1,475)	(\$197)
Less 3.25% for Senior Services	(\$1,661)	(\$1,918)	(\$257)
<b>Subtotal</b>	<b>\$48,170</b>	<b>\$55,613</b>	<b>\$7,443</b>

<b>MTS Projects And Services:</b>			
Transit Service Improvements (Operations and Supporting Capital)	\$34,218	\$39,574	\$5,356
ADA Services	\$907.64	\$1,047.88	\$140.24

<b>NCTD Projects And Services:</b>			
Transit Service Improvements (Operations and Supporting Capital)	\$13,952	\$16,039	\$2,087
ADA Services	\$370	\$427	\$57

<b>Regional Discretionary Programs<sup>3</sup>:</b>			
Competitive Grant Program for Senior Transportation Services	\$1,661	\$1,918	\$257

\*Totals may not add up due to rounding

<sup>1</sup>The Transit System Services Improvements share is 16.5% of net available revenues. After deducting for ADA and Senior Services, the balance is available for operations and miscellaneous capital projects by the transit agencies.

<sup>2</sup>Distribution between the 2 agencies is based on Jan. 2020 population.

<sup>3</sup>The funds are allocated via a Call for Projects process by SANDAG.

Other Notes:

A. The estimated revenues are based on growth rate in taxable sales as forecasted by SANDAG and excludes interest and prior year excess funds.

B. Distribution of revenue estimates are based on the 2004 Proposition A Extension: San Diego Transportation Improvement Program and Expenditure Plan.



**TransNet Revenue Forecast - Local Street Improvement Program<sup>1</sup>**  
**FY 2022 Estimate Revision (in \$000s)**

<b>Jurisdiction</b>	<b>FY 2022 Approved</b>	<b>FY 2022 Revised</b>	<b>Difference</b>
Carlsbad	\$3,344	\$3,858	\$514
Chula Vista	\$6,689	\$7,726	\$1,037
Coronado	\$624	\$713	\$90
Del Mar <sup>4</sup>	\$17	\$43	\$26
El Cajon	\$2,630	\$3,032	\$403
Encinitas	\$1,775	\$2,044	\$269
Escondido	\$4,005	\$4,622	\$618
Imperial Beach <sup>4</sup>	\$454	\$567	\$113
La Mesa <sup>4</sup>	\$1,147	\$1,399	\$252
Lemon Grove	\$755	\$865	\$110
National City	\$1,541	\$1,774	\$233
Oceanside <sup>4</sup>	\$3,278	\$4,027	\$749
Poway	\$1,558	\$1,794	\$236
San Diego <sup>4</sup>	\$36,538	\$41,844	\$5,305
San Marcos <sup>4</sup>	\$1,485	\$1,857	\$372
Santee <sup>4</sup>	\$638	\$867	\$229
Solana Beach <sup>4</sup>	\$128	\$191	\$63
Vista	\$2,509	\$2,893	\$384
County <sup>4</sup>	\$15,004	\$17,536	\$2,532
Subtotal Street & Road**	\$84,118	\$97,653	\$13,534
Distributed Debt Service***	\$6,412	\$6,412	\$0
Local EMP <sup>5</sup>	\$5,576	\$6,437	\$861
Local Smart Growth <sup>5</sup>	\$6,505	\$7,510	\$1,005
<b>TOTAL</b>	<b>\$102,611</b>	<b>\$118,012</b>	<b>\$15,401</b>

\*Revenue estimates for planning purposes only. Payments will be based on actual sales tax monthly receipts from the State Board of Equalization.

\*\* Totals may not add up due to rounding

\*\*\* Debt service is deducted from each jurisdiction participating in the TransNet debt program. The distributions above are net of debt service.

1.Projection of revenues are based on estimate of growth rate on taxable sales as forecasted by SANDAG and excludes interest and prior year excess funds.

2. Distribution of revenue estimates are based on the 2004 Proposition A Extension: San Diego Transportation Improvement Program and Expenditure Plan and apportioned as follows: (a) \$50,000 annual base per agency; (b) balance distributed on a formula of 2/3 population and 1/3 maintained miles.

3. Population numbers are based on state Department of Finance (DOF) report of January 2020 population (November 2020); Maintained miles figures are based on Caltrans 2018 California Public Road Data (November 2019).

4. Revenues are net of estimated commercial paper and/or bond debt service payments. City of San Diego debt service updated to reflect debt service paid in FY 2022.

5. EMP to be distributed on a project by project basis; Smart Growth to be allocated based on Call for Projects process.

### SUMMARY OF FY 2023 TRANSIT RELATED REVENUES (\$1000s)

	Transportation Development Act TDA <sup>1</sup>	<i>TransNet</i> Transit System Improvements	Federal Transit Administration (FTA) 2023 <sup>1</sup>	Total
<b>Total Estimated</b>	<b>\$ 176,437</b>	<b>\$ 59,412</b>	<b>\$ 117,574</b>	<b>\$ 353,424</b>
<b>County Administration Fee</b>	\$ (50)			\$ (50)
<b>Amounts Distributed</b>	<b>\$ 176,387</b>	<b>\$ 59,412</b>	<b>\$ 117,574</b>	<b>\$ 353,374</b>
<b>Metropolitan Transit System</b>	\$ 116,345	\$ 40,832	\$ 77,713	\$ 234,891
<b>North County Transit District</b>	\$ 47,394	\$ 16,649	\$ 34,041	\$ 98,084
<b>SANDAG</b>	\$ 9,069		\$ 5,820	\$ 14,889
<b>Community Transit Services (CTSA)</b>	\$ 167			\$ 167
<b>Discretionary Programs<sup>2</sup></b>	\$ 3,411	\$ 1,931		\$ 5,342

<sup>1</sup> Distribution between transit agencies and SANDAG subject to change based on final transit CIPs and capital project transfers

<sup>2</sup> Reflects TDA funds for bike/ped projects and *TransNet* TSI funds for competitive grants

\*Totals may not add up due to rounding.

**Transportation Development Act**  
**FY 2023 Apportionment and Estimates from FY 2024 - FY 2027**

	<b>FY 2023 Apportionment</b>	<b>FY 2024 Estimate (\$000s)</b>	<b>FY 2025 Estimate (\$000s)</b>	<b>FY 2026 Estimate (\$000s)</b>	<b>FY 2027 Estimate (\$000s)</b>
Total Apportionment <sup>12</sup>	<b>\$176,437,346</b>	<b>\$183,027</b>	<b>\$188,386</b>	<b>\$194,096</b>	<b>\$199,937</b>
Less County Auditor Expenses (PUC 99233.1)	(50,000)	(51)	(52)	(53)	(54)
Less SANDAG Administration (PUC 99233.1) <sup>3</sup>	(537,982)	(558)	(766)	(591)	(609)
Less 3% Planning Funds (PUC 99233.2)	(5,275,481)	(5,473)	(5,627)	(5,804)	(5,978)
Less 2% Bicycle/Pedestrian Funds (PUC 99233.3)	(3,411,478)	(3,539)	(3,639)	(3,753)	(3,866)
Less 5%Community Transit Service (PUC 99233.7)	(8,358,120)	(8,670)	(8,915)	(9,195)	(9,471)
<b>Subtotal</b>	<b>\$158,804,286</b>	<b>\$164,736</b>	<b>\$169,386</b>	<b>\$174,700</b>	<b>\$179,958</b>
Total Available for MTS	113,005,218	117,226	120,535	124,317	128,058
Less Regional Planning/Capital Projects <sup>4</sup>	(212,957)	(213)	(213)	(213)	(213)
Less Transferred Functions <sup>5</sup>	(2,275,669)	(2,361)	(2,427)	(2,503)	(2,579)
Total Community Transit Service	5,828,690	6,046	6,217	6,412	6,605
<b>Total Available to Claim</b>	<b>\$116,345,282</b>	<b>\$120,699</b>	<b>\$124,112</b>	<b>\$128,012</b>	<b>\$131,872</b>
Total Available for NCTD	45,799,068	47,510	48,851	50,383	51,900
Less Regional Planning/Capital Projects <sup>4</sup>					
Less Transferred Functions <sup>5</sup>	(767,134)	(796)	(818)	(844)	(869)
Total Community Transit Service	2,362,268	2,451	2,520	2,599	2,677
<b>Total Available to Claim</b>	<b>\$47,394,202</b>	<b>\$49,164</b>	<b>\$50,553</b>	<b>\$52,138</b>	<b>\$53,708</b>
Total Available for SANDAG:					
Regional Planning/Capital Projects	212,957	213	213	213	213
Transferred Functions	3,042,803	3,157	3,245	3,347	3,448
SANDAG Expenses <sup>3</sup>	537,982	558	766	591	609
3% Planning Funds	5,275,481	5,473	5,627	5,804	5,978
Prior Year Carryover	0				
<b>Total Available to Claim</b>	<b>\$9,069,223</b>	<b>\$9,400</b>	<b>\$9,852</b>	<b>\$9,955</b>	<b>\$10,248</b>
Total Community Transit Service (CTSA)	<b>\$167,162</b>	\$173	\$178	\$184	\$189
Prior Year Carryover	\$0				
<b>Total Available to Claim</b>	<b>\$167,162</b>	<b>\$173</b>	<b>\$178</b>	<b>\$184</b>	<b>\$189</b>

\*Totals may not add up due to rounding

<sup>1</sup>The County Auditor provided the apportionment for FY 2022. The projected estimates for FY 2023 to FY 2026 are based on the growth rate in retail sales as forecasted by SANDAG and excludes interest and prior year excess funds.

<sup>2</sup>Apportionment distribution is based on the population estimates published by the California Department of Finance (DOF) estimates as of July 2021 - approximately 71% for MTS and 29% for NCTD.

<sup>3</sup>The SANDAG Administration cost rises in FY 2022 and FY 2025 disproportionately due to costs associated with the triennial performance audit. All other annual increases in SANDAG administrative share are consistent with the estimated growth in the TDA.

<sup>4</sup>Represents the local match for federally funded regional planning and transit capital development projects identified in the FY 2022 transit CIP as provided by MTS and NCTD. The projects funded will be included as part of the FY 2022 Capital Improvement Program presented to the Transportation Committee/Board at their March/April meetings.

<sup>5</sup>Based on Addendums No. 3 and No. 4 to the Master Memorandum of Understanding between MTS, NCTD, and SANDAG. For NCTD, 26.09% of this share is transferred back to NCTD to be used for TDA-eligible purposes.

**TransNet Program**  
**Estimates from FY 2023 to FY 2027 (in \$000s)**

<b>TransNet Program Revenues</b>	<b>FY 2022 Revised</b>	<b>105%</b>	<b>FY 2023</b>	<b>95%</b>	<b>105%</b>	<b>FY 2024</b>	<b>95%</b>	<b>105%</b>	<b>FY 2025</b>	<b>95%</b>	<b>105%</b>	<b>FY 2026</b>	<b>95%</b>	<b>105%</b>	<b>FY 2027</b>	<b>95%</b>
Estimated Sales Tax Receipts	<b>\$372,950</b>	\$394,334	<b>\$375,556</b>	\$356,779	\$409,062	<b>\$389,583</b>	\$370,104	\$421,039	<b>\$400,989</b>	\$380,940	\$433,800	<b>\$413,143</b>	\$392,486	\$446,855	<b>\$425,577</b>	\$404,298
<b>TransNet Program Allocations</b>																
Administrative Allocations <sup>1</sup>			\$7,511			\$7,792			\$8,020			\$8,263			\$8,512	
Independent Taxpayer Oversight Committee <sup>2</sup>			\$462			\$471			\$479			\$488			\$496	
Bike, Pedestrian & Neighborhood Safety <sup>3</sup>			\$7,511			\$7,792			\$8,020			\$8,263			\$8,512	
Total off-the-top Programs			\$15,484			\$16,054			\$16,519			\$17,013			\$17,519	
<b>Net Available for Subprograms*</b>			<b><u>\$360,073</u></b>			<b><u>\$373,529</u></b>			<b><u>\$384,470</u></b>			<b><u>\$396,130</u></b>			<b><u>\$408,057</u></b>	
<b>Program Allocations</b>																
Major Corridors Program <sup>4</sup>			\$152,671			\$158,376			\$163,015			\$167,959			\$173,016	
New BRT/Rail Operations <sup>5</sup>			\$29,166			\$30,256			\$31,142			\$32,087			\$33,053	
Transit System Improvements <sup>6</sup>			\$59,412			\$61,632			\$63,438			\$65,361			\$67,329	
Local System Improvement <sup>7</sup>			\$118,824			\$123,265			\$126,875			\$130,723			\$134,659	
<b>Total Program Allocations*</b>			<b><u>\$360,073</u></b>			<b><u>\$373,529</u></b>			<b><u>\$384,470</u></b>			<b><u>\$396,130</u></b>			<b><u>\$408,057</u></b>	

\*Totals may not add up due to rounding

NOTES:

The *TransNet* Extension Ordinance established the rules for the allocation of all Commission revenues. Commission funds are allocated according to the following priorities:

<sup>1</sup>Up to 2% of the annual revenues shall be allocated for administrative expenses, which includes Commission/Board expenses, administrative reserve.

<sup>2</sup>The ITOC allocation is based on the annual increase in CPI using \$250,000 as the starting base.

<sup>3</sup>Total of 2% shall be allocated for bicycle facilities.

<sup>4</sup>42.4% of the total revenues less off the top programs shall be allocated for Major Corridor projects which include transportation mitigation under the Environmental Mitigation program (EMP) and any finance charges incurred.

<sup>5</sup>8.1% of the total revenues less off the top programs shall be allocated to operate new rail or bus rapid transit (BRT) services.

<sup>6</sup>16.5% of the total revenues less off the top programs shall be allocated for purposes of public transit services including providing for senior and American with Disabilities Act (ADA)-related services.

<sup>7</sup>33% of total revenues less off the top programs shall be allocated for local street improvement services, which includes roadway projects, as well as local EMP and smart growth incentive programs.

**TransNet Revenue Forecast - Transit System Improvement Program**  
**Estimates for FY 2023 to FY 2027 (in \$000s)**

	FY 2022 Revised	FY 2023 (Proposed)	FY 2024 (Estimate)		FY 2025 (Estimate)		FY 2026 (Estimate)		FY 2027 (Estimate)	
		Mid-Range	Mid-Range	Low	Mid-Range	Low	Mid-Range	Low	Mid-Range	Low
Total Available For Transit Purposes <sup>1,2</sup> :	\$59,006	\$59,412	\$61,632	\$58,551	\$63,438	\$60,266	\$65,361	\$62,093	\$67,329	\$63,963
Less 2.5% for ADA-related Services	(\$1,475)	(\$1,485)	(\$1,541)	(\$1,464)	(\$1,586)	(\$1,507)	(\$1,634)	(\$1,552)	(\$1,683)	(\$1,599)
Less 3.25% for Senior Services	(\$1,918)	(\$1,931)	(\$2,003)	(\$1,903)	(\$2,062)	(\$1,959)	(\$2,124)	(\$2,018)	(\$2,188)	(\$2,079)
<b>Subtotal</b>	<b>\$55,613</b>	<b>\$55,996</b>	<b>\$58,088</b>	<b>\$55,184</b>	<b>\$59,790</b>	<b>\$56,800</b>	<b>\$61,603</b>	<b>\$58,523</b>	<b>\$63,458</b>	<b>\$60,285</b>
<b>MTS Projects And Services:</b>										
Transit Service Improvements (Operations and Supporting	\$39,574	\$39,777	\$41,264	\$39,201	\$42,472	\$40,348	\$43,760	\$41,572	\$45,078	\$42,824
ADA Services	\$1,048	\$1,055.09	\$1,094.52	\$1,040	\$1,126.58	\$1,070	\$1,160.75	\$1,103	\$1,195.70	\$1,136
<b>NCTD Projects And Services:</b>										
Transit Service Improvements (Operations and Supporting	\$16,039	\$16,219	\$16,824	\$15,983	\$17,318	\$16,452	\$17,843	\$16,951	\$18,380	\$17,461
ADA Services	\$427	\$430	\$446	\$424	\$459	\$436	\$473	\$450	\$488	\$463
<b>Regional Discretionary Programs<sup>3</sup>:</b>										
Competitive Grant Program for Senior Transportation Services	\$1,918	\$1,931	\$2,003	\$1,903	\$2,062	\$1,959	\$2,124	\$2,018	\$2,188	\$2,079

\*Totals may not add up due to rounding

<sup>1</sup>The Transit System Services Improvements share is 16.5% of net available revenues. After deducting for ADA and Senior Services, the balance is available for operations and miscellaneous capital projects by the transit agencies.

<sup>2</sup>Distribution between the 2 agencies for FY 2022 through 2026 are based on Jan. 2020 population.

<sup>3</sup>The funds are allocated via a Call for Projects process by SANDAG.

Other Notes:

A. The estimated revenues are based on growth rate in taxable sales as forecasted by SANDAG and excludes interest and prior year excess funds.

B. Distribution of revenue estimates are based on the 2004 Proposition A Extension: San Diego Transportation Improvement Program and Expenditure Plan.

**Federal Transit Administration Formula Programs**  
**FY 2023 Apportionment and Estimates from FY 2024 - FY 2027**

	FY 2022 Revised	FY 2023			FY 2024 (\$000s)			FY 2025 (\$000s)			FY 2026 (\$000s)			FY 2027 (\$000s)		
	Carryover Apportionment	Apportion- ment <sup>1</sup>	Regional Capital Projects	Regional Planning	Apportion- ment <sup>1</sup>	Capital Projects	Regional Planning	Apportion- ment <sup>1</sup>	Capital Projects	Regional Planning	Apportion- ment <sup>1</sup>	Capital Projects	Regional Planning	Apportion- ment <sup>1</sup>	Capital Projects	Regional Planning
<b>Section 5307 Urbanized Area Formula Funds</b>																
MTS		\$46,781,397	\$0	(\$851,828)	\$46,781	\$0	(\$852)	\$46,781	\$0	(\$852)	\$46,781	\$0	(\$852)	\$46,781	\$0	(\$852)
NCTD		\$20,049,170	\$0	N/A	\$20,049	\$0	N/A	\$20,049	\$0	N/A	\$20,049	\$0	N/A	\$20,049	\$0	N/A
SANDAG (Vanpool Program) <sup>2</sup>		\$4,116,578	N/A	\$851,828	\$4,117	N/A	\$852	\$4,117	N/A	\$852	\$4,117	N/A	\$852	\$4,117	N/A	\$852
SANDAG (Capital Projects) <sup>3</sup>						\$0			\$0			\$0			\$0	
<b>Total</b>	\$0	\$70,947,145	\$0	\$0	\$70,947	\$0	\$0	\$70,947	\$0	\$0	\$70,947	\$0	\$0	\$70,947	\$0	\$0
<b>Section 5337 State of Good Repair/ High Intensity</b>																
MTS		\$28,317,866	\$0	N/A	\$28,318	\$0	N/A	\$28,318	\$0	N/A	\$28,318	\$0	N/A	\$28,318	\$0	N/A
NCTD		\$12,141,061	\$0	N/A	\$12,141	\$0	N/A	\$12,141	\$0	N/A	\$12,141	\$0	N/A	\$12,141	\$0	N/A
<b>Total</b>	\$0	\$40,458,927	\$0	N/A	\$40,459	\$0	N/A	\$40,459	\$0	N/A	\$40,459	\$0	N/A	\$40,459	\$0	N/A
<b>Section 5339 Bus/Bus Facilities</b>																
MTS		\$4,317,716	\$0	N/A	\$4,318	\$0	N/A	\$4,318	\$0	N/A	\$4,318	\$0	N/A	\$4,318	\$0	N/A
NCTD		\$1,850,450	\$0	N/A	\$1,850	\$0	N/A	\$1,850	\$0	N/A	\$1,850	\$0	N/A	\$1,850	\$0	N/A
<b>Total</b>	\$0	\$6,168,166	\$0	N/A	\$6,168	\$0	N/A	\$6,168	\$0	N/A	\$6,168	\$0	N/A	\$6,168	\$0	N/A

<sup>1</sup> Although a new federal transportation bill was passed in the Bipartisan Infrastructure Law (as enacted in the Infrastructure Investment and Jobs Act), FTA funding will be utilizing a Continuing Resolution and will not post updated future funding years until March 2022.

<sup>2</sup> SANDAG and transit agencies have agreed to fully fund the rideshare portion of the regional Transportation Demand Management program in recognition of the vanpool program's contribution to the funding level apportioned to the region. Prior year is reconciled with next year's estimate based on consultation with the transit agencies.

<sup>3</sup> Regional Capital Projects refer to projects and associated funding transferred to SANDAG to implement on behalf of MTS and NCTD based on the draft FY 2023 MTS/NCTD Capital budget. The specific projects and funding recommendation would be presented to the Transportation Committee/Board of Directors as part of the FY 2023 Transit Capital Improvement Program at their respective meetings in March/April.

**Note:**

SANDAG share is based on the estimated costs to operate the regional vanpool program and its estimated increase in future years. The balance of 5307 funds are allocated 70% to MTS and 30% to NCTD. The same 70/30 split applies to the 5337 and 5339 funds (SANDAG does not share in these programs).

February 18, 2022

## **Freight Planning Updates: 2021 San Diego and Imperial Counties Freight Gateway Study and San Diego and Imperial Counties Sustainable Freight Implementation Strategy**

### **Overview**

The 2021 San Diego & Imperial Counties Freight Gateway Study Update (Gateway Study) refreshes and assesses the current and future growth potential of freight modes in San Diego and Imperial Counties (Gateway Region), including their potential to serve as international intermodal trade gateways, and the impacts of recent freight trends. The Gateway Study is included in [Appendix Y](#) of the SANDAG [2021 Regional Plan](#) and is compatible with the Southern California Association of Governments [Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy](#).

To implement the SANDAG 2021 Regional Plan goods movement goals, SANDAG is now kicking off the San Diego and Imperial Counties Sustainable Freight Implementation Strategy (Sustainable Freight Strategy), a Caltrans Sustainable Transportation Planning Grant-funded project. The Sustainable Freight Strategy will develop an implementation plan for actions that can be taken regionally to meet climate, air quality, and public health goals through the deployment of innovative and multimodal technologies, projects, programs, policies, and funding schemes.

### **Key Considerations**

The Gateway Region's unique location between major production, trade, and population centers is connected by a wide array of transportation infrastructure assets – major land ports of entry (POE) along the border with Mexico; interstate highways, state routes, and local arterials; Class I and short line railroads; marine cargo terminals; pipelines; industrial warehousing/manufacturing facilities; and an integrated air cargo system. The Gateway Region handles significant cross-border trade and is heavily supported by a massive cluster of industrial warehouses in the Inland Empire, access to container terminals at the Ports of Los Angeles and Long Beach, and access to major intermodal rail yards in Los Angeles and San Bernardino Counties. The location of the Gateway Region therefore contributes greatly to its role in global supply chains and the facilitation of international trade as highlighted in recent news stories bringing international attention to the global supply chains and importance of the San Diego Region.

#### **Action: Information**

An update on SANDAG freight planning studies will be presented.

#### **Fiscal Impact:**

The Sustainable Freight Strategy was awarded \$500,000 from the Caltrans Sustainable Planning Grant – Sustainable Communities Competitive program.

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

The Sustainable Freight Strategy is expected to be completed by February 2024.

As a technical appendix to the 2021 Regional Plan, the Gateway Study Update provides a comprehensive forecast and analysis of regional multimodal freight traffic in San Diego and Imperial counties through 2050. By analyzing the impacts of recent freight trends and updating regional and international freight movements, the Gateway Study Update will be utilized as a planning tool by SANDAG and its regional, state, and binational partners for informing and implementing strategies and policies in regional and corridor plans to identify future freight investments in the San Diego and Imperial counties region. In addition, the freight flow data documented in the Gateway Study will inform the development of the Sustainable Freight Strategy's implementation plan and support the need for SANDAG's priority projects such as the construction of the Otay Mesa East POE and the upgrades to the Los Angeles to San Diego Rail Corridor. The Gateway Study Update also provides new insights into emerging freight trends such as converting to zero/near-zero emission freight vehicles, the expansion of e-commerce, and increased first/last-mile delivery activity outside of industrial areas.

Both the Gateway Study and Sustainable Freight Strategy involve collaboration with state, regional, local agencies (e.g., Caltrans, Imperial County Transportation Commission, the Port of San Diego, and the San Diego County Regional Airport Authority), and private freight stakeholders to understand and address the freight concerns in the context of supply chains. In addition, the Sustainable Freight Strategy also will include outreach to communities near the Gateway Region's major freight hubs to ensure strategies meet climate, air quality, and public health goals and are equitable for our communities and businesses.

### **Next Steps**

The Sustainable Freight Strategy team will present deliverables, including the implementation plan and list of projects, at future meetings.

#### ***Antoinette Meier, Director of Regional Planning***

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