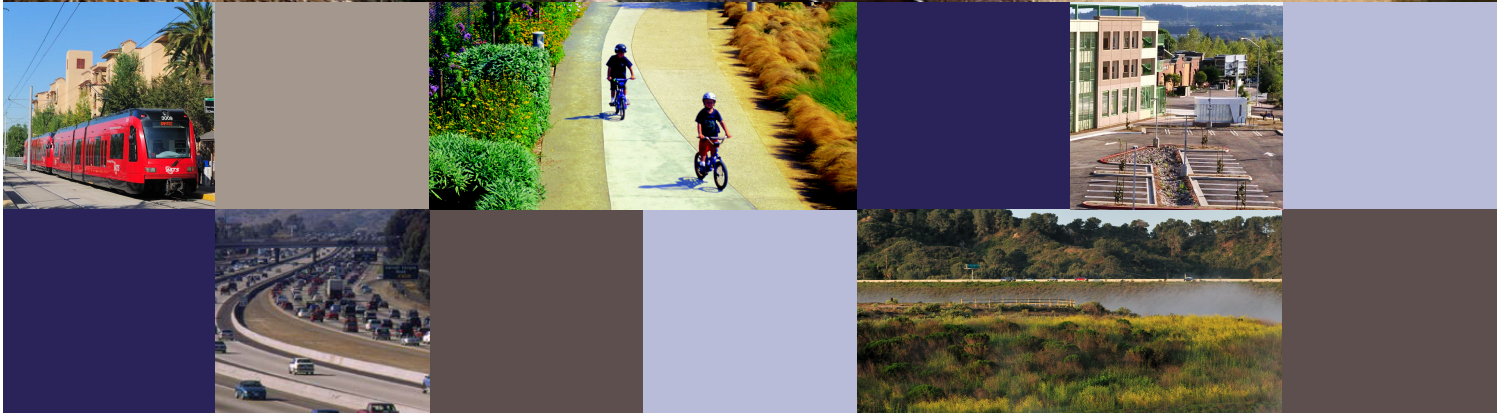


Regional Transportation Improvement Program

2014



September 2014



Final 2014
Regional Transportation
Improvement Program

September 2014



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RESOLUTION NO. 2015-05

ADOPTING THE 2014 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AND AIR QUALITY CONFORMITY DETERMINATION

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

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

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

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

WHEREAS, SANDAG, through the conduct of a continuing, cooperative, and comprehensive transportation planning process and in conformance with all applicable federal and state requirements, has prepared the 2014 RTIP, including an updated *TransNet* POP for the San Diego region; and

WHEREAS, the 2014 RTIP has been found to be in conformance with the 2050 Revenue Constrained Regional Transportation Plan (RTP), the 2009 Regional Air Quality Strategy (RAQS), the 2002 and 2004 State Implementation Plans (SIPs), the California Transportation Commission adopted 2014 State Transportation Improvement Program, Moving Ahead for Progress in the 21st Century and the *TransNet* Ordinance and Expenditure Plans, including reasonable available funding provisions; and

WHEREAS, the 2014 RTIP projects have been developed from the 2050 Revenue Constrained RTP and satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450; and; and

WHEREAS, the 2014 RTIP projects are fiscally constrained as shown in Tables 4-1a through 4-1c; and

WHEREAS, the 2014 RTIP provides for timely implementation of Transportation Control Measures contained in the adopted RAQS/SIP for air quality and a quantitative emissions analysis

demonstrates that implementation of the RTIP projects and programs meet all of the emissions budgets from the *Redesignation Request and Maintenance Plan for the 1997 National Ozone Standard for San Diego County*, which were found adequate for transportation conformity purposes by the U.S. Environmental Protection Agency in 2013, and from the *Eight-Hour Ozone Attainment Plan for San Diego County*, which were found adequate for transportation conformity purposes by U.S. Environmental Protection Agency in 2008, and from the *2004 Revision to California SIP for Carbon Monoxide*, which was approved as a SIP revision in 2006; and

WHEREAS, the public and affected agencies have been provided notice of and an opportunity to comment on the 2014 RTIP and its air quality conformity determination and the re-determination of the 2050 Revenue Constrained RTP and agencies with funding allocations in the 2014 RTIP have been directed to hold public meetings on their respective projects;

WHEREAS the public was given a 30 day comment period on the 2014 RTIP with notices sent in English and Spanish to extensive mailing lists used by SANDAG, including its Community-Based Outreach network, which represents a wide variety of minority, low-income, disabled, elderly and limited English proficiency populations; and a public hearing was held at a SANDAG Transportation Committee meeting on September 5, 2014, to present the 2014 RTIP and its air quality conformity determination and the re-determination of conformity of the 2050 Revenue Constrained RTP; and to solicit additional testimony from the public;

NOW THEREFORE BE IT RESOLVED that SANDAG finds the 2014 RTIP and the 2050 Revenue Constrained RTP, to be in conformance with the applicable SIPs for the San Diego region; and

BE IT FURTHER RESOLVED, that the SANDAG Board of Directors has taken into consideration the comments received by SANDAG from the public on the 2014 RTIP and its air quality conformity determination; and

BE IT FURTHER RESOLVED, that the SANDAG Board of Directors, acting as the RTC, has reviewed the *TransNet* POP submitted by the local agencies and finds them to be consistent with the provisions of San Diego Transportation Improvement Program Ordinance and Expenditure Plan (Proposition A 2004) and with the 2050 Revenue Constrained RTP; and

BE IT FURTHER RESOLVED that the SANDAG Board of Directors, acting as the RTC, approves the FY 2015 to FY 2019 *TransNet* POP, as incorporated in the 2014 RTIP; and

BE IT FURTHER RESOLVED that the 2014 RTIP and the FY 2015 to 2019 *TransNet* POP, have been developed based upon an estimate of reasonably expected revenues for the program period. Actual transportation fund availability to each eligible recipient/project applicant will be based on actual federal/state fund apportionments, including obligation authority limitations, and *TransNet* sales tax receipts;

BE IT FURTHER RESOLVED that the SANDAG Board of Directors does hereby adopt the 2014 RTIP and its air quality conformity determination, and the re-determination of conformity of the 2050 Revenue Constrained RTP; and

BE IT FURTHER RESOLVED that all regionally significant, capacity increasing projects included in the 2014 RTIP also are included in the 2050 Revenue Constrained RTP; and

BE IT FURTHER RESOLVED that the adoption of the 2014 RTIP constitutes the Intergovernmental Review Procedures for those projects listed in the RTIP. The 2014 RTIP approval does not constitute project level design or environmental approval, which is conducted according to state and federal regulations; and

BE IT FURTHER RESOLVED that the inclusion of any federally funded projects in the 2014 RTIP, including all amendments, constitutes the federal Expedited Project Selection Process (EPSP) procedures for the San Diego region, and any projects programmed in the RTIP, may proceed to implementation without further project selection action by SANDAG; and

BE IT FURTHER RESOLVED that the SANDAG approval of the 2014 RTIP also constitutes the federal transit "designated recipient" approval of all Federal Transit Administration grant applications filed by the transit operators that are consistent with the RTIP project programming.

PASSED AND ADOPTED this 26th day of September 2014.



CHAIRPERSON

ATTEST:  SECRETARY

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Table of Contents

Chapter 1 – Executive Summary

Overview	3
Document Organization	3
Program Summary.....	4
Financial Capacity Assessment.....	4
Consistency with the RTP	7
Air Quality Conformity Determination	7
Public Participation	8
Status of Projects from the 2012 RTIP.....	10

Chapter 2 – Regional Transportation Improvement Program Development Process

Federal Transportation Requirements	15
Air Quality Conformity	16
Congestion Management Process.....	16
Federal Funding Programs	17
Federal Submittal Requirements	18
State Transportation Requirements.....	18
State Transportation Improvement Program	18
State Submittal Requirements	21
<i>TransNet</i> Requirements	21
RTIP Development Process for <i>TransNet</i>	22
Public Participation	22
RTIP Amendment Process	22
Administrative Modifications	23
Amendments	23
Grouped Project Listings (Lump Sums)	24
Participation by Federal Agencies	24

Chapter 3 – Project Listings

Caltrans Highway Projects	27
Local Agency Projects	27
Transit Projects	28
Other Regional and Miscellaneous Projects.....	28
Federal Funding Requirements.....	28
Status of Prior RTIP Projects	28
Consistency with the RTP	29
Advance Construction	29
Toll Credit	29

Chapter 4 – Financial Capacity Analysis

Inflation Assumptions.....	169
Expenditures and Revenues Demonstration of Fiscal Constraint.....	169
Financing.....	173
Program Revenues.....	173
Federal Revenues	173
State Revenues.....	174
Local Revenues.....	175
Other Transportation Program Revenues	176
<i>TransNet</i> Revenue Estimates	176
Operations and Maintenance Costs.....	177
Transit Operating Costs.....	177
Preventive Maintenance	178
Highway Costs	178
Local Street and Road Costs	179

Chapter 5 – Air Quality Conformity Analysis

Demonstration of Fiscal Constraint.....	183
Development of Transportation Control Measures	184
Air Quality Conformity Requirements	184
Quantitative Emissions Analysis	185
Emissions Budget Analysis	187
Conclusion	190

APPENDICES

A-1 Grouped Projects Detailed Project Listings	193
A-2 Non-Carry Over Projects from 2012 RTIP	243
A-3 Expedited Project Selection Process.....	313
Technical Appendix 4, Transportation Evaluation Criteria and Rankings.....	317
A-4 Regional Arterial System	383
A-5 Projects Exempt from Air Quality Conformity Determination.....	397
A-6 Regional Emissions Analysis and Modeling Procedures.....	401
A-7 Congestion Management Process.....	441
A-8 Public Participation	451
A-9 Public Comments/Responses	467
A-10 Caltrans 2015 FSTIP Checklist	471
A-11 Glossary of Terms and Acronyms	475

List of Tables

Chapter 1 – Executive Summary

Table 1-1	2014 RTIP Program Summary, Summary of Major Projects by Mode	5
Table 1-2	2014 RTIP – San Diego Region, Transportation Tactics	8

Chapter 3 – Project Listings

Table 3-1	2014 Regional Transportation Improvement Program, San Diego Region	31
Table 3-1b	Additional Lump Sum listing for Local Agencies	156

Chapter 4 – Financial Capacity Analysis

Table 4-1a	2014 Regional Transportation Improvement Program (RTIP) – San Diego Region, Revenue	170
Table 4-1b	2014 Regional Transportation Improvement Program (RTIP) – San Diego Region, Programmed	171
Table 4-1c	2014 Regional Transportation Improvement Program (RTIP) – San Diego Region, Revenue vs. Programmed	172
Table 4-2	<i>TransNet</i> Revenue Forecast, FY 2015-2019 RTIP – San Diego Region	177
Table 4-3	Transit Operating Costs and Revenues Forecast	178

Chapter 5 – Air Quality Conformity Analysis

Table 5-1	2014 RTIP – San Diego Region, Transportation Control Measure Projects.....	187
Table 5-2	2014 RTIP and 2050 San Diego Regional Transportation Plan: Our Region. Our Future (RTP), Air Quality Conformity Analysis for Eight-Hour Ozone.....	189
Table 5-3	2014 RTIP and 2050 San Diego Regional Transportation Plan: Our Region. Our Future (RTP), Air Quality Conformity Analysis for Carbon Monoxide.....	190

Appendix A-1 – Grouped Projects Detailed Project Listing

Table A-1	2014 Regional Transportation Improvement Program, Grouped Project Listing Detailed Project List	195
-----------	--	-----

Appendix A-2 – Non-Carry Over Projects from 2012 Regional Transportation Improvement Program

Table A-2	2014 Regional Transportation Improvement Program, San Diego Region	246
-----------	---	-----

Appendix A-3 – Expedited Project Selection Process

Table TA 4.1	Summary of Highway Corridor Evaluation Criteria	324
Table TA 4.2	Highway Corridor Evaluation Criteria	325
Table TA 4.3	Highway Corridor Evaluation Criteria Weighting.....	331
Table TA 4.4	Highway Corridor Evaluation Ranking.....	333
Table TA 4.5	HOV Connector Project Evaluation Criteria Summary	337
Table TA 4.6	HOV Connector Project Evaluation Criteria	338
Table TA 4.7	HOV Connector Project Evaluation Criteria Weighting	341
Table TA 4.8	HOV Connector Evaluation Ranking.....	342
Table TA 4.9	Freeway Connector Project Evaluation Criteria Summary	344
Table TA 4.10	Freeway Connector Project Evaluation Criteria	345
Table TA 4.11	Freeway Connectors Project Evaluation Criteria Weighting	348
Table TA 4.12	Freeway Connectors Project Rankings.....	349
Table TA 4.13	Transit Services Evaluation Criteria Summary	350
Table TA 4.14	Transit Services Project Evaluation Criteria.....	351
Table TA 4.15	Transit Services Project Evaluation Criteria Weighting	355
Table TA 4.16	Transit Services Evaluation Ranking.....	357
Table TA 4.17	Maritime Project Evaluation Criteria	363
Table TA 4.18	Rail and Intermodal Facilities Project Evaluation Criteria	365
Table TA 4.19	Road/Truckway Project Evaluation Criteria	367
Table TA 4.20	Air Cargo Project Evaluation Criteria	369
Table TA 4.21	Freight Project Evaluation Criteria and Weighting	371
Table TA 4.22	2050 San Diego Regional Goods Movement Strategy – Project Rankings.....	372
Table TA 4.23	Rail Grade Separation Criteria.....	376
Table TA 4.24	Rail Grade Separation Rankings	381

Appendix A-4 – Regional Arterial System

Table TA 4.25	Regional Arterials by Jurisdiction.....	386
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Appendix A-6 – Regional Emissions Analysis And Modeling Procedures

Table A-6.1 San Diego Regional Population and Employment Forecast 407

Table A-6.2 2014 RTIP and 2050 Revenue Constrained RTP Air Quality Conformity
Analysis for Eight-Hour Ozone 417

Table A-6.3 EMFAC 2011 Adjustment Factors 418

Table A-6.4 2014 RTIP and 2050 Revenue Constrained RTP Air Quality Conformity
Analysis for Carbon Monoxide 419

Table A-6.5 Exempt Projects 420

Table A-6.6 Phased Highway Projects – 2050 Regional Transportation Plan
Revenue Constrained Plan 423

Table A-6.7 Phased Transit Services – 2050 Regional Transportation Plan
Revenue Constrained Plan 429

Table A-6.8 Phased Arterial Projects – 2050 Regional Transportation Plan
Revenue Constrained Plan 432

List of Figures

Chapter 1 – Executive Summary

Figure 1-1 Map - 2014 RTIP, Major Transportation Projects 6

Chapter 2 – Regional Transportation Improvement Program Development Process

Figure 2-1 State Transportation Fund Allocation Process 19

Chapter 3 – Project Listings

Figure 3-1 RTIP Project Users Guide 30

Appendix A-4 – Regional Arterial System

Figure TA-4.1 Regional Arterial System 385

Appendix A-6 – Regional Emissions Analysis and Modeling Procedures

Figure A-6.1 Map – Eastern San Diego County Attainment Areas for the
8-Hour Ozone NAAQS..... 405

Figure A-6.2 San Diego Regional Population, Jobs, and Housing Forecast 407

Chapter 1

Executive Summary

Chapter 1

Executive Summary

Overview

The 2014 Regional/Federal Transportation Improvement Program (RTIP/FTIP) is a multi-billion dollar, five-year program of major transportation projects funded by federal, state, *TransNet* local sales tax, and other local and private funding covering FY 2014/2015 to FY 2018/2019. The 2014 RTIP, which includes the air quality emissions analysis for all regionally significant projects, requires approval by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The 2014 RTIP is a prioritized program designed to implement the region's overall strategy for providing mobility and improving the efficiency and safety of the transportation system, while reducing transportation-related air pollution in support of efforts to attain federal and state air quality standards for the region. The 2014 RTIP also incrementally implements the 2050 Regional Transportation Plan (2050 RTP), the long-range transportation plan for the San Diego region – approved by the San Diego Association of Governments (SANDAG) Board of Directors (Board) on October 2011.

Document Organization

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

Also included are the following appendices: Appendix A-1 provides the listing of projects which are included in the various grouped project listings. Appendix A-2 provides the status of all non-carryover projects from the 2012 RTIP. Appendix A-3 outlines the Expedited Project Selection Process that allows SANDAG to move funding between the first quadrennial element in order to access prior year funding or advance the implementation of certain projects different than their programmed dates. Appendix A-4 provides the list of Regional Arterial System projects within San Diego County based upon the approved 2050 RTP. Appendix A-5 lists the projects exempt from regional air quality conformity analysis. Appendix A-6 includes the detailed regional air quality emissions analysis report for non-exempt or capacity increasing projects. Appendix A-7 describes the congestion management process for the federally funded capacity increasing projects. Appendix A-8 describes the SANDAG public participation process. Appendix A-9 includes a summary of public comments and SANDAG responses following the 30-day public comment period and public hearing on September 5, 2014. Appendix A-10 is the checklist provided by the Caltrans for items necessary to be included in the RTIP. Appendix A-11 includes a glossary of acronyms and terms.

The 2014 RTIP can also be found on the SANDAG website at sandag.org/RTIP. This webpage is designed to provide background information as well as the latest updates to the program and relevant documentation. The site is updated regularly.

Program Summary

A summary of the major transportation projects is provided in Table 1-1. The categories in this table have been updated from the previous 2012 RTIP in order to provide a more accurate portrayal of the type of multi-modal projects the RTIP implements. A map illustrating major transportation projects included in the 2014 RTIP is shown in Figure 1-1. The individual project listings have been developed in coordination with the California Department of Transportation (Caltrans), the Metropolitan Transit System (MTS), the North County Transit District (NCTD), local jurisdictions, other agencies, and various SANDAG stakeholders and working groups and can be found in Chapter 3, Table 3-1.

Financial Capacity Assessment

Chapter 4 provides a financial capacity analysis of the major program areas. Based upon this analysis, the projects contained within the 2014 RTIP are reasonable when considering available funding sources.

For non-attainment and maintenance areas, the 2014 RTIP must be a revenue constrained document with programmed projects based upon committed funding for the first two fiscal years of the RTIP and/or reasonably available for the third fiscal year. Funding assumptions are generally based upon: (1) authorized or appropriated levels of federal and state funding from current legislation; (2) conservative projections of future federal and state funding based upon a continuation of current funding levels; (3) the most current revenue forecasts for the *TransNet* program; and (4) the planning and programming documents of the local transportation providers.

The projects programmed in the 2014 RTIP are expressed in future year dollars. That is, they have been escalated based upon anticipated inflation and other factors to the expected year of obligation or expenditure. Funding for the State Transportation Improvement Program and State Highway Operations and Protection Program (SHOPP) are based upon the 2014 Fund Estimate (FE) adopted by the California Transportation Commission on August 6, 2013, and was amended on June 25, 2014, allowing updates to the SHOPP projects as reflected in the 2014 RTIP. Based on the Department of Finance Budget Letter, the FE assumes a two percent annual escalation covering the period FY 2014/2015 through FY 2018/2019.

For the major transportation projects funded with the county transportation sales tax, *TransNet*, the SANDAG rate takes into account current regional economic trends. The average growth rate used is around four percent over the five year RTIP period. The short-term growth rate was approved by the SANDAG Board at its February 2014 meeting.

SANDAG continuously monitors developments in funding programs and funding needs of transportation projects, as reflected by the RTIP project listing. For *TransNet* Early Action Projects, quarterly updates are provided and funding updates are recommended through the *TransNet* Plan of Finance, which are both reviewed by the Independent Taxpayer Oversight Committee and the Transportation Committee. Any significant changes are reviewed by the SANDAG Transportation Committee and/or Board; and if needed, SANDAG will take appropriate actions, such as a RTIP revision, to maintain the financial constraint of the RTIP. For the RTIP financial constraint tables, please refer to Chapter 4, Tables 4-1a through 4-1c.

TABLE 1-1
2014 Program Summary Major Projects by Mode (in \$000s)*

DESCRIPTION	FEDERAL	STATE	TransNet	LOCAL/PRIVATE	TOTAL
Major Multi Modal Facilities					
Interstate 5	\$284,904	\$257,273	\$197,134	\$28,512	\$767,824
Interstate 15	\$276,333	\$640,036	\$302,691	\$20,916	\$1,239,977
Interstate 805	\$145,670	\$98,759	\$200,419	\$298	\$445,147
Border Access/Port	\$103,290	\$175,760	\$149,760	\$564,950	\$993,760
<i>Subtotal Major Multi-Modal Facilities</i>	<i>\$810,198</i>	<i>\$1,171,828</i>	<i>\$850,005</i>	<i>\$614,676</i>	<i>\$3,446,707</i>
Major Transit					
Blue/Orange Line	\$56,562	\$176,200	\$153,135	\$181,771	\$567,668
Mid-Coast	\$843,860	\$0	\$843,863	\$0	\$1,687,723
LOSSAN Corridor	\$206,985	\$32,247	\$283,098	\$14,435	\$536,765
<i>Subtotal Major Transit</i>	<i>\$1,107,407</i>	<i>\$208,447</i>	<i>\$1,280,095</i>	<i>\$196,206</i>	<i>\$2,792,156</i>
Major Highway					
State Route 52	\$67,131	\$277,469	\$122,074	\$233	\$466,907
State Route 76	\$184,229	\$29,387	\$127,408	\$23,308	\$364,332
State Route 78	\$1,904	\$4,105	\$15,579	\$11,380	\$32,968
State Route 94	\$0	\$80,861	\$18,751	\$825	\$100,436
State Route 241 Transportation Corridor Agencies Toll	\$0	\$0	\$0	\$152,671	\$152,671
<i>Subtotal Major Highway</i>	<i>\$253,265</i>	<i>\$391,822</i>	<i>\$283,812</i>	<i>\$188,417</i>	<i>\$1,117,315</i>
Operations/Maintenance					
Highway	\$330,444	\$411,525	\$16,052	\$49,533	\$807,553
Transit (including operations/planning/capital)	\$995,426	\$179,336	\$541,949	\$715,153	\$2,431,864
Local Street and Road	\$0	\$0	\$205,353	\$39,418	\$244,771
TransNet Environmental Mitigation Program	\$0	\$0	\$429,273	\$596	\$429,869
<i>Subtotal Operations/Maintenance</i>	<i>\$1,325,870</i>	<i>\$590,860</i>	<i>\$1,192,627</i>	<i>\$804,700</i>	<i>\$3,914,058</i>
Active Transportation					
Bicycle/Pedestrian	\$11,339	\$31,150	\$116,548	\$30,540	\$189,577
Smart Growth	\$0	\$0	\$14,145	\$1,000	\$15,145
<i>Subtotal Active Transportation</i>	<i>\$11,339</i>	<i>\$31,150</i>	<i>\$130,693</i>	<i>\$31,540</i>	<i>\$204,722</i>
Local Improvements					
Street and Road	\$24,674	\$0	\$417,190	\$119,146	\$561,010
Regional Arterial System	\$29,354	\$0	\$159,745	\$242,091	\$431,190
<i>Subtotal Local Improvements</i>	<i>\$54,028</i>	<i>\$0</i>	<i>\$576,935</i>	<i>\$361,236</i>	<i>\$992,200</i>
Transportation Systems/Demand Management					
ITS/Traffic Signal	\$9,861	\$8,792	\$65,771	\$3,853	\$88,277
Transportation Demand Management (TDM)	\$40,321	\$0	\$0	\$0	\$40,321
<i>Subtotal Transportation Systems Management/TDM</i>	<i>\$50,182</i>	<i>\$8,792</i>	<i>\$65,771</i>	<i>\$3,853</i>	<i>\$128,598</i>
GRAND TOTAL	\$3,612,288	\$2,402,899	\$4,379,939	\$2,200,630	\$12,595,755

*Amounts include funding in Prior Year

FIGURE 1-1
Map for 2014 RTIP Major Transportation Projects



Consistency with the RTP

On December 2, 2011, the FHWA and FTA issued a finding that the SANDAG 2050 Revenue Constrained RTP entitled, *2050 San Diego Regional Transportation Plan: Our Region Our Future*, is in conformance with federal air quality and planning regulations. The 2014 RTIP is consistent with the 2050 Revenue Constrained RTP and, as a financially constrained document, it contains only those major transportation projects listed in the revenue constrained RTP, which implements projects included in the 2050 RTP and its Sustainable Communities Strategy.

Air Quality Conformity Determination

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

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

Quantitative air quality emissions analysis were conducted for the years 2015, 2025, 2035, and 2040 revenue constrained transportation scenarios, as shown in Chapter 5. A quantitative air quality emissions analysis also was conducted for the year 2050 for information purposes. Air quality data was interpolated for 2018 (for carbon monoxide) and 2020 (for reactive organic gases and nitrous oxides) to demonstrate consistency with air quality budgets. The results of these analyses were distributed to the San Diego Region Conformity Working Group (CWG) on May 20, 2014, and reviewed by the CWG at its meeting on June 5, 2014, with a 30-day comment period ending June 20, 2014. The CWG provided no comments. The 2014 RTIP meets the conditions for determining conformity with the applicable SIPs for air quality.

A detailed description of the regional emissions analysis and modeling procedures is included in Appendix A-6, while Chapter 5 of this report summarizes the air quality conformity analysis for the 2014 RTIP.

The 2014 RTIP programs substantial funds for the implementation of the four TCMs (identified as Transportation Tactics) in the 1982 SIP and 2009 Regional Air Quality Strategy (RAQS) and have been fully implemented. The Transportation Tactics programmed for implementation are provided in Table 1-2 and total approximately \$5.9 billion, or 47 percent of the total funds programmed. Included are \$40.3 million for Ridesharing, \$5.5 billion for Transit Improvements, \$189 million for Bicycle Facilities and Programs, and \$87 million for Traffic Flow Improvements. Based upon this analysis, the 2014 RTIP provides for the expeditious implementation of the existing TCMs in the 2004 SIP and 2009 RAQS, which remain the federally approved TCMs for the San Diego region.

TABLE 1-2
2014 RTIP – San Diego Region (in \$000s) Transportation Tactics

TRANSPORTATION TACTIC	AMOUNT
RIDESHARING	
TDM	\$40,321
<i>Subtotal Ridesharing:</i>	<i>\$40,321</i>
TRANSIT IMPROVEMENTS	
Blue/Orange Line	\$567,668
Mid-Coast	\$1,687,723
Ops/Maint - Transit	\$2,340,057
Major Transit - LOSSAN Corridor	\$536,764
Bus Rapid Transit (BRT)	\$429,160
<i>Subtotal Transit Improvements:</i>	<i>\$5,561,372</i>
BICYCLE FACILITIES	
Bicycle/Pedestrian Projects	\$189,577
<i>Subtotal Bicycle Facilities:</i>	<i>\$189,577</i>
TRAFFIC FLOW IMPROVEMENTS	
Transportation Management System/Intelligent Transportation System	\$87,702
<i>Subtotal Traffic Flow Improvements:</i>	<i>\$87,702</i>
Total Transportation Tactics in 2014 RTIP: \$5,878,973	
Total All Transportation Projects in 2014 RTIP: \$12,595,755	
Share of T-Tactics Projects in 2014 RTIP: 47%	

Public Participation

It is the policy of SANDAG to engage public participation in the development of agency planning and programming activities. SANDAG has various working groups made up of stakeholders and other members of the public. The public is provided opportunities to participate at SANDAG Board and committee meetings, SANDAG public notices of document availability and public hearings, and through the SANDAG public communications program. Presentations were provided to the Technical Working Group on Tribal Transportation Issues and Community-Based Organizations requesting comments, additional details are described below. The projects included in the 2014 RTIP were discussed as part of the extensive RTP public outreach efforts and various public workshops held throughout the San Diego region. Pursuant to 23 U.S.C. 134(i), the SANDAG Board approved the release of the 2014 RTIP for public review and comment at its

meeting on July 25, 2014, for a minimum of 30 days and scheduled a public hearing, which was held at the September 5, 2014, Transportation Committee meeting.

Examples of public outreach efforts and ongoing participation included:

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

Social Equity: For the development of the RTIP, SANDAG relied on the social equity analysis conducted through the development of the 2050 RTP. Included in the process in developing the RTP, SANDAG used performance measures to aid in making decisions intended to ensure compliance with Title VI requirements and environmental justice principles. This process included the creation of a Stakeholder's Working Group (SWG), citizen representatives, and community-based organization groups. For the 2014 RTIP, SANDAG conducted additional outreach to Low Income/Minority (LIM) areas and tribal organizations to solicit their input. The social equity analysis conducted can be found in Chapter 4 of the 2050 RTP.

Public Workshops/Outreach: SANDAG provided information for the RTIP seeking comments during special workshops provided for the development of the 2050 RTP. A presentation was also provided to the Interagency Technical Working Group on Tribal Transportation Issues on January 8, 2014, for solicitation and feedback on tribal funding. A presentation was also provided to the Community-Based Organization group on May 1, 2014, regarding the RTIP. More information on the outreach efforts for the 2050 RTP can be found on the SANDAG webpage sandag.org/2050RTP.

Expansion of Electronic Notifications: In addition to the current list of external industry professionals, SANDAG continually strives to expand the notifications to other citizen-involved working groups. For the 2014 RTIP, SANDAG expanded this list to include tribal organizations and those areas considered as LIM, in addition, a notice for the public hearing was posted on the SANDAG webpage in English/Spanish. SANDAG continues to utilize social media outlets such as Facebook and Twitter to ensure maximum outreach.

In an effort to make the RTIP more accessible to the public, a new public website was developed through ProjectTrak; an online application used by member agencies to enter projects and propose changes to the RTIP. This public website will allow users to view and search the most up-to-date versions of federally approved projects included in the SANDAG RTIP as well as export this data into an Excel format. This information can be accessed at projecttrak.sandag.org.

Appendix A-8 in the 2014 RTIP describes the SANDAG public participation process and includes a copy of the latest Public Participation Policy (Board Policy No. 25) which contains the section specifically addressing the RTIP development and amendment process.

Public Participation Plan: The Public Participation Plan (PPP) reflects the SANDAG commitment to public participation and involvement to include all residents and stakeholders in the regional planning and decision-making process. The PPP was developed in accordance with guidelines established by the FHWA for metropolitan transportation planning (23 CFR 450.316). It fully complies with Title VI, related nondiscrimination requirements, and reflects the principles of social equity and environmental justice. Included in the PPP are procedures, strategies, and outcomes associated with the ten requirements listed in 23 CFR 450.316. The amended PPP was approved by the SANDAG Board on December 2012 which included changes related to the growing use of social media, evaluation methods for public involvement and more detailed language on SANDAG commitment to a complete communication process. The update fulfills various state and federal public involvement requirements and is available on the SANDAG website at sandag.org/ppp.

Status of Projects from the 2012 RTIP

When no funding is programmed in the current cycle (e.g., FY 2014/2015 to FY 2018/2019), the project is considered complete for purposes of the RTIP, even though construction may still be ongoing. These projects are either complete, open to traffic, or are currently in construction. There are instances where some projects may be included in the RTIP with no current cycle funding for informational purposes or for information related to the environmental phase. There were a number of regionally significant projects which will not be carried over into the 2014 RTIP and are shown as complete for RTIP purposes. The projects over \$20 million are listed below.

- **(CAL26B) State Route 52 Auxiliary Lanes, Truck Lanes and Inside Widening – \$33 million:** This project constructed the eastbound and westbound auxiliary lanes and truck lanes on State Route 52 and provided preliminary engineering funding for future widening of the freeway
- **(CAL38) State Route 905 New Freeway – \$420 million:** This project constructed a six-lane freeway from Interstate-805 to Otay Mesa Port of Entry.
- **(CAL169) State Route 67 Rehab; Interstate 8 to San Diego River Bridge (Part of Lump Sum CAL46E) – \$26.6 million:** In the City of El Cajon, this project rehabilitated the roadway along State Route 67 from Interstate 8 (I-8) to the San Diego River Bridge.
- **(CAL224) Interstate 5 Rehab; City of Oceanside to San Diego County Line (Part of Lump Sum CAL46E) – \$62 million:** This project rehabilitated the roadway along Interstate 5 between the Cities of Oceanside and San Clemente.
- **(CAL285) I-8 Rehab; In and near Alpine (Part of Lump Sum CAL46E) – \$21 million:** This project rehabilitated the roadway along I-8 within the City of Alpine.
- **(CAL291) I-8 Rehab; Between Pine Valley and Ocotillo (Part of Lump Sum CAL46E) – \$43.1 million:** This project rehabilitated the roadway along I-8 between Pine Valley and Ocotillo/Imperial County line.

- **(SAN23A) Mid-Coast Light Rail Transit – Preliminary Engineering Only – \$25 million:** This project funded a portion of the preliminary engineering stage for the Mid-Coast Trolley service from Old Town to University Town Center.
- **(SAN115) San Onofre to Pulgas Double Track – \$37.7 million:** This project will construct a passing track along the Los Angeles-San Diego-San Luis Obispo Corridor between Control Point (CP) at San Onofre and CP at Pulgas for Phase 1 only.
- **(SAN121) Carlsbad Double Track (Part of Lump Sum SAN114) – \$20.2 million:** This project constructed a second main track between CP Carl and CP Farr.
- **(CNTY14) South Santa Fe Avenue North – \$22 million:** This project reconstructed and widened South Santa Fe Avenue between Montgomery Drive and Woodland Avenue from two to four lanes.
- **(SD125) Park Boulevard-Harbor Drive Rail Grade Separation – \$27.8 million:** This project constructed a pedestrian bridge over the rail road from Park Boulevard to Harbor Drive.

There are projects included in the 2014 RTIP which may have already opened to traffic and continue to have funds programmed in the current RTIP cycle. Unlike the projects listed above, these projects were carried over into the 2014 RTIP because funds are programmed (for such purposes as landscaping) in the five year funding cycle. All other projects that did not carry over into the 2014 RTIP – as a result of project completion, delay, or deletion – are included in Appendix A-2.

Chapter 2

Regional Transportation Improvement Program Development Process

Chapter 2

Regional Transportation Improvement Program Development Process

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

Federal Transportation Requirements

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

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

Consistent with these requirements, the SANDAG Board of Directors (Board), in October 2011, adopted the 2050 Revenue Constrained Regional Transportation Plan: *Our Region. Our Future* (2050 RTP), the first long-range plan in the state to incorporate its Sustainable Communities Strategy and on December 2, 2011, the Federal Highway Transportation Administration (FHWA) and Federal Transit Administration (FTA) issued a finding of conformity for the 2050 Revenue Constrained RTP. Both the 2050 RTP and the RTIP documents fulfill federal requirements.

Federal and state regulations identify the development process and required content for the programming document. In general, the RTIP must include all major projects receiving certain categories of federal or state transportation funding, which need federal and/or state approval. The RTIP must also include capacity increasing projects and those projects which are identified as regionally significant. A regionally significant project (defined in 23 CFR 450.104) is a transportation project that is on a facility which serves regional transportation needs and would normally be included in the modeling of the metropolitan area's transportation network. The 2014 RTIP also includes the Program of Projects (POP) funded by *TransNet*, the local transportation sales tax program administered by SANDAG.

The 2014 RTIP indicates the region's priorities for the implementation of transportation projects. It is required to include realistic estimates of project costs and anticipated program revenues. It must also be a financially constrained program. This means that funding must be available and committed to implement the projects listed in this document. As a result, all projects in the first two fiscal years must have dedicated funding, and projects in the out-years either must have a firm funding commitment or a reasonable strategy or expectation that funds will be available. In addition, all projects within the 2014 RTIP must be consistent with the 2050 RTP.

Air Quality Conformity

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

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

However, on April 27, 2012, in response to a Court decision, U.S. EPA ruled that the San Diego basic non-attainment area be reclassified as a Subpart 2 moderate non-attainment area, with an attainment date of June 15, 2010. This reclassification became effective on June 13, 2012. Air quality data for 2009, 2010, and 2011 demonstrated that the San Diego air basin attained the 1997 Eight-Hour Ozone Standard. The San Diego County Air Pollution Control District (APCD) prepared a Maintenance Plan, with a request for re-designation to attainment/maintenance. On December 6, 2012, the California Air Resources Board (CARB) approved the *Redesignation Request and Maintenance Plan for the 1997 National Ozone Standard for San Diego County* for submittal to the U.S. EPA as a State Implementation Plan (SIP) revision. Effective July 5, 2013, U.S. EPA approved California's request to redesignate the San Diego County ozone non-attainment area to attainment for the 1997 8-hour ozone National Ambient Air Quality Standard and their plan for continuing to attain the 1997 ozone standard for ten years beyond redesignation.

On May 21, 2012, the U.S. EPA designated the San Diego air basin as a non-attainment area for the new 2008 Eight-Hour Ozone standard and classified it as a marginal area with an attainment date of December 31, 2015. Tribal areas that were previously excluded are now included as part of the San Diego region non-attainment designation. This designation became effective on July 20, 2012. SANDAG re-determined conformity to the new standard through Amendment No. 2 to the 2012 RTIP which was federally approved on June 28, 2013.

The San Diego region also has been designated by the U.S. EPA as a federal maintenance area for the Carbon Monoxide (CO) standard. On November 8, 2004, CARB submitted the 2004 revision to the SIP for CO to the U.S. EPA. Effective January 30, 2006, the U.S. EPA has approved this maintenance plan as a SIP revision.

The 2014 RTIP must be evaluated for conformity with the SIPs for air quality attainment. The SIPs require that the 2014 RTIP satisfy a number of specific tests to indicate the program will achieve certain air quality emissions reductions and require the RTIP to implement agreed-upon transportation control measures (Transportation Tactics). Chapter 5 further describes the air quality conformity process.

Congestion Management Process

FHWA 23 CFR 450.320 requires that each Transportation Management Area (TMA) address congestion management through a process involving an analysis of multimodal metropolitan wide strategies. SANDAG

as the designated TMA for the San Diego region, monitors the congestion management process for those federal eligible projects. The passage of Assembly Bill 2419, (enacted 1996), allows TMAs to “opt out” of the state Congestion Management Process (CMP). In October 2009, the San Diego region elected to be exempt from the State CMP and, since this decision SANDAG has been abiding by the federal requirement to ensure the region’s continued compliance with the federal congestion management process.

The 2050 RTP discusses several elements that SANDAG would use in the analysis of multimodal strategies including performance monitoring, non-Single Occupancy Vehicle (SOV) analysis, land use impact analysis, and systems development (see Appendix A-7).

For the 2014 RTIP, SANDAG can monitor capacity increasing projects by requiring sponsors of capacity increasing projects seeking federal funds to submit documentation that demonstrates the project was evaluated for multimodal alternatives including non-SOV capacity improvements. The most recent federal congestion management process can be found in Technical Appendix 20 to the 2050 RTP and in Appendix A-7 to this document. Further information can also be found on the CMP webpage at sandag.org/cmp.

Federal Funding Programs

Federal funds programmed are based on the federal authorizing legislation, Moving Ahead for Progress in the 21st Century (MAP-21), which was signed in July 2012 and reauthorizes surface transportation programs through September 30, 2014. A multi-year transportation reauthorization legislation has been proposed titled, Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America and is proposed to succeed MAP-21. For programming purposes, continuation of the federal funds programmed for formula programs (for both FTA and FHWA) is assumed at MAP-21 levels. These federal funding programs include the following:

- Congestion Mitigation and Air Quality Program (CMAQ)
- Federal Transit Administration Sections 5307 (Urbanized Area), 5310 (Capital and Operating) 5311 (Rural Areas) Programs, 5337 (State of Good Repair), and 5339 (Bus and Bus Facilities)
- Highway Bridge Program
- Highway Safety Improvement Program (HSIP)/High Risk Rural Roads Program
- Regional Surface Transportation Program (RSTP)

Federal funding for the CMAQ and RSTP programs is apportioned by the State to the San Diego region by formula. As the MPO, SANDAG is responsible for administering the program and project selection based on priority established in the 2050 RTP (see Expedited Project Selection Process in Appendix A-3).

CMAQ funds can be used for most categories of transportation projects that improve air quality, such as purchase of alternative-fuel transit vehicles, Transportation Demand Management (TDM) activities, transit operations and high-occupancy vehicle facilities as provided in federal law. CMAQ funds cannot be used for projects that increase the transportation system’s capacity for single-occupant vehicles. RSTP funds can be used for state highway, local street and road, transit, bicycle, traffic signal, and (TDM) projects.

Federal Submittal Requirements

Following the SANDAG Board of Directors adoption, the 2014 RTIP was submitted to Caltrans for inclusion in the Federal State Transportation Improvement Program (FSTIP), which incorporates the Transportation Improvement Programs from other MPOs around the State. The 2014 RTIP also was submitted to the FHWA, FTA, and U.S. EPA for federal approval of the air quality conformity determination. The FHWA and FTA approve the RTIP project programming as an element of the FSTIP.

U.S. EPA acts as a commenting agency to the FHWA and FTA in the RTIP air quality conformity process. The 2014 RTIP may be amended by SANDAG, as needed. However, any revisions that add or modify capacity-increasing, non-exempt projects require an air quality conformity redetermination. A listing of projects that are typically exempt from the air quality conformity determination is provided in Appendix A-5.

State Transportation Requirements

In addition to serving as the federal MPO, SANDAG is designated by the State of California as a RTPA. RTPAs are responsible for implementing state laws regarding transportation planning and funding and to ensure coordinated planning efforts meet both state and federal requirements. The 2014 RTIP is a document which meets both federal and state regulations and includes major projects receiving state transportation funds.

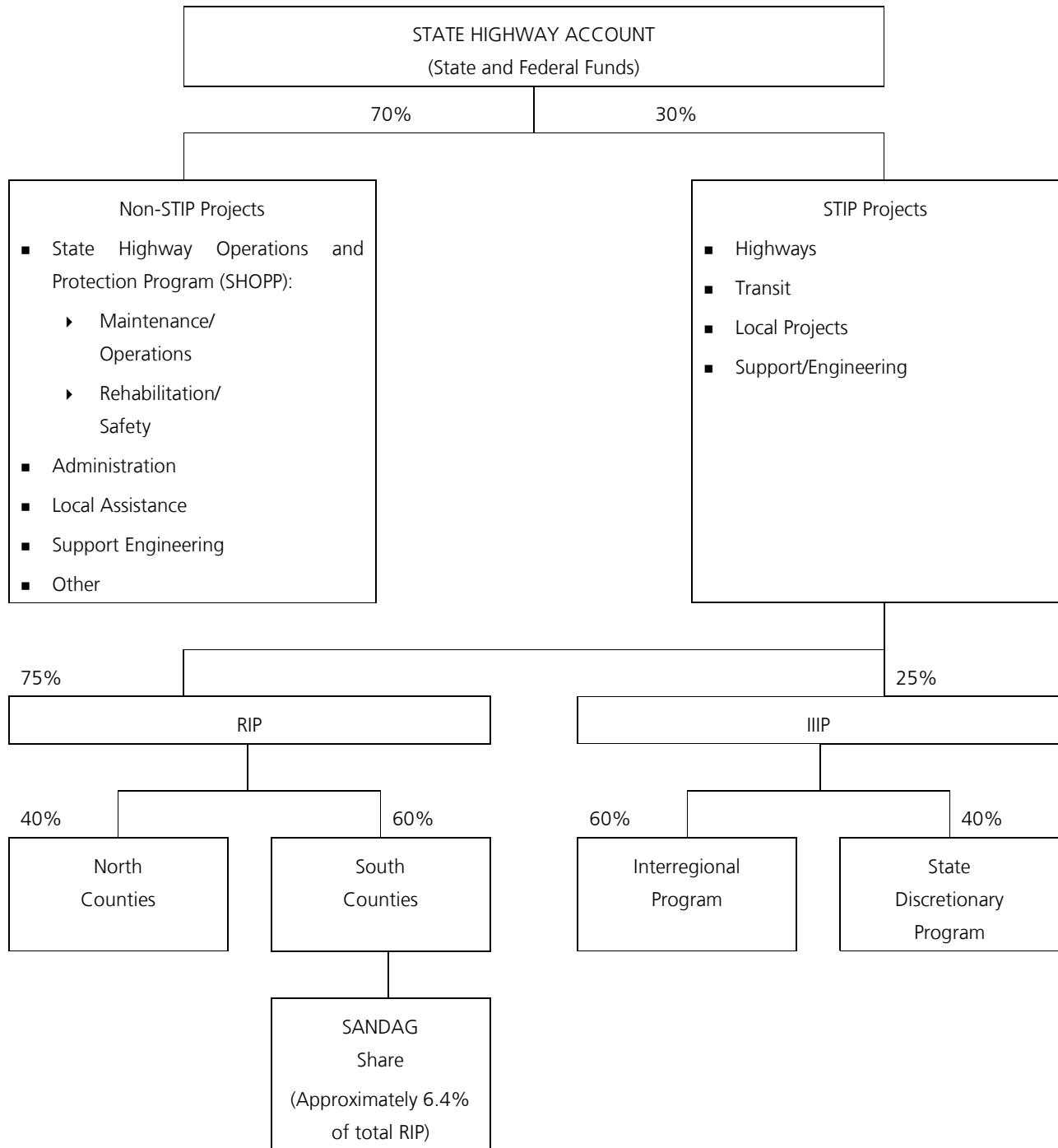
MAP-21 established a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The Active Transportation Program (ATP) was created by Senate Bill 99 and Assembly Bill 101 to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and State Safe Routes to School, into a single program. The state guidelines for this program were adopted by the California Transportation Commission CTC on March 20, 2014, and pertain to the initial two-year program of projects. ATP funds are administered by the CTC (state share) and the designated MPO (region's share) and projects are selected through a statewide competitive process.

State Transportation Improvement Program

The 2014 State Transportation Improvement Program (STIP) adopted by the CTC in March 2014 is the state's spending plan Pursuant to Senate Bill 45 (SB 45), the STIP is comprised of the Regional Improvement Program (RIP) and the Interregional Improvement Program (IIP). Under SB 45, SANDAG as the RTPA submits the RIP projects and Caltrans submit its IIP projects, in cooperation with SANDAG to the CTC by December 15, of each odd-numbered year.

The CTC develops the STIP Fund Estimate (FE) that includes the RIP "County Share" and IIP fund allocations. The program is updated every two years and currently covers the five-year period 2014/2015 to 2018/2019. STIP funded projects, like all other state and federally funded projects, must be listed in the RTIP in order for the sponsor agencies to access funding. The STIP consists of funds from the Transportation Investment Fund as well as from the Public Transportation Account and State Highway Account. Figure 2-1 illustrates the funding distribution.

FIGURE 2-1
State Transportation Fund Allocation Process



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

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

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

In addition, Caltrans develops the 2014 SHOPP which is divided into six project groupings - bridge preservation, collision reduction, mandates, mobility, and roadway/roadside preservation. Projects funded with STIP and SHOPP are programmed in the 2014 RTIP based upon the final CTC adoption.

For the STIP and SHOPP, the revenues and program are based on the 2014 FE adopted by the CTC on August 6, 2013. Based on the Department of Finance Budget Letter, the FE assumes a two percent annual escalation for state operations expenditures covering the period FY 2014/2015 through FY 2018/2019. In the 2014 FE, \$368 million is designated for the new ATP program, which covers three years of funding and where \$184 million (55%) is set aside for the statewide component, \$36.8 million (10%) for small urban and rural component and \$147 million (40%) is for large MPO component. For SANDAG, the priority for STIP funded projects continues to be based upon the criteria approved by the SANDAG Transportation Committee at its October 21, 2005, meeting. These criteria include:

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

Along with the 2050 RTP, the SANDAG Board adopted the Sustainable Communities Strategy which details how the region will reduce Greenhouse Gas (GHG) emissions to state-mandated levels over time. The state administered portion of the ATP is one of the components that would help the region meet its GHG emissions targets, with the expectation that this program will help fund a number of regionally significant

bike projects. The final funding allocation for the state wide funded ATP projects included in the 2014 RTIP rests with the CTC for both the statewide and regional program of projects.

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

State Submittal Requirements

The RTIP, which includes the entire San Diego region STIP funded projects and all other federal and locally funded projects, was submitted to Caltrans by October 1, 2014. Once submitted, the state posted the 2015 FSTIP for a 30-day public notice review before federal submittal.

TransNet Requirements

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

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

In September 2013, the SANDAG Board adopted the Bike EAP which prioritized regional bike projects to be funded with, among other programs, the *TransNet* BPNS and the TDA Bike program. Additionally, the Board approved to set-aside \$1 million per year to support local non-motorized projects. For projects funded under the call for projects process with local agencies as the lead agency are generally listed as a group project listing in the RTIP as Various Agencies (V12). EAP projects are listed under SANDAG as the lead agency which can be either group project listing or individually listed. If a bike project is funded with federal or state funds in addition to the local *TransNet* or TDA bike funds, those projects can be listed individually by the sponsoring agency.

RTIP Development Process for *TransNet* Funds

Designated as the region's MPO and RTPA and as the RTC, SANDAG has the overall responsibility for developing the required RTIP document. The San Diego region's 18 cities and the County develop the *TransNet* program of local street and road projects. The local *TransNet* project listings are identified as part of the project listing located in Chapter 3. The projects within each jurisdiction must be approved by each city council or the County Board of Supervisors, after holding a public hearing, in the form of a signed resolution.

In a memo dated January 10, 2014, SANDAG requested that project sponsors review and update the projects for submittal for inclusion into the 2014 RTIP. The individual project listings included in Chapter 3 have been submitted by the project sponsors and reviewed for compliance by SANDAG.

The 2014 RTIP has been prepared with input and cooperation from Caltrans, the cities and county, the Metropolitan Transit System, the North County Transit District, and the SANDAG Transportation Committee, as well as other technical and advisory working groups.

Public Participation

SANDAG has provided ample opportunity for community involvement and interagency consultation in the development of the 2014 RTIP, and the SANDAG public participation process provides additional opportunity for public review and comment on the draft document prior to its adoption. Opportunities for community involvement and interagency consultation on the transportation projects included in the 2014 RTIP were provided through public meetings of the various SANDAG committees and working groups that are responsible for the development and oversight of the projects. These committees include the Transportation Committee, Cities/County Transportation Advisory Committee, the Community-Based Organization Working Group, Interagency Technical Working Group on Tribal Transportation Issues, ITOC, and San Diego Region Conformity Working Group. Also, SANDAG conducted several workshops throughout the county for the development of the 2050 RTP, which included information about the RTIP.

At its July 25, 2014, meeting, the SANDAG Board approved the distribution of the draft 2014 RTIP for a 30-day public comment period, ending August 25, 2014. A public hearing on the proposed final 2014 RTIP was held at the SANDAG Transportation Committee meeting on September 5, 2014. All public comments received and their corresponding SANDAG responses are included in Appendix A-9 of this document. At its September 26, 2014, meeting, the SANDAG Board adopted the final 2014 RTIP. The 2014 RTIP is also available at the 2014 RTIP webpage .

RTIP Amendment Process

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

There are two types of processes to update the RTIP; Administrative Modifications and Amendments (described in detail below). SANDAG processes amendments generally on a quarterly basis and administrative modifications on an as-needed basis. Both the 2014 RTIP and any amendment requests during the 2014 RTIP cycle that involve the *TransNet* program must include the sponsor's governing board/council approval in the form of a signed resolution. The 2014 RTIP quarterly amendment schedule can be found on the RTIP webpage at .

Caltrans currently approves Administrative Modifications in their entirety and Amendments prior to federal approval, and is unable to approve an amendment with exceptions to specific projects. There are circumstances, however, in which SANDAG may need to revise the amended projects after SANDAG approval should Caltrans object to the approval of a specific project. In such instances, SANDAG can revise the original submittal and resubmit the amendment for Caltrans approval.

Administrative Modifications

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

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

Amendments

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

- Add a new federal or state funded project or delete an existing federal or state funded project
- Shift funds from beyond the first four years (FY 2019) to the quadrennial element (FY 2015 through FY 2018), or vice versa
- The request would affect air quality conformity or the timely implementation of TCMs
- The request would require additional air quality emissions analysis and/or a new finding of air quality conformity by adding a new Capacity Increasing (CI) project or deleting an existing CI project
- The request would impact the financial constraint of the RTIP
- The request would result in major changes in scope, design, and/or concept

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

Grouped Project Listings (Lump Sums)

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

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

For each grouped project listing in the RTIP, SANDAG maintains a detailed list of projects that comprise the grouped project, which can be found in Appendix A-1 and is also available on the RTIP webpage at sandag.org/RTIP.

Participation by Federal Agencies

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

Chapter 3

Project Listings

Chapter 3

Project Listings

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

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

Caltrans Highway Projects

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

Several highway programs are identified in the Caltrans listing as grouped projects (lump sums). These state administered programs such as Highway Bridge Program, State Highway Operations and Protection Program (SHOPP) programs, and Highway Safety Improvement Program (among others) are identified by Caltrans headquarters office and administered by the local Caltrans district offices. All grouped projects listed are exempt for purposes of air quality. The list of individual projects that make up the lump sum is available on the 2014 RTIP website at [www.sandag.org/RTIP](#) and can also be found in Appendix A-1.

Local Agency Projects

The 18 cities and the County of San Diego are the project sponsors for the local agency projects included in this chapter. The local agency listings, organized alphabetically by jurisdiction and Metropolitan Planning Organization (MPO) identification number, generally consist of regional arterial, local street and road, bicycle, and traffic signal improvement projects. The local agency projects include those funded by federal, state, *TransNet*, and other local funding programs. For those congestion relief projects programmed with *TransNet* funds with multiple locations, Table 3-1b provides the back-up list for those specific listings.

Transit Projects

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

Other Regional and Miscellaneous Projects

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

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

Federal Funding Requirements

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

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

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

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

Status of Prior RTIP Projects

Appendix A-2 includes a list of projects from the previous RTIP that were not carried over into the 2014 RTIP. The status for each project is indicated in bold text. "Completed" indicates the project has opened to traffic or has begun construction and/or no money is programmed beyond FY 2014. "Delayed" indicates that the project is ongoing but no new funding has been identified for the RTIP period or the agency has determined other priority projects to fund and may be brought back. "Deleted" indicates that the agency has decided to

no longer pursue the project. With this appendix, every project from the previous RTIP is accounted for and provides a complete picture of the projects' status.

Consistency with the RTP

In order to illustrate the level of consistency between the 2050 Regional Transportation Plan (2050 RTP) and the RTIP and to provide additional information for each project, the individual project listing in the following pages provides the 2050 RTP page number for those regionally significant projects, the regional arterial system as identified in the 2050 RTP, the estimated total project cost, the Caltrans identification numbers, the federal earmark numbers, and *TransNet*-related identifiers. The RTIP Project Users Guide (Figure 3-1) points to the various sources of information provided for each project.

Advance Construction

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

Toll Credit

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

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

FIGURE 3-1
RTIP Project Users Guide

RTIP #

Caltrans			ADOPTION: 14-00							
MPO ID: CAL09C			Project Title: I-805 Direct Access Ramp and HOV at Carroll Canyon				EA NO: 2T040, 2T041			
Project Description: From Carroll Canyon Road to I-5 - on I-805, construct Direct Access Ramps (DARs) and HOV lanes to Carroll Canyon Road							PPNO: 0716			
RT:805 Capacity Status: CI Exempt Category: Non-Exempt							RTP PG NO: A-10, A-15, A-17			
Est Total Cost: \$94,829			Open to Traffic: Apr 2014				SANDAG ID: 1280505			
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$32,422	\$26,733	\$2,157	\$1,668	\$752	\$525	\$587	\$16,427	\$2,600	\$13,395
Other Fed - ARRA-RSTP	\$51,817	\$51,817								\$51,817
TOTAL	\$84,239	\$78,550	\$2,157	\$1,668	\$752	\$525	\$587	\$16,427	\$2,600	\$65,212
*Additional local contribution of \$10.591M programmed in SD32										

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

Total amount programmed for project

Funds programmed prior to current RTIP cycle

Fiscal Years covered by the 2014 RTIP Cycle: FY2014/15–FY2018/19

Phase by fund type: See Appendix A-11

- MPO ID** RTIP project number
- RTIP No.** for the 2014 adoption shows as Adoption: 14-00; for all amendments following, this will state the last amendment the project was approved (Ex. RTIP No.: 14-01)
- Title/Description** name of the project/ project information, including location, limits, and scope
- EA/PPNO No.** unique number assigned by Caltrans as the lead agency or for project oversight
- RTP Page No.** in order to show consistency between the plan and the program, provides the 2050 RTP page number for reference – only applies to regionally significant projects
- SANDAG ID** SANDAG capital project or OWP number; provides reference to the SANDAG capital budget
- Earmark No.** federal legislative number
- RAS** Regional Arterial System
- CR/Maint.** for local *TransNet* funded projects, identifies either congestion relief or maintenance
- RT** state route in which this project is located
- Capacity Status** indicates whether a project will increase system capacity (CI) or not (NCI); important for regional air quality determination
- Exempt Category** based upon 40 CFR 93.126 Exempt Tables 2 and 3
- Est. Total Cost** sometimes the total program is less than the estimated total project cost because the project continues beyond the RTIP cycle years; estimated total cost should always be consistent with the RTP
- Open to Traffic** all non-exempt projects will have an estimated date when the project will be available for public use; if project is exempt, the project will not have this information
- Footnote** indicated with an asterisk; any additional information pertaining to the project

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL09		ADOPTION: 14-00								
Project Title:	Interstate 5 - HOV/Managed Lanes							EA NO: 235800		
Project Description:	From La Jolla Village Dr. to Harbor Dr. - construct High Occupancy Vehicle (HOV)/Managed Lanes on I-5; construct Phase 1: Reconstruct San Elijo Bridge including Manchester DAR; Construct Phase 2: construct HOV lane from Manchester to SR78; Construct Phase 3: Soundwalls on private property from Manchester to SR-78. Toll Credits of \$3,009 will be used to match FY16 federal funds for the CON phase, Toll Credits of \$7,218 will be used to match FY17 federal funds for the CON phase, Toll Credits of \$7,049 will be used to match FY18 federal funds for the CON phase, Toll Credits of \$4,844 will be used to match FY19 federal funds for the CON phase							PPNO: 0615, 0615A RTP PG NO: A-5 SANDAG ID: 1200501, 1200504		
RT:5	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$558,177		Open to Traffic: Phase 1: Apr 2017 Phase 2: Mar 2018								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$151,843	\$57,020	\$22,666	\$24,912	\$20,932	\$10,094	\$16,219	\$84,046	\$46,168	\$21,629
TransNet - MC AC	\$0		\$113,835		\$(22,638)	\$(54,407)	\$(36,791)			
CBI	\$416	\$416						\$416		
CMAQ	\$23,222			\$23,222						\$23,222
CMAQ - Conversion	\$62,716				\$22,638	\$17,441	\$22,638			\$62,716
IM	\$3,886	\$3,886						\$3,886		
RSTP	\$64,031	\$30,357			\$33,674			\$30,357		\$33,674
RSTP - Conversion	\$51,119					\$36,966	\$14,153			\$51,119
STP	\$751	\$751						\$751		
STIP-RIP AC	\$193,943	\$1,831	\$7,730	\$99,382	\$36,000	\$49,000		\$9,561		\$184,382
STIP-RIP State Cash	\$628	\$628						\$628		
TOTAL	\$552,555	\$94,889	\$144,231	\$147,516	\$90,606	\$59,094	\$16,219	\$129,645	\$46,168	\$376,742
*\$5.623M programmed in CAL91										

MPO ID: CAL09A		ADOPTION: 14-00								
Project Title:	I-5 Lomas Santa Fe Interchange/HOV lanes							EA NO: 07760, 2358U, 2T177		
Project Description:	From Via De La Valle to San Elijo Lagoon - construct interchange and High Occupancy Vehicle (HOV) Lane							PPNO: 0701 RTP PG NO: A-5 SANDAG ID: 1200502		
RT:5	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$69,425		Open to Traffic: Mar 2009								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$22,721	\$20,431	\$936	\$367	\$314	\$662	\$11	\$2,744	\$99	\$19,878
Prop 1B - CMIA	\$24,500	\$24,500								\$24,500
TCRP	\$6,000	\$6,000								\$6,000
TOTAL	\$53,221	\$50,931	\$936	\$367	\$314	\$662	\$11	\$2,744	\$99	\$50,378
*State contribution of \$16.204M outside of the RTIP in prior years										

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL09C		ADOPTION: 14-00								
Project Title: I-805 Direct Access Ramp and HOV at Carroll Canyon		EA NO: 2T040, 2T041								
Project Description: From Carroll Canyon Road to I- 5 - construct Direct Access Ramps (DARs) and HOV lanes to Carroll Canyon Road on I-805		PPNO: 0716								
		RTP PG NO: A-10, A-15, A-17								
		SANDAG ID: 1280505								
RT:805	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$94,829		Open to Traffic: Apr 2014								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$32,422	\$26,733	\$2,157	\$1,668	\$752	\$525	\$587	\$16,427	\$2,600	\$13,395
Other Fed - ARRA-RSTP	\$51,817	\$51,817								\$51,817
TOTAL	\$84,239	\$78,550	\$2,157	\$1,668	\$752	\$525	\$587	\$16,427	\$2,600	\$65,212
*Additional local contribution of \$10.591M programmed in SD32										

MPO ID: CAL18		ADOPTION: 14-00									
Project Title: I-15 Managed Lanes (Middle)		EA NO: 064811									
Project Description: From SR56 to Centre City Pkwy - construct managed lanes including 3 Direct Access Ramps (DARs)		PPNO: 0672									
		RTP PG NO: A-9									
		SANDAG ID: 1201502									
		EARMARK NO: 3783, CA707									
RT:15	Capacity Status: CI	Exempt Category: Non-Exempt									
Est Total Cost: \$466,769		Open to Traffic: Phase 1: Sep 2008			Phase 2: Sep 2008			Phase 3: Mar 2009			
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - MC	\$34,675	\$34,023	\$422	\$222	\$8			\$2,219	\$126	\$32,330	
CMAQ	\$27,761	\$27,761							\$247	\$27,514	
DEMO - Sec 115	\$1,000	\$1,000								\$1,000	
HPP	\$5,000	\$5,000								\$5,000	
RSTP	\$64,720	\$64,720								\$64,720	
SHOPP-State Cash-Operations	\$5,205	\$5,205						\$1,069		\$4,136	
STIP-IIP NHS	\$36,032	\$36,032								\$36,032	
STIP-IIP NHS GARVEE	\$49,250	\$49,250								\$49,250	
STIP-IIP State Cash	\$4,668	\$4,668								\$4,668	
STIP-RIP NHS	\$3,984	\$3,984						\$3,984			
STIP-RIP NHS GARVEE	\$147,750	\$147,750								\$147,750	
STIP-RIP State Cash	\$516	\$516						\$516			
TCRP	\$64,300	\$64,300						\$24,963	\$9,337	\$30,000	
Local Funds	\$15,954	\$15,954								\$15,954	
TOTAL	\$460,815	\$460,163	\$422	\$222	\$8			\$32,751	\$9,710	\$418,354	
*State contributed \$5.954M in additional funds outside of the RTIP											

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL18A		ADOPTION: 14-00								
Project Title: I-15 Managed Lanes-North Segment		EA NO: 081001							PPNO: 0672F	
Project Description: From Centre City Parkway to SR 78 - construct managed lanes and add northbound auxiliary lane from Valley Parkway to 1/2 mile north of Rte 78.		RTP PG NO: A-9							SANDAG ID: 1201503	
RT:15	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$165,887		Open to Traffic: Phase 1: Jan 2012			Phase 2: Jan 2012					
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$42,933	\$39,778	\$689	\$689	\$1,777			\$16,577	\$524	\$25,832
CMAQ	\$61,300	\$61,300						\$4,050	\$572	\$56,678
RSTP	\$56,654	\$56,654						\$1,505		\$55,149
STIP-RIP NHS	\$4,426	\$4,426						\$4,426		
STIP-RIP State Cash	\$574	\$574						\$574		
TOTAL	\$165,887	\$162,732	\$689	\$689	\$1,777			\$27,132	\$1,096	\$137,659

MPO ID: CAL18B		ADOPTION: 14-00								
Project Title: I-15 Managed Lanes- South Segment and Mira Mesa Transit Center		EA NO: 081501							PPNO: 0672G	
Project Description: From SR 163 to I-15/SR 56 Separation - construct managed lanes, south segment including Direct Access Ramps and BRT Station: construct auxiliary lane along northbound I-15 from Pomerado Rd. overcrossing to Carroll Canyon Rd. overcrossing, construct transit center at Miramar College near Hillery Dr.		RTP PG NO: A-9							SANDAG ID: 1201501, 1201506	
RT:15	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$411,065		Open to Traffic: Jun 2011								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$90,083	\$71,949	\$6,781	\$4,348	\$4,710	\$2,295		\$37,057	\$29,450	\$23,576
CMAQ	\$11,744	\$11,744						\$11,744		
Prop 1B - CMIA	\$295,391	\$295,391								\$295,391
STIP-RIP NHS	\$8,853	\$8,853						\$8,853		
STIP-RIP State Cash	\$1,147	\$1,147						\$1,147		
Local Funds	\$3,847	\$3,847								\$3,847
TOTAL	\$411,065	\$392,931	\$6,781	\$4,348	\$4,710	\$2,295		\$58,801	\$29,450	\$322,814

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL26		ADOPTION: 14-00								
Project Title: State Route 52 Freeway (E&F)		EA NO: 010611								
Project Description: In San Diego, Santee and Lakeside, from SR 125 to Cuyamaca Street to SR 67 - construct 4 lane freeway		PPNO: 0260								
		RTP PG NO: A-5								
		SANDAG ID: 1205203								
		EARMARK NO: CA424/604, HPP 1134/2735								
RT:52	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$475,300		Open to Traffic: Mar 2011								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - H	\$44,945	\$44,945						\$671	\$44,274	
TransNet - MC	\$77,129	\$71,303	\$3,851	\$1,975				\$14,118	\$41,750	\$21,261
DEMO	\$2,250	\$2,250							\$2,250	
HPP	\$10,415	\$10,415								\$10,415
RSTP	\$53,238	\$53,238						\$22,837		\$30,401
TCSP	\$1,228	\$1,228							\$1,228	
STIP-IIP NHS	\$3,010	\$3,010						\$2,125	\$885	
STIP-IIP State Cash	\$5,355	\$5,355						\$4,732	\$623	
STIP-RIP NHS	\$26,558	\$26,558						\$5,848	\$20,710	
STIP-RIP Prior NHS	\$16,375	\$16,375							\$16,375	
STIP-RIP Prior State Cash	\$802	\$802							\$802	
STIP-RIP State Cash	\$181,669	\$181,669						\$10,927	\$22,944	\$147,798
TCRP	\$43,700	\$43,700							\$43,700	
Local Funds	\$233	\$233							\$233	
TOTAL	\$466,907	\$461,081	\$3,851	\$1,975				\$38,421	\$218,611	\$209,875
*State contributed \$8.392M in additional funds outside of the RTIP										

MPO ID: CAL29		ADOPTION: 14-00								
Project Title: SR 76 Middle		EA NO: 08010, 08017								
Project Description: From Melrose Dr. to So. Mission Rd. - in San Diego County in and near Oceanside - widen from 2 to 4 lanes		PPNO: 0759								
		RTP PG NO: A-9								
		SANDAG ID: 1207602								
		EARMARK NO: CA603/2719								
RT:76	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$165,244		Open to Traffic: Nov 2012								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$50,829	\$50,829						\$9,735	\$29,452	\$11,642
TransNet - REMP	\$12,000	\$9,254	\$554	\$591	\$1,601					\$12,000
DEMO - TEA 21	\$5,595	\$2,680	\$2,915						\$2,680	\$2,915
HPP	\$4,000	\$4,000							\$4,000	
Other Fed - ARRA-RSTP	\$76,613	\$76,613								\$76,613
RSTP	\$6,285	\$6,285						\$6,285		
STP	\$1,000	\$1,000						\$1,000		
Local Funds	\$346	\$346								\$346
TOTAL	\$156,668	\$151,007	\$3,469	\$591	\$1,601			\$17,020	\$36,132	\$103,516
*State contribution of \$13.452M outside of RTIP										

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL29B		ADOPTION: 14-00								
Project Title: SR 76 East		EA NO: 25715								
Project Description: From Mission Rd. to I-15 - In and near Oceanside from Mission Rd to I-15, widen from 2 to 4 lanes. Toll Credits of \$4,712 will be used to match FY15 federal funds for the CON phase, Toll Credits of \$1,456 will be used to match FY16 federal funds for the CON phase		RTP PG NO: A-6 SANDAG ID: 1207606								
RT:76	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$207,664		Open to Traffic: Phase 1: Aug 2013 Phase 2: Dec 2017								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$64,579	\$20,434	\$8,888	\$13,553	\$13,039	\$5,629	\$3,036	\$27,324	\$16,276	\$20,979
TransNet - MC AC	\$0	\$68,966	\$(36,966)	\$(10,639)			\$(21,362)			
RSTP	\$42,832	\$42,832						\$7,436		\$35,396
RSTP - Conversion	\$47,604		\$36,966	\$10,639						\$47,604
TPFP	\$300	\$300								\$300
Prop 1B - CMIA	\$29,387	\$29,387								\$29,387
Local Funds	\$22,962	\$1,600					\$21,362			\$22,962
TOTAL	\$207,664	\$163,519	\$8,888	\$13,553	\$13,039	\$5,629	\$3,036	\$34,760	\$16,276	\$156,628

MPO ID: CAL44		ADOPTION: 14-00								
Project Title: Highway Bridge Program										
Project Description: Countywide - projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories – widen narrow pavements or reconstructing bridges (no additional travel lanes)										
	Capacity Status: NCI	Exempt Category: Safety - Non capacity widening or bridge reconstruction								
Est Total Cost: \$199,370										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
HBP	\$191,213	\$51,122	\$4,756	\$2,493	\$1,441	\$15,462	\$115,938			\$191,213
Prop 1B - LBSRA	\$1,007					\$23	\$984			\$1,007
Local Funds	\$7,150	\$2,122		\$21	\$9		\$4,998			\$7,150
TOTAL	\$199,370	\$53,244	\$4,756	\$2,514	\$1,450	\$15,485	\$121,920			\$199,370

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

MPO ID: CAL46A		ADOPTION: 14-00								
Project Title: Grouped Projects for Safety Improvements - SHOPP Mobility Program										
Project Description: Projects are consistent with 40 CFR Parts 93.126 and 93.127 Exempt Tables 2 and 3 categories -railroad/highway crossing, safer non-federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, emergency truck pullovers										
	Capacity Status: NCI	Exempt Category: Safety - Shoulder Improvements								
Est Total Cost: \$53,689										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Mobility	\$53,689		\$14,036		\$33,854	\$5,799				\$53,689
TOTAL	\$53,689		\$14,036		\$33,854	\$5,799				\$53,689

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL46B		ADOPTION: 14-00								
Project Title:	Grouped Projects for Safety Improvements - SHOPP Collision Reduction (CR) Program									
Project Description:	Projects are consistent with 40 CFR Parts 93.126 and 93.127 Exempt Tables 2 and 3 categories -railroad/highway crossing, safer non-federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, emergency truck pullovers									
Capacity Status: NCI		Exempt Category: Safety - Pavement marking demonstration								
Est Total Cost: \$184,567										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP - CR - NHS (AC)	\$61,760			\$13,990	\$35,186	\$12,584				\$61,760
SHOPP - CR - STP (AC)	\$122,807		\$28,620	\$94,187						\$122,807
TOTAL	\$184,567		\$28,620	\$108,177	\$35,186	\$12,584				\$184,567

MPO ID: CAL46D		ADOPTION: 14-00								
Project Title:	Grouped Projects for Bridge Preservation									
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 category - widening narrow pavements or reconstructing bridges (no additional lanes)									
Capacity Status: NCI		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
Est Total Cost: \$70,589										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Brdg Presrv (HBP)	\$70,589		\$39,518	\$5,659	\$25,412					\$70,589
TOTAL	\$70,589		\$39,518	\$5,659	\$25,412					\$70,589

MPO ID: CAL46E		ADOPTION: 14-00								
Project Title:	Grouped Projects for Pavement Resurfacing and/or Rehabilitation - SHOPP Roadway Preservation Program									
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories – pavement resurfacing and/or rehabilitation, emergency relief (23 USC 125), widening narrow pavements or reconstructing bridges (no additional travel lanes)									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$68,119										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Rdside Presrv NHS	\$9,065				\$9,065					\$9,065
SHOPP (AC)-Rdway Presrv NHS	\$59,054		\$20,320		\$21,403	\$17,331				\$59,054
TOTAL	\$68,119		\$20,320		\$30,468	\$17,331				\$68,119

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL461		ADOPTION: 14-00								
Project Title: Grouped Projects for Safety Improvements - SHOPP Mandates Program										
Project Description: Projects are consistent with 40 CFR Parts 93.126 and 93.127 Exempt Tables 2 and 3 categories -railroad/highway crossing, safer non-federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, emergency truck pullovers										
Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program										
Est Total Cost: \$30,841										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Mandates	\$30,841		\$13,890		\$4,678	\$12,273				\$30,841
TOTAL	\$30,841		\$13,890		\$4,678	\$12,273				\$30,841

MPO ID: CAL67		ADOPTION: 14-00								
Project Title: SR 94 Managed Lanes		EA NO: 28710								
Project Description: In San Diego on Route 94 between I-805 and Downtown for the South Bay Bus Rapid Transit - environmental studies and future construction of High Occupancy Vehicle (HOV) lanes; also includes environmental clearance for 2 HOV lanes in the median of SR94 and direct connectors at the I-805/SR94 interchange		PPNO: T0770								
RT:94 Capacity Status: NCI Exempt Category: Other - Engineering studies		RTP PG NO: A-9								
		SANDAG ID: 1280508								
Est Total Cost: \$32,600										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$12,600	\$9,246	\$2,948	\$406				\$12,600		
TCRP	\$20,000	\$10,000			\$10,000			\$20,000		
TOTAL	\$32,600	\$19,246	\$2,948	\$406	\$10,000			\$32,600		

MPO ID: CAL68		ADOPTION: 14-00								
Project Title: SR 94/125 Southbound to Eastbound Connector		EA NO: 14665								
Project Description: From SR 94 to SR125 - near La Mesa and Lemon Grove on SR 125 from Mariposa St to SR 94 and on SR 94 from SR 125 to Bancroft Dr. - Construct freeway connector, replace and widen bridges		PPNO: 0356								
RT:94 Capacity Status: CI Exempt Category: Non-Exempt		RTP PG NO: A-6								
		SANDAG ID: 1212501								
Est Total Cost: \$63,962 Open to Traffic: Jan 2020										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$3,101	\$875	\$414		\$1,812			\$3,101		
State Cash	\$1,642	\$1,642							\$1,642	
TCRP	\$59,219	\$6,196			\$53,023			\$7,593	\$3,468	\$48,158
TOTAL	\$63,962	\$8,713	\$414		\$54,835			\$10,694	\$5,110	\$48,158

*CIP only includes a portion of TCRP funding

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL71			ADOPTION: 14-00							
Project Title: I-5/SR 78			EA NO: 07890K, 210							
Project Description: In Carlsbad, on I-5 from Carlsbad Village Drive (formally Elm Street) undercrossing to California Street overcrossing, on SR 78 from I-5/SR 78 separation to Jefferson Street overcrossing - modify interchange, future construction of auxiliary lanes and direct connectors.. Toll Credits of \$100 will be used to match FY15 federal funds for the PE phase			EARMARK NO: 3206, 656							
RT:5	Capacity Status: NCI	Exempt Category: Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action								
Est Total Cost: \$5,000										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
HPP	\$4,000	\$3,599	\$401					\$4,000		
STP	\$500	\$500						\$500		
STP - Sec 117	\$500	\$500						\$500		
TOTAL	\$5,000	\$4,599	\$401					\$5,000		

MPO ID: CAL75			ADOPTION: 14-00							
Project Title: I-5 Genesee Interchange and Widening			EA NO: 0223U, 06500							
Project Description: From Genesee Avenue to Sorrento Valley Overhead - reconstruct I-5 Genesee Bridge and interchange including ramps, retaining walls; add type 1 bicycle facility between Voigt and Sorrento Valley Road			PPNO: 0129P							
			RTP PG NO: A-33							
			SANDAG ID: 1200506							
			EARMARK NO: 3086							
RT:5	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$105,189			Open to Traffic: Jun 2017							
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$11,727	\$4,652	\$996	\$1,207	\$3,324	\$1,038	\$510	\$901	\$5,273	\$5,553
TransNet - MC AC	\$0	\$13,790		\$(13,790)						
HPP	\$1,600	\$1,600								\$1,600
RSTP	\$32,487	\$32,487								\$32,487
RSTP - Conversion	\$13,790			\$13,790						\$13,790
Prop 1B - SLPP	\$8,000	\$8,000								\$8,000
SHOPP (AC)-Mobility	\$12,987	\$12,987						\$2,467	\$500	\$10,020
Local Funds	\$10,188	\$10,188							\$1,688	\$8,500
TOTAL	\$90,779	\$83,704	\$996	\$1,207	\$3,324	\$1,038	\$510	\$3,368	\$7,461	\$79,950
*\$14.4M of City of San Diego contribution programmed under SD103										

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Caltrans

MPO ID: CAL77								ADOPTION: 14-00		
Project Title: I-5/I-8 Connector								EA NO: 00270		
Project Description: On I-5 from 0.1 km south of junction with I-8 and on the right lanes through the Sea World Drive interchange, On I-8 from I-8/I-5 separation to 0.6 km east of Morena Blvd. undercrossing - construction of auxiliary lanes and widening of connectors..								SANDAG ID: 1200505		
								EARMARK NO: CA643/3120		
RT:5	Capacity Status: CI		Exempt Category: Non-Exempt							
Est Total Cost: \$20,900				Open to Traffic: Dec 2016						
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$3,860	\$347	\$1,163	\$287	\$10	\$10	\$2,043			\$3,860
HPP	\$4,800	\$4,800						\$2,687		\$2,113
IM	\$1,025	\$1,025						\$793		\$232
SHOPP (AC)-Mobility	\$11,215	\$9,615	\$1,600					\$2,828	\$15	\$8,372
TOTAL	\$20,900	\$15,787	\$2,763	\$287	\$10	\$10	\$2,043	\$6,308	\$15	\$14,577

MPO ID: CAL78B								ADOPTION: 14-00		
Project Title: I-805 HOV/Managed Lanes - North								EA NO: 08163, 2T200		
Project Description: On I-805 from the I-805/SR 52 to Sorrento Valley, on SR 52 at the I-805/SR 52 separation - preliminary engineering for construction of managed lanes; design and construct Phase 1 - one High Occupancy Vehicle (HOV) lane in the median in each direction including the south facing Direct Access Ramps at Carroll Canyon Rd. Phase 1 Post Miles 23.7-27.6								PPNO: 0732		
								RTP PG NO: A-10		
								SANDAG ID: 1280503, 1280511		
RT:805	Capacity Status: CI		Exempt Category: Non-Exempt							
Est Total Cost: \$133,109				Open to Traffic: Dec 2015						
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$27,468	\$14,219	\$3,402	\$3,398	\$6,449			\$11,463	\$6,228	\$9,777
CMAQ	\$61,870	\$61,870						\$1,000		\$60,870
RSTP	\$1,775	\$1,775						\$1,775		
Prop 1B - CMIA	\$40,638	\$40,638								\$40,638
Prop 1B - SLPP	\$1,358	\$1,358								\$1,358
TOTAL	\$133,109	\$119,860	\$3,402	\$3,398	\$6,449			\$14,238	\$6,228	\$112,643

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL78C		ADOPTION: 14-00								
Project Title:	I-805 HOV/Managed Lanes - South								EA NO: 08161	
Project Description:	From Palomar Street to Landis Street - environmental document for I-805 widening in San Diego, Chula Vista, and National City from Palomar Street to State Route 94; design and construct 2 High Occupancy Vehicle (HOV) lanes in the median of I-805 including a Direct Access Ramp (DAR) at Palomar Street; design and construct one auxiliary lane on northbound I-805 from Grove Street to 16th Street in National City; design and construct one auxiliary lane on southbound I-805 from 20th Street to Plaza Boulevard in National City; design one HOV lane in each direction from Hilltop Drive to Landis Street and a direct HOV connector from I-805 to I-15.. Toll Credits of \$1,417 will be used to match FY16 federal funds for the PE phase, Toll Credits of \$366 will be used to match FY17 federal funds for the PE phase, Toll Credits of \$130 will be used to match FY16 federal funds for the ROW phase, Toll Credits of \$138 will be used to match FY17 federal funds for the ROW phase								PPNO: 0730	
									RTP PG NO: A-17	
									SANDAG ID: 1280501, 1280510, 1280514	
RT:805	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$227,799		Open to Traffic: Dec 2019								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$140,487	\$97,732	\$28,190	\$7,686	\$6,879			\$45,265	\$11,733	\$83,489
TransNet - MC AC	\$0	\$15,828		\$(12,536)	\$(3,292)					
TransNet - Transit	\$42	\$42						\$42		
IM	\$975	\$975						\$975		
RSTP	\$13,406	\$13,406						\$13,406		
RSTP - Conversion	\$15,828			\$12,536	\$3,292			\$13,762	\$2,066	
Prop 1B - CMIA	\$56,763	\$56,763								\$56,763
Local Funds	\$298	\$180	\$118					\$180		\$118
TOTAL	\$227,799	\$184,926	\$28,308	\$7,686	\$6,879			\$73,630	\$13,799	\$140,370

MPO ID: CAL104		ADOPTION: 14-00								
Project Title:	Grouped Projects for Safety Improvements - Safe Routes to School (SRTS) Program									
Project Description:	Projects are consistent with 40 CFR Parts 93.126 and 127 Exempt Tables 2 and 3 categories - railroad/highway crossing, safer non-federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, emergency truck pullovers									
	Capacity Status: NCI									Exempt Category: Safety - Safety Improvement Program
Est Total Cost: \$5,378										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SRTS	\$4,937			\$4,937						\$4,937
Local Funds	\$441	\$424		\$17						\$441
TOTAL	\$5,378	\$424		\$4,954						\$5,378

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL105		ADOPTION: 14-00								
Project Title: Grouped Projects for Highway Safety Improvement - HSIP Program										
Project Description: Projects are consistent with 40 CFR Parts 93.126 and 93.127 Exempt Tables 2 and 3 categories - railroad/highway crossing, safer non-federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, emergency truck pullovers										
Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program										
Est Total Cost: \$26,016										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
HSIP	\$21,027	\$1,228	\$6,846	\$9,738	\$3,215					\$21,027
Local Funds	\$4,989	\$168	\$1,439	\$1,622	\$1,761					\$4,989
TOTAL	\$26,016	\$1,396	\$8,285	\$11,360	\$4,976					\$26,016

MPO ID: CAL114		ADOPTION: 14-00								
Project Title: I-5/SR 56 Interchange		EA NO: 17790								
Project Description: At I-5/SR 56 interchange - in San Diego, construct freeway to freeway interchange, associated operational improvements, and the relocation of the fiber optic cable line; future phases are outside of TIP cycle but included in the long range plan.		RTP PG NO: A-5								
RT:5 Capacity Status: CI Exempt Category: Non-Exempt		SANDAG ID: 1200503								
Est Total Cost: \$17,871 Open to Traffic: Jan 2021										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$638	\$621	\$17					\$638		
CBI	\$1,942	\$1,942						\$1,942		
DEMO - Sec 115	\$1,000	\$1,000						\$1,000		
DEMO - TEA 21	\$375	\$375						\$375		
HPP	\$5,659	\$5,659						\$633	\$5,026	
IM	\$1,928	\$1,928						\$1,928		
STP	\$2,952	\$2,952						\$2,952		
STP - Sec 112	\$396	\$396						\$396		
Local Funds	\$909	\$909						\$909		
TOTAL	\$15,799	\$15,782	\$17					\$10,773	\$5,026	
*State contributed \$2.073M in additional funds outside of the RTIP										

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL120		ADOPTION: 14-00									
Project Title:	SR-78 Auxiliary Lanes & Nordahl Road Bridge at SR-78								EA NO: 29310		
Project Description:	SR-78 from I-15 to Nordahl Rd-, Nordahl Rd from Mission Ave to Montiel Rd - cities of Escondido and San Marcos, Phase 1: widen southbound I-15 to westbound SR78 ramp; construct westbound auxiliary lane on SR78; widen westbound SR78 off ramp to Nordahl Road. On Nordahl Road from Mission Rd. to Montiel Rd., Phase 2: Replace the Nordahl Road Overcrossing to increase clearance and provide additional 14-feet of structure width necessary to facilitate the required construction staging of the project. The additional width of the overcrossing will accommodate operational improvements through left-turn storage at the ramp intersections; widen Nordahl Road to provide a dedicated right-turn lane onto Montiel Rd. (No additional lanes)								RTP PG NO: A-5		
	Capacity Status: CI	Exempt Category: Non-Exempt									
Est Total Cost: \$25,982		Open to Traffic: Phase 1: Jan 2012			Phase 2: Nov 2012						
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - MC	\$13,079	\$12,967	\$26	\$25	\$25	\$36		\$1,666		\$11,413	
DEMO - TEA 21	\$578	\$578								\$578	
HSIP	\$827	\$827								\$827	
TCSP	\$500	\$500								\$500	
SHOPP Augmentation - Mobility	\$3,905	\$3,905							\$90	\$3,815	
SHOPP-State Cash-Mobility	\$200	\$200							\$200		
TOTAL	\$19,089	\$18,977	\$26	\$25	\$25	\$36		\$1,666	\$290	\$17,133	
*Joint project with the cities of San Marcos (SM47) and Escondido (ESC13)											

MPO ID: CAL194		ADOPTION: 14-00								
Project Title:	Grouped Projects for Pavement Resurfacing and/or Rehabilitation on the State Highway System - Highway Maintenance Program									
Project Description:	Projects are consistent with 40 CFR Parts 93.126 and 93.127 Exempt Tables 2 and 3 categories -pavement resurfacing and/or rehabilitation - Project listing for Pavement resurfacing and/or rehabilitation on the State Highway System - Highway Maintenance									
	Capacity Status: NCI	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$2,713										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Highway Maintenance - NHS	\$2,713		\$2,713							\$2,713
TOTAL	\$2,713		\$2,713							\$2,713

MPO ID: CAL277		ADOPTION: 14-00									
Project Title:	I-15/SR-78 HOV Connectors								EA NO: 2T241		
Project Description:	SR-78 from Post Mile 15.49 to R16.6 , I-15 from Post Mile R30.63 to R31.56 - PSR/PDS for northbound I-15 to westbound SR-78 and eastbound SR-78 to southbound I-15 HOV connectors								RTP PG NO: A-19		
	Capacity Status: NCI	Exempt Category: Other - Engineering studies									
RT:15											
Est Total Cost: \$850											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - MC	\$850	\$845	\$5					\$850			
TOTAL	\$850	\$845	\$5					\$850			

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL278		ADOPTION: 14-00									
Project Title: SR78 HOV/Managed Lanes									EA NO: 2T240		
Project Description: SR-78 from Post Mile 0.0 to R16.54 - PSR for SR-78 HOV and corridor improvements									RTP PG NO: A-19		
RT:78		Capacity Status: NCI		Exempt Category: Other - Engineering studies							
Est Total Cost: \$1,650											
		TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC		\$1,650	\$1,645	\$5					\$1,650		
TOTAL		\$1,650	\$1,645	\$5					\$1,650		

MPO ID: CAL325		ADOPTION: 14-00									
Project Title: State Routes 905/125/11 Connectors									EA NO: 28881		
Project Description: Westbound SR-905 north of Siempre Viva Rd.; Eastbound SR-905 east of La Media Rd.; and Westbound SR-11 west of Enrico Fermi Dr. - on westbound SR-905 north of Siempre Viva Rd., on eastbound SR-905 east of La Media Rd., on westbound SR-11 west of Enrico Fermi Dr., advance design of northbound connectors to SR-125 from eastbound SR-905, westbound SR-905, and westbound SR-11. Toll Credits of \$342 will be used to match FY15 federal funds for the CON phase									RTP PG NO: A-17		
RT:905		Capacity Status: CI		Exempt Category: Non-Exempt							
Est Total Cost: \$26,157 Open to Traffic: Jan 2016											
		TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - Border		\$2,700	\$2,700						\$2,700		
CBI		\$3,436	\$800	\$2,636						\$800	\$2,636
Prop 1B - TCIF		\$20,021		\$20,021							\$20,021
TOTAL		\$26,157	\$3,500	\$22,657					\$2,700	\$800	\$22,657

MPO ID: CAL369		ADOPTION: 14-00									
Project Title: I-5/Voigt Drive Direct Access Ramp									EA NO: 2T215		
Project Description: From La Jolla Village Drive to Genesee Avenue - In San Diego, on Interstate 5 between La Jolla Village Drive and Genesee Avenue, preliminary engineering for future construction of Direct Access Ramp at Voigt Drive									SANDAG ID: 1200507		
Capacity Status: NCI		Exempt Category: Other - Engineering studies									
Est Total Cost: \$4,000											
		TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC		\$4,000	\$125	\$3,324	\$551				\$4,000		
TOTAL		\$4,000	\$125	\$3,324	\$551				\$4,000		

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Carlsbad, City of

MPO ID: CB04A		ADOPTION: 14-00								
Project Title:	El Camino Real Widening - Tamarack Avenue to Chestnut Avenue							RTP PG NO: A-29		
Project Description:	El Camino Real from Tamarack Ave. to Chestnut Ave. - in Carlsbad, widen El Camino Real to prime arterial standards with three travel lanes, bike lanes and sidewalks in each direction including intersection improvements at Tamarack Avenue and Chestnut Avenue							RAS (TA 4-66)		
	Capacity Status: CI Exempt Category: Non-Exempt							TransNet - LSI: CR		
Est Total Cost: \$12,349		Open to Traffic: Dec 2015								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI Carry Over	\$3,926	\$90	\$3,836							\$3,926
Local Funds	\$8,001	\$8,001						\$1,225	\$60	\$6,716
Local RTCIP	\$422	\$422								\$422
TOTAL	\$12,349	\$8,513	\$3,836					\$1,225	\$60	\$11,064

MPO ID: CB04B		ADOPTION: 14-00								
Project Title:	El Camino Real and Cannon Road							RTP PG NO: A-29		
Project Description:	El Camino Real and Cannon Road - in Carlsbad, along the east/north bound side of El Camino Real just south of Cannon Road, widen to provide three through lanes, a right turn lane and a sidewalk approaching the intersection with Cannon Road							RAS (TA 4-66)		
	Capacity Status: CI Exempt Category: Non-Exempt									
Est Total Cost: \$589		Open to Traffic: Jun 2016								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$589	\$65	\$524					\$65		\$524
TOTAL	\$589	\$65	\$524					\$65		\$524

MPO ID: CB04C		ADOPTION: 14-00								
Project Title:	El Camino Real - Lisa Street to Crestview Drive							RTP PG NO: A-29		
Project Description:	El Camino Real from Lisa Street to Crestview Drive - in Carlsbad, along the west side of El Camino Real, roadway widening to provide three southbound through lanes, curb, gutter and sidewalk per Prime Arterial standards							RAS (TA 4-66)		
	Capacity Status: CI Exempt Category: Non-Exempt									
Est Total Cost: \$2,188		Open to Traffic: Jun 2016								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$2,188		\$2,188					\$170		\$2,018
TOTAL	\$2,188		\$2,188					\$170		\$2,018

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Carlsbad, City of

MPO ID: CB12		ADOPTION: 14-00								
Project Title:	College Boulevard Reach A							RTP PG NO: A-29		
Project Description:	College Boulevard from Badger Lane to Cannon Road - in Carlsbad, from Badger Lane to Cannon Road, construct a new segment of College Blvd. to provide 4-lane roadway with raised median, bike lanes and sidewalks/trails in accordance with Major Arterial standards							RAS (TA 4-66)		
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$11,952		Open to Traffic: Jan 2016								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$11,952	\$2,774	\$9,178					\$2,774		\$9,178
TOTAL	\$11,952	\$2,774	\$9,178					\$2,774		\$9,178

MPO ID: CB13		ADOPTION: 14-00								
Project Title:	Poinsettia Lane Reach E							RTP PG NO: A-29		
Project Description:	Poinsettia Lane from Cassia Drive to Skimmer Court - in Carlsbad, from Cassia Drive to Skimmer Court, construct a new 4-lane roadway with median, bike lanes, and sidewalks/trails to major arterial standards							EARMARK NO: CA366, CA517 RAS (TA 4-66)		
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$4,596		Open to Traffic: Dec 2016								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
HPP	\$1,436			\$1,436						\$1,436
Local Funds	\$3,160	\$1,260		\$1,900				\$1,260		\$1,900
TOTAL	\$4,596	\$1,260		\$3,336				\$1,260		\$3,336

MPO ID: CB17		ADOPTION: 14-00								
Project Title:	Carlsbad Blvd. Bridge over Encina Power Station							RAS (TA 4-66)		
Project Description:	Carlsbad Blvd. from Encina Power Plant to Warm water outfall channel - Carlsbad Blvd bridge over the Encina Power Plant warm water discharge channel, upgrade bridge railings on the bridge, (local match to HBP funding, part of CAL44)							<i>TransNet</i> - LSI: Maint		
Capacity Status: NCI		Exempt Category: Safety - Guardrails, median barriers, crash cushions								
Est Total Cost: \$124										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - L (Cash)	\$8	\$8						\$8		
<i>TransNet</i> - LSI Carry Over	\$116		\$116					\$19		\$97
TOTAL	\$124	\$8	\$116					\$27		\$97

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Carlsbad, City of

MPO ID: CB18		ADOPTION: 14-00								
Project Title:	Carlsbad Blvd. Bridge over SDNR Railroad							RAS (TA 4-66)		
Project Description:	Carlsbad Blvd. from Mountain View to State - 0.6 miles NW of Carlsbad Village Drive, upgrade the bridge railings on the Carlsbad Blvd. Bridge over the San Diego Northern Railway (SDNR) railroad (local match to HBP funding, part of CAL44)							TransNet - LSI: Maint		
Capacity Status: NCI		Exempt Category: Safety - Guardrails, median barriers, crash cushions								
Est Total Cost: \$544										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$462	\$45	\$417					\$45		\$417
TransNet - LSI Carry Over	\$82		\$82							\$82
TOTAL	\$544	\$45	\$499					\$45		\$499

MPO ID: CB20		ADOPTION: 14-00								
Project Title:	Pavement Management - Overlay							TransNet - LSI: CR		
Project Description:	Street locations by year as follows: FY 14/15 roadways - La Costa Avenue and Calle Barcelona, FY 15/16 Carlsbad Village Drive, Grand Avenue, College Avenue, El Camino Real and Black Rail Road, FY 16/17 roadways - Not determined yet, awaiting new roadway condition survey and model run, FY17/18 roadways- Not determined yet, awaiting new roadway condition survey and model run, FY 18/19 - Not determined yet, awaiting new roadway condition survey and model run. - pavement overlay and roadway repairs; to be implemented in a series of zones throughout the city									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$30,625										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$946	\$946								\$946
TransNet - LSI	\$2,710					\$1,210	\$1,500			\$2,710
TransNet - LSI (Cash)	\$34	\$34								\$34
TransNet - LSI Carry Over	\$8,735	\$3,870	\$1,575	\$1,500	\$1,500	\$290				\$8,735
Local Funds	\$18,200	\$9,775	\$1,625	\$1,700	\$1,700	\$1,700	\$1,700			\$18,200
TOTAL	\$30,625	\$14,625	\$3,200	\$3,200	\$3,200	\$3,200	\$3,200			\$30,625

MPO ID: CB21		ADOPTION: 14-00								
Project Title:	Pavement Management -Seal									
Project Description:	Various minor/local roadways within each area encompassed by the streets included in the overlay program for that year. - street sealing and roadway repairs									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$5,300										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$5,300	\$2,800	\$500	\$500	\$500	\$500	\$500			\$5,300
TOTAL	\$5,300	\$2,800	\$500	\$500	\$500	\$500	\$500			\$5,300

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Carlsbad, City of

MPO ID: CB22		ADOPTION: 14-00								
Project Title: Avenida Encinas - Widen from Palomar Airport Road to Embarcadero Lane		RTP PG NO: A-29								
Project Description: Avenida Encinas from Palomar Airport Rd. to Embarcadero Lane - Avenida Encinas from Palomar Airport Road southerly to existing improvements adjacent to the Embarcadero Lane; roadway widening to Secondary Arterial standards										
Capacity Status: CI Exempt Category: Non-Exempt										
Est Total Cost: \$5,402		Open to Traffic: Dec 2018								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$5,402	\$2,605			\$51	\$2,746		\$400	\$60	\$4,942
TOTAL	\$5,402	\$2,605			\$51	\$2,746		\$400	\$60	\$4,942

MPO ID: CB30		ADOPTION: 14-00								
Project Title: El Camino Real Left Turn Lane to westbound Tamarack Ave.		RTP PG NO: A-29								
Project Description: El Camino Real and Tamarack Avenue - at the intersection of El Camino Real and Tamarack Avenue construct a second left turn lane from El Camino Real to westbound Tamarack		RAS (TA 4-66)								
Capacity Status: CI Exempt Category: Non-Exempt										
Est Total Cost: \$286		Open to Traffic: Jun 2015								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$286		\$286					\$70		\$216
TOTAL	\$286		\$286					\$70		\$216

MPO ID: CB31		ADOPTION: 14-00								
Project Title: El Camino Real Widening - La Costa Avenue to Arenal Road		RTP PG NO: A-30								
Project Description: El Camino Real from La Costa Ave to Arenal Rd. - in Carlsbad, along El Camino Real from 700 feet north of La Costa Avenue to Arenal Road, widening along the southbound side of the roadway to provide three travel lanes and a bike lane in accordance with Prime Arterial Standards		RAS (TA 4-66)								
Capacity Status: CI Exempt Category: Non-Exempt										
Est Total Cost: \$2,550		Open to Traffic: Jun 2017								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$1,925				\$1,925					\$1,925
Local RTCIP	\$625			\$625				\$625		
TOTAL	\$2,550			\$625	\$1,925			\$625		\$1,925

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Carlsbad, City of

MPO ID: CB32		ADOPTION: 14-00								
Project Title:	El Camino Real Widening - Cassia to Camino Vida Roble							RTP PG NO: A-29		
Project Description:	El Camino Real from Cassia Road to Camino Vida Roble - In Carlsbad, widen El Camino Real from 900 feet north of Cassia Road to Camino Vida Roble, along the northbound/east side of the roadway to provide three travel lanes and a bike lane in accordance with Prime Arterial standards							RAS (TA 4-66) <i>TransNet</i> - LSI: CR		
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$2,820		Open to Traffic: Dec 2018								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - LSI	\$170			\$110	\$60			\$110		\$60
<i>TransNet</i> - LSI Carry Over	\$2,650			\$215	\$2,435			\$315	\$1,350	\$985
TOTAL	\$2,820			\$325	\$2,495			\$425	\$1,350	\$1,045

MPO ID: CB34		ADOPTION: 14-00								
Project Title:	Palomar Airport Road and Paseo Del Norte Right Turn Lane							RTP PG NO: A-30		
Project Description:	Palomar Airport Road between I-5 and Paseo Del Norte - widening along eastbound Palomar Airport Road to provide a dedicated right turn lane to southbound Paseo Del Norte							RAS (TA 4-66)		
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$564		Open to Traffic: Dec 2015								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$564		\$564					\$64		\$500
TOTAL	\$564		\$564					\$64		\$500

MPO ID: CB35		ADOPTION: 14-00								
Project Title:	Palomar Airport Road and Paseo Del Norte Left Turn Lane							RTP PG NO: A-30		
Project Description:	Palomar Airport Road between I-5 and Paseo Del Norte - lengthen the left turn pocket along eastbound Palomar Airport Road to northbound Paseo Del Norte							RAS (TA 4-66)		
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$233		Open to Traffic: Dec 2015								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$233		\$233					\$30		\$203
TOTAL	\$233		\$233					\$30		\$203

MPO ID: CB37		ADOPTION: 14-00								
Project Title:	El Camino Real and College Blvd. Intersection Improvements							RAS (TA 4-66)		
Project Description:	El Camino Real from El Camino Real to College Blvd - widen El Camino Real along the southbound approach to the intersection with College Blvd. to provide three thru lanes and a right turn lane									
Capacity Status: NCI		Exempt Category: Other - Intersection channelization projects								
Est Total Cost: \$515										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$515				\$515			\$71	\$34	\$410
TOTAL	\$515				\$515			\$71	\$34	\$410

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Carlsbad, City of

MPO ID: CB38		ADOPTION: 14-00								
Project Title:	El Camino Real - Cannon Road to Tamarack Avenue							RAS (TA 4-66)		
Project Description:	El Camino Real from Cannon Road to Tamarack - widen along both sides of El Camino Real from Cannon Road to Tamarack Avenue excluding the limits of Project CB04C, to provide a raised median, three travel lanes, bike lane, curb, gutter and walkway along both sides per Prime Arterial Standards and a new traffic signal at Lisa Street									
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$10,000		Open to Traffic: Dec 2015								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$10,000		\$5,000	\$5,000						\$10,000
TOTAL	\$10,000		\$5,000	\$5,000						\$10,000

MPO ID: CB43		ADOPTION: 14-00								
Project Title:	ADA Improvements							TransNet - LSI: Maint		
Project Description:	Roadways in the northwest quadrant of the City of Carlsbad adjacent to public facilities including: Carlsbad Blvd, State Street, Roosevelt Street, Carlsbad Village Drive, Oak Ave., Chestnut Ave, Harding Street - various roadways in the northwest quadrant of the City of Carlsbad, construct Priority Level 1 ADA Improvements per the City of Carlsbad Transition Plan for Public Rights-of-way									
Capacity Status: NCI		Exempt Category: Safety - Safety Improvement Program								
Est Total Cost: \$1,500										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$1,250		\$250	\$250	\$250	\$250	\$250	\$125		\$1,125
TransNet - LSI Carry Over	\$250		\$250					\$25		\$225
TOTAL	\$1,500		\$500	\$250	\$250	\$250	\$250	\$150		\$1,350

MPO ID: CB44		ADOPTION: 14-00								
Project Title:	Traffic Signal - RAMS							TransNet - LSI: CR		
Project Description:	Management System for Arterial roadways throughout the City of Carlsbad and the County - City of Carlsbad annual operations and maintenance cost share for the Regional Arterial Management System, (RAMS)									
Capacity Status: NCI		Exempt Category: Other - Traffic signal synchronization projects								
Est Total Cost: \$23										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$23	\$12	\$12					\$23		
TOTAL	\$23	\$12	\$12					\$23		

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Chula Vista, City of

MPO ID: CHV06		ADOPTION: 14-00								
Project Title: Pavement Rehabilitation Program		TransNet - LSI: Maint								
Project Description: Citywide - Project includes AC overlay, chip seals and slurry seal rehabilitation, pavement repairs as well as implementation of the City's pavement management system and pavement inspection.										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$25,000										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$15,900	\$15,900						\$3,250		\$12,650
TransNet - L (Cash)	\$7,050	\$7,050						\$1,450		\$5,600
TransNet - LSI	\$550			\$100	\$100	\$200	\$150	\$550		
TransNet - LSI Carry Over	\$500		\$450	\$50				\$500		
Local Funds	\$1,000	\$1,000						\$160		\$840
TOTAL	\$25,000	\$23,950	\$450	\$150	\$100	\$200	\$150	\$5,910		\$19,090

MPO ID: CHV08		ADOPTION: 14-00								
Project Title: Willow Street Bridge Project										
Project Description: Willow Street from Bonita Road to Sweetwater Road - replace two lane bridge with four lane bridge										
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$22,177 Open to Traffic: Phase 1: Jan 2015 Phase 2: Dec 2016										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$75	\$75						\$75		
HBP	\$18,742	\$4,773		\$13,968				\$3,166	\$1,608	\$13,968
HBRR	\$500	\$500						\$500		
Local Funds	\$2,641	\$831		\$1,810				\$623	\$208	\$1,810
Local RTCIP	\$219	\$219						\$219		
TOTAL	\$22,177	\$6,398		\$15,778				\$4,583	\$1,816	\$15,778

MPO ID: CHV22		ADOPTION: 14-00								
Project Title: Advance Planning Studies		TransNet - LSI: Maint								
Project Description: Citywide - study GIS-based infrastructure deficiency database for pavement and street improvements; planning rehabilitation programs; prepare Capital Improvement Program related to street improvements										
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$1,763										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$375	\$375						\$375		
TransNet - L (Cash)	\$104	\$104						\$104		
TransNet - LSI	\$549	\$229		\$80	\$80	\$80	\$80	\$549		
TransNet - LSI (Cash)	\$16	\$16						\$16		
TransNet - LSI Carry Over	\$134		\$134					\$134		
Local Funds	\$585	\$585						\$585		
TOTAL	\$1,763	\$1,309	\$134	\$80	\$80	\$80	\$80	\$1,763		

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Chula Vista, City of

MPO ID: CHV30		ADOPTION: 14-00								
Project Title:	I-5 Multi-Modal Corridor Improvement Study							PPNO: 09CA013		
Project Description:	On I-5 between SR 54 and Main Street interchange - conduct a study to examine multi-modal improvements to the I-5 corridor between the Main Street Interchange and State Route 54							EARMARK NO: CA3482, CA677 <i>TransNet</i> - LSI: CR		
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$2,749										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - L	\$50	\$50						\$50		
<i>TransNet</i> - LSI	\$100	\$100						\$100		
<i>TransNet</i> - LSI Carry Over	\$390	\$260	\$131					\$390		
HPP	\$1,987	\$1,987						\$1,987		
TCSP	\$222	\$222						\$222		
TOTAL	\$2,749	\$2,619	\$131					\$2,749		

MPO ID: CHV33		ADOPTION: 14-00								
Project Title:	School Zone Traffic Calming Program							<i>TransNet</i> - LSI: Maint		
Project Description:	Citywide - field identification and installation/ construction of traffic calming devices in public school zones, such as traffic control devices (for example, flashing beacons), signs, striping and minor street improvements									
Capacity Status: NCI		Exempt Category: Safety - Non signalization traffic control and operating								
Est Total Cost: \$1,714										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - L	\$280	\$280						\$280		
<i>TransNet</i> - L (Cash)	\$177	\$177						\$177		
<i>TransNet</i> - LSI	\$465	\$165		\$75	\$75	\$75	\$75	\$465		
<i>TransNet</i> - LSI Carry Over	\$742	\$180	\$562					\$742		
Local Funds	\$50	\$50						\$50		
TOTAL	\$1,714	\$852	\$562	\$75	\$75	\$75	\$75	\$1,714		

MPO ID: CHV34		ADOPTION: 14-00								
Project Title:	Neighborhood Traffic and Pedestrian Safety Program							<i>TransNet</i> - LSI: Maint		
Project Description:	Citywide - provide community outreach and education regarding traffic/ safety hazards; install and construct traffic calming and pedestrian safety measures									
Capacity Status: NCI		Exempt Category: Safety - Non signalization traffic control and operating								
Est Total Cost: \$1,411										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - L	\$280	\$280						\$280		
<i>TransNet</i> - LSI	\$451			\$122	\$129	\$150	\$50	\$451		
<i>TransNet</i> - LSI Carry Over	\$610	\$269	\$341					\$610		
Local Funds	\$70	\$70						\$70		
TOTAL	\$1,411	\$619	\$341	\$122	\$129	\$150	\$50	\$1,411		

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Chula Vista, City of

MPO ID: CHV35		ADOPTION: 14-00								
Project Title:	Traffic Signing, Studies and Signal Upgrade							<i>TransNet</i> - LSI: Maint		
Project Description:	Upgrade of signals located at Fourth Ave. and Beyer Blvd., Fourth Ave. and Main Street, at Third Avenue and Montgomery Street and other locations - annual program to prioritize Traffic Signing and Striping CIP projects including upgrading and maintaining traffic signal and streetlight systems									
Capacity Status: NCI		Exempt Category: Other - Intersection signalization projects								
Est Total Cost: \$3,624										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - L	\$135	\$135						\$135		
<i>TransNet</i> - LSI	\$752	\$152		\$150	\$150	\$150	\$150	\$172		\$580
<i>TransNet</i> - LSI Carry Over	\$2,166	\$1,293	\$873					\$903		\$1,263
Local Funds	\$571	\$571						\$571		
TOTAL	\$3,624	\$2,151	\$873	\$150	\$150	\$150	\$150	\$1,781		\$1,843

MPO ID: CHV39		ADOPTION: 14-00								
Project Title:	Traffic Signal System Optimization							<i>TransNet</i> - LSI: CR		
Project Description:	Palomar Street from I-5 to Orange Ave.; Broadway from Palomar Street to C Street; H Street from I-805 to I-5; Heritage Rd. from Telegraph Canyon Rd. to Palomar St.; Paseo Ranchero from E. J Street to Telegraph Canyon Rd.; Otay Lakes Rd. from Telegraph Canyon Rd. to E. H Street; E. H Street from I-805 to Hidden Vista; E. Orange/ Olympic Pkwy. at I-805; Telegraph Canyon Rd. at I-805; additional locations as included in the Regional Arterial Management System - upgrade traffic signal coordination at locations identified by the City's Traffic Monitoring Program in order to reduce congestion and intersection delays, coordinate regional traffic through the Regional Arterial Management System. <i>TransNet</i> - LSI RAMS of \$16 is programmed in FY 2015									
Capacity Status: NCI		Exempt Category: Other - Traffic signal synchronization projects								
Est Total Cost: \$1,266										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - L	\$150	\$150						\$150		
<i>TransNet</i> - LSI	\$691	\$150	\$91	\$125	\$100	\$125	\$100	\$691		
<i>TransNet</i> - LSI Carry Over	\$425	\$260	\$166					\$425		
TOTAL	\$1,266	\$560	\$257	\$125	\$100	\$125	\$100	\$1,266		

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Chula Vista, City of

MPO ID: CHV40		ADOPTION: 14-00								
Project Title:	Bayshore Bikeway							TransNet - LSI: CR		
Project Description:	Along Bayshore Bikeway from E Street to Main Street - provide funds for preliminary engineering on Segments 7 and 8 of the Chula Vista portion of the Bayshore Bikeway									
Capacity Status:	NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$235										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$50	\$50						\$50		
TransNet - LSI	\$125	\$125						\$125		
TransNet - LSI Carry Over	\$10	\$5	\$5					\$10		
Local Funds	\$50	\$50						\$50		
TOTAL	\$235	\$230	\$5					\$235		

MPO ID: CHV43		ADOPTION: 14-00								
Project Title:	Congestion Relief Study and Implementation							TransNet - LSI: CR		
Project Description:	Citywide - program will allow for identification and implementation of solutions for congestion relief on local streets, such as median installation, new traffic signals, traffic signal upgrades, intersection lighting, traffic signal coordination/ interconnection, video traffic surveillance systems, traffic data collection systems									
Capacity Status:	NCI		Exempt Category: Other - Intersection signalization projects							
Est Total Cost: \$1,242										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$75	\$75						\$25		\$50
TransNet - L (Cash)	\$500	\$500						\$500		
TransNet - LSI	\$300			\$75	\$75	\$75	\$75	\$300		
TransNet - LSI Carry Over	\$317		\$317					\$317		
Local Funds	\$50	\$50						\$15		\$35
TOTAL	\$1,242	\$625	\$317	\$75	\$75	\$75	\$75	\$1,157		\$85

MPO ID: CHV44		ADOPTION: 14-00								
Project Title:	I-805, SR54 and Otay Mesa Transportation System Improvements							TransNet - LSI: CR		
Project Description:	In Chula Vista - preliminary analysis of the I-805/ SR54 interchange and include other on/off ramps on SR54 to I-5, the Bonita Road and Main Street on/ off ramps to I-805 and the impact of traffic in Otay Mesa on La Media Road and other major streets in Chula Vista in order to reduce congestion									
Capacity Status:	NCI		Exempt Category: Other - Engineering studies							
Est Total Cost: \$562										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$100	\$100						\$100		
TransNet - LSI	\$160			\$40	\$40	\$40	\$40	\$160		
TransNet - LSI Carry Over	\$302	\$200	\$102					\$302		
TOTAL	\$562	\$300	\$102	\$40	\$40	\$40	\$40	\$562		

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Chula Vista, City of

MPO ID: CHV45		ADOPTION: 14-00								
Project Title:	Traffic Monitoring Program							TransNet - LSI: Maint		
Project Description:	Citywide - traffic monitoring to comply with the City's traffic threshold standards, as well as the city's annual traffic count program, which provides data for safety commission studies, capital improvements projects, speed surveys and other traffic uses									
Capacity Status:	NCI		Exempt Category: Safety - Non signalization traffic control and operating							
Est Total Cost: \$1,010										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$280			\$70	\$70	\$70	\$70	\$280		
TransNet - LSI Carry Over	\$680	\$243	\$437					\$680		
Local RTCIP	\$50	\$50						\$50		
TOTAL	\$1,010	\$293	\$437	\$70	\$70	\$70	\$70	\$1,010		

MPO ID: CHV48		ADOPTION: 14-00								
Project Title:	Pavement Major Rehabilitation							TransNet - LSI: CR		
Project Description:	Various locations (see list of specific locations);including Brandywine Ave. from Point La Jolla to Mendocino Drive - ongoing program of pavement rehabilitation and reconstruction which includes overlays (one-inch thick and greater) and street reconstruction									
Capacity Status:	NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$33,435										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$17,914		\$2,251	\$3,050	\$3,996	\$4,221	\$4,396	\$3,200		\$14,714
TransNet - LSI Carry Over	\$15,521	\$9,514	\$6,007					\$2,064		\$13,457
TOTAL	\$33,435	\$9,514	\$8,258	\$3,050	\$3,996	\$4,221	\$4,396	\$5,264		\$28,171

MPO ID: CHV50		ADOPTION: 14-00								
Project Title:	Emergency Storm Drain and Bridge Culvert Repair							TransNet - LSI: Maint		
Project Description:	882 Helix Ave., 106 El Capitan Court, 1188 Neptune Court, 1526 Grand Teton Court, Rancho Road near the Poggi Canyon Channel, Del Mar Ave. at Moss Street, Second Ave. and Chula Vista Street, Elsie Way and Penelope Drive, Kimball Terrace and Third Ave., F Street east of Woodlawn Court, and other urgent locations (see attachments) - emergency storm drain repairs due to pipe failure at several locations that need to be repaired before the next storm season; repair of culverts under City bridges to maintain bridge safety; repair pipes at all locations receive street drainage and repairs are needed to maintain safe travel conditions									
Capacity Status:	NCI		Exempt Category: Safety - Safer non-Federal-aid system roads							
Est Total Cost: \$4,385										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$1,777	\$1,777						\$1,307		\$470
TransNet - LSI	\$1,212	\$12		\$300	\$300	\$300	\$300	\$212		\$1,000
TransNet - LSI Carry Over	\$1,396	\$288	\$1,108					\$208		\$1,188
TOTAL	\$4,385	\$2,077	\$1,108	\$300	\$300	\$300	\$300	\$1,727		\$2,658

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Chula Vista, City of

MPO ID: CHV51		ADOPTION: 14-00								
Project Title:	Cross Gutter Replacement							TransNet - LSI: CR		
Project Description:	Near the following intersections: Naples St. and Oleander Ave.; Orange Ave. and Hilltop Drive; Palomar St. and Third Ave., I St. and Hilltop Drive - reconstruct the steep cross gutters at several intersections throughout the City in order to increase vehicle safety and reduce congestion caused by vehicles slowing down; Americans with Disabilities Act (ADA)-compliant pedestrian improvements will also be constructed									
Capacity Status:	NCI		Exempt Category: Safety - Safer non-Federal-aid system roads							
Est Total Cost: \$480										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI Carry Over	\$480	\$54	\$426					\$154		\$326
TOTAL	\$480	\$54	\$426					\$154		\$326

MPO ID: CHV54		ADOPTION: 14-00								
Project Title:	South Broadway Improvements South of Main Street							TransNet - LSI: CR		
Project Description:	Broadway from Main Street to Southern City Limits - overlay and reconstruction of the pavement on Broadway, construction of curb, gutter and sidewalk and installation of bike lanes									
Capacity Status:	NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$3,200										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$2,150		\$1,600	\$550				\$100		\$2,050
TransNet - LSI Carry Over	\$1,050	\$192	\$858					\$450		\$600
TOTAL	\$3,200	\$192	\$2,458	\$550				\$550		\$2,650

MPO ID: CHV58		ADOPTION: 14-00								
Project Title:	New Sidewalk Construction							TransNet - LSI: CR		
Project Description:	C Street from Fifth Ave. to 350 feet west of Fourth Ave.; Moss Street from Broadway to Fourth Ave.; Oxford Street from Broadway to Fifth Ave., Palomar Street from Broadway to Fourth Ave.; East H Street from Hidden Vista Drive to Terra Nova Drive; near intersection of F Street and Hilltop Drive; Alpine Ave. from Emerson St. to Oxford St. - design and construction for certain projects of sidewalk and other pedestrian improvements in areas without existing sidewalk									
Capacity Status:	NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$3,019										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$2,326	\$70	\$980	\$500		\$250	\$526	\$500		\$1,826
TransNet - LSI Carry Over	\$693	\$300	\$393					\$100		\$593
TOTAL	\$3,019	\$370	\$1,373	\$500		\$250	\$526	\$600		\$2,419

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Chula Vista, City of

MPO ID: CHV59		ADOPTION: 14-00								
Project Title:	Naples Street New Sidewalk Construction							TransNet - LSI: CR		
Project Description:	South side of Naples Street between Broadway and Fifth Ave. and areas with missing infrastructure on Naples Street between Fifth Ave. and Third Ave. - design phase of future construction of missing curb, gutter, sidewalk and other pedestrian infrastructure on Naples Street									
Capacity Status:	NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$933										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$87	\$87						\$87		
TransNet - LSI	\$667	\$52	\$365	\$250				\$102		\$565
TransNet - LSI (Cash)	\$3	\$3						\$3		
TransNet - LSI Carry Over	\$176	\$83	\$92					\$176		
TOTAL	\$933	\$225	\$457	\$250				\$368		\$565

MPO ID: CHV60		ADOPTION: 14-00								
Project Title:	Traffic Signal Upgrades							TransNet - LSI: CR		
Project Description:	Fourth Ave. and Moss Street; Third Ave. and J Street; Third Ave. and Moss Street; Third Ave. and Naples St.; Industrial Blvd. and Anita, Moss and Naples Streets - traffic signals will be upgraded and modified in order to reduce the frequency of collisions									
Capacity Status:	NCI		Exempt Category: Other - Intersection signalization projects							
Est Total Cost: \$2,837										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$1,595	\$95		\$250	\$500	\$250	\$500	\$384		\$1,211
TransNet - LSI Carry Over	\$1,067	\$445	\$622					\$387		\$680
Local Funds	\$175	\$175						\$175		
TOTAL	\$2,837	\$715	\$622	\$250	\$500	\$250	\$500	\$946		\$1,891

MPO ID: CHV61		ADOPTION: 14-00								
Project Title:	Bonita Road/ Allen School Road Drainage Structure							TransNet - LSI: Maint		
Project Description:	Bonita Road to Allen School Road - repair sections of the top and side of the existing reinforced concrete box culvert, which carries flow from Bonita Road, in order to eliminate the potential for failure and damage to Bonita Road and eliminate a potential hazard to the public									
Capacity Status:	NCI		Exempt Category: Safety - Safer non-Federal-aid system roads							
Est Total Cost: \$150										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$1	\$1						\$1		
TransNet - LSI Carry Over	\$149	\$10	\$139					\$39		\$110
TOTAL	\$150	\$11	\$139					\$40		\$110

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Chula Vista, City of

MPO ID: CHV65		ADOPTION: 14-00								
Project Title:	Street Drainage Inlet Repair/Replacement							TransNet - LSI: Maint		
Project Description:	Citywide - repair or replace curb inlets and catch basins in public streets with broken grates and other damage in order to adequately carry street drainage and maintain safe driving conditions									
Capacity Status:	NCI		Exempt Category: Safety - Safety Improvement Program							
Est Total Cost: \$60										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI Carry Over	\$60	\$9	\$51							\$60
TOTAL	\$60	\$9	\$51							\$60

MPO ID: CHV66		ADOPTION: 14-00								
Project Title:	Claire Ave./I Street Drainage Improvements							TransNet - LSI: Maint		
Project Description:	Along and in the vicinity of I Street and Claire Avenue; carries drainage from various public streets, including Claire Ave., Robert Ave., Arthur Ave. and Dennis Ave. - this 60-year old corrugated metal pipe drainage system has partially failed and needs to be repaired/relined in order to maintain safe driving conditions on local streets									
Capacity Status:	NCI		Exempt Category: Safety - Safety Improvement Program							
Est Total Cost: \$350										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$250	\$250						\$75		\$175
TransNet - LSI Carry Over	\$100		\$100							\$100
TOTAL	\$350	\$250	\$100					\$75		\$275

MPO ID: CHV67		ADOPTION: 14-00								
Project Title:	Roadway Improvements at Olympic Parkway and Brandywine Ave.; Palomar Street and Walnut Ave.							TransNet - LSI: CR		
Project Description:	Olympic Parkway from Brandywine Ave. to 450 feet east; intersection of Palomar Street and Walnut Ave. - roadway improvements including increasing the length of westbound Olympic Pkwy. left turn pocket to southbound Brandywine Ave.; constructing a raised median at the intersection of Palomar Street and Walnut Ave. in order to prohibit north-to-west and south-to-east left turns; also includes traffic signal modifications, signal timing changes and signing and striping changes									
Capacity Status:	NCI		Exempt Category: All Projects - Interchange reconfiguration projects							
Est Total Cost: \$350										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI Carry Over	\$350	\$100	\$250					\$100		\$250
TOTAL	\$350	\$100	\$250					\$100		\$250

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Chula Vista, City of

MPO ID: CHV69							ADOPTION: 14-00			
Project Title: Heritage Road Bridge										
Project Description: Heritage Road from Main Street/ Nirvana Ave. to Entertainment Circle - widen and lengthen bridge over Otay River from four lane to six lane bridge that accommodates shoulders, sidewalk and median; project is on Heritage Road from the intersection of Main Street and Nirvana Ave. to Entertainment Circle										
Capacity Status: CI Exempt Category: Non-Exempt										
Est Total Cost: \$25,200							Open to Traffic: Jul 2018			
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
HBP	\$22,309		\$708		\$354	\$21,247		\$708	\$354	\$21,247
Local Funds	\$2,891		\$92		\$46	\$2,753		\$92	\$46	\$2,753
TOTAL	\$25,200		\$800		\$400	\$24,000		\$800	\$400	\$24,000

MPO ID: CHV70							ADOPTION: 14-00			
Project Title: Bikeway Design and Construction							<i>TransNet</i> - LSI: CR			
Project Description: East Orange Ave. from Melrose Ave. to Loma Lane - construction of bicycle lanes on East Orange Avenue from Melrose Ave to Loma Lane - local match for BTA award										
Capacity Status: NCI Exempt Category: Air Quality - Bicycle and pedestrian facilities										
Est Total Cost: \$50										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$50		\$50					\$50		
TOTAL	\$50		\$50					\$50		

MPO ID: CHV75							ADOPTION: 14-00			
Project Title: ADA Curb Ramps							<i>TransNet</i> - LSI: Maint			
Project Description: Citywide - provide American with Disabilities Act-compliant ramps at locations with sidewalks but missing ramps in accordance with the City's priority list										
Capacity Status: NCI Exempt Category: Air Quality - Bicycle and pedestrian facilities										
Est Total Cost: \$814										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - LSI	\$749		\$235		\$300	\$214		\$115		\$634
<i>TransNet</i> - LSI Carry Over	\$65		\$65					\$65		
TOTAL	\$814		\$300		\$300	\$214		\$180		\$634

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Coronado, City of

MPO ID: COR04		ADOPTION: 14-00								
Project Title: Street and Road Preventive Maintenance; Minor Drainage Repair		TransNet - LSI: Maint								
Project Description: Orange Ave (1st to 3rd St), Second St. (Orange Ave to Alameda Ave), Fifth St., Tenth St (Orange to Alameda), I, J, K Avenues, Olive Ave, Avenida del Sol and Avenida Lunar - preventive maintenance such as slurry seal, crack sealing, and minor drainage repair										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$5,270										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$1,581	\$1,581						\$138		\$1,443
TransNet - LSI	\$206	\$206						\$36		\$170
TransNet - LSI Carry Over	\$39	\$39								\$39
Local Funds	\$3,444	\$1,436	\$340	\$357	\$484	\$418	\$409	\$181		\$3,263
TOTAL	\$5,270	\$3,262	\$340	\$357	\$484	\$418	\$409	\$355		\$4,915

MPO ID: COR07		ADOPTION: 14-00								
Project Title: Street and Road Major Rehabilitation; Major Drainage; Traffic Operations		TransNet - LSI: CR								
Project Description: 3rd Street (Between Pomona and Glorietta) - Rehabilitation of roadways including removal and replacement of severely damaged areas, grinding and overlays of 1 1/2"										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$11,770										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$1,665	\$1,665						\$165		\$1,500
TransNet - LSI	\$4,885	\$1,878	\$558	\$578	\$599	\$621	\$650	\$1,099		\$3,786
TransNet - LSI Carry Over	\$1,779	\$1,778						\$54		\$1,725
Local Funds	\$3,441	\$2,191	\$250	\$250	\$250	\$250	\$250	\$63		\$3,378
TOTAL	\$11,770	\$7,512	\$808	\$828	\$849	\$871	\$900	\$1,381		\$10,389

MPO ID: COR14		ADOPTION: 14-00								
Project Title: Third Street, Fourth Street and I Avenue Drainage Improvements										
Project Description: From D Avenue to I Avenue - this project will install catch basins along Third and Fourth Street to capture storm water which collects and spreads into travel lanes even during mild storms; it will improve safety and traffic circulation during storm events on SR 75 by capturing and diverting into new storm drain located in I Avenue										
Capacity Status: NCI		Exempt Category: Safety - Hazard elimination program								
Est Total Cost: \$1,350										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Loc Funds - Toll Funds	\$900	\$400	\$500							\$900
Local Funds	\$450	\$450						\$95		\$355
TOTAL	\$1,350	\$850	\$500					\$95		\$1,255

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Coronado, City of

MPO ID: COR18							ADOPTION: 14-00			
Project Title: First Street Access Roads										
Project Description: First Street from E Avenue to G Avenue - install standard entrances to the First Street frontage road at G and E avenues, landscape the median between the frontage road and First Street, and install sidewalk adjacent to First Street along the frontage road										
Capacity Status: NCI Exempt Category: Safety - Shoulder Improvements										
Est Total Cost: \$175										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$175		\$175					\$35		\$140
TOTAL	\$175		\$175					\$35		\$140

MPO ID: COR19							ADOPTION: 14-00			
Project Title: Toll Plaza Improvements										
Project Description: From SR 75 to Glorietta Blvd. - landscape and hardscape improvements and traffic metering at the Toll Plaza										
Capacity Status: NCI Exempt Category: Other - Plantings, landscaping, etc										
Est Total Cost: \$839										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Loc Funds - Toll Funds	\$839		\$839					\$75		\$764
TOTAL	\$839		\$839					\$75		\$764

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Del Mar, City of

MPO ID: DM01		ADOPTION: 14-00								
Project Title: Annual Street Maintenance		TransNet - LSI: Maint								
Project Description: Citywide - resurface and/or rehabilitate roadways										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$1,814										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$831	\$831								\$831
TransNet - LSI	\$393	\$321	\$1	\$8	\$13	\$21	\$29			\$393
Local Funds	\$590	\$590								\$590
TOTAL	\$1,814	\$1,742	\$1	\$8	\$13	\$21	\$29			\$1,814

MPO ID: DM02		ADOPTION: 14-00								
Project Title: Local Match to Bridge Retrofit Projects		TransNet - LSI: CR								
Project Description: At N. Torrey Pines Bridge, Camino del Mar Bridge over San Dieguito River, Jimmy Durante Blvd Bridge, Via de la Valle Bridge, Camino del Mar Overpass. - Local match to federal Highway Bridge Program providing for seismic retrofit (part of CAL44); project will undertake full replacement of bridge upper deck, full depth pavement repair, and seismic upgrades										
Capacity Status: NCI		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
Est Total Cost: \$209										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$209	\$208					\$1			\$209
TOTAL	\$209	\$208					\$1			\$209

MPO ID: DM06		ADOPTION: 14-00								
Project Title: Sidewalk, Street, and Drainage Improvements		TransNet - LSI: CR								
Project Description: Multiple locations along Camino del Mar, Jimmy Durante Boulevard, and Via de la Valle - pedestrian, bicycle, roadway, and drainage improvements along Camino del Mar, Jimmy durante Boulevard, and Via de la Valle										
Capacity Status: NCI		Exempt Category: Safety - Safety Improvement Program								
Est Total Cost: \$2,130										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - CP	\$1,200	\$700	\$500					\$25		\$1,175
TransNet - LSI	\$930		\$181	\$179	\$152	\$209	\$209			\$930
TOTAL	\$2,130	\$700	\$681	\$179	\$152	\$209	\$209	\$25		\$2,105

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

El Cajon, City of

MPO ID: EL03			ADOPTION: 14-00							
Project Title:	Overlay/Reconstruction Projects							TransNet - LSI: CR		
Project Description:	Andover Road from Ballard Street to South Second Street. Camden Avenue from Avocado Avenue to Filbert Street. Claydelle Avenue from Washington Avenue to Lexington Avenue. Coogan Way from Pioneer Way to Magnolia Avenue. Cypress Lane from Pioneer Way to City Limits. Lemon Avenue from Chase Avenue to Kimberly Woods Drive. Lincoln Avenue from Washington Avenue to Lexington Avenue. Orange Avenue from West Main Street to Lexington Avenue. Orlando Street from Madison Avenue to East Main Street. Redwood Avenue from First Street to South Second Street. Roanoke Road from Park Avenue to East Main Street. Safari Drive from East Main Street to north end. Shady Lane from south end to East Main Street. Sunshine Avenue from West Main Street to Lexington Avenue. Taft Avenue from Washington Avenue to Lexington Avenue. Van Houten Avenue from West Main Street to Lexington Avenue. Vernon Way from Magnolia Avenue to City Limits. Washington Heights from Washington Avenue to City Limits. - street reconstruction and overlays of 2" - 3" thick, including collectors, thoroughfares & residential streets									
Capacity Status: NCI			Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$23,355										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$6,747	\$6,747								\$6,747
TransNet - L (Cash)	\$2,541	\$2,541								\$2,541
TransNet - LSI	\$8,253	\$3,050	\$100	\$1,130	\$1,313	\$1,380	\$1,280			\$8,253
TransNet - LSI (Cash)	\$397	\$397								\$397
TransNet - LSI Carry Over	\$5,417	\$3,870	\$1,270	\$210	\$67					\$5,417
TOTAL	\$23,355	\$16,605	\$1,370	\$1,340	\$1,380	\$1,380	\$1,280			\$23,355

MPO ID: EL06			ADOPTION: 14-00							
Project Title:	Traffic Signals Projects							TransNet - LSI: CR		
Project Description:	Replacement of interconnect cable on North Second Street and Jamacha Road; modification of existing traffic signal to improve traffic flow and safety at North Second Street and Greenfield Drive; replacement of battery back-up system batteries at various locations; ongoing system maintenance for the RAMS traffic signal management system - new, upgrade or modification of traffic signals and Traffic Management Center, including rewire, modifications, replacement of signal interconnect cable, wireless video monitoring cameras and other necessary equipment; funds for ongoing RAMS maintenance support costs. TransNet - LSI RAMS of \$10 is programmed in FY 2015									
Capacity Status: NCI			Exempt Category: Other - Traffic signal synchronization projects							
Est Total Cost: \$2,174										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$580	\$580								\$580
TransNet - L (Cash)	\$380	\$380								\$380
TransNet - LSI	\$1,086	\$572	\$140	\$75	\$100	\$100	\$100	\$19		\$1,067
TransNet - LSI (Cash)	\$8	\$8								\$8
TransNet - LSI Carry Over	\$120	\$20	\$100							\$120
TOTAL	\$2,174	\$1,560	\$240	\$75	\$100	\$100	\$100	\$19		\$2,155

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

El Cajon, City of

MPO ID: EL11		ADOPTION: 14-00								
Project Title: Sidewalk and other Repairs		TransNet - LSI: Maint								
Project Description: Various locations; Please see uploaded project list - repair broken sidewalk, driveway, ramps, etc.										
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$1,801										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$450	\$450						\$150		\$300
TransNet - L (Cash)	\$250	\$250								\$250
TransNet - LSI	\$975	\$375		\$150	\$150	\$150	\$150			\$975
TransNet - LSI (Cash)	\$1	\$1								\$1
TransNet - LSI Carry Over	\$125	\$125								\$125
TOTAL	\$1,801	\$1,201		\$150	\$150	\$150	\$150	\$150		\$1,651

MPO ID: EL18		ADOPTION: 14-00								
Project Title: Street Light Installation Projects		TransNet - LSI: CR								
Project Description: Johnson Ave from Madison Ave to Magnolia Ave - provide for new street lights which include removing wooden pole mounted lights for underground utility district projects										
Capacity Status: NCI		Exempt Category: Safety - Lighting improvements								
Est Total Cost: \$287										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$37	\$37								\$37
TransNet - LSI	\$250	\$150		\$25	\$25	\$25	\$25			\$250
TOTAL	\$287	\$187		\$25	\$25	\$25	\$25			\$287

MPO ID: EL21		ADOPTION: 14-00								
Project Title: Street Resurfacing with slurry seals and ARAM products		TransNet - LSI: Maint								
Project Description: Various locations throughout the City of El Cajon - street resurfacing with slurry seals and asphalt rubber aggregate membrane (ARAM) - less than 1" thick										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$3,898										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$2,379	\$1,109		\$300	\$300	\$320	\$350			\$2,379
TransNet - LSI (Cash)	\$5	\$5								\$5
TransNet - LSI Carry Over	\$1,514	\$1,104	\$410							\$1,514
TOTAL	\$3,898	\$2,218	\$410	\$300	\$300	\$320	\$350			\$3,898

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

El Cajon, City of

MPO ID: EL25		ADOPTION: 14-00								
Project Title: Slope Repair–Fletcher Parkway and Murray Drive		TransNet - LSI: Maint								
Project Description: Fletcher Parkway from Hacienda Drive to Loma Portal. - perform Geotechnical investigations, project design and permanent repairs to slope failures adjacent to the roadway; significant damage occurred during December 2010 heavy rains										
Capacity Status: NCI		Exempt Category: Other - Damage repair caused by unusual disasters								
Est Total Cost: \$1,232										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$625			\$400	\$225					\$625
TransNet - LSI Carry Over	\$607	\$360	\$47		\$200			\$90		\$517
TOTAL	\$1,232	\$360	\$47	\$400	\$425			\$90		\$1,142

MPO ID: EL26		ADOPTION: 14-00								
Project Title: Marshall Avenue Widening		RAS (TA 4-67)								
Project Description: Marshall Avenue from Vernon Way to Bradley Avenue - in El Cajon, on Marshall Avenue between Vernon Way and Bradley Avenue; widen street to accommodate bike lanes and sidewalks		TransNet - LSI: CR								
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$550										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$550					\$35	\$515	\$35		\$515
TOTAL	\$550					\$35	\$515	\$35		\$515

MPO ID: EL27		ADOPTION: 14-00								
Project Title: Greenfield Drive Widening		RAS (TA 4-67)								
Project Description: Greenfield Drive from Gorsline Drive to Haden Lane - in El Cajon, on Greenfield Drive between Gorsline Drive and Haden Lane; widen roadway to accomodate a bike route and new sidewalks		TransNet - LSI: CR								
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$2,511										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$1,970	\$270	\$1,700							\$1,970
TransNet - LSI Carry Over	\$541	\$541						\$40		\$501
TOTAL	\$2,511	\$811	\$1,700					\$40		\$2,471

MPO ID: EL29		ADOPTION: 14-00								
Project Title: Traffic Safety/Calming		TransNet - LSI: CR								
Project Description: Pine Drive, Windmill View Drive, Taft Avenue, Sunshine Ave, Renette Avenue, - in El Cajon at various locations; install traffic safety and calming improvements such as street striping, stop signs, speed cushions, and radar speed feedback signs										
Capacity Status: NCI		Exempt Category: Safety - Safer non-Federal-aid system roads								
Est Total Cost: \$220										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$220	\$20	\$40	\$40	\$40	\$40	\$40			\$220
TOTAL	\$220	\$20	\$40	\$40	\$40	\$40	\$40			\$220

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

El Cajon, City of

MPO ID: EL30		ADOPTION: 14-00								
Project Title:	Intersection Improvements at North Second St./Madison Ave.							RAS (TA 4-67)		
Project Description:	North Second Street from Madison Ave to Shady Ln - in El Cajon, at the signalized intersection of North Second St./Madison Ave.; traffic signal modification to remove east-west split-phase operation; minor street improvements							TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Other - Intersection signalization projects								
Est Total Cost: \$577										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$382	\$282	\$100							\$382
TransNet - LSI Carry Over	\$195		\$195							\$195
TOTAL	\$577	\$282	\$295							\$577

MPO ID: EL32		ADOPTION: 14-00								
Project Title:	City of El Cajon Pavement Management System							TransNet - LSI: Maint		
Project Description:	Various streets in the City - engineering Study-preparation of an updated Pavement Management System study to determine the condition of City streets and help prioritize street projects									
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$150										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$150		\$75	\$75				\$150		
TOTAL	\$150		\$75	\$75				\$150		

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Encinitas, City of

MPO ID: ENC14A		ADOPTION: 14-00								
Project Title: Street Overlay Program		TransNet - LSI: CR								
Project Description: Various locations throughout the City, - in Encinitas, at various locations throughout the City, asphalt grinding, 6" dig outs, and 1-1/2" polymer modified asphalt overlay										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$19,989										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$600	\$600								\$600
TransNet - L (Cash)	\$240	\$240								\$240
TransNet - LSI	\$8,691	\$2,245	\$1,055	\$1,248	\$1,310	\$1,374	\$1,459			\$8,691
TransNet - LSI (Cash)	\$253	\$253								\$253
TransNet - LSI Carry Over	\$589		\$520	\$69						\$589
Local Funds	\$9,616	\$5,866	\$750	\$750	\$750	\$750	\$750			\$9,616
TOTAL	\$19,989	\$9,204	\$2,325	\$2,067	\$2,060	\$2,124	\$2,209			\$19,989

MPO ID: ENC17		ADOPTION: 14-00								
Project Title: Safe Routes to School Sidewalk Program		TransNet - LSI: Maint								
Project Description: Santa Fe from I-5 to MacKinnon, Encinitas Blvd from Balour westerly 600', Santa Fe Drive from Bonita easterly 350', west side of MacKinnon between Birmingham and Warwick, west side of Birmingham between I-5 and Villa Cardiff, east side of Vulcan Avenue, portions of Balour Drive in the vicinity of Oakcrest Middle School, Gardendale Road, Highway 101 at K Street, and portions of San Elijo Avenue - in Encinitas, at various locations throughout the City, installation of pathways to include curb, gutter, drainage improvements and landscaping										
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$5,556										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$900	\$900								\$900
TransNet - L (Cash)	\$466	\$466								\$466
TransNet - LSI	\$1,874	\$624	\$250	\$250	\$250	\$250	\$250	\$250		\$1,624
TransNet - LSI Carry Over	\$1,104	\$418	\$686							\$1,104
Local Funds	\$1,212	\$1,212								\$1,212
TOTAL	\$5,556	\$3,620	\$936	\$250	\$250	\$250	\$250	\$250	\$250	\$5,306

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Encinitas, City of

MPO ID: ENC19		ADOPTION: 14-00								
Project Title:	Traffic Safety/Calming							TransNet - LSI: CR		
Project Description:	Willowspring Dr, Cerro St, between El Camino Real and Encinitas Blvd; Via Cantebria between Garden View Road and Town Center; Mackinnon Ave between Birmingham Drive and the I-5 overpass; Gardendale Road between Mountain Vista Drive and Glen Arbor Drive; Urania Ave, between Leucadia Blvd and Normandy Rd - in Encinitas, at various locations throughout the City, install horizontal and vertical traffic safety and calming improvements such as speed cushions, chicanes, narrowing roadway, landscaped pop-outs and stop signs; develop Traffic Calming Plan for local neighborhoods									
Capacity Status: NCI		Exempt Category: Safety - Safer non-Federal-aid system roads								
Est Total Cost: \$1,775										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$450	\$450								\$450
TransNet - L (Cash)	\$87	\$87								\$87
TransNet - LSI	\$908	\$658	\$50	\$50	\$50	\$50	\$50			\$908
TransNet - LSI Carry Over	\$150	\$150						\$20		\$130
Local Funds	\$180	\$180								\$180
TOTAL	\$1,775	\$1,525	\$50	\$50	\$50	\$50	\$50	\$20		\$1,755

MPO ID: ENC20		ADOPTION: 14-00								
Project Title:	North Coast Highway 101 Beautification							RAS (TA 4-67)		
Project Description:	N. Coast Hwy. 101 from A Street to La Costa Avenue - design/construct comprehensive streetscape improvements: new curb, gutter, sidewalk and landscaping; the preferred design may include pedestrian and bicycle improvements, lane reconfiguration, and five traffic circles to facilitate and ease traffic congestion and more efficiently move vehicular traffic							TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$6,709										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$500	\$500						\$500		
TransNet - L (Cash)	\$100	\$100						\$100		
TransNet - LSI	\$880	\$880						\$880		
TransNet - LSI Carry Over	\$4,461	\$320	\$270	\$250	\$3,621			\$840		\$3,621
Local RTCIP	\$768		\$768							\$768
TOTAL	\$6,709	\$1,800	\$1,038	\$250	\$3,621			\$2,320		\$4,389

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Encinitas, City of

MPO ID: ENC28		ADOPTION: 14-00									
Project Title:	Traffic Signal Modifications								TransNet - LSI: CR		
Project Description:	Encinitas Boulevard and El Camino Real; Leucadia Boulevard and El Camino Real; Chesterfield and Highway 101; El Camino Real and Via Molena; Encinitas Boulevard and Delphinium; La Costa and Highway 101; and other circulation element roads within the City - in Encinitas, at various locations throughout the City, install radio communication to traffic signals, hard wiring system to traffic signals, audible pedestrian signal; install optic fiber for review cameras; replace battery backup units; install pedestrian countdown times; upgrade BiTrans Chip in signal controllers at various traffic signals; traffic signal infrastructure replacement; RAMS support. <i>TransNet</i> - LSI RAMS of \$7 is programmed through FY 2019										
Capacity Status: NCI		Exempt Category: Other - Traffic signal synchronization projects									
Est Total Cost: \$1,127											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - L	\$100	\$100								\$100	
TransNet - L (Cash)	\$382	\$382								\$382	
TransNet - LSI	\$495	\$207	\$57	\$57	\$57	\$57	\$57	\$52		\$443	
TransNet - LSI Carry Over	\$150	\$150								\$150	
TOTAL	\$1,127	\$839	\$57	\$57	\$57	\$57	\$57	\$52		\$1,075	

MPO ID: ENC31		ADOPTION: 14-00									
Project Title:	I-5/Encinitas Blvd. Interchange Modification								RTP PG NO: A-31		
Project Description:	At I-5/Encinitas Blvd. Interchange - modify interchange to improve safety and alleviate congestion (design only)								RAS (TA 4-67)		
Capacity Status: NCI		Exempt Category: Other - Engineering studies									
Est Total Cost: \$1,695											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
IM	\$285	\$285						\$285			
Local Funds	\$1,410	\$1,370	\$40					\$1,410			
TOTAL	\$1,695	\$1,655	\$40					\$1,695			

MPO ID: ENC45		ADOPTION: 14-00									
Project Title:	Roadway Drainage Improvements								RAS (TA 4-67)		
Project Description:	El Camino Real from Leucadia Blvd to 600' North of Leucadia Blvd - In Encinitas at the intersection of El Camino Real and Leucadia Boulevard, construct drainage improvements.								TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Other - Intersection channelization projects									
Est Total Cost: \$1,175											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - LSI Carry Over	\$75		\$75					\$75			
Local Funds	\$1,100	\$500	\$600					\$500		\$600	
TOTAL	\$1,175	\$500	\$675					\$575		\$600	

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Escondido, City of

MPO ID: ESC02		ADOPTION: 14-00								
Project Title: Bear Valley/East Valley/Valley Center		RAS (TA 7-44)								
Project Description: Bear Valley/East Valley from Citrus Avenue to Beven Drive - realignment and widening from 2 to 4 lanes.		TransNet - LSI: CR								
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$12,132		Open to Traffic: Jul 2010								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$111	\$111								\$111
TransNet - LSI (Cash)	\$1,144	\$1,129	\$15						\$1,129	\$15
TransNet - LSI Carry Over	\$1,877	\$1,600	\$277							\$1,877
RSTP	\$7,969	\$7,969						\$1,771	\$6,198	
Local Funds	\$1,031	\$1,031						\$229	\$802	
TOTAL	\$12,132	\$11,840	\$292					\$2,000	\$8,129	\$2,003

MPO ID: ESC02A		ADOPTION: 14-00								
Project Title: East Valley/Valley Center		EA NO: 260								
Project Description: East Valley Pkwy to Valley Center Dr, New Eureka Ranch St to E. Valley Pkwy - widen roadway from 4 to 6 lanes with raised medians and left turn pockets; modify signal at Lake Wohlford and Valley Center Road; widen bridge over Escondido Creek		EARMARK NO: CA332/260 RAS (TA 4-67) TransNet - LSI: CR								
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$10,978		Open to Traffic: Dec 2017								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI (Cash)	\$346	\$346								\$346
TransNet - LSI Carry Over	\$3,570		\$3,570						\$400	\$3,170
HPP	\$1,600	\$1,600							\$1,600	
Local Funds	\$5,099	\$1,973	\$373	\$1,797	\$956			\$500		\$4,599
Local RTCIP	\$363		\$363							\$363
TOTAL	\$10,978	\$3,919	\$4,306	\$1,797	\$956			\$500	\$2,000	\$8,478

MPO ID: ESC04		ADOPTION: 14-00								
Project Title: Citracado Parkway II		RAS (TA 4-67)								
Project Description: Citracado Parkway from West Valley to Harmony Grove - widen from 2 to 4 lanes with raised medians, construct bridge over Escondido Creek		TransNet - LSI: CR								
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$22,408		Open to Traffic: Dec 2019								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$581	\$581							\$581	
TransNet - LSI	\$376			\$12	\$91	\$90	\$183			\$376
TransNet - LSI (Cash)	\$988	\$988								\$988
TransNet - LSI Carry Over	\$1,700		\$1,700							\$1,700
HUD	\$908	\$908						\$908		
Local Funds	\$17,855	\$16,025				\$929	\$902	\$839	\$1,000	\$16,016
TOTAL	\$22,408	\$18,502	\$1,700	\$12	\$91	\$1,019	\$1,085	\$1,747	\$1,581	\$19,080

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Escondido, City of

MPO ID: ESC06		ADOPTION: 14-00								
Project Title:	El Norte Parkway Bridge at Escondido Creek							RAS (TA 4-68)		
Project Description:	El Norte Parkway from Kaile Lane to Key Lime Way - construct missing two lane bridge at Escondido Creek							TransNet - LSI: CR		
Capacity Status:	CI	Exempt Category: Non-Exempt								
Est Total Cost: \$3,952		Open to Traffic: Jun 2015								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$2,000	\$2,000						\$50		\$1,950
TransNet - L (Cash)	\$167	\$167								\$167
TransNet - LSI (Cash)	\$808	\$808								\$808
TransNet - LSI Carry Over	\$571		\$571							\$571
Local Funds	\$406	\$406								\$406
TOTAL	\$3,952	\$3,381	\$571					\$50		\$3,902

MPO ID: ESC11		ADOPTION: 14-00								
Project Title:	Street Rehabilitation & Resurface							TransNet - LSI: Maint		
Project Description:	Citywide - Refer to City Maintenance Zone Map - reconstruction, resurfacing, chip sealing, crack filling and sidewalk repair									
Capacity Status:	NCI	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$23,001										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$1,904	\$1,904								\$1,904
TransNet - L (Cash)	\$961	\$961								\$961
TransNet - LSI	\$1,996	\$1,894	\$102							\$1,996
TransNet - LSI (Cash)	\$39		\$39							\$39
TransNet - LSI Carry Over	\$3,593	\$2,179	\$1,415							\$3,593
Local Funds	\$14,508	\$14,508						\$300		\$14,208
TOTAL	\$23,001	\$21,446	\$1,556					\$300		\$22,701

MPO ID: ESC24		ADOPTION: 14-00								
Project Title:	Centre City Parkway							RAS (TA 7-44)		
Project Description:	Centre City Parkway from W. Mission Ave. to SR 78 - Widen from 4 lanes to 6 lanes with intersection improvements at W. Mission Avenue							TransNet - LSI: CR		
Capacity Status:	CI	Exempt Category: Non-Exempt								
Est Total Cost: \$2,209		Open to Traffic: Jun 2016								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$974	\$974								\$974
TransNet - L (Cash)	\$663	\$663								\$663
TransNet - LSI Carry Over	\$300		\$300							\$300
Local Funds	\$272	\$272						\$272		
TOTAL	\$2,209	\$1,909	\$300					\$272		\$1,937

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Escondido, City of

MPO ID: ESC35		ADOPTION: 14-00								
Project Title:	Bear Valley Parkway North Contribution							RAS (TA 4-73)		
Project Description:	Bear Valley Parkway from San Pasqual Valley Road to Boyle Avenue - Bear Valley Parkway from San Pasqual Valley Road to Boyle Avenue contribution - (CNTY39)							TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Other - Non construction related activities								
Est Total Cost: \$650										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI Carry Over	\$200		\$200					\$100		\$100
Local Funds	\$450		\$450							\$450
TOTAL	\$650		\$650					\$100		\$550

MPO ID: ESC36		ADOPTION: 14-00								
Project Title:	Valley Boulevard Relocation							TransNet - LSI: CR		
Project Description:	S. Valley Boulevard from Grand Ave to East Valley Boulevard - realign the east-bound, one-way couplet currently on Valley Boulevard to Ivy Street and Grand Avenue; includes new pavement, curbs and gutters, sidewalks, street lights, traffic signals, storm drains, and relocating water lines as needed to accommodate the future vacation of Valley Boulevard; this project will facilitate the Palomar Pomerado Hospital project									
Capacity Status: NCI		Exempt Category: All Projects - Interchange reconfiguration projects								
Est Total Cost: \$1,668										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI Carry Over	\$1,668			\$1,668				\$250		\$1,418
TOTAL	\$1,668			\$1,668				\$250		\$1,418

MPO ID: ESC37		ADOPTION: 14-00								
Project Title:	Pavement Maintenance							TransNet - LSI: Maint		
Project Description:	This project includes maintenance of various streets primarily in the maintenance zone of focus, and those classified as Collector and above throughout the City; the City's maintenance zones can be identified in the uploaded Maintenance Zone Map; FY15 - Maintenance Zone EN, FY16 - Maintenance Zone NE, FY17 - Maintenance Zone NW - this is an annual project that includes maintenance (crackseal, chipseal, slurry, sidewalk repairs) of various street elements city-wide									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$14,590										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$5,429		\$1,002	\$1,041	\$1,082	\$1,124	\$1,180			\$5,429
TransNet - LSI Carry Over	\$978		\$978							\$978
Local Funds	\$8,183	\$2,200	\$1,463	\$1,242	\$1,186	\$1,093	\$999			\$8,183
TOTAL	\$14,590	\$2,200	\$3,443	\$2,283	\$2,268	\$2,217	\$2,179			\$14,590

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Escondido, City of

MPO ID: ESC38		ADOPTION: 14-00								
Project Title:	Pavement Rehabilitation/Reconstruction	<i>TransNet - LSI: CR</i>								
Project Description:	Includes rehabilitation of various streets primarily in the maintenance zone of focus, and those classified as Collector and above throughout the City; the City's maintenance zones can be identified in the uploaded Maintenance Zone Map, FY15 - Maintenance Zone EN, FY16 - Maintenance Zone NE, FY17 - Maintenance Zone NW - rehabilitate existing pavement greater than 1" in depth within the city's 8 maintenance zones									
Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation										
Est Total Cost: \$13,610										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - LSI</i>	\$12,088		\$2,235	\$2,417	\$2,433	\$2,483	\$2,521			\$12,088
<i>TransNet - LSI Carry Over</i>	\$1,522		\$1,522							\$1,522
TOTAL	\$13,610		\$3,757	\$2,417	\$2,433	\$2,483	\$2,521			\$13,610

MPO ID: ESC39		ADOPTION: 14-00								
Project Title:	Traffic Signals	<i>TransNet - LSI: CR</i>								
Project Description:	New signals and modification of existing signals Citywide; see the attached Priority Lists for project areas - construction of new signals and modification of existing signals Citywide; signals will be constructed in accordance with the adopted traffic signal priority list									
Capacity Status: NCI Exempt Category: Other - Intersection signalization projects										
Est Total Cost: \$250										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - LSI</i>	\$100					\$50	\$50			\$100
<i>TransNet - LSI Carry Over</i>	\$150		\$150					\$30		\$120
TOTAL	\$250		\$150			\$50	\$50	\$30		\$220

MPO ID: ESC42		ADOPTION: 14-00								
Project Title:	Streetlight Retrofit									
Project Description:	Locations of streetlights retrofitted will be throughout the City of Escondido - this project will retrofit existing street lights with new, LED lighting; the number of streetlights retrofitted are dependent upon pricing									
Capacity Status: NCI Exempt Category: Safety - Lighting improvements										
Est Total Cost: \$422										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$422		\$422							\$422
TOTAL	\$422		\$422							\$422

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Imperial Beach, City of

MPO ID: IB02		ADOPTION: 14-00								
Project Title: Street Maintenance Operations		TransNet - LSI: Maint								
Project Description: Various locations - street maintenance										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$4,198										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$1,655	\$1,655								\$1,655
TransNet - LSI	\$2,085	\$1,020	\$197	\$205	\$212	\$220	\$230			\$2,085
TransNet - LSI Carry Over	\$458	\$458								\$458
TOTAL	\$4,198	\$3,133	\$197	\$205	\$212	\$220	\$230			\$4,198

MPO ID: IB11		ADOPTION: 14-00								
Project Title: SR 75 Vehicle, Bicycle, Transit, Pedestrian Improvements		RTP PG NO: TA 4-68								
Project Description: Palm Ave (SR75) from 7th Street to 9th Street - design and construct vehicle, bicycle and public transit circulation and pedestrian access improvements along and across SR 75, including 7th Street and 9th Street intersections		RAS (TA 4-68)								
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$300										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local RTCIP	\$300		\$300					\$90		\$210
TOTAL	\$300		\$300					\$90		\$210

MPO ID: IB12		ADOPTION: 14-00								
Project Title: Major Street Improvements		TransNet - LSI: CR								
Project Description: 1 Elm (Seacoast to 7th St.), 2 5th St. (I.B. Blvd. to Fern St.), 3 Rainbow Dr. (SR75 to Palm), 4 7th Street (Encina Ave. to I.B. Blvd.), 5 Palm Ave. (7th to Delaware), 6 Ebony (4th to 3rd), 7 Grove St. (Connecticut St. to 8th St.), 8 Daisy Ave. (4th St. to Seacast Dr.), 9 7th (Grove to IB Blvd), 10 IB Blvd (9th to 5th), 11 Arriba Ave. (9th St. to Cul-de-sac), 12 Oneonta Ave. (5th St. to Connecticut St.), 13 Iris (5th St. to Connecticut St.), 14 California (Fern Ave to Grove Ave.), 15 Grove Ave. (Sports Park to Loudon Lane), 16 Implementation of BTP, 17 13th St Overlay(Bayshore Bikeway to Iris Ave), 18 13th St Class 2 Bikeway, - work includes but not limited to overlay, new sidewalks, curbs and gutters, ramps, and storm drain										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$6,314										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$200	\$200								\$200
TransNet - LSI	\$4,435	\$1,951	\$461	\$477	\$495	\$513	\$538	\$1,330		\$3,105
TransNet - LSI Carry Over	\$1,679	\$1,168	\$512					\$267		\$1,412
TOTAL	\$6,314	\$3,319	\$973	\$477	\$495	\$513	\$538	\$1,597		\$4,717

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

La Mesa, City of

MPO ID: LAM17		ADOPTION: 14-00								
Project Title:	Street Construction (CR)							TransNet - LSI: CR		
Project Description:	Resurfacing Projects Citywide - rehabilitate pavement of identified priority streets that are in poor condition and in need of major reconstruction including removal of existing pavement greater than 1" in depth, and construction of new structural pavement to provide a smooth travel surface									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$4,660										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - CP	\$2,500	\$2,500						\$150		\$2,350
TransNet - L	\$1,100	\$1,100						\$100		\$1,000
TransNet - LSI	\$668	\$668						\$80		\$588
TransNet - LSI Carry Over	\$392	\$132	\$260							\$392
TOTAL	\$4,660	\$4,400	\$260					\$330		\$4,330

MPO ID: LAM28		ADOPTION: 14-00								
Project Title:	Downtown Village Streetscape Improvement Project (Part 1)							TransNet - LSI: CR		
Project Description:	La Mesa Blvd from Acacia Avenue to Grant Street - improvements to the downtown village along La Mesa Boulevard including reconstruction of poor pavement sections, replacement of pavement to accommodate alignment revisions/new medians/etc., new curb & gutter to address alignment revisions and replace C&G in poor condition, installation of new sidewalk to match alignment changes, replacement of sidewalk in poor condition, lighting and landscape enhancements and replacement									
Capacity Status: NCI		Exempt Category: Other - Plantings, landscaping, etc								
Est Total Cost: \$1,411										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI Carry Over	\$991	\$150	\$841							\$991
Local Funds	\$420		\$420							\$420
TOTAL	\$1,411	\$150	\$1,261							\$1,411

MPO ID: LAM31		ADOPTION: 14-00								
Project Title:	Street Zone Maintenance							TransNet - LSI: Maint		
Project Description:	Citywide - minor repairs and/or maintenance of streets including crack seal, slurry seal, scrub seal and concrete repairs to end pavement useful life									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$1,308										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$750		\$150	\$150	\$150	\$150	\$150			\$750
TransNet - LSI Carry Over	\$558	\$558								\$558
TOTAL	\$1,308	\$558	\$150	\$150	\$150	\$150	\$150			\$1,308

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

La Mesa, City of

MPO ID: LAM32		ADOPTION: 14-00								
Project Title: Pavement Management System		<i>TransNet - LSI: Maint</i>								
Project Description: Engineering Study - preparation of pavement management system; this information is used to determine the condition of City streets and help prioritize street projects										
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$59										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - L (Cash)</i>	\$18		\$18					\$18		
<i>TransNet - LSI</i>	\$18	\$18						\$18		
<i>TransNet - LSI Carry Over</i>	\$23	\$2	\$22					\$23		
TOTAL	\$59	\$20	\$40					\$59		

MPO ID: LAM33		ADOPTION: 14-00								
Project Title: Curb and Gutter, Sidewalk, Ped Ramps		<i>TransNet - LSI: Maint</i>								
Project Description: Citywide - remove and replace identified and prioritized tripping hazards; installation of and replacement of pedestrian ramps, in order to comply with the Americans with Disabilities Act. Replace or install new sidewalks, curbs and gutters										
Capacity Status: NCI		Exempt Category: Safety - Hazard elimination program								
Est Total Cost: \$1,556										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - L (Cash)</i>	\$62	\$62								\$62
<i>TransNet - LSI</i>	\$1,021	\$21	\$180	\$220	\$200	\$200	\$200			\$1,021
<i>TransNet - LSI Carry Over</i>	\$473	\$473								\$473
TOTAL	\$1,556	\$556	\$180	\$220	\$200	\$200	\$200			\$1,556

MPO ID: LAM34		ADOPTION: 14-00								
Project Title: Street Lights		<i>TransNet - LSI: CR</i>								
Project Description: Massachusetts Ave. - University Ave. to Southern City Limits; Spring St./Park Ave. to Southern City Limits; Waite Dr. - Western City Limit to Massachusetts; - installation of new streetlights to bring completed underground districts and other streets up to current city lighting standards										
Capacity Status: NCI		Exempt Category: Safety - Lighting improvements								
Est Total Cost: \$98										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - L (Cash)</i>	\$46	\$46								\$46
<i>TransNet - LSI</i>	\$50		\$50							\$50
<i>TransNet - LSI Carry Over</i>	\$2	\$2								\$2
TOTAL	\$98	\$48	\$50							\$98

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

La Mesa, City of

MPO ID: LAM37		ADOPTION: 14-00								
Project Title:	Traffic Signal Upgrades							TransNet - LSI: CR		
Project Description:	Intersection of Tower Street and 70th Street;, Intersection of University Avenue and Massachusetts Avenue;, Intersection of University Avenue and Harbinson Avenue, and various locations as identified by the City - improve existing traffic signal and intersection locations by providing safety improvements such as protected left turns, overhead signals in lieu of island signals, and pedestrian ramps for improved pedestrian access.									
Capacity Status: NCI		Exempt Category: Other - Intersection signalization projects								
Est Total Cost: \$1,266										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$23	\$23								\$23
TransNet - LSI	\$844	\$544	\$100	\$100	\$100			\$7		\$837
TransNet - LSI Carry Over	\$399	\$399								\$399
TOTAL	\$1,266	\$966	\$100	\$100	\$100			\$7		\$1,259

MPO ID: LAM39		ADOPTION: 14-00								
Project Title:	Traffic Calming Improvements							TransNet - LSI: CR		
Project Description:	Citywide - implement traffic calming measures including signage and striping, speed humps and other tools in locations throughout the City in accordance with the City's Neighborhood Traffic Management Program									
Capacity Status: NCI		Exempt Category: Safety - Non signalization traffic control and operating								
Est Total Cost: \$252										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$200	\$50	\$50	\$25	\$25	\$25	\$25			\$200
TransNet - LSI Carry Over	\$52	\$52								\$52
TOTAL	\$252	\$102	\$50	\$25	\$25	\$25	\$25			\$252

MPO ID: LAM40		ADOPTION: 14-00								
Project Title:	Street Reconstruction (CR)							TransNet - LSI: CR		
Project Description:	La Mesa Blvd. from 4th Street to Acacia Avenue; La Mesa Blvd. from 4th to Randlett; La Mesa Blvd. from University Ave. to El Cajon Blvd.; Echo Dr. from Palm Ave. to Panorama Dr.; Panorama Dr. from Bowling Green to Mariposa; Alvarado Rd. from Guava Ave. to trolley tracks; Lemon Ave near Helix Hills Ter. - rehabilitate pavement of identified streets that are in poor condition and in need of major reconstruction, including removal of existing pavement, and construction of a new structural pavement surface greater than 1" in depth, to provide a smooth travel surface									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$3,174										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - CP	\$301	\$301								\$301
TransNet - L (Cash)	\$136	\$136								\$136
TransNet - LSI	\$800					\$400	\$400			\$800
TransNet - LSI Carry Over	\$1,937	\$206	\$1,231	\$500						\$1,937
TOTAL	\$3,174	\$643	\$1,231	\$500		\$400	\$400			\$3,174

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

La Mesa, City of

MPO ID: LAM44		ADOPTION: 14-00								
Project Title:	Roadway Drainage Improvements 14-00 (CR)	<i>TransNet - LSI: CR</i>								
Project Description:	King Street from Waite Drive to Hoffman Avenue; Garfield St; Randlett Dr., Pasadena Drive; and other locations as identified by the City - improvements to address inadequate street drainage by constructing new or improving existing storm drain or surface improvements, reducing roadway flooding									
Capacity Status:	NCI	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$4,010										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - LSI</i>	\$3,056	\$1,056	\$400	\$400	\$400	\$400	\$400			\$3,056
<i>TransNet - LSI Carry Over</i>	\$954	\$754	\$200							\$954
TOTAL	\$4,010	\$1,810	\$600	\$400	\$400	\$400	\$400			\$4,010

MPO ID: LAM46		ADOPTION: 14-00								
Project Title:	Regional Arterial Management System (RAMS)	<i>TransNet - LSI: CR</i>								
Project Description:	Citywide - Regional traffic signal connection									
Capacity Status:	NCI	Exempt Category: Other - Traffic signal synchronization projects								
Est Total Cost: \$37										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - LSI</i>	\$37		\$7	\$7	\$7	\$7	\$7	\$37		
TOTAL	\$37		\$7	\$7	\$7	\$7	\$7	\$37		

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Lemon Grove, City of

MPO ID: LG13		ADOPTION: 14-00								
Project Title:	Lemon Grove Avenue Realignment Project							RAS (TA 4-68)		
Project Description:	Lemon Grove Avenue at SR-94 - a key project in the redevelopment of the city's Downtown Village Specific Plan, this project will realign Lemon Grove Avenue at SR-94 adding traffic lanes and improving access to and from SR-94, reducing motorist delays and emissions							TransNet - LSI: CR		
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$2,504		Open to Traffic: Sep 2015								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$1,413	\$1,413								\$1,413
TransNet - LSI	\$64	\$64						\$6		\$58
TransNet - LSI Carry Over	\$1,027	\$142	\$885					\$67		\$960
TOTAL	\$2,504	\$1,619	\$885					\$73		\$2,431

MPO ID: LG14		ADOPTION: 14-00								
Project Title:	Traffic Improvements (Preventive Maintenance)							TransNet - LSI: Maint		
Project Description:	Citywide - traffic related projects scheduled throughout each fiscal year: traffic loop replacements, traffic signal upgrades, speed survey, street striping improvements, traffic calming studies, and the repair or replacement of street signs; these projects are part of the annual maintenance program established within the City to maintain the operational readiness of the street system									
Capacity Status: NCI		Exempt Category: Safety - Non signalization traffic control and operating								
Est Total Cost: \$869										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$520	\$88	\$182	\$125	\$125					\$520
TransNet - LSI Carry Over	\$349	\$349						\$1		\$348
TOTAL	\$869	\$437	\$182	\$125	\$125			\$1		\$868

MPO ID: LG15		ADOPTION: 14-00								
Project Title:	Storm Drain Rehabilitation (Preventive Maintenance)							TransNet - LSI: Maint		
Project Description:	Citywide - improvements or repairs to multiple storm drain facilities such as spot repairs to existing pipes, berms or other diversion devices; attention will be given to the continuous maintenance of Chollas Creek in accordance with the requirements of the National Pollutant Discharge Elimination System (NPDES) permit which involve debris removal, vegetation control, and/or habitat restoration; city staff/consultant to inventory storm drain system and input into GIS; condition assessment, repair options and strategy report to follow									
Capacity Status: NCI		Exempt Category: Other - Plantings, landscaping, etc								
Est Total Cost: \$333										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$148	\$48	\$50	\$25	\$25					\$148
TransNet - LSI Carry Over	\$185	\$185						\$27		\$158
TOTAL	\$333	\$233	\$50	\$25	\$25			\$27		\$306

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Lemon Grove, City of

MPO ID: LG16		ADOPTION: 14-00								
Project Title:	Storm Drain Rehabilitation (Congestion Relief)	<i>TransNet - LSI: CR</i>								
Project Description:	For intersections: Longdale Drive at Myra Street, Olive Street at Pacific Avenue, and San Miguel Avenue at MacArthur Drive; for point locations: Bakersfield Street, Colfax Drive, Dennis Lane, Drew Lane, Darryl Street, Ensenada Street, North Avenue, San Altos Place, and Ida Street. - evaluate, prioritize, and implement improvements to the city's storm drain system by identifying deteriorated or problematic portions of the storm drain system, perform risk assessments to prioritize need, and perform the necessary construction repairs or replacements to avoid roadway flooding									
Capacity Status: NCI		Exempt Category: Other - Non construction related activities								
Est Total Cost: \$537										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - LSI</i>	\$518	\$317	\$102	\$50	\$50					\$518
<i>TransNet - LSI Carry Over</i>	\$19	\$19								\$19
TOTAL	\$537	\$336	\$102	\$50	\$50					\$537

MPO ID: LG17		ADOPTION: 14-00								
Project Title:	Street Improvements (Preventive Maintenance)	<i>TransNet - LSI: Maint</i>								
Project Description:	Citywide - maintain city streets and fund costs to survey all streets as part of the pavement management system									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$450										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - LSI</i>	\$443	\$214	\$125	\$69	\$35			\$15		\$428
<i>TransNet - LSI Carry Over</i>	\$7	\$7								\$7
TOTAL	\$450	\$221	\$125	\$69	\$35			\$15		\$435

MPO ID: LG18		ADOPTION: 14-00								
Project Title:	Traffic Improvements (Congestion Relief)	<i>TransNet - LSI: CR</i>								
Project Description:	Citywide - citywide projects may include: median installation for safety improvement or left turn movement, new traffic signals, passive permissive left turn installation, signal removal for congestion relief reasons, traffic signal upgrades, intersection lighting, traffic signal coordination, and traffic signal interconnection/optimization									
Capacity Status: NCI		Exempt Category: Other - Intersection signalization projects								
Est Total Cost: \$254										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - LSI</i>	\$254	\$139	\$40	\$40	\$35			\$4		\$250
TOTAL	\$254	\$139	\$40	\$40	\$35			\$4		\$250

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Lemon Grove, City of

MPO ID: LG20		ADOPTION: 14-00								
Project Title:	Street Improvements (Congestion Relief - Non CI)	<i>TransNet</i> - LSI: CR								
Project Description:	Citywide - street Rehabilitation (citywide): this project involves roadway rehabilitation (grinding and overlay, new structural pavement, or new overlay 1-inch thick or greater) of several streets within the city. Streets were prioritized for work based on levels of deterioration identified in the Pavement Management System; Sidewalk Rehabilitation: this annual project adds sidewalks, widens sidewalks, removes and/or replaces various sidewalk locations and installs Americans with Disabilities Act (ADA) compliant curb ramps throughout the city; Safe Routes to School match: these projects will improve the City's sidewalk system, eliminate several potential pedestrian hazards, install in-pavement lighted markings, and create a safety zone for school children and family members to walk and bike to and from school; Street Improvements: this as needed project would widen or install curb/gutter, sidewalk, curb ramps									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$1,925										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - LSI	\$986	\$76	\$180	\$365	\$365					\$986
<i>TransNet</i> - LSI Carry Over	\$939	\$753	\$185					\$61		\$878
TOTAL	\$1,925	\$829	\$365	\$365	\$365			\$61		\$1,864

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

National City, City of

MPO ID: NC01		ADOPTION: 14-00								
Project Title:	Plaza Blvd Widening							RTP PG NO: A-32		
Project Description:	Plaza Blvd. from Highland Ave. to Euclid Ave. - Widen from 2 to 3 lanes including a new traffic lane in each direction, new sidewalks, sidewalk widening, traffic signal upgrades and interconnection at Plaza Blvd							RAS (TA 4-69) <i>TransNet</i> - LSI: CR		
Capacity Status:	CI	Exempt Category: Non-Exempt								
Est Total Cost: \$4,898		Open to Traffic: Jul 2018								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - L	\$797	\$797						\$797		
<i>TransNet</i> - LSI	\$1,793	\$971		\$380	\$442			\$1,196	\$597	
<i>TransNet</i> - LSI Carry Over	\$308	\$300		\$8				\$8	\$300	
RSTP	\$2,000	\$2,000						\$2,000		
TOTAL	\$4,898	\$4,068		\$388	\$442			\$4,001	\$897	

MPO ID: NC03		ADOPTION: 14-00								
Project Title:	Street Resurfacing Project							<i>TransNet</i> - LSI: CR		
Project Description:	Harding Avenue (north-end to W. 30th St.), Van Ness Avenue(Leonard St. to 200'south), E. 31st St. (B Ave. to D Ave., Roosevelt Avenue (north-end to W. 18th St.), Thelma Way (4th St. to E. 5th St.), E Avenue (E. 20th St. to Cul-de-sac), B Avenue (E. 7th St. to E. 8th St.), E. 5th Street (D Ave. to Highland Ave.), E. 17th St. (N Ave. to Palm Ave.), F Avenue (E. 4th St. to E. 8th St.), Lanoitan Avenue (Division St. to Melrose St.), Burden Dr. (E. 7th St. to E. 8th St.), E. 1st St. (Euclid Ave. to Clairmont Ave.), E. 24th St. (N.C. Blvd. to D Ave.), E. 2nd St. (Valva Ave. to Clairmont Ave.) W. 19th St. (Wilson Ave. to Harding Ave.), E. 3rd St. (Valva Ave. to Clairmont Ave.), W. 16th Street (Hoover Ave. to N.C. Blvd.), Prospect Avenue (E. 20th St. to E. 22nd St.), E. 28th St. (J Ave. to K Ave.), U Avenue (E. 1st St. to E. 4th St.), Paradise Dr. (PCC Fork in Road to E. 10th St.) E. 5th St. (N.C. Blvd. to D Ave.), E. 5th St. (Q Ave. to R Ave.), N Avenue (E. 16th St. to E. 18th St.), E. 15th St. (Highland Ave. to K Ave.), G Ave.(E. 21st St. to E. 22nd St.), E. 7th St. (Palm Ave. to Q Ave.), F Ave. (E. 26th St. to E. 28th St.), E. 18th St. (Highland Ave. to Palm Ave.), Valva Ave. (Melrose St. to E. 3rd St.), Paradise Drive (E. 8th St. to Fork in Road), Salot Street (E. 7th St. to E. 8th St.), I Ave. (E. 13th St. to E. 15th St.), Melrose St. (Valva Ave. to Clairmont Ave.), V Ave. (E. 7th St. to E. 8th St.), C Ave. (E. 18th St. to E. 22nd St.), Terry Lane (R Ave. to East Cul-de-sac), W. 11th St. (Hoover Ave. to N.C. Blvd.), 40 W. 20th St. (Wilson Ave. to Harding Ave.), E. 16th St. (N Ave. to Palm Ave.),E. 28th St. (K Ave. to L Ave.) - provide roadway rehabilitation (grinding and new overlay 1 inch thick or greater) and repair of concrete sidewalks, curb and gutters at multiple locations throughout the City									
Capacity Status:	NCI	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$18,239										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - CP	\$4,500	\$4,500								\$4,500
<i>TransNet</i> - L	\$5,313	\$5,313								\$5,313
<i>TransNet</i> - L (Cash)	\$629	\$629								\$629
<i>TransNet</i> - LSI	\$3,683	\$1,322	\$500	\$300	\$300	\$795	\$466			\$3,683
Local Funds	\$4,114	\$4,114								\$4,114
TOTAL	\$18,239	\$15,878	\$500	\$300	\$300	\$795	\$466			\$18,239

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

National City, City of

MPO ID: NC04		ADOPTION: 14-00								
Project Title:	Traffic Signal Install/Upgrade							TransNet - LSI: CR		
Project Description:	National City Boulevard (1st Street to 35th Street), Plaza Boulevard (Roosevelt Avenue to Paradise Valley Road), Euclid Avenue (Division Street to Sweetwater Road), 30th Street (National City Boulevard to Euclid Avenue), Harbor Drive (Civic Center Drive to 8th Street), Highland Avenue (Division Street to 30th Street), 8th Street (Harbor Drive to Paradise Valley Road), Division Street (Highland Avenue to Harbison Avenue), DD Avenue (8th Street to 30th Street), Palm Avenue (Division Street to 18th Street), 18th Street (National City Boulevard to Euclid Avenue), 24th Street (Tidelands Avenue to Highland Avenue), Sweetwater Road (Euclid Avenue to Plaza Bonita Center Way) - install and/or Upgrade traffic signal/coordination at locations identified by the City's Traffic Monitoring Program in order to reduce congestion and intersection delays; coordinate regional traffic through the Regional Arterial Management System. TransNet - LSI RAMS of \$8 is programmed in FY 2015									
Capacity Status: NCI		Exempt Category: Other - Intersection signalization projects								
Est Total Cost: \$808										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$808		\$8	\$100	\$100	\$100	\$500	\$800		\$8
TOTAL	\$808		\$8	\$100	\$100	\$100	\$500	\$800		\$8

MPO ID: NC13		ADOPTION: 14-00								
Project Title:	Highland Avenue Community Corridor							TransNet - LSI: CR		
Project Description:	Highland Ave from Division Street to E 8th Street - traffic calming and pedestrian safety/access enhancements on Highland Avenue between Division Street to E 8th Street									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$532										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$227		\$227					\$227		
TransNet - LSI Carry Over	\$305	\$297	\$8					\$305		
TOTAL	\$532	\$297	\$235					\$532		

MPO ID: NC15		ADOPTION: 14-00								
Project Title:	Citywide Safe Routes to Schools							TransNet - LSI: CR		
Project Description:	Various locations throughout the City of National City - traffic calming and pedestrian safety/access enhancements for several schools on the eastside of the City									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$2,000										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$1,500	\$500	\$200	\$200	\$200	\$200	\$200	\$1,500		
TransNet - LSI Carry Over	\$500	\$500						\$500		
TOTAL	\$2,000	\$1,000	\$200	\$200	\$200	\$200	\$200	\$2,000		

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

North County Transit District

MPO ID: NCTD02								ADOPTION: 14-00		
Project Title: Preventive Maintenance										
Project Description: NCTD service area - fixed route, rail fleet and facility maintenance costs										
Capacity Status: NCI								Exempt Category: Mass Transit - Transit operating assistance		
Est Total Cost: \$67,615										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5307	\$23,692		\$5,889	\$5,612	\$6,095	\$6,095		\$23,692		
FTA 5337	\$30,400		\$7,600	\$7,600	\$7,600	\$7,600		\$30,400		
Local Funds	\$13,523		\$3,372	\$3,303	\$3,424	\$3,424		\$13,523		
TOTAL	\$67,615		\$16,861	\$16,515	\$17,119	\$17,119		\$67,615		

MPO ID: NCTD03								ADOPTION: 14-00		
Project Title: ADA Paratransit Services										
Project Description: NCTD service area - operating cost associated with providing ADA/paratransit services										
Capacity Status: NCI								Exempt Category: Mass Transit - Transit operating assistance		
Est Total Cost: \$22,110										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - ADA	\$2,776	\$1,109	\$313	\$326	\$338	\$336	\$354	\$2,776		
FTA 5307	\$2,000	\$2,000						\$2,000		
Local Funds	\$17,334	\$7,981	\$1,747	\$1,821	\$1,896	\$1,896	\$1,993	\$17,334		
TOTAL	\$22,110	\$11,090	\$2,060	\$2,147	\$2,234	\$2,232	\$2,347	\$22,110		

MPO ID: NCTD05								ADOPTION: 14-00		
Project Title: Bus/ADA/ Revenue Vehicle Purchases & Related Equipment										
Project Description: NCTD service area - purchase replacement vehicles and related equipment; Compressed Natural Gas (CNG) buses, Americans with Disabilities Act (ADA) vans and shuttle vehicles										
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: \$28,910										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - MC	\$1,509		\$1,509							\$1,509
FTA 5307	\$21,891		\$5,743	\$6,087	\$6,254	\$3,806				\$21,891
Local Funds	\$5,510		\$1,369	\$1,522	\$1,669	\$951				\$5,510
TOTAL	\$28,910		\$8,621	\$7,609	\$7,923	\$4,757				\$28,910

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

North County Transit District

MPO ID: NCTD06								ADOPTION: 14-00		
Project Title: Bus/Rail Support Equipment & Facility										
Project Description: NCTD service area - facility and support equipment for fixed route and rail services including radio equipment, buildings and structures, shop and garage equipment, computer hardware & software, furnitures and fixtures, service vehicles and solar installations										
Capacity Status: NCI Exempt Category: Mass Transit - Purchase of office, shop and operating equipment for existing facilities										
Est Total Cost: \$27,959										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5307	\$10,927	\$8,640	\$440	\$523	\$378	\$946				\$10,927
FTA 5309 (Bus)	\$332	\$332								\$332
FTA 5337	\$3,804	\$2,137	\$631	\$289	\$747					\$3,804
Transit Security (TSGP)	\$1,538	\$1,538								\$1,538
Local Funds	\$11,275	\$5,474	\$1,154	\$1,517	\$1,701	\$1,427				\$11,275
TDA	\$83	\$83								\$83
TOTAL	\$27,959	\$18,204	\$2,225	\$2,329	\$2,826	\$2,373				\$27,959

MPO ID: NCTD16B								ADOPTION: 14-00		
Project Title: Oceanside to Escondido Rail Operations										
Project Description: For Sprinter service - debt service payments on \$34 million Certificates Of Participation (COP) after construction is completed										
Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance										
Est Total Cost: \$13,930										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - TSI	\$13,930		\$2,591	\$2,722	\$2,832	\$2,832	\$2,952	\$13,930		
TOTAL	\$13,930		\$2,591	\$2,722	\$2,832	\$2,832	\$2,952	\$13,930		

MPO ID: NCTD18								ADOPTION: 14-00		
Project Title: Rail - ROW Improvements										
Project Description: NCTD service area - cross-tie renewal program, street cross protection, rail structure rehabilitation, rail replacement, storage tracks, rail lubricators, at-grade crossing renewal, turnout renewal, other misc. improvements										
Capacity Status: NCI Exempt Category: Mass Transit - Track rehabilitation in existing right of way										
Est Total Cost: \$9,418										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5307	\$1,726		\$1,198			\$528				\$1,726
FTA 5337	\$3,965		\$792	\$1,074	\$676	\$1,423				\$3,965
Local Funds	\$3,727		\$2,572	\$268	\$372	\$515				\$3,727
TOTAL	\$9,418		\$4,562	\$1,342	\$1,048	\$2,466				\$9,418

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

North County Transit District

MPO ID: NCTD20		ADOPTION: 14-00								
Project Title: Rail Vehicles & Related Equipment										
Project Description: NCTD service area - locomotive purchase/overhaul, revenue vehicles, misc. support equipment including vehicles, spare components and signal equipment upgrade/replacement and Positive Train Control (PTC)										
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: \$15,427										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5307	\$7,630		\$1,093	\$1,580	\$1,657	\$3,300				\$7,630
FTA 5337	\$60			\$60						\$60
Prop 1B - PTMISEA	\$1,303		\$1,303							\$1,303
Prop 1B Transit Sec Grant Prg	\$1,721		\$860	\$860						\$1,721
Local Funds	\$4,713		\$273	\$1,710	\$1,904	\$825				\$4,713
TOTAL	\$15,427		\$3,529	\$4,210	\$3,561	\$4,125				\$15,427

MPO ID: NCTD34		ADOPTION: 14-00								
Project Title: Expanded Transit Service										
Project Description: NCTD service area - operating support for existing fixed route and rail transit service, including intercity bus and rural services										
Capacity Status: NCI		Exempt Category: Mass Transit - Transit operating assistance								
Est Total Cost: \$178,902										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - TSI	\$49,017		\$9,220	\$9,552	\$9,923	\$9,923	\$10,400	\$49,017		
FTA 5311	\$2,069		\$517	\$517	\$517	\$517		\$2,069		
STA	\$22,024		\$5,506	\$5,506	\$5,506	\$5,506		\$22,024		
Local Funds	\$105,792		\$23,755	\$25,514	\$26,336	\$30,188		\$105,792		
TOTAL	\$178,902		\$38,998	\$41,089	\$42,282	\$46,134	\$10,400	\$178,902		

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Oceanside, City of

MPO ID: O06		ADOPTION: 14-00								
Project Title:	Melrose Drive Extension							RAS (TA 4-69)		
Project Description:	Melrose Drive from North Santa Fe Avenue to Spur Avenue - in Oceanside, future construction of Melrose Drive; 4-lane arterial highway with medians, sidewalks and bike lanes between North Santa Fe Avenue and Spur Avenue							TransNet - LSI: CR		
Capacity Status:	CI	Exempt Category: Non-Exempt								
Est Total Cost: \$21,000		Open to Traffic: Jun 2020								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$1,000	\$1,000						\$1,000		
TransNet - LSI Carry Over	\$25	\$25						\$25		
Local Funds	\$10,000	\$4,600	\$1,800	\$1,800	\$1,800			\$2,800	\$7,200	
Local RTCIP	\$1,000	\$400	\$200	\$200	\$200			\$200	\$800	
TOTAL	\$12,025	\$6,025	\$2,000	\$2,000	\$2,000			\$4,025	\$8,000	

MPO ID: O17		ADOPTION: 14-00								
Project Title:	Loma Alta Creek/Sprinter Detention Basin							TransNet - LSI: CR		
Project Description:	Loma Alta Creek and Sprinter right-of-way east of El Camino Real and east of Rancho del Oro Blvd. - construction of flood control walls to protect road (El Camino Real and Rancho del Oro Drive) and transit facilities (NCTD Sprinter rail line)									
Capacity Status:	NCI	Exempt Category: Mass Transit - Track rehabilitation in existing right of way								
Est Total Cost: \$9,160										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$7,000	\$7,000								\$7,000
TransNet - LSI	\$160	\$100	\$30	\$30						\$160
TransNet - LSI Carry Over	\$2,000	\$2,000								\$2,000
TOTAL	\$9,160	\$9,100	\$30	\$30						\$9,160

MPO ID: O18		ADOPTION: 14-00								
Project Title:	Neighborhood Sidewalk/ADA/Traffic Improvements							TransNet - LSI: Maint		
Project Description:	The yearly list of neighborhoods with scheduled road maintenance is available upon request - in Oceanside, slurry sealing of streets, sidewalk repair, parkway and median landscape maintenance, minor storm drain culvert maintenance, and streetlight repairs; work each year is scheduled by neighborhood									
Capacity Status:	NCI	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$18,399										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$1,150	\$1,150								\$1,150
TransNet - L (Cash)	\$600	\$600								\$600
TransNet - LSI	\$10,649	\$3,699	\$1,300	\$1,300	\$1,400	\$1,450	\$1,500			\$10,649
TransNet - LSI Carry Over	\$6,000	\$4,500	\$500	\$500	\$500					\$6,000
TOTAL	\$18,399	\$9,949	\$1,800	\$1,800	\$1,900	\$1,450	\$1,500			\$18,399

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Oceanside, City of

MPO ID: O22		ADOPTION: 14-00								
Project Title:	College Boulevard Widening from Vista Way to Old Grove Road							RAS (TA 4-69)		
Project Description:	College Boulevard from Vista Way to Old Grove Road - in Oceanside, future widening from the existing four lanes to six lanes with bike lanes and raised median between Avenida de la Plata and Olive Avenue, and traffic calming (no additional lane or road widening) between Roselle Street and Waring Road/Barnard Road							TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$600										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI Carry Over	\$200	\$200						\$200		
Local Funds	\$400		\$400					\$400		
TOTAL	\$600	\$200	\$400					\$600		

MPO ID: O24		ADOPTION: 14-00								
Project Title:	Street Overlay Program							TransNet - LSI: CR		
Project Description:	For FY 2015: Oceanside Blvd from College to Ord Way, El Camino Real from Via Las Rojas to Fire Mountain, Vista Way from new pavement to North Way, Mission Ave from Foussat to Hwy 76 Bridge, Cannon Road from Lake to Shadowridge, Lake Blvd from 500 ft south of Cannon to Cannon, N. River Road from N. River Court to Melba Bishop Park entrance, Center Street from Horne to Grant (other years in the upload section) - in Oceanside, permanent asphalt overlay (2-inch thickness) of arterial streets									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$31,500										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$11,118	\$3,390	\$653	\$2,275	\$2,800	\$1,000	\$1,000			\$11,118
TransNet - LSI (Cash)	\$20	\$20								\$20
TransNet - LSI Carry Over	\$20,362	\$11,660	\$3,577	\$2,725	\$2,400					\$20,362
TOTAL	\$31,500	\$15,070	\$4,230	\$5,000	\$5,200	\$1,000	\$1,000			\$31,500

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Oceanside, City of

MPO ID: O25		ADOPTION: 14-00								
Project Title:	Traffic Management Center and Adaptive Traffic Signals							TransNet - LSI: CR		
Project Description:	College Boulevard and El Camino Real, College Boulevard and SR-78, El Camino Real and SR-78, Oceanside Boulevard and El Camino Real, College Boulevard and North River Road, Mission Avenue and El Camino Real, Coast Highway and Mission Avenue, Coast Highway and Oceanside Boulevard - in the City of Oceanside, installation of a new traffic management center (TMC) to conduct real time traffic monitoring and demand-based adaptive control of traffic signals. Included traffic signal interconnect in Mission Avenue between Airport Road and Mesa Drive									
Capacity Status: NCI		Exempt Category: Other - Traffic signal synchronization projects								
Est Total Cost: \$2,080										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$1,350	\$800	\$400	\$150						\$1,350
TransNet - LSI Carry Over	\$450	\$450								\$450
ARRA - DOE	\$280	\$280								\$280
TOTAL	\$2,080	\$1,530	\$400	\$150						\$2,080

MPO ID: O32		ADOPTION: 14-00								
Project Title:	Wisconsin Street Median							TransNet - LSI: CR		
Project Description:	Wisconsin Street from Railroad ROW to Cleveland Street - in Oceanside, on Wisconsin Street between the coastal railroad right-of-way and Cleveland Street, construct a raised median to prevent vehicles from going around the railroad crossing gate; in conjunction with the Oceanside Transit Center Third Track Project									
Capacity Status: NCI		Exempt Category: Safety - Railroad/highway crossing								
Est Total Cost: \$48										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$48		\$48							\$48
TOTAL	\$48		\$48							\$48

MPO ID: O33		ADOPTION: 14-00								
Project Title:	Coast Highway Corridor Study							TransNet - LSI: CR		
Project Description:	Coast Highway from San Luis Rey River bridge to Southern city limit - in Oceanside, on Coast Highway from the bridge over the San Luis Rey River to the southerly city limit, reduce the four-lane roadway to two lanes with bike lanes, on-street parking and roundabouts at some intersections such as North Coast Hwy and SR-76									
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$965										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$297		\$297					\$297		
TransNet - LSI Carry Over	\$668			\$668				\$668		
TOTAL	\$965		\$297	\$668				\$965		

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Oceanside, City of

MPO ID: O35		ADOPTION: 14-00								
Project Title: Regional Arterial Management System (RAMS)		TransNet - LSI: CR								
Project Description: County-wide - Oceanside cost-share for the Regional Arterial Management System										
Capacity Status: NCI		Exempt Category: Other - Traffic signal synchronization projects								
Est Total Cost: \$67										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$67	\$11	\$11	\$11	\$11	\$11	\$11	\$67		
TOTAL	\$67	\$11	\$11	\$11	\$11	\$11	\$11	\$67		

MPO ID: O36		ADOPTION: 14-00								
Project Title: El Corazon Access at Ocean Ranch Road		TransNet - LSI: CR								
Project Description: Ocean Ranch Road from Rancho del Oro to 200 feet west - extend Ocean Ranch Road to the El Corazon development area; modify the existing traffic signal at the intersection of Ocean Ranch Road and Rancho del Oro to add the fourth intersection leg										
Capacity Status: NCI		Exempt Category: Other - Intersection channelization projects								
Est Total Cost: \$400										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI Carry Over	\$400		\$100	\$300				\$100		\$300
TOTAL	\$400		\$100	\$300				\$100		\$300

MPO ID: O37		ADOPTION: 14-00								
Project Title: Bicycle Master Plan and Bicycle Safety Improvement		TransNet - LSI: CR								
Project Description: various locations - in the City of Oceanside, update the Bicycle Master Plan; install bicycle safety improvement such as "sharows", lane striping, bicycle signal detection, safety signage and access to off-street bicycle paths										
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$120										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$120		\$120					\$50		\$70
TOTAL	\$120		\$120					\$50		\$70

MPO ID: O38		ADOPTION: 14-00								
Project Title: Road Safety and Access Improvements		TransNet - LSI: CR								
Project Description: Various locations - in the City of Oceanside, construction of new curb access ramps, new sidewalk for pedestrian access, traffic signal safety modifications, neighborhood speed control devices, school safety improvement and new pavement delineation										
Capacity Status: NCI		Exempt Category: Safety - Safety Improvement Program								
Est Total Cost: \$1,950										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$1,950		\$450	\$450	\$350	\$350	\$350			\$1,950
TOTAL	\$1,950		\$450	\$450	\$350	\$350	\$350			\$1,950

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Oceanside, City of

MPO ID: O39		ADOPTION: 14-00								
Project Title:	Storm Drain Improvements	<i>TransNet - LSI: Maint</i>								
Project Description:	Various locations - construction of curb drains and culverts where localized flooding of vehicle travel lanes occurs									
	Capacity Status: NCI Exempt Category: Safety - Shoulder Improvements									
Est Total Cost: \$400										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - LSI</i>	\$400		\$400					\$50		\$350
TOTAL	\$400		\$400					\$50		\$350

MPO ID: O40		ADOPTION: 14-00								
Project Title:	Quiet Zone Railroad Safety Improvements	<i>TransNet - LSI: CR</i>								
Project Description:	Coastal railroad corridor at the following streets: Surfdrider Avenue, Mission Avenue, Wisconsin Avenue, Oceanside Boulevard, and Cassidy Street - in the City of Oceanside, rail crossing safety improvements on the coastal railroad line at the following at-grade crossings; the crossing improvements are necessary for establishing at railroad "Quiet Zone" in Oceanside									
	Capacity Status: NCI Exempt Category: Safety - Railroad/highway crossing									
Est Total Cost: \$650										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - LSI</i>	\$650		\$650					\$325		\$325
TOTAL	\$650		\$650					\$325		\$325

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Poway, City of

MPO ID: POW18		ADOPTION: 14-00									
Project Title:		14/15 Annual Street Reconstruction and Overlay Project							TransNet - LSI: CR		
Project Description:		In Poway Reconstruct Edgemoor Street from Brighton Ave to Eastern Ave; Reconstruct Carriage Road from Metate Ln to north end; Reconstruct Evanston Drive from Poway Road to Granville Drive; Reconstruct Piaute Place from Pequot Drive to West End; Reconstruct Via Stephen from Avenida Linda to Via Lisa; Reconstruct Via Lisa from Via Mark to Via Stephen; Reconstruct Ann O Reno Lane from Poway Rd to Sam O Reno; Reconstruct Alpine Drive from Metate Lane to Alpine Drive Localized Arterial Reconstruction on Poway Rd, Community Rd, and Garden Rd - Overlay and reconstruct streets greater than 1" thick AC									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation									
Est Total Cost: \$1,164											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - LSI	\$992		\$992							\$992	
TransNet - LSI Carry Over	\$172		\$172							\$172	
TOTAL	\$1,164		\$1,164							\$1,164	

MPO ID: POW19		ADOPTION: 14-00									
Project Title:		15/16 Annual Reconstruction and Overlay Project							TransNet - LSI: CR		
Project Description:		In Poway Reconstruct Garden Road from Poway Road to Whitewater Drive; Localized arterial reconstruction on Pomerado Road - reconstruct and Overlay Streets greater than 1" thick AC									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation									
Est Total Cost: \$820											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - LSI	\$820			\$820						\$820	
TOTAL	\$820			\$820						\$820	

MPO ID: POW20		ADOPTION: 14-00									
Project Title:		16/17 Annual Reconstruction and Overlay Project							TransNet - LSI: CR		
Project Description:		In Poway Reconstruct Stowe Drive From Pomerado Road to 1000 feet east of Pomerado Road; localized arterial reconstruction on Scripps Poway Parkway - reconstruct and Overlay Streets greater than 1" thick AC									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation									
Est Total Cost: \$460											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - LSI	\$460				\$460					\$460	
TOTAL	\$460				\$460					\$460	

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Poway, City of

MPO ID: POW23		ADOPTION: 14-00								
Project Title:	Twin Peaks Median Improvements							TransNet - LSI: CR		
Project Description:	Twin Peaks Rd from Ted Williams Pkwy to Community Rd - in Poway on Twin Peaks Road between Community Road and Ted Williams Pkwy, construct a raised median									
Capacity Status:	NCI		Exempt Category: Safety - Adding medians							
Est Total Cost: \$950										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$800			\$200	\$600					\$800
Local RTCIP	\$150		\$150					\$150		
TOTAL	\$950		\$150	\$200	\$600			\$150		\$800

MPO ID: POW25		ADOPTION: 14-00								
Project Title:	Poway Grade Intersection Improvements							TransNet - LSI: CR		
Project Description:	Poway Rd from Millards Rd to Millards Rd - in Poway; reconstruct the intersection of Millards RD and Poway Rd to install left hand turn lanes									
Capacity Status:	NCI		Exempt Category: Safety - Non signalization traffic control and operating							
Est Total Cost: \$300										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$300						\$300			\$300
TOTAL	\$300						\$300			\$300

MPO ID: POW27		ADOPTION: 14-00								
Project Title:	Street Maintenance Project Zones 5 (14/15) AND 6 (15/16)							TransNet - LSI: Maint		
Project Description:	Zone 5 14/15, Zone 6 15/16 - in Poway; street Maintenance project; construct slurry and CAPE seals on City Streets on an annually rotating zones									
Capacity Status:	NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$859										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$859		\$418	\$441						\$859
TOTAL	\$859		\$418	\$441						\$859

MPO ID: POW28		ADOPTION: 14-00								
Project Title:	Street Maintenance Project Zones 7 (16/17) and 8 (17/18)							TransNet - LSI: Maint		
Project Description:	Zone 7 16/17, Zone 8 17/18 - in Poway; street maintenance project; construct slurry and CAPE seals on City Streets on an annually rotating zones									
Capacity Status:	NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$934										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$934				\$458	\$476				\$934
TOTAL	\$934				\$458	\$476				\$934

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Poway, City of

MPO ID: POW29		ADOPTION: 14-00								
Project Title: Citywide Traffic Signal Improvements		TransNet - LSI: CR								
Project Description: Citywide - in Poway, Citywide traffic signal improvements for Regional Arterial Management System (RAMS)										
Capacity Status: NCI		Exempt Category: Other - Traffic signal synchronization projects								
Est Total Cost: \$44										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$44	\$7	\$7	\$7	\$7	\$7	\$7	\$44		
TOTAL	\$44	\$7	\$7	\$7	\$7	\$7	\$7	\$44		

MPO ID: POW30		ADOPTION: 14-00								
Project Title: Street Maintenance Project Zone 1 (18/19)		TransNet - LSI: Maint								
Project Description: Zone 1 (18/19) - in Poway; street maintenance project; construct slurry and CAPE seals on City streets on an annually rotating zones										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$499										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$499						\$499			\$499
TOTAL	\$499						\$499			\$499

MPO ID: POW31		ADOPTION: 14-00								
Project Title: 17/18 Annual Street Reconstruction and Overlay Project		TransNet - LSI: CR								
Project Description: In Poway reconstruct Poway Road and Pomerado Road Intersection; reconstruct Scripps Poway Parkway from Danielson Street to East City Limits; reconstruct Pomerado Road from Kaitz Street to Hospital; reconstruct Francine Terrace from Francine Place to Evelyn Court; localized arterial reconstruction on Poway Road and Pomerado Road - in Poway; overlay and reconstruct streets greater than 1" thick AC										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$1,100										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$1,100					\$1,100				\$1,100
TOTAL	\$1,100					\$1,100				\$1,100

MPO ID: POW32		ADOPTION: 14-00								
Project Title: 18/19 Annual Street Reconstruction and Overlay Project		TransNet - LSI: CR								
Project Description: Reconstruct Adah Lane from Poway Road to South End; localized arterial reconstruction on Espola Road - in Poway; overlay and Reconstruct streets greater than 1" thick AC										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$150										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$150						\$150			\$150
TOTAL	\$150						\$150			\$150

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Poway, City of

MPO ID: POW33		ADOPTION: 14-00								
Project Title:	Poway Road Medians							TransNet - LSI: CR		
Project Description:	Poway Rd from Oak Knoll Rd to Garden Rd - in Poway; reconstruct and raise the center raised medians on Poway Road from Garden Road to Oak Knoll Road; Phase 1									
	Capacity Status: NCI	Exempt Category: Safety - Adding medians								
Est Total Cost: \$400										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$400						\$400	\$100		\$300
TOTAL	\$400						\$400	\$100		\$300

MPO ID: POW34		ADOPTION: 14-00								
Project Title:	Neighborhood Sidewalk Projects							TransNet - LSI: CR		
Project Description:	Powers Road from Tassel Road to Vaughan Road and Frame Road from Tassel Road to Vaughan Road - in Poway; construct new sidewalks in residential neighborhoods									
	Capacity Status: NCI	Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$300										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$300						\$300			\$300
TOTAL	\$300						\$300			\$300

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN03A								ADOPTION: 14-00		
Project Title: Freeway Service Patrol										
Project Description: Countywide - provides rapid removal of disabled vehicles; joint project between SANDAG, Caltrans and California Highway Patrol to alleviate traffic congestion associated with non-recurring incidents, including oversight of weekend services										
Capacity Status: NCI Exempt Category: Safety - Non signalization traffic control and operating										
Est Total Cost: \$10,488										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FSP	\$8,688		\$2,896	\$2,896	\$2,896					\$8,688
Local Funds	\$1,800		\$600	\$600	\$600					\$1,800
TOTAL	\$10,488		\$3,496	\$3,496	\$3,496					\$10,488

MPO ID: SAN04								ADOPTION: 14-00		
Project Title: I-15 FasTrak®								RTP PG NO: A-5		
Project Description: From SR 163 to SR 78 - expansion of FastTrak® system on I-15 in San Diego and Escondido to include electronic tolling equipment, operating system, toll operations office and customer service center								SANDAG ID: 1201504, 33104		
RT:15 Capacity Status: NCI Exempt Category: Safety - Non signalization traffic control and operating										
Est Total Cost: \$26,466										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$25,601	\$24,641	\$960					\$5,813		\$19,788
Value Pricing Program	\$45	\$45						\$45		
FSP	\$812	\$812								\$812
Local Funds	\$8	\$8								\$8
TOTAL	\$26,466	\$25,506	\$960					\$5,858		\$20,608

MPO ID: SAN07A								ADOPTION: 14-00		
Project Title: Plan, Program & Monitor								SANDAG ID: 150000		
Project Description: Regionwide - planning, programming and monitoring activities related to transportation funding										
Capacity Status: NCI Exempt Category: Other - Non construction related activities										
Est Total Cost: \$5,023										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
STIP-RIP State Cash	\$5,023		\$854	\$854	\$1,105	\$1,105	\$1,105	\$5,023		
TOTAL	\$5,023		\$854	\$854	\$1,105	\$1,105	\$1,105	\$5,023		

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN11A		ADOPTION: 14-00								
Project Title:	Regional Rideshare Program							SANDAG ID: 33107		
Project Description:	Countywide - Component of overall regional Transportation Demand Management									
Capacity Status:	NCI		Exempt Category: Air Quality - Ride-sharing and van-pooling program							
Est Total Cost: \$40,321										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
CMAQ	\$40,321		\$6,309	\$8,065	\$8,649	\$8,649	\$8,649			\$40,321
TOTAL	\$40,321		\$6,309	\$8,065	\$8,649	\$8,649	\$8,649			\$40,321

MPO ID: SAN23		ADOPTION: 14-00								
Project Title:	Mid-Coast LRT Corridor Project							PPNO: 7307		
Project Description:	From Old Town Transit Center to University City - construction of 11-mile trolley line with new transit stations at Tecolote Road, Clairemont Drive, Balboa Avenue, University Center Lanes, UCSD West, UCSD East, Executive Drive, and the UTC transit center									
Capacity Status:	CI		Exempt Category: Non-Exempt							
Est Total Cost: \$1,687,723 Open to Traffic: May 2019										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$843,863	\$15,464		\$100,000	\$100,000	\$100,000	\$528,399	\$15,464		\$828,399
TransNet - MC AC	\$0	\$59,576	\$166,047	\$135,489		\$(100,000)	\$(261,112)			
FTA 5307	\$129	\$129						\$129		
FTA 5309 (NS)	\$843,731			\$100,000	\$100,000	\$100,000	\$543,731	\$100,000		\$743,731
TOTAL	\$1,687,723	\$75,169	\$166,047	\$335,489	\$200,000	\$100,000	\$811,018	\$115,593		\$1,572,130
*Full Funding Grant Agreement Anticipated										

MPO ID: SAN26		ADOPTION: 14-00								
Project Title:	I-15 BRT Transit Stations @Rancho Bernardo, Sabre Springs, and Del Lago							RTP PG NO: A-5		
Project Description:	From SR 163 to SR 78 - construct transit stations along the I-15 at Del Lago, Rancho Bernardo Road, and Sabre Springs Parkway for I-15 BRT service including surface parking, bus staging, bike lockers and station amenities									
Capacity Status:	CI		Exempt Category: Non-Exempt							
Est Total Cost: \$53,622 Open to Traffic: Mar 2009										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$18,827	\$13,837	\$4,989					\$7,957		\$10,870
TransNet - Transit	\$1,906	\$1,906						\$1,906		
CMAQ	\$12,012	\$12,012							\$7,740	\$4,272
FTA 5309 (Bus)	\$3,359	\$3,359								\$3,359
STIP-RIP PTA	\$11,500	\$11,500								\$11,500
TCRP	\$5,628	\$5,628							\$5,628	
Local Funds	\$88	\$88								\$88
TOTAL	\$53,320	\$48,330	\$4,989					\$9,863	\$13,368	\$30,089
*\$303,000 FEMA funds outside of RTIP										

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN26A			ADOPTION: 14-00							
Project Title: I-15 BRT Operations and Vehicles			SANDAG ID: 1201508							
Project Description: From Escondido to San Diego - planning, operations and vehicle acquisition (including RTMS equipment) for the Bus Rapid Transit (BRT) service between Escondido and Downtown San Diego and between Escondido and Sorrento Valley										
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: \$34,608										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$23,005	\$22,344	\$661					\$3,196		\$19,809
TransNet - Transit	\$996	\$996						\$996		
CMAQ	\$9,588	\$9,588								\$9,588
Local Funds	\$49	\$49						\$49		
TDA	\$970	\$970								\$970
TOTAL	\$34,608	\$33,947	\$661					\$4,241		\$30,367

MPO ID: SAN26B			ADOPTION: 14-00							
Project Title: Downtown BRT Stations			SANDAG ID: 1201509							
Project Description: Broadway corridor; Park Blvd, 11th Ave, Kettner Street and India Street - construct new and modify existing transit stations in downtown San Diego for Bus Rapid Transit (BRT) services										
Capacity Status: CI			Exempt Category: Non-Exempt							
Est Total Cost: \$23,154 Open to Traffic: Jan 2016										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$23,154	\$5,454	\$14,200	\$3,450	\$50			\$5,454		\$17,700
TOTAL	\$23,154	\$5,454	\$14,200	\$3,450	\$50			\$5,454		\$17,700

MPO ID: SAN26C			ADOPTION: 14-00							
Project Title: SR 15 BRT Mid-City Centerline Stations			SANDAG ID: 1201507							
Project Description: At University Avenue and at El Cajon Blvd. (mid-city area of San Diego) - construct new BRT transit stations in the median of SR-15										
Capacity Status: CI			Exempt Category: Non-Exempt							
Est Total Cost: \$56,255 Open to Traffic: Dec 2016										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$33,105	\$9,530	\$4,892	\$18,048	\$530	\$105		\$7,916		\$25,189
CMAQ	\$21,428		\$21,428							\$21,428
FTA 5307	\$1,722	\$1,722						\$761		\$961
TOTAL	\$56,255	\$11,252	\$26,320	\$18,048	\$530	\$105		\$8,677		\$47,578

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN27		ADOPTION: 14-00								
Project Title: San Ysidro Intermodal Freight Facility/South Line Rail		RTP PG NO: A-5							SANDAG ID: 1300601, 1300602	
Project Description: On trolley system from Palomar Street station to San Ysidro station - SD&AE freight facility and South Line Mainline in San Ysidro - expansion of freight yard including adding storage racks and construction of truck-loading staging area; upgrading of freight railway including crossovers and signals										
Capacity Status: NCI		Exempt Category: Mass Transit - Track rehabilitation in existing right of way								
Est Total Cost: \$89,386										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - Border	\$14,223	\$7,594	\$2,698	\$3,897	\$33			\$3,987	\$692	\$9,544
CBI	\$600	\$600						\$600		
DEMO - TEA 21	\$8,700	\$8,700						\$3,232	\$2,080	\$3,388
Prop 1B - TCIF	\$65,863	\$65,863								\$65,863
TOTAL	\$89,386	\$82,757	\$2,698	\$3,897	\$33			\$7,819	\$2,772	\$78,795
*\$1.2M of federal DEMO funds included in OWP 34200; \$390K contribution from Chula Vista included in CHV60										

MPO ID: SAN29		ADOPTION: 14-00								
Project Title: Sorrento to Miramar Double Track/Realign		EA NO: R690SA							PPNO: 7301	
Project Description: Phase 1: Control Point (CP) Pines (Mile Post (MP) 249.8) to CP Miramar (MP 251), Phase 2: CP Miramar (MP 251) to CP Cumbres (MP 252.9) - realign curve and construct second main track; fully funds PE and design for both Phase 1 and Phase 2; construction for Phase 1 only		RTP PG NO: A-5								
Capacity Status: NCI		SANDAG ID: 1239801, 1239812								
Exempt Category: Mass Transit - Track rehabilitation in existing right of way										
Est Total Cost: \$55,001										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$35,899	\$32,207	\$3,692					\$4,232		\$31,667
Fed Rail Admin (FRA-PRIIA)	\$3,102	\$3,102						\$3,102		
Prop 1B - TCIF	\$10,800	\$10,800								\$10,800
STIP-IIP PTA	\$3,900	\$3,900						\$3,900		
STIP-IIP State Cash	\$1,300	\$1,300						\$1,300		
TOTAL	\$55,001	\$51,309	\$3,692					\$12,534		\$42,467

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN36		ADOPTION: 14-00								
Project Title: Bus/Rail Signal & Communications Equipment		SANDAG ID: 1145100								
Project Description: Countywide - bid display module, dispatch software, fixed guideway electrification/power distribution projects such as catenary replacement, Feeder Cable, SCADA, DC Breaker Repl.										
Capacity Status: NCI		Exempt Category: Mass Transit - Track rehabilitation in existing right of way								
Est Total Cost: \$15,693										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - TSI	\$486		\$486							\$486
FTA 5307	\$11,443	\$11,443								\$11,443
FTA 5309 (FG)	\$1,112	\$1,112								\$1,112
Local Funds	\$2,353	\$2,353								\$2,353
TDA	\$299	\$299								\$299
TOTAL	\$15,693	\$15,207	\$486							\$15,693
*TransNet funds programmed as match in following year for FTA funds										

MPO ID: SAN39		ADOPTION: 14-00								
Project Title: Rail Electrification & Power Distribution 125-00		SANDAG ID: 1142000, 1144400								
Project Description: MTS service area - catenary improvements, substation standardization, and improvements related to fixed guideway electrification and power distribution										
Capacity Status: NCI		Exempt Category: Mass Transit - Track rehabilitation in existing right of way								
Est Total Cost: \$25,499										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - TSI	\$497		\$497							\$497
FTA 5307	\$8,081	\$6,798	\$1,282							\$8,081
FTA 5309 (FG)	\$2,682	\$2,682								\$2,682
FTA Funds - AR-5307	\$12,000	\$12,000								\$12,000
Local Funds	\$951	\$951								\$951
TDA	\$1,288	\$968	\$321							\$1,288
TOTAL	\$25,499	\$23,399	\$2,100							\$25,499
*TransNet funds programmed as match in following year for FTA funds										

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN40		ADOPTION: 14-00								
Project Title: Metropolitan Planning		SANDAG ID: 33001, 33201, 33003, 34200								
Project Description: Countywide - ongoing regional transportation planning as well as administrative oversight for various <i>TransNet</i> and FTA-funded programs.										
Capacity Status: NCI		Exempt Category: Other - Non construction related activities								
Est Total Cost: \$9,787										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - BPNS	\$20		\$20					\$20		
<i>TransNet</i> - SGIP	\$20		\$20					\$20		
<i>TransNet</i> - SS	\$42		\$42					\$42		
<i>TransNet</i> - TSI	\$192		\$192					\$192		
FTA 5307	\$7,611		\$3,806	\$3,806				\$7,611		
Local Funds	\$1,903		\$951	\$951				\$1,903		
TOTAL	\$9,788		\$5,031	\$4,757				\$9,788		

MPO ID: SAN46		ADOPTION: 14-00								
Project Title: Super Loop		RTP PG NO: A-5								
Project Description: University City in San Diego - new rapid bus service including traffic signal priority measures, signalized intersections, and new vehicles		SANDAG ID: 1041502								
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$36,349 Open to Traffic: Jun 2012										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - MC	\$35,033	\$26,582	\$2,911	\$5,540				\$11,036	\$785	\$23,212
<i>TransNet</i> - Transit	\$699	\$699						\$699		
FTA 5309 (NS)	\$617	\$617						\$617		
TOTAL	\$36,349	\$27,898	\$2,911	\$5,540				\$12,352	\$785	\$23,212

MPO ID: SAN47		ADOPTION: 14-00								
Project Title: South Bay BRT		SANDAG ID: 1280504								
Project Description: From Otay Ranch to downtown San Diego - construct transit stations at Otay Mesa border crossing; includes bridge over SR 125, transit guideway and park-n-ride at Otay Ranch Town Center and I-805 in order to provide BRT service										
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$99,908 Open to Traffic: Feb 2016										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - MC	\$96,983	\$19,931	\$22,102	\$48,974	\$5,976			\$16,401	\$4,143	\$76,439
<i>TransNet</i> - Transit	\$148	\$148						\$148		
FTA 5307	\$545	\$545						\$545		
FTA 5309 (Bus)	\$1,827	\$1,827						\$1,827		
Local Funds	\$405	\$405						\$180	\$225	
TOTAL	\$99,908	\$22,856	\$22,102	\$48,974	\$5,976			\$19,101	\$4,368	\$76,439

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN52		ADOPTION: 14-00								
Project Title: East County Bus Maintenance Facility		SANDAG ID: 1049600								
Project Description: In El Cajon - construction of new bus facility to provide capacity for operation and maintenance for 100-150 vehicles										
Capacity Status: NCI		Exempt Category: Mass Transit - Const of new bus or rail storage/maint facilities excluded in 23 CFR part 771								
Est Total Cost: \$44,957										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
CMAQ	\$50	\$50								\$50
FTA 5307	\$5,629	\$5,630						\$4,910		\$719
FTA 5309 (Bus)	\$4,385	\$4,385								\$4,385
FTA 5311	\$200	\$200								\$200
FTA 5339	\$7,285	\$7,285								\$7,285
STA	\$24,904	\$4,063	\$20,840							\$24,904
Local Funds	\$2,310	\$2,310						\$1,628		\$682
TDA	\$194	\$194								\$194
TOTAL	\$44,957	\$24,117	\$20,840					\$6,538		\$38,419

MPO ID: SAN54		ADOPTION: 14-00								
Project Title: ITS Operating		SANDAG ID: 23015, 33105, 33110, 33111, 33118, 33119								
Project Description: Regionwide - implementation and deployment of Intelligent Transportation System (ITS) projects such as Intermodal Transportation Management System (IMTMS), 511 Advanced Traveler Information System; activities include data collection, dissemination, software upgrades										
Capacity Status: NCI		Exempt Category: Safety - Non signalization traffic control and operating								
Est Total Cost: \$11,568										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$11,568		\$2,964	\$2,151	\$2,151	\$2,151	\$2,151	\$11,568		
TOTAL	\$11,568		\$2,964	\$2,151	\$2,151	\$2,151	\$2,151	\$11,568		

MPO ID: SAN57		ADOPTION: 14-00								
Project Title: Fixed Guideway Transitways/Lines 122-00										
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										
Capacity Status: NCI		Exempt Category: Mass Transit - Track rehabilitation in existing right of way								
Est Total Cost: \$9,869										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - TSI	\$100		\$100							\$100
FTA 5307	\$7,795	\$7,795								\$7,795
FTA 5309 (FG)	\$100	\$100								\$100
Local Funds	\$793	\$793								\$793
TDA	\$1,081	\$1,081								\$1,081
TOTAL	\$9,869	\$9,769	\$100							\$9,869
*TransNet funds programmed as match in following year for FTA funds										

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN64		ADOPTION: 14-00								
Project Title:	Eastbrook to Shell Double Track							PPNO: 2074		
Project Description:	From MP 225.3 to MP 225.9 - in Oceanside, design to add a new 0.6 mile section of double track and replace the 700-foot long San Luis Rey River Bridge over San Luis Rey River							SANDAG ID: 1239809		
Capacity Status:	NCI		Exempt Category: Mass Transit - Track rehabilitation in existing right of way							
Est Total Cost: \$6,920										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$3,000	\$2,635	\$365					\$3,000		
Fed Rail Admin (FRA-PRIIA)	\$3,920	\$3,920						\$3,920		
TOTAL	\$6,920	\$6,555	\$365					\$6,920		

MPO ID: SAN66		ADOPTION: 14-00								
Project Title:	Group Projects for Rehabilitation or Reconstruction of Track Structures, Track, and Trackbed in Existing Rights-of-Way: Blue Line Corridor							SANDAG ID: 1210010, 1210020, 1210030, 1210040, 1210050, 1210060, 1210070		
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3 categories - rehabilitation or reconstruction of track structures, track and trackbed in existing rights-of-way (non-capacity increasing)									
Capacity Status:	NCI		Exempt Category: Mass Transit - Reconstruction or renovation of transit structures							
Est Total Cost: \$298,515										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$116,118	\$82,528	\$28,657	\$4,933						\$116,118
TransNet - MC AC	\$0	\$29,741	\$(29,741)							
FTA 5307	\$11,313	\$11,313								\$11,313
FTA 5309 (NS)	\$335	\$335								\$335
FTA Funds - AR-5307	\$42,903	\$42,903								\$42,903
FTA Funds - AR-5309	\$2,011	\$2,011								\$2,011
Prop 1A - High Speed Rail	\$57,855	\$57,855								\$57,855
Prop 1B - SLPP	\$45,851	\$45,851								\$45,851
Local Funds	\$22,129	\$970	\$21,159							\$22,129
TOTAL	\$298,515	\$273,507	\$20,075	\$4,933						\$298,515

MPO ID: SAN67		ADOPTION: 14-00								
Project Title:	Low-Floor Light Rail Vehicles							SANDAG ID: 1210080		
Project Description:	Along Blue and Orange Line corridor - purchase of 65 low-floor vehicle for the San Diego Trolley system									
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: \$269,153										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$37,017	\$37,017						\$52		\$36,965
TransNet - MC AC	\$0	\$23,966	\$(23,966)					\$81		\$(81)
Prop 1B - PTMISEA	\$41,397	\$41,397								\$41,397
Prop 1B - SLPP	\$31,097	\$31,097								\$31,097
Local Funds	\$159,642	\$135,675	\$23,967							\$159,642
TOTAL	\$269,153	\$269,152	\$1					\$133		\$269,020

Thursday, September 18, 2014

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN73								ADOPTION: 14-00		
Project Title: San Elijo Lagoon Double Track								SANDAG ID: 1239806		
Project Description: From MP 240.4 to MP 240.7 - design double track for Coastal Rail Corridor from CP Cardiff to CP Craven across San Elijo Lagoon - does not add additional transit service										
Capacity Status: NCI								Exempt Category: Mass Transit - Track rehabilitation in existing right of way		
Est Total Cost: \$76,700										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$30,552	\$932	\$498	\$2,466	\$12,245	\$14,402	\$9	\$4,908	\$132	\$25,512
RSTP	\$46,148	\$46,148						\$3,115		\$43,033
TOTAL	\$76,700	\$47,080	\$498	\$2,466	\$12,245	\$14,402	\$9	\$8,023	\$132	\$68,545

MPO ID: SAN78								ADOPTION: 14-00		
Project Title: Mid-City Rapid Bus								SANDAG ID: 1240001		
Project Description: From Downtown San Diego to San Diego State University via Park and El Cajon Boulevards - development of a Rapid Bus route including enhanced vehicles and stations, transit signal priority, real-time information and improved frequencies										
Capacity Status: CI								Exempt Category: Non-Exempt		
Est Total Cost: \$44,526 Open to Traffic: Oct 2014										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$21,654	\$19,472	\$2,182					\$3,797	\$860	\$16,997
TransNet - Transit	\$173	\$173						\$173		
FTA 5307	\$320	\$320						\$320		
FTA 5309 (NS)	\$22,379	\$22,379						\$729		\$21,650
TOTAL	\$44,526	\$42,344	\$2,182					\$5,019	\$860	\$38,647

MPO ID: SAN79								ADOPTION: 14-00		
Project Title: Centralized Train Control (CTC)								SANDAG ID: 1142500		
Project Description: MTS service area - develop modern operation center which combines elements of train location, switch control, and fire/life and safety monitoring, to control passenger information signs and public address systems; procure both a back-end computer system, as well as deploy the necessary field equipment to safely and efficiently control the train network										
Capacity Status: NCI								Exempt Category: Mass Transit - Construction or renovation of power, signal, and communications systems		
Est Total Cost: \$14,933										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$8,131	\$6,631	\$715	\$785						\$8,131
TransNet - TSI	\$486		\$486							\$486
FTA 5307	\$5,145	\$5,145								\$5,145
Local Funds	\$1,171	\$1,071	\$100							\$1,171
TOTAL	\$14,933	\$12,847	\$1,301	\$785						\$14,933
*STIP-TransNet swap										

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego Association of Governments

MPO ID: SAN80		ADOPTION: 14-00								
Project Title: <i>TransNet</i> Major Transit Corridor Operations		SANDAG ID: 1139601, 1139602, 1139603, 1139604								
Project Description: Countywide - I-15 BRT, SuperLoop, Mid-City, South Bay BRT, Otay Mesa BRT and Mira Mesa BRT operating and maintenance costs										
Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance										
Est Total Cost: \$42,591										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - BRT/Rail Ops	\$42,591	\$11,864	\$7,185	\$9,867	\$13,675			\$42,591		
TOTAL	\$42,591	\$11,864	\$7,185	\$9,867	\$13,675			\$42,591		

MPO ID: SAN84		ADOPTION: 14-00								
Project Title: Grouped Projects for Operating Assistance - <i>TransNet</i> Senior Mini-Grant Program										
Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories: operating assistance to transit operators - non profit agencies providing transportation programs specializing in services for seniors										
Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance										
Est Total Cost: \$5,045										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - SS	\$3,949	\$2,910	\$1,039							\$3,949
Local Funds	\$1,096	\$823	\$273							\$1,096
TOTAL	\$5,045	\$3,733	\$1,312							\$5,045

MPO ID: SAN94		ADOPTION: 14-00								
Project Title: I-15 Integrated Corridor Management Project (ICM)		SANDAG ID: 1144601								
Project Description: From SR 52 to SR 78 - I-15 Corridor in San Diego region is one of eight pioneer sites selected throughout the nation by US Department Of Transportation (DOT) for the the ICM initiative; I-15 ICM project establishes an operational platform that will allow the transportation network to be operated in a more coordinated and integrated manner; project includes the integration of existing Intelligent Transportation System (ITS) platforms, development of a Decision Support System, and upgrades to the traffic signal synchronization network to a responsive system; provide for better management of traffic conditions along the I-15 corridor										
RT:15	Capacity Status: NCI Exempt Category: Other - Non construction related activities									
Est Total Cost: \$9,559										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - MC	\$371		\$371					\$371		
USDOTs	\$9,084	\$9,084						\$9,084		
ST-CASH - Other State	\$104	\$104						\$104		
TOTAL	\$9,559	\$9,188	\$371					\$9,559		

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN114		ADOPTION: 14-00								
Project Title:	Grouped Projects for Rehabilitation or Reconstruction of Track Structures, Track, and Trackbed in Existing Rights-of-Way: Coastal Rail Corridor							SANDAG ID: 1239803, 1239804, 1239805, 1239808, 1239810, 1239813, 1239814, 1239815, 1239816		
Project Description:	Projects are consistent with 40 CFR Parts 93.126 and 93.127 Exempt Tables 2 and 3 categories: rehabilitation or reconstruction of track structures, track, and trackbed in existing right-of-way (non-capacity increasing)- from Oceanside to San Diego along the Coastal Rail Corridor; design track improvements									
Capacity Status: NCI		Exempt Category: Mass Transit - Track rehabilitation in existing right of way								
Est Total Cost: \$207,525										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$151,199	\$12,317	\$8,367	\$25,527	\$33,170	\$45,775	\$26,043			\$151,199
CMAQ	\$27,419	\$27,419								\$27,419
Fed Rail Admin (FRA-PRIIA)	\$7,300	\$7,300								\$7,300
Other Fed - ARRA - FRA	\$10,335	\$10,335								\$10,335
RSTP	\$10,771	\$10,771								\$10,771
Prop. 116	\$501	\$501								\$501
TOTAL	\$207,525	\$68,643	\$8,367	\$25,527	\$33,170	\$45,775	\$26,043			\$207,525

MPO ID: SAN119		ADOPTION: 14-00								
Project Title:	Sorrento Valley Double Track							SANDAG ID: 1239807		
Project Description:	From MP 247.8 to MP 248.9 north of Sorrento Valley Coaster Station - construct double track including signals, raise tracks to allow for 50-year storm event, new bridges at MP 247.7 and 248.7, platform extension, and additional parking capacity - does not add additional transit service									
Capacity Status: NCI		Exempt Category: Mass Transit - Track rehabilitation in existing right of way								
Est Total Cost: \$30,790										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$1,068	\$1,048			\$10		\$10	\$1,068		
CMAQ	\$3,867	\$3,867								\$3,867
RSTP	\$12,861	\$12,861						\$5,156		\$7,705
Prop 1B - TCIF	\$12,994	\$12,994								\$12,994
TOTAL	\$30,790	\$30,770			\$10		\$10	\$6,224		\$24,566

MPO ID: SAN123		ADOPTION: 14-00								
Project Title:	University Town Center (UTC) Transit Center							SANDAG ID: 1143200		
Project Description:	Within the parking area of the UTC Shopping mall area - off street transit center for existing Metropolitan Transit System (MTS) and North County Transit District (NCTD) for local and express service for SuperLoop, Mid-Coast and Bus Rapid Transit (BRT)									
Capacity Status: NCI		Exempt Category: Mass Transit - Reconstruction or renovation of transit structures								
Est Total Cost: \$5,700										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$5,700	\$26	\$55	\$349	\$4,735	\$535		\$26		\$5,674
TOTAL	\$5,700	\$26	\$55	\$349	\$4,735	\$535		\$26		\$5,674

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN128		ADOPTION: 14-00								
Project Title:	I-15 BRT Sabre Springs Parking Structure							RTP PG NO: A-5		
Project Description:	Sabre Springs along I-15 - parking structure BRT service with 500-car parking structure, 150 surface spaces, bus staging area (8-bus capacity), landscaping, lighting, modular bus station, security cameras, bus shelters, and site furnishings							SANDAG ID: 1201512		
Capacity Status:	CI	Exempt Category: Non-Exempt								
Est Total Cost: \$17,000		Open to Traffic: Mar 2014								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$17,000	\$14,716	\$2,284					\$955	\$50	\$15,995
	TOTAL	\$17,000	\$14,716	\$2,284				\$955	\$50	\$15,995

MPO ID: SAN129		ADOPTION: 14-00								
Project Title:	Downtown Layover Facility							SANDAG ID: 1201514		
Project Description:	Downtown San Diego - construct bus layover facility to accommodate BRT, Rapid Bus and local transit vehicles									
Capacity Status:	NCI	Exempt Category: All Projects - Bus terminal and transfer points								
Est Total Cost: \$15,975										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$15,975	\$1,099	\$6,051	\$4,290	\$2,721	\$1,127	\$687	\$1,903	\$9,012	\$5,060
	TOTAL	\$15,975	\$1,099	\$6,051	\$4,290	\$2,721	\$1,127	\$1,903	\$9,012	\$5,060

MPO ID: SAN131		ADOPTION: 14-00								
Project Title:	Mira Mesa Blvd. Bus Rapid Transit Priority Treatments							SANDAG ID: 1201511		
Project Description:	From I-15 to I-805 - bus rapid transit priority treatments on Mira Mesa Blvd.									
Capacity Status:	NCI	Exempt Category: Other - Traffic signal synchronization projects								
Est Total Cost: \$14,000										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$14,000	\$1,065	\$723	\$7,537	\$4,675			\$2,365	\$1,685	\$9,950
	TOTAL	\$14,000	\$1,065	\$723	\$7,537	\$4,675		\$2,365	\$1,685	\$9,950

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN132		ADOPTION: 14-00								
Project Title: Elvira to Morena Double Track		SANDAG ID: 1239811								
Project Description: From MP 257.9 to MP 260.5 - double track two miles of main track and realignment including signals and switches - does not add additional transit service										
Capacity Status: NCI		Exempt Category: Mass Transit - Track rehabilitation in existing right of way								
Est Total Cost: \$95,000										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$52,762	\$2,197	\$1,153		\$18,722	\$26,276	\$4,414	\$5,880		\$46,882
CMAQ	\$24,878	\$24,878						\$2,776		\$22,102
Fed Rail Admin (FRA-PRIIA)	\$9,920	\$9,920						\$6,082		\$3,838
RSTP	\$4,688	\$4,688						\$4,688		
TCRP	\$2,752			\$2,752						\$2,752
TOTAL	\$95,000	\$41,683	\$1,153	\$2,752	\$18,722	\$26,276	\$4,414	\$19,426		\$75,574

MPO ID: SAN133		ADOPTION: 14-00								
Project Title: South Bay BRT Maintenance Facility		SANDAG ID: 1201513								
Project Description: In Chula Vista - expansion of maintenance facility to accommodate maintenance of BRT vehicles - property acquisition, site preparation, lighting, parking and bus servicing facilities										
Capacity Status: NCI		Exempt Category: Mass Transit - Const of new bus or rail storage/maint facilities excluded in 23 CFR part 771								
Est Total Cost: \$60,535										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$31,557	\$24,507	\$6,911	\$139				\$491		\$31,066
FTA 5307	\$8,760	\$8,760						\$2,996	\$4,791	\$973
FTA 5339	\$3,122	\$3,122								\$3,122
STA	\$5,250	\$5,250						\$1,052	\$2,300	\$1,898
Local Funds	\$9,658	\$9,658								\$9,658
TDA	\$2,188	\$2,187						\$629	\$1,190	\$369
TOTAL	\$60,535	\$53,484	\$6,911	\$139				\$5,168	\$8,281	\$47,086

MPO ID: SAN146		ADOPTION: 14-00								
Project Title: I-805 Imperial BRT Station		SANDAG ID: 1280512								
Project Description: On I-805, north of Imperial Avenue - final environmental document for BRT station and pedestrian access with connection to 47th Street trolley station										
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$4,150										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$4,150	\$898	\$1,920	\$1,123	\$209			\$4,150		
TOTAL	\$4,150	\$898	\$1,920	\$1,123	\$209			\$4,150		

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego Association of Governments

MPO ID: SAN147								ADOPTION: 14-00		
Project Title: Grouped Projects for Bicycle and Pedestrian Facilities - Bayshore Bikeway								SANDAG ID: 1129900, 1143700, 1223055		
Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized)										
Capacity Status: NCI Exempt Category: Air Quality - Bicycle and pedestrian facilities										
Est Total Cost: \$13,108										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - BPNS	\$7,546	\$2,162	\$2,999	\$2,385						\$7,546
Coastal Conservancy	\$2,500	\$2,500								\$2,500
STIP-RIP Prior State Cash	\$185	\$185								\$185
STIP-RIP STP TE	\$1,389	\$1,389								\$1,389
STIP-RIP State Cash	\$44	\$44								\$44
STPE-S RIP Prior	\$1,373	\$1,373								\$1,373
Local Funds	\$71	\$71								\$71
TOTAL	\$13,108	\$7,724	\$2,999	\$2,385						\$13,108

MPO ID: SAN148								ADOPTION: 14-00		
Project Title: Grouped Projects for Bicycle and Pedestrian Facilities - Coastal Rail Trail								SANDAG ID: 1223016, 1223017, 1223018, 1223024		
Project Description: Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized)										
Capacity Status: NCI Exempt Category: Air Quality - Bicycle and pedestrian facilities										
Est Total Cost: \$6,512										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - BPNS	\$4,361	\$1,066	\$1,420	\$1,824	\$51					\$4,361
STIP-RIP STP TE	\$2,104	\$2,104								\$2,104
STIP-RIP State Cash	\$47	\$47								\$47
TOTAL	\$6,512	\$3,217	\$1,420	\$1,824	\$51					\$6,512

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN153		ADOPTION: 14-00								
Project Title:	The Inland Rail Trail							PPNO: 7421W		
Project Description:	On and along rail corridor from Melrose Drive in Oceanside to North Pacific Street in San Marcos - plan, design, and construct 7 miles of Class 1 Bike Path and Class II - Bike Lane that is located adjacent to and within the NCTD Railroad right-of-way							SANDAG ID: 1223023		
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$34,257										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - BPNS	\$4,963	\$2,291			\$2,177	\$495		\$864		\$4,099
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	\$183	\$2,115					\$183		\$2,115
Local Funds	\$1,080		\$1,080							\$1,080
TDA - Bicycles	\$6,719	\$3,719			\$3,000			\$3,719		\$3,000
TOTAL	\$32,796	\$7,607	\$19,517		\$5,177	\$495		\$6,180		\$26,616
*\$1.461M of BTA programmed under County of San Diego CNTY78										

MPO ID: SAN163		ADOPTION: 14-00								
Project Title:	Los Penasquitos Lagoon Bridge Replacement							SANDAG ID: 1145000		
Project Description:	From N. Penasquitos Lagoon to S. Penasquitos Lagoon - replace three aging timber trestle railway bridges in order to maintain compliance with Federal Railroad Administration (FRA) standards and support intercity, commuter and freight rail services in the second busiest rail corridor in the nation									
Capacity Status: NCI		Exempt Category: Mass Transit - Reconstruction or renovation of transit structures								
Est Total Cost: \$25,000										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5307	\$2,797	\$2,797								\$2,797
TIGER13	\$14,000	\$14,000								\$14,000
TDA	\$8,203	\$6,021	\$2,182							\$8,203
TOTAL	\$25,000	\$22,818	\$2,182							\$25,000

MPO ID: SAN196		ADOPTION: 14-00								
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities - San Diego River Trail							SANDAG ID: 1223052, 1223053		
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized)									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$1,920										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - BPNS	\$1,420	\$179	\$589	\$652						\$1,420
Coastal Conservancy	\$500	\$500								\$500
TOTAL	\$1,920	\$679	\$589	\$652						\$1,920

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego Association of Governments

MPO ID: SAN199		ADOPTION: 14-00								
Project Title:	Rose Canyon Bridge Replacements	SANDAG ID: 1145300								
Project Description:	From MP 257.2 to MP 254.7 - replace four aging timber trestle railway bridges in order to maintain compliance with FRA bridge standards for state of good repair and support intercity, commuter and freight rail services in a segment of the nations second busiest rail corridor.									
Capacity Status: NCI		Exempt Category: Mass Transit - Reconstruction or renovation of transit structures								
Est Total Cost: \$11,254										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5307	\$8,921	\$1,053	\$2,623	\$2,623	\$2,623			\$2,239		\$6,682
TDA	\$2,333	\$365	\$656	\$656	\$656			\$662		\$1,671
TOTAL	\$11,254	\$1,418	\$3,279	\$3,279	\$3,279			\$2,901		\$8,353

MPO ID: SAN200		ADOPTION: 14-00								
Project Title:	San Onofre Bridge Replacement	SANDAG ID: 1145400								
Project Description:	From MP 207.6 to MP 209.9 - replace three aging timber trestle railway bridges in order to maintain compliance with Federal Railroad Administration (FRA) standards and support intercity, commuter and freight rail services in the second busiest rail corridor in the nation									
Capacity Status: NCI		Exempt Category: Mass Transit - Reconstruction or renovation of transit structures								
Est Total Cost: \$13,641										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5307	\$10,913	\$9,166	\$582	\$872	\$292			\$217		\$10,696
TDA	\$2,728	\$2,292	\$145	\$218	\$73			\$54		\$2,674
TOTAL	\$13,641	\$11,458	\$727	\$1,090	\$365			\$271		\$13,370

MPO ID: SAN201		ADOPTION: 14-00								
Project Title:	Airport Connection	SANDAG ID: 1145500								
Project Description:	Along Palm Street west of Pacific Highway - pedestrian improvements connecting the Middletown light rail station and the planned airport shuttle stop; includes street and sidewalk improvements, landscaping, lighting, signal modification, and curb return improvements. Toll Credits of \$111 will be used to match FY15 federal funds for the CON phase									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$1,000										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
CMAQ	\$1,000	\$150	\$850					\$150		\$850
TOTAL	\$1,000	\$150	\$850					\$150		\$850

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego Association of Governments

MPO ID: SAN202		ADOPTION: 14-00								
Project Title: I-15 BRT Station Improvements		SANDAG ID: 1201516								
Project Description: At Del Lago, Rancho Bernardo and Mira Mesa Transit Stations - preliminary engineering for parking access control to ensure parking availability for transit riders										
Capacity Status: NCI		Exempt Category: All Projects - Bus terminal and transfer points								
Est Total Cost: \$60										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - MC</i>	\$60	\$28	\$32					\$60		
TOTAL	\$60	\$28	\$32					\$60		

MPO ID: SAN208		ADOPTION: 14-00								
Project Title: Clairemont Mesa Blvd BRT Stations		SANDAG ID: 1201515								
Project Description: Clairemont Mesa Boulevard from State Route 163 to Interstate 15 - final environmental document for the installation of BRT stations, intersection modifications, and an eastbound-to-southbound bus-only right turn at I-15										
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$500										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - MC</i>	\$500		\$500					\$500		
TOTAL	\$500		\$500					\$500		

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego County

MPO ID: CNTY14A		ADOPTION: 14-00								
Project Title:	South Santa Fe Avenue South						RTP PG NO: A-34			
Project Description:	South Santa Fe from 700 ft south of Woodland Dr to Smilax Rd - widening of South Santa Fe Avenue to a five-lane major road with a center left turn lane, curb, gutter, sidewalk, bike lanes, and drainage improvements from 700 ft south of Woodland Dr to Smilax Road						RAS (TA 4-75) TransNet - LSI: CR			
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$1,378		Open to Traffic: Jun 2020								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$175	\$175						\$175		
TransNet - L (Cash)	\$36	\$36						\$36		
TransNet - LSI	\$908	\$887	\$21					\$908		
TransNet - LSI (Cash)	\$100	\$100						\$100		
TransNet - LSI Carry Over	\$98	\$98						\$98		
RSTP	\$61	\$61						\$61		
TOTAL	\$1,378	\$1,357	\$21					\$1,378		

MPO ID: CNTY21		ADOPTION: 14-00								
Project Title:	Bradley Avenue Overpass at SR 67						RTP PG NO: A-30			
Project Description:	Bradley Avenue from Magnolia Ave. to Mollison Ave. - widen of Bradley Ave from Magnolia Ave to Mollison Ave; widen from 2 lanes to 4 lanes plus sidewalks. Replace 2-lane bridge over SR 67 with a 6-lane bridge, which accommodates turn pockets.						RAS (TA 4-67) TransNet - LSI: CR			
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$30,859		Open to Traffic: Jun 2017								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$195	\$195						\$195		
TransNet - LSI	\$2,204	\$1,624	\$580					\$955	\$1,249	
TransNet - LSI (Cash)	\$117	\$114	\$3					\$114	\$3	
TransNet - LSI Carry Over	\$69	\$69						\$69		
HPP	\$400	\$400							\$400	
RSTP	\$750	\$750						\$750		
STP - Sec 117	\$492	\$492							\$492	
Local Funds	\$26,632	\$2,417	\$2,215	\$11,000	\$11,000			\$317	\$4,315	\$22,000
TOTAL	\$30,859	\$6,061	\$2,798	\$11,000	\$11,000			\$2,400	\$6,459	\$22,000

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego County

MPO ID: CNTY24		ADOPTION: 14-00								
Project Title:	Cole Grade Road							RTP PG NO: A-30		
Project Description:	Cole Grade Road from N. of Horse Creek Trail to South of Pauma Heights Road - widen to accommodate 14-ft traffic lane in both direction, 12-ft center 2-way left turn, 6-ft bike lane & 10-ft pathway							RAS (TA 4-74)		
	Capacity Status: CI Exempt Category: Non-Exempt							TransNet - LSI: CR		
Est Total Cost: \$16,618		Open to Traffic: Dec 2018								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$350	\$350						\$350		
TransNet - L (Cash)	\$499	\$335	\$164					\$499		
TransNet - LSI	\$15,769		\$1,132	\$3,640	\$3,922	\$5,400	\$1,675	\$582	\$1,150	\$14,037
TOTAL	\$16,618	\$685	\$1,296	\$3,640	\$3,922	\$5,400	\$1,675	\$1,431	\$1,150	\$14,037

MPO ID: CNTY34		ADOPTION: 14-00								
Project Title:	Dye Road Extension							RTP PG NO: A-30		
Project Description:	Dye Road from Dye Road to San Vicente Road - In Ramona, study, design and construct a 2-lane community collector road with intermittent turn lanes, bike lanes, curb, gutter, and pathway/walkway							RAS (TA 4-74)		
	Capacity Status: CI Exempt Category: Non-Exempt							TransNet - LSI: CR		
Est Total Cost: \$14,027		Open to Traffic: Dec 2018								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$300	\$300						\$300		
TransNet - L (Cash)	\$250	\$250						\$250		
TransNet - LSI	\$13,377	\$837	\$92	\$11	\$1,162	\$1,080	\$10,195	\$866	\$2,316	\$10,195
TransNet - LSI Carry Over	\$100	\$100						\$100		
TOTAL	\$14,027	\$1,487	\$92	\$11	\$1,162	\$1,080	\$10,195	\$1,516	\$2,316	\$10,195

MPO ID: CNTY35		ADOPTION: 14-00								
Project Title:	Ramona Street Extension							RTP PG NO: A-30		
Project Description:	Ramona Street from Boundary Ave. to Warnock Dr. - In the community of Ramona, construct new road extension, 2 lanes with intermittent turn lanes, bike lanes and walkway/pathway							TransNet - LSI: CR		
	Capacity Status: CI Exempt Category: Non-Exempt									
Est Total Cost: \$4,506		Open to Traffic: Jun 2021								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$287	\$287						\$233	\$54	
TransNet - LSI	\$4,191	\$820		\$11	\$12	\$12	\$3,336	\$755	\$600	\$2,836
TransNet - LSI (Cash)	\$28	\$19	\$9					\$28		
TOTAL	\$4,506	\$1,126	\$9	\$11	\$12	\$12	\$3,336	\$1,016	\$654	\$2,836

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego County

MPO ID: CNTY36		ADOPTION: 14-00								
Project Title:	San Vicente Road Improvements							RTP PG NO: A-30		
Project Description:	San Vicente Road from Warnock Drive to Wildcat Canyon Road - in Ramona, design and reconstruct road improvements, including 2-lane community collector road with intermittent turn lanes, bike lanes, asphalt concrete dike, and pathway/walkway							TransNet - LSI: CR		
Capacity Status:	CI	Exempt Category: Non-Exempt								
Est Total Cost: \$35,748		Open to Traffic: May 2016								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$790	\$790						\$790		
TransNet - L (Cash)	\$591	\$591						\$591		
TransNet - LSI	\$8,505	\$1,496		\$6,310	\$159	\$540		\$1,219	\$277	\$7,009
TransNet - LSI (Cash)	\$1,195		\$1,195							\$1,195
TransNet - LSI Carry Over	\$24,667	\$3,349	\$14,003	\$7,315				\$381	\$1,968	\$22,318
TOTAL	\$35,748	\$6,226	\$15,198	\$13,625	\$159	\$540		\$2,981	\$2,245	\$30,522

MPO ID: CNTY39		ADOPTION: 14-00								
Project Title:	Bear Valley Parkway North							RTP PG NO: A-31		
Project Description:	Bear Valley Parkway from San Pasqual Valley Road to Boyle Avenue - widen from two to four lanes, with a center median, a bike lane and shoulder in each direction of travel							RAS (TA 4-73)		
Capacity Status:	CI	Exempt Category: Non-Exempt								
Est Total Cost: \$21,340		Open to Traffic: Jun 2016								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$6	\$6						\$6		
TransNet - L (Cash)	\$6	\$6						\$6		
TransNet - LSI	\$9,910	\$4,472		\$5,438				\$441	\$3,171	\$6,298
TransNet - LSI (Cash)	\$990	\$490	\$500							\$990
TransNet - LSI Carry Over	\$6,936	\$1,010	\$5,926							\$6,936
Local Funds	\$3,492	\$3,492							\$3,492	
TOTAL	\$21,340	\$9,476	\$6,426	\$5,438				\$453	\$6,663	\$14,224

MPO ID: CNTY78		ADOPTION: 14-00								
Project Title:	Inland Rail Trail - County of San Diego							RTP PG NO: 6-55; E-14		
Project Description:	NCTD Right of Way from City of San Marcos/County border to City of Vista/County border - in unincorporated North County Metro: the current funds programmed are for the segment from City of San Marcos/County border to City of Vista/County border; construct bicycle/pedestrian trail within NCTD right of way							TransNet - LSI: CR		
Capacity Status:	NCI	Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$2,328										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$546	\$546						\$546		
TransNet - LSI (Cash)	\$321	\$139	\$182					\$321		
BTA	\$1,461	\$1,461								\$1,461
TOTAL	\$2,328	\$2,146	\$182					\$867		\$1,461

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego County

MPO ID: CNTY79		ADOPTION: 14-00								
Project Title: Pamo Road Bridge North										
Project Description: Santa Ysabel Creek from Pamo Road to Haverford Road - Bridge No. 57C0729, Pamo Rd Over Santa Ysabel Creek, 3.85 M N/O Haverford Rd.; replace existing one lane bridge with two lane bridge designed to current standards. Toll Credits of \$11 will be used to match FY15 federal funds for the ROW phase, Toll Credits of \$539 will be used to match FY17 federal funds for the CON phase										
Capacity Status: NCI		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
Est Total Cost: \$5,975										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
HBP	\$5,975	\$1,175	\$100		\$4,700			\$1,175	\$100	\$4,700
TOTAL	\$5,975	\$1,175	\$100		\$4,700			\$1,175	\$100	\$4,700

MPO ID: CNTY80		ADOPTION: 14-00								
Project Title: Sweetwater River Trail, Phase III										
Project Description: Sweetwater River Trail from Willow Street to Sweetwater Staging Area in Bonita - this project is an improvement to an existing multi use trail(pedestrian,equestrian,bicycle)approximately 1.43 miles in length										
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$535										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
RTP	\$396	\$7	\$389							\$396
Coastal Conservancy	\$104	\$56	\$48					\$104		
Local Funds	\$35	\$35						\$35		
TOTAL	\$535	\$98	\$437					\$139		\$396

MPO ID: CNTY81		ADOPTION: 14-00								
Project Title: Regional Traffic Signal Management		<i>TransNet - LSI: CR</i>								
Project Description: County-wide - County of San Diego cost-share for the Regional Arterial Management System										
Capacity Status: NCI		Exempt Category: Other - Traffic signal synchronization projects								
Est Total Cost: \$75										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - LSI</i>	\$75	\$13	\$13	\$13	\$13	\$13	\$13	\$75		
TOTAL	\$75	\$13	\$13	\$13	\$13	\$13	\$13	\$75		

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego County

MPO ID: CNTY82		ADOPTION: 14-00								
Project Title:	Alpine Boulevard Streetscape Improvements							RAS (TA 4-73)		
Project Description:	Alpine Boulevard from Tavern Road to South Grade Road - in unincorporated community of Alpine; Alpine Boulevard Streetscape Improvements - between Tavern Road and South Grade Road, widen from two-lane to three-lane roadway including a median turn-lane with bicycle, parking, and pedestrian improvements							TransNet - LSI: CR		
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$6,681		Open to Traffic: Jan 2018								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$5,998			\$2,288	\$3,710				\$288	\$5,710
Local RTCIP	\$683		\$683					\$663	\$20	
TOTAL	\$6,681		\$683	\$2,288	\$3,710			\$663	\$308	\$5,710

MPO ID: CNTY83		ADOPTION: 14-00								
Project Title:	SR67/Highland/Dye Intersection							RAS (TA 4-74)		
Project Description:	SR 67/Highland/Dye Intersection from SR 67 to 1000' SE of SR67 - in unincorporated Ramona: intersection widening (double left turn lanes on Dye/Highland and double through lanes with dedicated right turn lanes on SR 67), signal modification with bicycle and pedestrian improvements, and associated improvements							TransNet - LSI: CR		
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$7,770		Open to Traffic: Dec 2018								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$7,770		\$1,836	\$2,860	\$3,074				\$2,336	\$5,434
TOTAL	\$7,770		\$1,836	\$2,860	\$3,074				\$2,336	\$5,434
*\$14M of SHOPP funds programmed under CAL46A										

MPO ID: CNTY84		ADOPTION: 14-00								
Project Title:	Stage Coach Lane / Reche Road Intersection Improvements							TransNet - LSI: CR		
Project Description:	Stage Coach Lane from Reche Rd to Reche Rd - in unincorporated Fallbrook: widen intersection approaches to provide additional turn lanes and accommodate bicycle and pedestrian improvements									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$1,123										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$1,123			\$260	\$53	\$810		\$260	\$53	\$810
TOTAL	\$1,123			\$260	\$53	\$810		\$260	\$53	\$810

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego County

MPO ID: CNTY85		ADOPTION: 14-00								
Project Title:	Mast Boulevard	<i>TransNet - LSI: CR</i>								
Project Description:	Mast Boulevard from East side of Santee to West side of County unincorporated area - current funds programmed are for Phase 1 – Construct Mast Blvd. from east side of City of Santee to west side of County unincorporated area: Construct four lane arterial roadway with bicycle and pedestrian improvements									
	Capacity Status: NCI	Exempt Category: Other - Engineering studies								
Est Total Cost: \$2,929										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - LSI</i>	\$2,929		\$321	\$328	\$318	\$972	\$990	\$2,929		
TOTAL	\$2,929		\$321	\$328	\$318	\$972	\$990	\$2,929		

MPO ID: CNTY86		ADOPTION: 14-00								
Project Title:	Roadway Maintenance and Overlay	<i>TransNet - LSI: Maint</i>								
Project Description:	Countywide - annual maintenance project that includes maintenance of various street elements (crackseal, chip seal, AC overlay, sidewalk repairs, etc.)									
	Capacity Status: NCI	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$7,000										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - LSI</i>	\$7,000			\$1,042	\$1,594	\$1,944	\$2,420			\$7,000
TOTAL	\$7,000			\$1,042	\$1,594	\$1,944	\$2,420			\$7,000

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS23A		ADOPTION: 14-00								
Project Title: Transit Service Operations										
Project Description: MTS service area - operating support for existing services including urban, Americans with Disabilities Act (ADA), and rural bus service										
Capacity Status: NCI		Exempt Category: Mass Transit - Transit operating assistance								
Est Total Cost: \$320,359										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - TSI	\$154,615		\$27,092	\$29,981	\$31,157	\$32,379	\$34,006	\$154,615		
FTA 5307	\$16,144		\$4,036	\$4,036	\$4,036	\$4,036		\$16,144		
TDA	\$16,144		\$4,036	\$4,036	\$4,036	\$4,036		\$16,144		
TOTAL	\$186,903		\$35,164	\$38,053	\$39,229	\$40,451	\$34,006	\$186,903		

MPO ID: MTS28		ADOPTION: 14-00								
Project Title: Bus & Rail Rolling Stock purchases and Rehabilitations										
Project Description: MTS service area - purchase replacement buses, replacement Light Rail Vehicles, procurement of materials and services for the rehabilitation or retrofit of mechanical components, electrical components, and coach bodies of Light Rail Vehicles and buses										
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: \$262,819										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - TSI Carry Over	\$2,247		\$2,247							\$2,247
TransNet - Transit (Cash)	\$2,200	\$2,200								\$2,200
FTA 5307	\$81,491	\$39,177	\$9,617	\$10,899	\$10,899	\$10,899				\$81,491
FTA 5309 (Bus)	\$3,000	\$3,000								\$3,000
STA	\$19,952	\$19,952								\$19,952
TDA	\$153,929	\$41,860	\$29,177	\$19,505	\$22,695	\$40,691				\$153,929
TOTAL	\$262,819	\$106,189	\$41,041	\$30,404	\$33,594	\$51,590				\$262,819

MPO ID: MTS30		ADOPTION: 14-00								
Project Title: Bus/Rail Support Facilities and Equipment		EARMARK NO: D2012-BUSP-054								
Project Description: MTS facilities throughout the MTS service area - install security cameras on bus/rail rolling stock and at bus/rail facilities and stations; Southbay and East County bus maintenance facility expansions and upgrades including: land acquisition, Site development plans, building demolition and remodeling, fencing, lot paving, and storm water pollution prevention program compliance; other misc capital equipment for transit maintenance; design and procurement of materials and services for support equipment										
Capacity Status: NCI		Exempt Category: Mass Transit - Purchase of office, shop and operating equipment for existing facilities								
Est Total Cost: \$75,712										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5307	\$1,375		\$1,375							\$1,375
Prop 1B Transit Sec Grant Prg	\$7,558		\$2,000	\$2,779	\$2,779					\$7,558
TDA	\$66,779		\$13,487	\$24,356	\$23,466	\$5,470				\$66,779
TOTAL	\$75,712		\$16,862	\$27,135	\$26,245	\$5,470				\$75,712

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego Metropolitan Transit System

MPO ID: MTS31		ADOPTION: 14-00								
Project Title: Rail Electrification and Power										
Project Description: Along Blue Line Right-Of-Way (ROW) - Substation DC Feeder Breaker Replacement; Baltimore Power Switch Replacement										
Capacity Status: NCI Exempt Category: Mass Transit - Track rehabilitation in existing right of way										
Est Total Cost: \$6,346										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
STA	\$1,746	\$1,746								\$1,746
TDA	\$4,600		\$2,300	\$2,300						\$4,600
TOTAL	\$6,346	\$1,746	\$2,300	\$2,300						\$6,346

MPO ID: MTS32A		ADOPTION: 14-00								
Project Title: Preventive Maintenance										
Project Description: MTS service area - maintenance of equipment, rolling stock, and facilities for bus and rail systems										
Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance										
Est Total Cost: \$230,000										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5307	\$98,640		\$24,660	\$24,660	\$24,660	\$24,660		\$98,640		
FTA 5337	\$85,360		\$21,340	\$21,340	\$21,340	\$21,340		\$85,360		
TDA	\$46,000		\$11,500	\$11,500	\$11,500	\$11,500		\$46,000		
TOTAL	\$230,000		\$57,500	\$57,500	\$57,500	\$57,500		\$230,000		

MPO ID: MTS33A		ADOPTION: 14-00								
Project Title: Senior Disabled Program										
Project Description: MTS service area - subsidy for senior and disabled as required by <i>TransNet</i>										
Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance										
Est Total Cost: \$6,886										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - ADA	\$6,853	\$2,704	\$766	\$795	\$827	\$859	\$902	\$6,853		
<i>TransNet</i> - ADA Carryover	\$33	\$33						\$33		
TOTAL	\$6,886	\$2,737	\$766	\$795	\$827	\$859	\$902	\$6,886		

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego Metropolitan Transit System

MPO ID: MTS34			ADOPTION: 14-00							
Project Title: Bus Signal and Communications Equipment										
Project Description: MTS service area - rehabilitation of light rail vehicles (LRV), electronic control circuit (U2), LRV HVAC retrofit, rehabilitate traction motor phase II and pilot motor control unit drive, LRV tires; design and implement new ITS to replace failing radio/CAD and scheduling system										
Capacity Status: NCI			Exempt Category: Mass Transit - Reconstruction or renovation of transit structures							
Est Total Cost: \$18,584										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5307	\$3,116	\$3,116								\$3,116
FTA 5309 (Bus)	\$800	\$800								\$800
FTA 5309 (FG)	\$120	\$120								\$120
STA	\$2,446	\$2,446								\$2,446
Local Funds	\$765	\$765								\$765
TDA	\$11,337	\$11,081	\$256							\$11,337
TOTAL	\$18,584	\$18,328	\$256							\$18,584

MPO ID: MTS35			ADOPTION: 14-00							
Project Title: Fixed Guideway Transitways/Lines										
Project Description: MTS service area - Rail infrastructure maintenance and upgrades including rail tie replacement, WYE switch indicator standardization, rail file grinding, and traction motor disconnects										
Capacity Status: NCI			Exempt Category: Mass Transit - Track rehabilitation in existing right of way							
Est Total Cost: \$10,590										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5307	\$622	\$622								\$622
Prop 1B Transit Sec Grant Prg	\$800	\$800								\$800
STA	\$2,165	\$2,165								\$2,165
TDA	\$7,003	\$1,653	\$2,350	\$1,000	\$1,000	\$1,000				\$7,003
TOTAL	\$10,590	\$5,240	\$2,350	\$1,000	\$1,000	\$1,000				\$10,590

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD09		ADOPTION: 14-00								
Project Title:	Sidewalks - Citywide							TransNet - LSI: CR		
Project Description:	FY 2015 locations-install new sidewalk at: •Bay Park Elementary Sidewalk; Colima St from La Jolla Blvd to La Jolla Hermosa Ave (North Side), •Cottonwood Rd from Beyer Blvd to Foothill Rd (West Side), •Euclid Ave-Home Ave to Altadena , •Gilman Dr- north of La Jolla Village, •Mission Village Dr from Ronda Ave to Qualcomm Stadium , •Pacific Beach Dr-Crown Point to Olney, •Richmond St-Myrtle to Pennsylvania Ave, •Riverdale St from Friars Rd to Glacier Ave (East Side), - install new sidewalks (CIP 52-700/715, 59-002.0,37-064.0/ABE00001, AIK00001, AIK00003)									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$12,867										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$2,150	\$2,150								\$2,150
TransNet - LSI	\$7,939	\$2,874	\$1,065	\$1,000	\$1,000	\$1,000	\$1,000			\$7,939
TransNet - LSI Carry Over	\$2,778	\$910	\$1,868							\$2,778
TOTAL	\$12,867	\$5,934	\$2,933	\$1,000	\$1,000	\$1,000	\$1,000			\$12,867

MPO ID: SD14		ADOPTION: 14-00								
Project Title:	SR 15 Bikeway							TransNet - LSI: CR		
Project Description:	State Route 15 from Landis Street to Adams Avenue - in San Diego, Pedestrian and bicycle right-of-way improvements along I-15 corridor including widened pedestrian paths, lighting, signage, striping and signal improvements (S-00731/S-00732/S00733) remaining funding for construction of this project is programmed in V04, Smart Growth Incentive Program									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$982										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - B	\$57	\$57						\$57		
TransNet - LSI	\$160	\$160						\$40		\$120
TransNet - LSI Carry Over	\$120		\$120							\$120
CMAQ	\$645	\$645						\$525		\$120
TOTAL	\$982	\$862	\$120					\$622		\$360

MPO ID: SD15		ADOPTION: 14-00								
Project Title:	Street Lights							TransNet - LSI: CR		
Project Description:	Install new street lights at multiple locations including FY15 lighting on Beyer Boulevard - in San Diego, install new street lights A-IH.00001(CIP 52-293.0, 61-201.0, 68-012.0)									
Capacity Status: NCI		Exempt Category: Safety - Lighting improvements								
Est Total Cost: \$1,205										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$500		\$100	\$100	\$100	\$100	\$100			\$500
TransNet - LSI Carry Over	\$705		\$705							\$705
TOTAL	\$1,205		\$805	\$100	\$100	\$100	\$100			\$1,205

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD16A		ADOPTION: 14-00										
Project Title:	Traffic Signals Citywide									TransNet - LSI: CR		
Project Description:	New traffic signal installation at multiple locations: 31st & Ocean View Bl 41st & National Av Beyer Bl & Smythe Avenue, Division St & Osborn St , Division St & Valencia Py , Jackson Dr & Winding Creek Dr - install new traffic signals with intersection street lighting systems, upgrade/modernize traffic signals, install protected/permissive traffic signal systems; traffic signal interconnect systems: Balboa Avenue Interconnect (CIP A-IL.00003, A-IL.00002, A-IL.00007, A-IL.00004, A-IL.00005). TransNet - LSI RAMS of \$68 is programmed in FY 2015											
Capacity Status: NCI		Exempt Category: Other - Intersection signalization projects										
Est Total Cost: \$21,864												
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON		
TransNet - L	\$4,280	\$4,280								\$4,280		
TransNet - LSI	\$11,441	\$3,138	\$1,433	\$1,170	\$1,900	\$1,900	\$1,900			\$11,441		
TransNet - LSI Carry Over	\$6,144	\$2,189	\$3,955							\$6,144		
TOTAL	\$21,865	\$9,607	\$5,388	\$1,170	\$1,900	\$1,900	\$1,900			\$21,865		

MPO ID: SD18		ADOPTION: 14-00										
Project Title:	Traffic Control Measures									TransNet - LSI: CR		
Project Description:	Traffic control and calming measures in multiple locations for FY 2015 La Jolla Bl & Bonair St; Flashing Beacon, E. Beyer Bl s/o Filoi Ave; Flashing Beacon Kettner Bl & F St Enhanced Ped Crossing C Street; Park Bl to 16th St; pedestrian improvements, Mission Bl & Diamond St; Flashing Beacon, Garnet Ave & Everts St; Flashing Crosswalk Garnet Ave & Dawes St; Flashing Crosswalk La Jolla Bl & Marine St; Flashing Beacon Cowley Way n/o Field St; - traffic control and traffic calming measures (CIP 61-001.0 / AIL00001)											
Capacity Status: NCI		Exempt Category: Safety - Non signalization traffic control and operating										
Est Total Cost: \$9,932												
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON		
TransNet - L	\$1,600	\$1,600								\$1,600		
TransNet - L (Cash)	\$566	\$566								\$566		
TransNet - LSI	\$5,405	\$405	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000			\$5,405		
TransNet - LSI Carry Over	\$1,990	\$931	\$1,059							\$1,990		
Local Funds	\$371	\$371								\$371		
TOTAL	\$9,932	\$3,873	\$2,059	\$1,000	\$1,000	\$1,000	\$1,000			\$9,932		

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD19		ADOPTION: 14-00								
Project Title: Streamview Drive		TransNet - LSI: CR								
Project Description: Streamview Drive from 54th Street to College Avenue - in San Diego, installation of new raised median, new sidewalk including curb & gutter, and traffic circles to improve the flow of traffic and increase safety (CIP 52-588.0,S-00864)										
Capacity Status: NCI		Exempt Category: Safety - Adding medians								
Est Total Cost: \$3,525										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$350	\$350						\$350		
TransNet - LSI	\$1,730	\$180	\$1,550					\$180		\$1,550
TransNet - LSI Carry Over	\$1,445	\$139	\$1,306					\$267		\$1,178
TOTAL	\$3,525	\$669	\$2,856					\$797		\$2,728

MPO ID: SD23		ADOPTION: 14-00								
Project Title: Storm Drains - 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), - roadway drainage projects for the purpose of improving traffic impeding conditions and alleviate significant and frequent flooding (CIP ACA00001)										
Capacity Status: NCI		Exempt Category: Other - Intersection channelization projects								
Est Total Cost: \$11,676										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$3,302	\$3,302								\$3,302
TransNet - L (Cash)	\$275		\$275							\$275
TransNet - LSI	\$2,485	\$2,485								\$2,485
TransNet - LSI (Cash)	\$25		\$25							\$25
TransNet - LSI Carry Over	\$3,984	\$472	\$3,512							\$3,984
Local Funds	\$1,605	\$1,605								\$1,605
TOTAL	\$11,676	\$7,864	\$3,812							\$11,676

MPO ID: SD29		ADOPTION: 14-00								
Project Title: 43rd/Logan/National Avenues		TransNet - LSI: CR								
Project Description: 43rd Street from Logan to National - intersection realignments (CIP 52-409/S00845))										
Capacity Status: NCI		Exempt Category: Other - Intersection channelization projects								
Est Total Cost: \$8,765										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$550	\$550							\$550	
TransNet - LSI Carry Over	\$2,675	\$2,442	\$233							\$2,675
Local Funds	\$5,540	\$5,540						\$50		\$5,490
TOTAL	\$8,765	\$8,532	\$233					\$50	\$550	\$8,165

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD32		ADOPTION: 14-00									
Project Title:	Carroll Canyon Road							TransNet - LSI: CR			
Project Description:	Carroll Canyon Road from Scranton Rd to I 805 - in San Diego, on Carroll Canyon Road from Sorrento Valley to Scranton Road - extend Carroll Canyon under I-805 including improvements to on/off ramps (CIP 52-392.0) (main project under CAL09C)										
Capacity Status:	CI		Exempt Category: Non-Exempt								
Est Total Cost: \$17,883		Open to Traffic: May 2014									
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - LSI Carry Over	\$10,600	\$10,198	\$402							\$10,600	
Local Funds	\$7,283	\$7,283						\$4,583	\$1,000	\$1,700	
TOTAL	\$17,883	\$17,481	\$402					\$4,583	\$1,000	\$12,300	

MPO ID: SD34		ADOPTION: 14-00									
Project Title:	El Camino Real							RAS (TA 4-71)			
Project Description:	El Camino Real from San Dieguito Road to Via de la Valle - 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)							TransNet - LSI: CR			
Capacity Status:	CI		Exempt Category: Non-Exempt								
Est Total Cost: \$34,319		Open to Traffic: Dec 2015									
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - LSI	\$3,690	\$491		\$3,200				\$1,009		\$2,681	
TransNet - LSI Carry Over	\$134	\$134						\$134			
HBP	\$3,624	\$3,624						\$1,420	\$2,204		
HBRR	\$1,700	\$1,700						\$1,700			
RSTP	\$2,560	\$2,560						\$2,560			
Local Funds	\$22,611	\$1,915	\$20,696					\$1,285	\$630	\$20,696	
TOTAL	\$34,319	\$10,424	\$20,696	\$3,200				\$8,108	\$2,834	\$23,377	

MPO ID: SD38		ADOPTION: 14-00									
Project Title:	Georgia Street Bridge Improvements							TransNet - LSI: CR			
Project Description:	On Georgia Street over University Avenue - in San Diego, provides for the rehabilitation and seismic retrofitting of the bridge and retaining walls (CIP 52-555; S00863)										
Capacity Status:	NCI		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
Est Total Cost: \$3,442											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - L	\$631	\$631						\$631			
TransNet - LSI	\$238	\$238						\$238			
TransNet - LSI Carry Over	\$2,152		\$2,152					\$262	\$40	\$1,850	
Local Funds	\$421	\$421						\$421			
TOTAL	\$3,442	\$1,290	\$2,152					\$1,552	\$40	\$1,850	

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD49		ADOPTION: 14-00								
Project Title:	Median Improvements Citywide							TransNet - LSI: CR		
Project Description:	FY2015 locations: , Morena Bl - Ashton St to Littlefield St, W. Bernardo Rd – Rcho. Bernardo Rd to Poblado Rd, - safety improvements and/or left turn movements (AIG00001)									
Capacity Status:	NCI		Exempt Category: Safety - Safety Improvement Program							
Est Total Cost: \$4,666										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$641	\$641								\$641
TransNet - LSI	\$1,200	\$700	\$100	\$100	\$100	\$100	\$100			\$1,200
TransNet - LSI Carry Over	\$1,498	\$548	\$950							\$1,498
Local Funds	\$1,327	\$1,327						\$1,102		\$225
TOTAL	\$4,666	\$3,216	\$1,050	\$100	\$100	\$100	\$100	\$1,102		\$3,564

MPO ID: SD51		ADOPTION: 14-00								
Project Title:	North Torrey Pines Road Bridge							RAS (TA 4-72)		
Project Description:	North Torrey Pines Road from Carmel Valley Road to Torrey Pines Park Road - in San Diego, replace North Torrey Pines Road bridge over Los Peñasquitos Creek (CIP 53-050.0)							TransNet - LSI: CR		
Capacity Status:	NCI		Exempt Category: Safety - Non capacity widening or bridge reconstruction							
Est Total Cost: \$2,328										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$1,035	\$1,035						\$100		\$935
TransNet - LSI	\$785	\$785								\$785
TransNet - LSI Carry Over	\$265		\$265							\$265
Local Funds	\$243	\$243								\$243
TOTAL	\$2,328	\$2,063	\$265					\$100		\$2,228

MPO ID: SD70		ADOPTION: 14-00								
Project Title:	West Mission Bay Drive Bridge							RAS (TA 4-73)		
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 II bike lane (52-643/S00871)							TransNet - LSI: CR		
Capacity Status:	CI		Exempt Category: Non-Exempt							
Est Total Cost: \$85,111 Open to Traffic: Dec 2018										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$650	\$650						\$650		
TransNet - LSI	\$1,173	\$173	\$1,000					\$100		\$1,073
TransNet - LSI Carry Over	\$4,345	\$356	\$3,989						\$356	\$3,989
HBP	\$67,776	\$4,040	\$1,549				\$62,187	\$4,040	\$1,549	\$62,187
HBRR	\$2,600	\$2,600						\$2,600		
Local Funds	\$8,567	\$1,010		\$7,557				\$1,010		\$7,557
Local Funds AC	\$0			\$62,187			\$(62,187)			
TOTAL	\$85,111	\$8,829	\$6,538	\$69,744				\$8,400	\$1,905	\$74,806

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD83		ADOPTION: 14-00								
Project Title: SR 163/Friars Road Interchange Modification		RTP PG NO: A-32								
Project Description: Friars Road from Avenida de las Tiendas to Mission Center Road - widen and improve Friars Road and overcrossing; reconstruct interchange including improvements to ramp intersections (Phase 1); construct new connector roadways and structures (Phase 2); construct auxilliary lanes along northbound and southbound SR163 (Phase 3) (CIP Legacy#52-455.0,WBS# S-00851)		RAS (TA 4-71) <i>TransNet</i> - LSI: CR								
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$43,630		Open to Traffic: Mar 2018								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - L	\$2,207	\$2,207						\$2,207		
<i>TransNet</i> - LSI	\$12,227	\$2,227		\$10,000				\$2,227		\$10,000
<i>TransNet</i> - LSI Carry Over	\$2,703	\$94	\$2,609					\$2,609		\$94
RSTP	\$2,240	\$2,240						\$2,240		
Local Funds	\$23,273	\$4,273		\$19,000				\$1,153	\$3,120	\$19,000
Local RTCIP	\$980	\$980							\$980	
TOTAL	\$43,630	\$12,021	\$2,609	\$29,000				\$10,436	\$4,100	\$29,094

MPO ID: SD86		ADOPTION: 14-00								
Project Title: Famosa Slough Salt Marsh Restoration		<i>TransNet</i> - LSI: CR								
Project Description: West Point Loma Blvd. from Rue D'Orleans to Famosa Blvd. - in San Diego, provide enhanced pedestrian and bicycle access, and usability to the open space area by leveling and widening access road which would improve emergency vehicle access and also provided mitigation for impacts to coastal salt marsh; no additional travel lanes (CIP 12-152.0, S-00605)										
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$220										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - L	\$129	\$129						\$89		\$40
<i>TransNet</i> - LSI	\$69	\$69								\$69
<i>TransNet</i> - LSI Carry Over	\$22		\$22							\$22
TOTAL	\$220	\$198	\$22					\$89		\$131

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD90		ADOPTION: 14-00								
Project Title: SR 163/Clairemont Mesa Blvd. Interchange		RTP PG NO: A-32							RAS (TA 4-70)	
Project Description: Clairemont Mesa Blvd. from Kearny Villa Road to Kearny Mesa - in San Diego, widen from 4 to 6 lane prime arterial; Phase II of the project - west ramps (CIP 52-745.0,S-00905)		TransNet - LSI: CR								
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$26,074		Open to Traffic: Phase 1: Jun 2008 Phase 2: Dec 2016								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$500	\$500								\$500
TransNet - LSI	\$1,824	\$1,824						\$1,000		\$824
TransNet - LSI Carry Over	\$6,000	\$5,351	\$649							\$6,000
RSTP	\$5,238	\$5,238								\$5,238
Local Funds	\$10,462	\$10,462						\$3,135		\$7,327
Local RTCIP	\$2,050	\$350	\$1,700							\$2,050
TOTAL	\$26,074	\$23,725	\$2,349					\$4,135		\$21,939

MPO ID: SD96		ADOPTION: 14-00								
Project Title: Street Resurfacing Citywide		TransNet - LSI: CR								
Project Description: Citywide - in San Diego, resurface/overlay city streets (AID00007)										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$41,719										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$4,000	\$4,000								\$4,000
TransNet - LSI	\$26,275		\$7,825		\$3,450	\$6,000	\$9,000			\$26,275
TransNet - LSI (Cash)	\$1,175		\$1,175							\$1,175
Local Funds	\$10,269	\$10,269								\$10,269
TOTAL	\$41,719	\$14,269	\$9,000		\$3,450	\$6,000	\$9,000			\$41,719

MPO ID: SD97		ADOPTION: 14-00								
Project Title: School Traffic Safety Improvements		TransNet - LSI: CR								
Project Description: Fiscal Year 2015 include Academy Street sidewalks for Kate Sessions Elementary - in San Diego, provide traffic control devices and pedestrian improvements (AIK00002/L00010/L00011)										
Capacity Status: NCI		Exempt Category: Other - Intersection signalization projects								
Est Total Cost: \$2,808										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$620	\$620								\$620
TransNet - LSI	\$1,260	\$360	\$200	\$100	\$200	\$200	\$200			\$1,260
TransNet - LSI Carry Over	\$778	\$133	\$645							\$778
Local Funds	\$150	\$150								\$150
TOTAL	\$2,808	\$1,263	\$845	\$100	\$200	\$200	\$200			\$2,808

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD99		ADOPTION: 14-00								
Project Title:	Bridge Rehabilitation							TransNet - LSI: CR		
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)									
Capacity Status: NCI		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
Est Total Cost: \$3,868										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$300	\$300								\$300
TransNet - LSI	\$3,120	\$620	\$500	\$500	\$500	\$500	\$500			\$3,120
TransNet - LSI Carry Over	\$448		\$448							\$448
TOTAL	\$3,868	\$920	\$948	\$500	\$500	\$500	\$500			\$3,868

MPO ID: SD102A		ADOPTION: 14-00								
Project Title:	Otay Truck Route Widening (Ph. 4)							EARMARK NO: CA596/2655, CA700/3776		
Project Description:	Otay Truck Route - in San Diego, from Drucker Lane to La Media, add one lane (total 3 lanes) for trucks; from Britannia to La Media, add one lane for trucks and one lane for emergency vehicles (Border Patrol/fire department access); along Britannia from Britannia Court to the Otay Truck Route - add one lane for trucks (CIP S-11060)							TransNet - LSI: CR		
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$18,135 Open to Traffic: Phase 1: Dec 2009 Phase 2: Jul 2015										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$100	\$100						\$100		
TransNet - LSI	\$2,983	\$483		\$2,500				\$483		\$2,500
TransNet - LSI Carry Over	\$334	\$250	\$84					\$334		
HPP	\$4,200	\$1,800	\$1,400	\$1,000				\$1,800	\$1,400	\$1,000
Local Funds	\$10,518	\$1,168		\$9,350				\$518		\$10,000
TOTAL	\$18,135	\$3,801	\$1,484	\$12,850				\$3,235	\$1,400	\$13,500

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD103		ADOPTION: 14-00								
Project Title:	I-5/Genesee Ave Interchange							RTP PG NO: A-5		
Project Description:	Along I- 5 from Sorrento Valley Road to Genesee Avenue - in San Diego, replace Genesee Ave. over crossing from 4-lane bridge with 6-lane bridge; construct auxiliary lanes and replace Voigt Drive bridge; add additional lane at on/off ramp to Sorrento Valley Rd.; add one carpool lane and one general purpose lane to on ramp from Sorrento Valley Road to southbound I-5; install ramp meters at on ramp and construct a southbound auxiliary lane between Sorrento Valley Road and Genesee Avenue (CIP S00839)							RAS (TA7-41) <i>TransNet</i> - LSI: CR		
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$18,596		Open to Traffic: Jun 2017								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - L (Cash)	\$102		\$102							\$102
<i>TransNet</i> - LSI (Cash)	\$579		\$579							\$579
<i>TransNet</i> - LSI Carry Over	\$500		\$500							\$500
Local Funds	\$15,265	\$13,900	\$1,365					\$9,940	\$3,960	\$1,365
Local RTCIP	\$2,150		\$2,150							\$2,150
TOTAL	\$18,596	\$13,900	\$4,696					\$9,940	\$3,960	\$4,696
*Project supplements CAL75										

MPO ID: SD108		ADOPTION: 14-00								
Project Title:	Bayshore Bikeway							<i>TransNet</i> - LSI: CR		
Project Description:	Along Bayshore Bikeway - in San Diego at the borders of Imperial Beach (13th Street) and Chula Vista (Main Street, design/construct Class I bike path (581400,S-00944)									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$5,336										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - B	\$718	\$718						\$275		\$443
<i>TransNet</i> - LSI Carry Over	\$130	\$113	\$17							\$130
<i>TransNet</i> - MC	\$3,774	\$3,774						\$1,284		\$2,490
PTA	\$90	\$90						\$90		
TDA - Bicycles	\$624	\$624								\$624
TOTAL	\$5,336	\$5,319	\$17					\$1,649		\$3,687

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD113		ADOPTION: 14-00								
Project Title:	I-5/Sorrento Valley Road							RAS (TA 4-73)		
Project Description:	Interstate 5 along Sorrento Valley Road - in San Diego, future new freeway access interchange including ramp (CIP 52-765.0,S-00914)							TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$4,225										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$331	\$331						\$331		
TransNet - LSI Carry Over	\$294		\$294					\$294		
DEMO - Sec 115	\$1,500	\$1,500						\$1,500		
STP - Sec 112	\$600	\$600						\$600		
STP - Sec 117	\$1,500	\$1,500						\$1,500		
TOTAL	\$4,225	\$3,931	\$294					\$4,225		

MPO ID: SD120		ADOPTION: 14-00								
Project Title:	San Diego River Multi-Use Bicycle and Pedestrian Path							TransNet - LSI: CR		
Project Description:	Hazard Center Drive from 400' west of SR163 to 600' east of SR163 - in San Diego on Hazard Center Drive under SR 163 - construct bicycle and pedestrian path on north side of San Diego River (CIP 58-191.0; S00958)									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$1,819										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - B	\$180	\$180						\$180		
TransNet - L (Cash)	\$100		\$100							\$100
TransNet - LSI	\$399	\$399						\$320		\$79
TransNet - LSI Carry Over	\$1,140	\$501	\$639							\$1,140
TOTAL	\$1,819	\$1,080	\$739					\$500		\$1,319

MPO ID: SD127		ADOPTION: 14-00								
Project Title:	Ted Williams Parkway Pedestrian Bridge at Shoal Creek - Phase 1							EARMARK NO: 09CA017, CA373, CA827		
Project Description:	Along Shoal Creek Drive to facilitate crossing of Ted Williams Parkway - in San Diego; construct a pedestrian bridge at Shoal Creek Drive; (this phase includes preliminary engineering, environmental, right of way, and construction) (CIP 54-012.0/S00938/S00941)							TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$5,219										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$210	\$210						\$210		
TransNet - LSI	\$30	\$30						\$30		
TransNet - LSI (Cash)	\$121		\$121							\$121
TransNet - LSI Carry Over	\$2,879	\$2,254	\$625					\$110		\$2,769
HPP	\$1,325	\$1,325						\$633		\$692
TCSP	\$534	\$534								\$534
Local Funds	\$120	\$120						\$120		
TOTAL	\$5,219	\$4,473	\$746					\$1,103		\$4,116

Thursday, September 18, 2014

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD129		ADOPTION: 14-00								
Project Title:	University Avenue Mobility Project Phase 1								RAS (TA 4-73)	
Project Description:	University Avenue from Florida Street to Boundary Street - 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 V04) (CIP S-00915)								TransNet - LSI: CR	
Capacity Status: NCI		Exempt Category: Safety - Adding medians								
Est Total Cost: \$5,355										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$175	\$175						\$175		
TransNet - L (Cash)	\$200	\$200						\$200		
TransNet - LSI	\$2,817	\$867	\$750		\$1,200			\$2,035		\$782
TransNet - LSI Carry Over	\$2,013	\$45	\$1,968					\$45		\$1,968
Local Funds	\$150		\$150							\$150
TOTAL	\$5,355	\$1,287	\$2,868		\$1,200			\$2,455		\$2,900

MPO ID: SD133		ADOPTION: 14-00								
Project Title:	Mira Sorrento Place								TransNet - LSI: CR	
Project Description:	Mira Sorrento Place from Scranton Rd. to Vista Sorrento Pkwy. - in San Diego, widen the existing two-lane 560' portion of Mira Sorrento Place (40' road width, 55' right of way) to a four-lane collector (72' road width, 92' right of way), and extend the road to intersect with Vista Sorrento Parkway at the existing on/off ramps to I-805 (CIP 52-676.0, S-00878)									
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$12,878 Open to Traffic: May 2008										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$810	\$810								\$810
TransNet - LSI	\$60	\$60								\$60
TransNet - LSI Carry Over	\$123		\$123							\$123
Local Funds	\$11,885	\$11,885						\$2,600	\$1,500	\$7,785
TOTAL	\$12,878	\$12,755	\$123					\$2,600	\$1,500	\$8,778

MPO ID: SD137		ADOPTION: 14-00								
Project Title:	Palm Avenue Roadway Improvements								RAS (TA 4-72)	
Project Description:	Palm Ave from I-805 to Beyer Blvd - in San Diego, install traffic improvements to include raised medians with turn pockets, traffic signals, pedestrian refuge areas, etc (CIP 52-764.0,S-00913)								TransNet - LSI: CR	
Capacity Status: NCI		Exempt Category: Other - Intersection channelization projects								
Est Total Cost: \$4,767										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$300	\$300						\$300		
TransNet - LSI	\$1,161	\$1,161						\$1,161		
TransNet - LSI Carry Over	\$3,306	\$486	\$2,820							\$3,306
TOTAL	\$4,767	\$1,947	\$2,820					\$1,461		\$3,306

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD139		ADOPTION: 14-00								
Project Title:	Laurel Street Bridge over Highway 163								TransNet - LSI: CR	
Project Description:	on Laurel Street over SR 163 (Cabrillo Bridge) - in San Diego, this project provides for the maintenance, rehabilitation and seismic retrofitting of the bridge (CIP 53-061.0/S00939))									
Capacity Status: NCI		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
Est Total Cost: \$721										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$276	\$276								\$276
TransNet - L (Cash)	\$144		\$144							\$144
TransNet - LSI	\$70	\$70								\$70
TransNet - LSI Carry Over	\$231		\$231							\$231
TOTAL	\$721	\$346	\$375							\$721

MPO ID: SD153		ADOPTION: 14-00								
Project Title:	25th Street Renaissance								TransNet - LSI: CR	
Project Description:	25th Street from F Street to Russ Boulevard (Balboa Park) including adjacent intersecting streets along 25th Street from F Street to Russ Boulevard. - in San Diego, augments existing Smart Growth projects (V04) related infrastructure improvements to include the construction of amenities to improve pedestrian safety and provide traffic calming, including the installation of a roundabout at the intersection of 25th and B Streets; the roundabout will replace a four-way stop controlled intersection and will provide continuous flow and reduce delay; congestion will be reduced as vehicles will no longer stop and queue at the stop signs; the improvements will promote and improve pedestrian safety at intersection crossings and create a more walkable neighborhood; streetscape and parking improvements may also be provided (CIP 62-332.0,S-00985)									
Capacity Status: NCI		Exempt Category: Other - Intersection channelization projects								
Est Total Cost: \$2,525										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$284	\$284						\$200		\$84
TransNet - LSI Carry Over	\$2,241	\$308	\$1,933							\$2,241
TOTAL	\$2,525	\$592	\$1,933					\$200		\$2,325

MPO ID: SD154		ADOPTION: 14-00								
Project Title:	La Jolla Mesa Drive Sidewalk								TransNet - LSI: CR	
Project Description:	On La Jolla Mesa Drive (east side) south of Deer Hill Court - in San Diego, install curb, gutter, sidewalk (CIP 52-780.0, S-00928)									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$826										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$115	\$115						\$115		
TransNet - L (Cash)	\$111	\$111								\$111
TransNet - LSI	\$500		\$500							\$500
TransNet - LSI Carry Over	\$100		\$100							\$100
TOTAL	\$826	\$226	\$600					\$115		\$711

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD156		ADOPTION: 14-00								
Project Title:	34th and 35th at Madison Avenue Improvements							TransNet - LSI: CR		
Project Description:	On 34th and 35th Streets from Adams to Madison, on from Felton to 35th Street - in San Diego, construction of new sidewalk and drainage improvements including curbs and gutters (CIP 52-774.0,S-00922)									
Capacity Status:	NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$1,469										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$60	\$60						\$60		
TransNet - LSI	\$582	\$582						\$120	\$251	\$211
TransNet - LSI Carry Over	\$827	\$39	\$789							\$827
TOTAL	\$1,469	\$681	\$789					\$180	\$251	\$1,038

MPO ID: SD157		ADOPTION: 14-00								
Project Title:	Cherokee Street Improvements							TransNet - LSI: CR		
Project Description:	Cherokee St from Monroe Ave to E Mountain View - in San Diego, construction of sidewalk and drainage improvements including curb and gutter; drainage improvements will reduce frequent flooding problems (CIP 52-773.0,S-00921)									
Capacity Status:	NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$1,986										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$30	\$30						\$30		
TransNet - LSI	\$235	\$235						\$70	\$165	
TransNet - LSI Carry Over	\$1,721	\$95	\$1,627						\$78	\$1,643
TOTAL	\$1,986	\$360	\$1,627					\$100	\$243	\$1,643

MPO ID: SD162		ADOPTION: 14-00								
Project Title:	Home Avenue Street Improvements							TransNet - LSI: CR		
Project Description:	Home Avenue from Menlo Ave to 47th St - in San Diego, install roadway improvements(CIP 29-865.0, S-00673)									
Capacity Status:	NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$950										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$250	\$250						\$250		
TransNet - LSI	\$80	\$80								\$80
TransNet - LSI Carry Over	\$620		\$620							\$620
TOTAL	\$950	\$330	\$620					\$250		\$700

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD166		ADOPTION: 14-00								
Project Title: Minor Bicycle Facilities		EARMARK NO: 317/90								
Project Description: Citywide including:, El Camino Real/State Route 56 Bike Path Connector (S00981); Downtown Bicycle Loop; Bikeway Striping Improvements Citywide (AIA00001) - install Bicycle Facilities (AIA00001)		TransNet - LSI: CR								
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$5,262										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$15	\$15								\$15
TransNet - LSI	\$4,124	\$290	\$834	\$750	\$750	\$750	\$750	\$15		\$4,109
TransNet - LSI Carry Over	\$763	\$20	\$743							\$763
HPP	\$360	\$360						\$53		\$307
TOTAL	\$5,262	\$685	\$1,577	\$750	\$750	\$750	\$750	\$68		\$5,194

MPO ID: SD173		ADOPTION: 14-00								
Project Title: 38th Street Improvements		TransNet - LSI: CR								
Project Description: 38th Street from Dwight to Myrtle - this project provides for full street reconstruction to include the installation of new sidewalk with pedestrian ramps, and roadway drainage improvements including curbs and gutters. (CIP 52-782.0)S00930										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$1,730										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$100	\$100						\$100		
TransNet - LSI Carry Over	\$1,630	\$423	\$1,207					\$900		\$730
TOTAL	\$1,730	\$523	\$1,207					\$1,000		\$730

MPO ID: SD175		ADOPTION: 14-00								
Project Title: Talbot Street Slope		TransNet - LSI: CR								
Project Description: On Talbot Street at Martinez Street - in San Diego, stabilize adjacent slope to prevent slope failure which would create capacity impeding conditions by impacting vehicle usage of roadway (CIP 13-501.0,S-00609)										
Capacity Status: NCI		Exempt Category: Other - Plantings, landscaping, etc								
Est Total Cost: \$3,073										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$250	\$250						\$250		
TransNet - LSI Carry Over	\$823	\$420	\$403							\$823
Local Funds	\$2,000	\$2,000								\$2,000
TOTAL	\$3,073	\$2,670	\$403					\$250		\$2,823

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD176								ADOPTION: 14-00		
Project Title: Maintenance and Non Congestion Relief Efforts								TransNet - LSI: Maint		
Project Description: Citywide - in San Diego, maintenance and non congestion relief efforts including but not limited to pavement overlay, pot hole repair, etc										
Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation										
Est Total Cost: \$101,085										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$84,796	\$36,449	\$8,913	\$9,266	\$9,633	\$10,014	\$10,522			\$84,796
TransNet - LSI Carry Over	\$16,289	\$16,289								\$16,289
TOTAL	\$101,085	\$52,738	\$8,913	\$9,266	\$9,633	\$10,014	\$10,522			\$101,085

MPO ID: SD179								ADOPTION: 14-00		
Project Title: Linda Vista Road at Genesee Avenue								RAS (TA 4-72)		
Project Description: On Linda Vista Road at Genesee Avenue - in San Diego, roadway improvements to include modification of medians for left turn lanes and the widening of Linda Vista Road for the creation of exclusive right turn lanes (CIP 52-754.0, S-00907)								TransNet - LSI: CR		
Capacity Status: NCI Exempt Category: Other - Intersection channelization projects										
Est Total Cost: \$880										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$700	\$135	\$565					\$70	\$65	\$565
TransNet - LSI Carry Over	\$127	\$48	\$79						\$77	\$50
Local Funds	\$53	\$53						\$53		
TOTAL	\$880	\$236	\$644					\$123	\$142	\$615

MPO ID: SD186								ADOPTION: 14-00		
Project Title: Administrative Expenses								TransNet - LSI: CR		
Project Description: Citywide - City of San Diego 1% administrative costs										
Capacity Status: NCI Exempt Category: Other - Non construction related activities										
Est Total Cost: \$3,201										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$2,729	\$1,101	\$300	\$312	\$324	\$337	\$354	\$2,729		
TransNet - LSI Carry Over	\$472	\$472						\$472		
TOTAL	\$3,201	\$1,573	\$300	\$312	\$324	\$337	\$354	\$3,201		

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD188		ADOPTION: 14-00								
Project Title:	Congestion Relief/Traffic Operations							TransNet - LSI: CR		
Project Description:	Various locations - congestion relief efforts to include intersection lighting, traffic signal coordination, centrally controlled traffic signal optimization system, traffic data collection for performance monitoring; traffic calming in Smart Growth areas; and project development/preliminary engineering/Corridor studies									
Capacity Status:	NCI		Exempt Category: Other - Engineering studies							
Est Total Cost: \$18,359										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$16,327	\$7,832	\$1,200	\$1,200	\$2,032	\$2,032	\$2,032	\$16,327		
TransNet - LSI Carry Over	\$2,032	\$2,032						\$2,032		
TOTAL	\$18,359	\$9,864	\$1,200	\$1,200	\$2,032	\$2,032	\$2,032	\$18,359		

MPO ID: SD190		ADOPTION: 14-00								
Project Title:	Palm Avenue/Interstate 805 Interchange							RTP PG NO: A-35		
Project Description:	On Palm Avenue at Interstate 805 - threshold traffic volumes within the Otay Mesa Community of the City of San Diego have been met, necessitating improvements to the Palm Avenue Bridge over I-805; project will also include repairs to the bridge approaches that are showing signs of failure; a new Project Study Report (PSR) and Preliminary Environmental Assessment Report (PEAR) are needed to consider all conditions within the project vicinity - ultimate build-out of the project will include widening of the bridge, realignment of existing ramps, possible addition of northbound looping entrance ramp, restriping of traffic lanes, and signal modifications (CIP 52-640.0)							RAS (TA 4-72)		
Capacity Status:	CI		Exempt Category: Non-Exempt							
Est Total Cost: \$32,750 Open to Traffic: Phase 1: Jun 2008 Phase 2: Jun 2016 Phase 3: Jun 2019										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$32,750	\$6,000	\$1,750	\$10,000	\$15,000			\$22,500	\$250	\$10,000
TOTAL	\$32,750	\$6,000	\$1,750	\$10,000	\$15,000			\$22,500	\$250	\$10,000

MPO ID: SD196		ADOPTION: 14-00								
Project Title:	Torrey Pines Road Improvements, Phase 1							TransNet - LSI: CR		
Project Description:	Torrey Pines Road from Prospect Place to La Jolla Shores Drive - improvements to include guardrails, medians, a new traffic signal, bike lanes and sidewalks (CIP S-00613)									
Capacity Status:	NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$2,400										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$1,800	\$300			\$1,500			\$1,800		
TransNet - LSI Carry Over	\$500	\$374	\$126					\$55	\$445	
Local Funds	\$100	\$100								\$100
TOTAL	\$2,400	\$774	\$126		\$1,500			\$1,855	\$545	

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD200		ADOPTION: 14-00								
Project Title:	SR94/Euclid Avenue Interchange Improvements							RAS (TA 4-71)		
Project Description:	Euclid Avenue from Euclid Avenue to SR-94 - improvements to the interchange to enhance safety features through this corridor and the optimization of the level of service for both Euclid Avenue and SR 94 (S14009)							TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Other - Interchange reconfiguration projects								
Est Total Cost: \$3,875										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$3,050				\$3,050					\$3,050
Local RTCIP	\$825		\$825					\$825		
TOTAL	\$3,875		\$825		\$3,050			\$825		\$3,050

MPO ID: SD208		ADOPTION: 14-00								
Project Title:	Juan Street Reconstruction							TransNet - LSI: CR		
Project Description:	Juan St from Taylor St to Sunset Road - this project provides for the replacement of the existing concrete pavement, curb, gutter and sidewalk on Juan Street from Taylor Street to Sunset Road; Phase I (Taylor Street to Harney Street) will provide new asphalt cement and cement treated base pavement; Phase II (Harney Street to Sunset Road) will provide new Portland cement concrete pavement - Project No. S-00602 (52-729.0)									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$7,548										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$2,259	\$2,259								\$2,259
TransNet - LSI	\$317	\$317								\$317
TransNet - LSI Carry Over	\$2,754	\$30	\$2,724					\$30		\$2,724
Local Funds	\$2,218	\$2,218						\$1,000		\$1,218
TOTAL	\$7,548	\$4,824	\$2,724					\$1,030		\$6,518

MPO ID: SD209		ADOPTION: 14-00								
Project Title:	Torrey Pines Road Slope Restoration							TransNet - LSI: CR		
Project Description:	Torrey Pines Road from Little St to Roseland Dr - this project provides for reconstructing a 350-foot section of earthen slope along the south side of Torrey Pines Road between Lookout Drive and Roseland Drive(S-00877)									
Capacity Status: NCI		Exempt Category: Safety - Safety Improvement Program								
Est Total Cost: \$3,686										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$326		\$326					\$326		
TransNet - LSI Carry Over	\$3,080	\$247	\$2,833							\$3,080
Local Funds	\$280		\$280					\$280		
TOTAL	\$3,686	\$247	\$3,439					\$606		\$3,080

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD210		ADOPTION: 14-00									
Project Title:	Washington/India Five Points	<i>TransNet - LSI: CR</i>									
Project Description:	Washington Street from India St to Hancock Street - removal of asphalt concrete, installation of landscaping, irrigation, curb, gutter, and a neighborhood sign within existing median on Washington St., between India St. & San Diego Ave; construction of two new curb ramps, the upgrade of five existing curb ramps (four standard and one popout) on Washington St. at San Diego Ave. and Hancock St, the relocation of several signal poles to facilitate the curb ramp reconstructions and installation of countdowns & audible pedestrian signals on Washington St at Hancock St are also proposed.(S-00703 & S-00704 and S-00988)										
Capacity Status: NCI		Exempt Category: Other - Plantings, landscaping, etc									
Est Total Cost: \$611											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
<i>TransNet - LSI Carry Over</i>	\$461	\$188	\$273							\$461	
Local Funds	\$150		\$150					\$150			
TOTAL	\$611	\$188	\$423					\$150		\$461	

MPO ID: SD215		ADOPTION: 14-00									
Project Title:	FY12 Asphalt Overlay Group I	<i>TransNet - LSI: CR</i>									
Project Description:	Citywide (see list of specific locations) - program of pavement rehabilitation and reconstruction including overlays of one inch thick or greater										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation									
Est Total Cost: \$9,435											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
<i>TransNet - L (Cash)</i>	\$6,041	\$6,041								\$6,041	
<i>TransNet - LSI Carry Over</i>	\$3,394	\$3,359	\$36							\$3,394	
TOTAL	\$9,435	\$9,400	\$36							\$9,435	

MPO ID: SD226		ADOPTION: 14-00									
Project Title:	Old Otay Mesa Road Improvements	<i>TransNet - LSI: CR</i>									
Project Description:	Old Otay Mesa Road from Crescent Bay Dr to Hawken Drive - in San Diego on Old Otay Mesa Road between Crescent Bay Drive and Hawken Drive - provides for pedestrian improvements to include new sidewalks, curb, gutter, street lighting, traffic calming facilities (s00870)										
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities									
Est Total Cost: \$11,287											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
<i>TransNet - L (Cash)</i>	\$166	\$37	\$129							\$166	
<i>TransNet - LSI</i>	\$2,175		\$2,175							\$2,175	
<i>TransNet - LSI (Cash)</i>	\$200		\$200							\$200	
<i>TransNet - LSI Carry Over</i>	\$3,496		\$3,496							\$3,496	
Local Funds	\$5,250	\$5,250						\$3,250		\$2,000	
TOTAL	\$11,287	\$5,287	\$6,000					\$3,250		\$8,037	

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego, City of

MPO ID: SD232		ADOPTION: 14-00								
Project Title:	Complete Streets Transportation Enhancements							<i>TransNet</i> - LSI: CR		
Project Description:	Locations will be identified in applicable fiscal years - transportation measures to enhance the safety of pedestrians and cyclists by reducing speeding traffic, minimizing vehicular exposure to the pedestrian and cyclists, and improving pedestrian and cycling connectivity; measures include but are not limited to sidewalks, pop outs, buffer zones, crosswalk enhancements, road humps, intersection enhancements, v-calm signs, traffic circles, chokers, medians, raised crosswalks, rectangular rapid flashing beacons and midblock enhancements									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$23,450										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - LSI	\$23,450				\$5,694	\$9,785	\$7,970	\$4,700		\$18,750
TOTAL	\$23,450				\$5,694	\$9,785	\$7,970	\$4,700		\$18,750

MPO ID: SD233		ADOPTION: 14-00								
Project Title:	Torrey Meadows Drive Overcrossing									
Project Description:	Torrey Meadows Drive over State Route 56 - this project provides for the design and construction of a two-lane overcrossing of Torrey Meadows Drive over State Route 56; this project will include the bridge approaches on each side of the bridge, approximately 200 linear feet of a two-lane local collector road, together with any right-of-way not previously acquired as part of the State Route 56 project (CIP S10015)									
Capacity Status: NCI		Exempt Category: Safety - Railroad/highway crossing								
Est Total Cost: \$9,116										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$9,116		\$9,115					\$1,243	\$2,560	\$5,313
TOTAL	\$9,116		\$9,115					\$1,243	\$2,560	\$5,313

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Marcos, City of

MPO ID: SM19		ADOPTION: 14-00								
Project Title: Grand Avenue Bridge and Street Improvements		RTP PG NO: A-33								
Project Description: From Discovery Street to San Marcos Boulevard - construct 4-lane secondary arterial bridge and a 6-lane arterial street from Craven Road to Grand Avenue										
Capacity Status: CI Exempt Category: Non-Exempt										
Est Total Cost: \$12,524		Open to Traffic: May 2020								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$12,524	\$2,424					\$10,100	\$1,744	\$680	\$10,100
TOTAL	\$12,524	\$2,424					\$10,100	\$1,744	\$680	\$10,100

MPO ID: SM22		ADOPTION: 14-00								
Project Title: South Santa Fe from Bosstick to Smilax #88179		RTP PG NO: A-33								
Project Description: From Bosstick to Smilax - realign and signalize the South Santa Fe/Smilax intersection (Phase 1)		RAS (TA 4-76)								
Capacity Status: CI Exempt Category: Non-Exempt										
Est Total Cost: \$6,285		Open to Traffic: Apr 2016								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - H (78)</i>	\$580	\$580							\$580	
Local Funds	\$5,705	\$3,462	\$340	\$1,903				\$355	\$3,420	\$1,930
TOTAL	\$6,285	\$4,042	\$340	\$1,903				\$355	\$4,000	\$1,930

MPO ID: SM24		ADOPTION: 14-00								
Project Title: Woodland Parkway Interchange Improvements		RTP PG NO: A-33								
Project Description: From La Moree Road to Rancheros Drive - modify existing ramps at Woodland Parkway and Barham Drive; widen and realign SR 78 undercrossing and associated work		RAS (TA 4-76)								
Capacity Status: CI Exempt Category: Non-Exempt										
Est Total Cost: \$23,000		Open to Traffic: Jan 2018								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - L</i>	\$600	\$600						\$600		
Local Funds	\$22,400	\$2,642	\$1,000	\$3,137	\$10,937	\$4,684		\$3,807	\$2,972	\$15,621
TOTAL	\$23,000	\$3,242	\$1,000	\$3,137	\$10,937	\$4,684		\$4,407	\$2,972	\$15,621

MPO ID: SM25		ADOPTION: 14-00								
Project Title: Borden Road Street Improvements and Bridge Construction #88165		RTP PG NO: A-33								
Project Description: From Twin Oaks to Woodward Street - construction of approximately 700 lineal feet of a new 4-lane secondary arterial including a bridge		RAS (TA 4-76)								
Capacity Status: CI Exempt Category: Non-Exempt										
Est Total Cost: \$10,170		Open to Traffic: Nov 2013								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - Bond</i>	\$9,077	\$9,077						\$180	\$2,247	\$6,650
Local Funds	\$1,093	\$1,090	\$3					\$690	\$400	\$3
TOTAL	\$10,170	\$10,167	\$3					\$870	\$2,647	\$6,653

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Marcos, City of

MPO ID: SM31		ADOPTION: 14-00								
Project Title: Discovery Street Improvements #88265		RTP PG NO: A-33								
Project Description: From Via Vera Cruz Rd to Bent Ave/Craven Rd - widen roadway to four lane secondary arterial		RAS (TA 4-76)								
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$8,466		Open to Traffic: Dec 2017								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - Bond	\$3,798	\$1,674				\$2,123		\$1,134	\$40	\$2,624
Local Funds	\$4,668	\$887	\$250	\$80		\$3,451		\$480	\$350	\$3,838
TOTAL	\$8,466	\$2,561	\$250	\$80		\$5,574		\$1,614	\$390	\$6,462

MPO ID: SM32		ADOPTION: 14-00								
Project Title: Via Vera Cruz Bridge and Street Improvements #88264		RTP PG NO: A-34								
Project Description: From San Marcos Boulevard to Discovery Street - widen to four lane secondary arterial and construct a bridge at San Marcos Creek										
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$23,126		Open to Traffic: Dec 2018								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - Bond	\$2,407		\$99				\$2,308	\$88	\$11	\$2,308
HBP	\$20,474	\$1,894					\$18,580	\$1,805	\$89	\$18,580
Local Funds	\$245	\$146					\$99	\$146		\$99
TOTAL	\$23,126	\$2,040	\$99				\$20,987	\$2,039	\$100	\$20,987

MPO ID: SM38		ADOPTION: 14-00								
Project Title: Street Maintenance Operations #545000		TransNet - LSI: Maint								
Project Description: Various Locations throughout the City to include:, San Marcos Boulevard, Borden Road, N. Las Posas, Rock Springs, Knob Hill, Fulton, Bennett, Olive, Sycamore, Mulberry, E. La Cienega, Deer Springs Road, Linda Vista Road, Via Vera Cruz, Elfin Forest Road, Questhaven, Double Peak Drive, La Moree, Linda Vista Road, La Mirada, Pawnee, Cherokee, Navajo, Creek, S. Pacific, Descanso, Stone, Ryan, Borden Road, Banjo Ct, - roadway, street lighting, traffic signal, signage maintenance										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$7,539										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$623		\$623							\$623
TransNet - LSI	\$3,527	\$1,601	\$211	\$299	\$379	\$463	\$574			\$3,527
TransNet - LSI Carry Over	\$3,389	\$3,389								\$3,389
TOTAL	\$7,539	\$4,990	\$834	\$299	\$379	\$463	\$574			\$7,539

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Marcos, City of

MPO ID: SM42		ADOPTION: 14-00								
Project Title:	Street Improvements: Discovery Street; Craven Road to West of Twin Oaks Valley Road	RTP PG NO: A-34 RAS (TA 4-76)								
Project Description:	From Craven Road to Twin Oaks Valley Road - in the City of San Marcos, on Discovery Street from Craven Road to west of Twin Oaks Valley Road, construct approximately 5,100 lineal feet of a new 6-lane roadway.									
	Capacity Status: CI Exempt Category: Non-Exempt									
Est Total Cost: \$12,500		Open to Traffic: Jun 2018								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$12,500	\$2,500				\$3,300	\$6,700	\$500	\$2,000	\$10,000
	TOTAL	\$12,500	\$2,500			\$3,300	\$6,700	\$500	\$2,000	\$10,000

MPO ID: SM43		ADOPTION: 14-00								
Project Title:	Street Improvements and Widening on Barham Drive	RTP PG NO: A-34 RAS (TA 4-76)								
Project Description:	Barham Drive from Twin Oaks Valley Road to La Moree Road - in the City of San Marcos, on Barham Drive between Twin Oaks Valley Road and La Moree Road, widen and reconstruct the north side of Barham Drive to a 6-lane prime arterial and associated work									
	Capacity Status: CI Exempt Category: Non-Exempt									
Est Total Cost: \$3,789		Open to Traffic: Jul 2018								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$3,789		\$209				\$3,580	\$559	\$1,600	\$1,630
	TOTAL	\$3,789	\$209				\$3,580	\$559	\$1,600	\$1,630

MPO ID: SM45		ADOPTION: 14-00									
Project Title:	San Marcos Creek Bridge at State Route 78 #88197										
Project Description:	From San Marcos Blvd to Twin Oaks Valley Rd - construct a bridge on SR-78 at San Marcos Creek between Twin Oaks Valley Road and San Marcos Boulevard Interchange; construct a culvert										
RT:78	Capacity Status: NCI Exempt Category: Safety - Non capacity widening or bridge reconstruction										
Est Total Cost: \$18,980											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
Local Funds	\$11,380	\$1,380	\$300	\$400	\$3,800	\$2,500	\$3,000	\$4,880	\$5,000	\$1,500	
	TOTAL	\$11,380	\$1,380	\$300	\$400	\$3,800	\$2,500	\$3,000	\$4,880	\$5,000	\$1,500

*additional construction funds of \$7.6M are currently scheduled outside the current RTIP cycle

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Marcos, City of

MPO ID: SM48		ADOPTION: 14-00								
Project Title: Creekside Drive #88505		RTP PG NO: A-34								
Project Description: Creekside Drive from Via Vera Cruz to Grand Ave - construct approximately 3,000 feet of a two-lane collector road from Via Vera Cruz to Grand Avenue in the City of San Marcos; will include two 12' lanes, diagonal parking on the north side, and parallel parking on the south side; the project will also include a 10' bike trail meandering along the south side										
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$15,076		Open to Traffic: Apr 2017								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - Bond	\$9,047	\$1,445				\$7,602		\$952	\$493	\$7,602
TransNet - LSI (Cash)	\$327					\$327				\$327
Local Funds	\$5,702	\$176	\$600	\$150	\$250	\$4,526		\$1,150	\$100	\$4,452
TOTAL	\$15,076	\$1,621	\$600	\$150	\$250	\$12,455		\$2,102	\$593	\$12,381

MPO ID: SM49		ADOPTION: 14-00								
Project Title: Palomar Station Pedestrian Bridge #88511										
Project Description: West Mission Road from Palomar College Transit Center to NCTD Sprinter station - design and construction of a 100 foot long pedestrian bridge over West Mission Road: bridge will link the Palomar Sprinter station with the Palomar College Transit Center										
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$2,394										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TCSP	\$783	\$63	\$719					\$783		
Local Funds	\$1,611	\$30	\$145	\$1,436				\$30		\$1,581
TOTAL	\$2,394	\$93	\$864	\$1,436				\$813		\$1,581

MPO ID: SM54		ADOPTION: 14-00								
Project Title: Citywide Traffic Signals		TransNet - LSI: CR								
Project Description: Regional Arterial Management System - RAMS Traffic Signals. TransNet - LSI RAMS of \$11 is programmed in FY 2015										
Capacity Status: NCI		Exempt Category: Other - Traffic signal synchronization projects								
Est Total Cost: \$22										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$22	\$11	\$11					\$22		
TOTAL	\$22	\$11	\$11					\$22		

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Marcos, City of

MPO ID: SM55							ADOPTION: 14-00			
Project Title: Borden Road Widening and Improvements - #88542										
Project Description: Borden Road from Vineyard to Richland - widening of Borden Road will add an additional roadway capacity to accommodate increase in traffic volumes										
Capacity Status: CI Exempt Category: Non-Exempt										
Est Total Cost: \$1,225							Open to Traffic: Jul 2017			
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$1,225	\$25		\$200	\$500	\$500		\$25	\$200	\$1,000
TOTAL	\$1,225	\$25		\$200	\$500	\$500		\$25	\$200	\$1,000

MPO ID: SM56							ADOPTION: 14-00			
Project Title: Bent Avenue Bridge										
Project Description: Bent Avenue from Discovery St to San Marcos Blvd - Construct new two lane bridge to replace existing two lane low water crossing- Local <i>TransNet</i> funds to match HBP funds programmed as part of CAL44 Highway Bridge Program										
Capacity Status: NCI Exempt Category: Other - Transportation enhancement activities										
Est Total Cost: \$11,280										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - Bond	\$1,496		\$161	\$45		\$1,291		\$205		\$1,291
TOTAL	\$1,496		\$161	\$45		\$1,291		\$205		\$1,291

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Santee, City of

MPO ID: SNT04		ADOPTION: 14-00									
Project Title: Santee Rehabilitation and Major Repair Work		TransNet - LSI: CR									
Project Description: FY 2014/2015 , - Zone DD: Wheatlands Rd., Wheatlands Ave., Wheatlands Ct., Hartley Rd., Isaac St., Stevens Rd., Abraham Wy.; Woodside Ave., - Zone BJ: Kerrigan St., Alphonse St., Michala Pl., Princess Sarit Wy., Princess Arlene Dr., Prince Jed Ct., Princess Marci Dr., Ironwood Ave., Zone AF: Strathmore Dr., Birchcrest Bl., Cabwell Rd., Lasso Wy., , FY 2015/2016, - Zone BE: Golden West Ln., Cardoza Dr., Pratt Ct., Beck Dr., Sappington Ct., Via Wakefield, Via Debbie, Via Mavis, Via Nina, Magnolia Park Dr., Via Rita, Via Leslie, Bilteer Dr., El Nopal., Zone EF: Placid View Dr., Brandon Wy., Carmir Dr., Dobyons Dr., Farrington Dr., FY 2016/2017, - Zone CC: Wharton Rd., Doheny Rd., Pike Rd., Domer Rd., Mandeville Rd., Mandeville Ct., Stoyer Dr., Halberns Bl. - reconstruction and rehabilitation in the form of removal and replacement of existing pavement sections 2 inches minimum, 1.5 inch minimum overlay, pedestrian ramps, sidewalk improvements, and drainage improvements as part of the rehabilitation improvements											
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation									
Est Total Cost: \$20,748											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - Bond	\$4,503	\$4,503						\$165		\$4,338	
TransNet - L	\$7,729	\$7,729								\$7,729	
TransNet - LSI	\$3,273	\$287	\$519	\$556	\$593	\$633	\$685	\$225		\$3,048	
TransNet - LSI (Cash)	\$1	\$1								\$1	
TransNet - LSI Carry Over	\$4,056	\$2,152	\$1,904					\$347		\$3,709	
Local Funds	\$1,186	\$1,186						\$15		\$1,171	
TOTAL	\$20,748	\$15,858	\$2,423	\$556	\$593	\$633	\$685	\$752		\$19,996	

MPO ID: SNT20		ADOPTION: 14-00									
Project Title: Traffic Signals Citywide		TransNet - LSI: CR									
Project Description: This will be implemented on all citywide traffic signals through the RAMS program - ability to coordinate signal plan development across jurisdictional boundaries with a common time source and a common platform to build an integrated corridor management system; this will include software maintenance, hardware maintenance, and communication infrastructure through the Regional Arterial Management System (RAMS)											
Capacity Status: NCI		Exempt Category: Other - Non construction related activities									
Est Total Cost: \$44											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - LSI	\$44	\$7	\$7	\$7	\$7	\$7	\$7			\$44	
TOTAL	\$44	\$7	\$7	\$7	\$7	\$7	\$7			\$44	

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Santee, City of

MPO ID: SNT21		ADOPTION: 14-00								
Project Title: San Diego River Trail Walker Preserve, CIP 2011-35										
Project Description: This project is part of the San Diego River Trail Master Plan and will construct a segment from Magnolia Avenue to the eastern city limit at Lakeside - design and construction of approximately 1.3 miles of pedestrian/bike trails along the north side of the San Diego River from Magnolia Avenue to the eastern city limit at Lakeside; improvements will include a stabilized surface, wooden fencing, benches, picnic tables, and interpretive signs (State Project No. RT-37-026)										
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$4,920										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
RTP	\$248	\$248								\$248
Local Funds	\$4,672	\$3,672	\$1,000					\$275	\$2,145	\$2,252
TOTAL	\$4,920	\$3,920	\$1,000					\$275	\$2,145	\$2,500

MPO ID: SNT22		ADOPTION: 14-00								
Project Title: Santee Slurry Seal and Roadway Maintenance		<i>TransNet - LSI: Maint</i>								
Project Description: Various locations as defined in pavement management report - maintenance repair in the form of grind and patch failed areas followed by Cape seal or Slurry seal of the street										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$1,295										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - LSI</i>	\$1,295		\$225	\$242	\$257	\$275	\$297	\$128		\$1,167
TOTAL	\$1,295		\$225	\$242	\$257	\$275	\$297	\$128		\$1,167

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Solana Beach, City of

MPO ID: SB11		ADOPTION: 14-00								
Project Title:	Traffic Calming Improvements							<i>TransNet</i> - LSI: CR		
Project Description:	South Cedros Avenue, Valley Avenue, Genevieve at Stevens, Santa Helena and San Andres Drive - installation of traffic calming improvements such as medians and curb pop-outs, determined through the City's Neighborhood Traffic Management Program									
	Capacity Status: NCI		Exempt Category: Safety - Adding medians							
Est Total Cost: \$345										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - L (Cash)	\$16	\$16								\$16
<i>TransNet</i> - LSI Carry Over	\$329	\$29	\$300							\$329
TOTAL	\$345	\$45	\$300							\$345

MPO ID: SB16		ADOPTION: 14-00								
Project Title:	Pavement Resurfacing							<i>TransNet</i> - LSI: CR		
Project Description:	Via Mil Cumbres, Dell Street, Dell Court and other streets as determined by pavement management programming - in Solana Beach, pavement rehabilitation and resurfacing									
	Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$689										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - LSI	\$489		\$89	\$100	\$100	\$100	\$100			\$489
<i>TransNet</i> - LSI Carry Over	\$200		\$200							\$200
TOTAL	\$689		\$289	\$100	\$100	\$100	\$100			\$689

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Transportation Corridor Agencies

MPO ID: TCA01							ADOPTION: 14-00			
Project Title: Foothill Transportation Corridor South										
Project Description: On SR 241 from Orange/San Diego County line to Cristianitos interchange - construct 3 general purpose toll lanes; from Cristianitos interchange to I-5 - construct 2 general purpose toll lanes										
RT:241 Capacity Status: CI Exempt Category: Non-Exempt										
Est Total Cost: \$536,520			Open to Traffic: Phase 1: Dec 2022 Phase 2: Dec 2030							
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$152,671	\$107,922	\$2,553	\$3,636	\$3,636	\$18,371	\$16,553	\$114,839	\$37,832	
TOTAL	\$152,671	\$107,922	\$2,553	\$3,636	\$3,636	\$18,371	\$16,553	\$114,839	\$37,832	
*Funding Source = Foothill/Eastern Transportation Corridor Agency										

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Various Agencies

MPO ID: V07		ADOPTION: 14-00								
Project Title:	Biological Mitigation Program							SANDAG ID: 1200200		
Project Description:	Countywide - habitat acquisition, restoration, creation, enhancement, management and monitoring necessary for meeting project mitigation requirements; mitigation efforts will focus on <i>TransNet</i> Early Action Program projects, then Regional Transportation Plan (RTP) Revenue Constrained projects									
Capacity Status:	NCI		Exempt Category: Other - Advance land acquisitions							
Est Total Cost: \$385,350										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - REMP	\$385,097	\$137,747	\$45,450	\$58,500	\$54,400	\$47,300	\$41,700	\$10,810	\$136,872	\$237,415
Local Funds	\$253	\$253								\$253
TOTAL	\$385,350	\$138,000	\$45,450	\$58,500	\$54,400	\$47,300	\$41,700	\$10,810	\$136,872	\$237,668
*Total project funding beyond current RTIP cycle										

MPO ID: V08		ADOPTION: 14-00								
Project Title:	Regional Habitat Conservation Fund							SANDAG ID: 1200300		
Project Description:	Countywide - regional habitat management and monitoring									
Capacity Status:	NCI		Exempt Category: Other - Plantings, landscaping, etc							
Est Total Cost: \$44,519										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - REMP	\$44,176	\$21,736	\$5,777	\$5,700	\$5,700	\$5,263		\$11,465		\$32,711
Local Funds	\$343	\$343								\$343
TOTAL	\$44,519	\$22,079	\$5,777	\$5,700	\$5,700	\$5,263		\$11,465		\$33,054

MPO ID: V10		ADOPTION: 14-00								
Project Title:	Grouped Projects for <i>TransNet</i> Smart Growth Incentive Program							SANDAG ID: 1224015, 1224016, 1224017, 1224018, 1224019, 1224020, 1224021, 1224022, 1224023, 1224024, 1224025, 1224026, 1224027		
Project Description:	Projects are consistent with CFR Parts 93.126 and 93.127 Exempt Tables 2 and 3 categories: transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)									
Capacity Status:	NCI		Exempt Category: Other - Transportation enhancement activities							
Est Total Cost: \$12,970										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - LSI	\$20	\$10	\$10							\$20
<i>TransNet</i> - LSI Carry Over	\$126	\$96	\$30							\$126
<i>TransNet</i> - SGIP	\$11,824	\$3,676	\$7,964	\$184						\$11,824
Local Funds	\$1,000		\$1,000							\$1,000
TOTAL	\$12,970	\$3,782	\$9,004	\$184						\$12,970

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Various Agencies

MPO ID: V11		ADOPTION: 14-00									
Project Title:	State Route 11							EA NO: 05631			
Project Description:	From Border of Mexico east of SR 905/Otay Mesa Border Crossing to future SR 125/905 junction - Construction of four-lane toll highway facility, CVEF and POE in three segments: Segment 1: SR-11/905 to Enrico Fermi; Segment 2: SR-11 from Enrico Fermi to Siempre Viva; Segment 3: POE from Siempre Viva to Mexico Border; Segment 1 is fully funded through Construction phase . Toll Credits of \$1,296 will be used to match FY15 federal funds for the PE phase, Toll Credits of \$272 will be used to match FY15 federal funds for the ROW phase							PPNO: 0999			
								RTP PG NO: A-6; B-5			
								SANDAG ID: 1201101			
								EARMARK NO: CA393/740			
RT:11	Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$713,626		Open to Traffic: Phase 1: Apr 2016			Phase 2: Dec 2017		Phase 3: Dec 2017				
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
CBI	\$75,500	\$63,400	\$12,100					\$39,700	\$35,800		
HPP	\$800	\$800						\$800			
Prop 1B - TCIF	\$71,625	\$71,625								\$71,625	
STIP-IIP NHS	\$6,882	\$6,882						\$6,882			
STIP-IIP Prior State Cash	\$5,200	\$5,200						\$5,200			
STIP-IIP State Cash	\$919	\$919						\$919			
Local Funds	\$552,700		\$552,700						\$91,800	\$460,900	
TOTAL	\$713,626	\$148,826	\$564,800					\$53,501	\$127,600	\$532,525	

MPO ID: V12		ADOPTION: 14-00									
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities.							SANDAG ID: 1144500, 1223014,			
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized)							1223020, 1223021, 1223022,			
								1223025, 1223054, 1223056,			
								1223057, 1223058, 33006, 33009			
	Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$37,989											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - B	\$500	\$500								\$500	
TransNet - BPNS	\$23,014	\$5,683	\$7,031	\$7,334	\$2,966					\$23,014	
TransNet - L	\$350	\$350								\$350	
TransNet - L (Cash)	\$66	\$66								\$66	
TransNet - LSI Carry Over	\$5,296	\$3,827	\$1,469							\$5,296	
STIP-RIP STP TE	\$1,316	\$1,316								\$1,316	
STIP-RIP State Cash	\$3	\$3								\$3	
Local Funds	\$3,437	\$2,641	\$796							\$3,437	
TDA - Bicycles	\$4,007	\$1,745	\$505	\$1,757						\$4,007	
TOTAL	\$37,989	\$16,131	\$9,801	\$9,091	\$2,966					\$37,989	

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Vista, City of

MPO ID: VISTA15		ADOPTION: 14-00								
Project Title:	SR 78 @ Sycamore Ramp Improvement CIP 8107	RAS (TA 4-76)								
Project Description:	From SR-78 to Sycamore - design and construct a dedicated right-turn lane for traffic migrating from eastbound SR-78 to southbound Sycamore Avenue in the right-of-way; objective is to reduce congestion on freeway exit during morning rush hour									
Capacity Status:	NCI	Exempt Category: Other - Interchange reconfiguration projects								
Est Total Cost: \$403										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - L	\$165	\$165						\$50		\$115
Local Funds	\$121	\$20	\$101							\$121
Local RTCIP	\$117		\$117					\$117		
TOTAL	\$403	\$185	\$218					\$167		\$236
*Additional funding included in CAL105 HSIP approved list of projects										

MPO ID: VISTA45		ADOPTION: 14-00								
Project Title:	Bobolink Street Improvements, CIP 8197	<i>TransNet</i> - LSI: CR								
Project Description:	Bobolink Drive from North Drive and East Drive to Dorsey Way - Phase 1: Master drainage facility; design and construction of storm drain system extension, sidewalk, curb ramps, and water quality treatment BMP's on a residential street that conveys stormwater from neighboring arterial and collector streets, as well, as residential streets									
Capacity Status:	NCI	Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$805										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$360	\$18	\$342							\$360
Local Funds	\$445	\$345	\$100					\$45		\$400
TOTAL	\$805	\$363	\$442					\$45		\$760

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Vista, City of

MPO ID: VISTA46		ADOPTION: 14-00									
Project Title:	Annual Street Construction and Overlay CIP8225							RAS (TA 4-76)			
Project Description:	Various streets City-wide. Including two RAS streets: 1) Civic Center Dr (formerly Escondido Ave)entire length between SR-78 and E, Vista Way. And 2) Olive Avenue, portion from N. Melrose Ave to Maryland Dr. - repair/rehabilitate distressed pavement and resurface streets identified as high priority in Pavement Management System.; improvements include replacement of damaged curb & gutter, sidewalk, storm drain culverts; all required upgrades such as installation or replacement of curb ramps and traffic signs; all surface preparation such as dig-outs, crack sealing, cold milling, and leveling course; all adjustments such as shoulder grading, traffic signal loop replacement, manhole adjustments, striping, and survey monuments							TransNet - LSI: CR			
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation									
Est Total Cost: \$13,177											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - LSI	\$8,407	\$1,350		\$1,625	\$1,711	\$1,801	\$1,920	\$200		\$8,207	
TransNet - LSI Carry Over	\$3,599	\$3	\$3,596					\$56		\$3,543	
Local Funds	\$1,032	\$1,032						\$165		\$867	
Local RTCIP	\$139		\$139							\$139	
TOTAL	\$13,177	\$2,385	\$3,735	\$1,625	\$1,711	\$1,801	\$1,920	\$421		\$12,756	

MPO ID: VISTA49		ADOPTION: 14-00									
Project Title:	Olive Avenue Overpass Study CIP8252							RAS (TA 4-76)			
Project Description:	Olive Avenue from Orange/N. Santa Fe to Olive Avenue - study examines a potential street segment that would connect Olive Avenue to Orange Street and N. Santa Fe Avenue via an overpass of the NCTD railway; the new segment is needed due to heavy congestion at the existing railway crossing at the Olive Ave/Vista Village Dr/S. Santa Fe Dr intersections; this segment would be designated as a two-lane collector with a center left turn lane, which requires a 70-foot wide right-of-way							TransNet - LSI: CR			
Capacity Status: NCI		Exempt Category: Other - Engineering studies									
Est Total Cost: \$100											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - LSI Carry Over	\$100		\$100					\$100		\$100	
TOTAL	\$100		\$100					\$100		\$100	

**Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

Vista, City of

MPO ID: VISTA50		ADOPTION: 14-00								
Project Title:	Paseo Santa Fe Streetscape Improvements - Phase 1 CIP8232							RAS (TA4-76)		
Project Description:	S. Santa Fe from Vista Village Dr to Guajome St - 2 lane collector - design and phased construction of street improvements along S. Santa Fe between Vista Village Drive and Guajome Street; improvements include new curb, gutter, sidewalks, roundabouts, street lights, street signs, medians, paving, and pedestrian furniture							TransNet - LSI: CR		
Capacity Status: NCI		Exempt Category: Safety - Non signalization traffic control and operating								
Est Total Cost: \$6,046										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI Carry Over	\$2,000		\$2,000							\$2,000
Local Funds	\$4,046	\$3,460	\$586					\$718		\$3,328
TOTAL	\$6,046	\$3,460	\$2,586					\$718		\$5,328

MPO ID: VISTA51		ADOPTION: 14-00								
Project Title:	Minor Traffic Signal Modifications Program CIP8142							TransNet - LSI: CR		
Project Description:	City of Vista sphere - improve and/or upgrade various traffic signal loop and detector systems; maintenance includes replacements of aging signal cabinets and battery back-up units, upgrades to ADA compliant pushbuttons, and upgrades of other signal equipment as necessary for improved traffic monitoring and coordination. TransNet - LSI RAMS of TransNet - LSI RAMS of \$9 programmed in FY 2015									
Capacity Status: NCI		Exempt Category: Other - Traffic signal synchronization projects								
Est Total Cost: \$477										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$26	\$18	\$9					\$26		
Local Funds	\$451	\$451						\$35		\$416
TOTAL	\$477	\$469	\$9					\$61		\$416

MPO ID: VISTA53		ADOPTION: 14-00								
Project Title:	Annual Street Maintenance and Resurfacing CIP8262							TransNet - LSI: Maint		
Project Description:	Multiple locations citywide (arterials, collectors, and residential streets) annually per priority ranking in the City's Pavement Management Plan - repair/rehabilitate distressed pavement areas and overlay streets with asphalt concrete where identified as priorities in street inventory									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$5,977										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$3,000		\$600	\$600	\$600	\$600	\$600	\$250		\$2,750
TransNet - LSI Carry Over	\$227		\$227							\$227
Local Funds	\$2,750		\$750	\$500	\$500	\$500	\$500			\$2,750
TOTAL	\$5,977		\$1,577	\$1,100	\$1,100	\$1,100	\$1,100	\$250		\$5,727

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

RTIP Fund Types

Federal Funding	
ARRA	American Recovery and Reinvestment Act (Federal Stimulus Program)
BIP/CBI	Border Infrastructure Program/Corridors and Borders Infrastructure Program
CMAQ	Congestion Mitigation and Air Quality
DEMO - TEA 21	High Priority Demonstration Program under TEA-21
DEMO-Sec 115	High Priority Demonstration Program under FY 2004 Appropriations
DEMO-Sec 117/STP	Surface Transportation Program under FHWA Administrative Program (congressionally directed appropriations)
DOE	Department of Energy
FRA-ARRA	Federal Railroad Administration (Federal Stimulus)
FRA-PRIIA	Federal Railroad Administration Passenger Rail Investment and Improvement Act of 2008
FTA Section 5307	Federal Transit Administration Urbanized Area Formula Program
FTA Section 5309 (Bus)	Federal Transit Administration Discretionary Program
FTA Section 5309 (FG)	Federal Transit Administration Fixed Guideway Modernization Formula program
FTA Section 5309 (NS)	Federal Transit Administration Discretionary - New Starts Program
FTA Section 5311	Federal Transit Administration Rural Program
FTA Section 5312 (NRTP)	Federal Transit Administration National Research and Technology Program
FTA Section 5337	Federal Transit Administration State of Good Repair Grant Program
FTA Section 5339	Federal Transit Administration Bus and Bus Facilities Formula Grant Program
HBP	Highway Bridge Program under SAFETEA-LU
HBRR	Highway Bridge Repair and Rehabilitation under TEA-21
HPP	High Priority Program under SAFETEA-LU
HSIP	Highway Safety Improvement Program
HUD	Housing and Urban Development
IM	Interstate Maintenance Discretionary
ITS	Intelligent Transportation System
NHS	National Highway System (administered by Caltrans)
RSTP	Regional Surface Transportation Program
RTP	Recreational Trails Program
SRTS	Safe Routes to School (administered by Caltrans)
TCSP	Transportation, Community & System Preservation
TE	Transportation Enhancement Program
TPFP	Truck Parking Facilities Program (Federal Discretionary)
TIGER (ARRA)	Transportation Investment Generating Economic Recovery (Federal Stimulus)
TSGP	Transit Security Grant Program
USDOTs	United States Department of Transportation's Research and Innovative Technology Admin
CMAQ/RSTP Conversion	Reimbursement of advanced federal funds which have been advanced with local funds in earlier years
State Funding	
BTA	Active Transportation Program (Statewide and Regional)
BTA	Bicycle Transportation Account
CMIA	Corridor Mobility Improvement Account (State Prop. 1B)
Coastal Conservancy	California Coastal Conservancy Fund
CDRI	Caltrans Department of Research and Innovation
FSP	Freeway Service Patrol

Thursday, September 18, 2014

Table 3-1
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

GARVEE	Grant Anticipation Revenue Vehicles
LBSRA	Local Bridge Seismic Retrofit Account (State Prop. 1B)
Prop 1A - High Speed Rail	High Speed Passenger Train Bond Program (State Prop. 1A)
PTA	Public Transportation Account
PTMISEA	Public Transportation Modernization, Improvement, and Service Enhancement Account (State Prop 1B)
SHOPP	State Highway Operation & Protection Program
SLPP	State Local Partnership Program (State Prop. 1B)
STA	State Transit Assistance
STIP-IIP	State Transportation Improvement Program - Interregional Program
STIP-RIP	State Transportation Improvement Program - Regional Improvement Program
TCIF	Trade Corridor Improvement Fund (State Prop. 1B)
STIP/SHOPP Prior	Funds which were allocated by the CTC from a previous fund cycle
TCRP	Traffic Congestion Relief Program
TSGP	Transit Security Grant Program (State Prop. 1B)
Local Funding	
Local Funds AC	Local Funds - Advanced Construction; mechanism to advance local funds to be reimbursed at a later fiscal year with federal/state funds
RTCIP	Regional Transportation Congestion Improvement Program
TDA	Transportation Development Act
TDA-B	Transportation Development Act-Bicycle & Pedestrian Facilities
<i>TransNet-ADA</i>	Prop. A Local Transportation Sales Tax - Transit
<i>TransNet-B</i>	Prop. A Local Transportation Sales Tax - Bike
<i>TransNet-Border</i>	Prop. A Extension Local Transportation Sales Tax - Border
<i>TransNet-BPNS</i>	Prop. A Local Transportation Sales Tax extension - Bicycle, Pedestrian and Neighborhood Safety Program
<i>TransNet-BRT/Ops</i>	Prop. A Extension Local Transportation Sales Tax - Bus Rapid Transit/New Service
<i>TransNet-CP</i>	Prop. A Local Transportation Sales Tax - Commercial Paper
<i>TransNet-H</i>	Prop. A Local Transportation Sales Tax - Highway
<i>TransNet-L</i>	Prop. A Local Transportation Sales Tax - Local Streets & Roads
<i>TransNet-L (Cash)</i>	TransNet - L funds which agencies have received payment, but have not spent
<i>TransNet-LSG</i>	Prop. A Extension Local Transportation Sales Tax - Local Smart Growth
<i>TransNet-LSI</i>	Prop. A Extension Local Transportation Sales Tax - Local System Improvements
<i>TransNet-LSI Carry Over</i>	TransNet - LSI funds previously programmed but not requested/paid in year of allocation
<i>TransNet-LSI (Cash)</i>	TransNet - LSI funds which agencies have received payment, but have not spent
<i>TransNet-MC</i>	Prop. A Extension Local Transportation Sales Tax - Major Corridors
<i>TransNet-MC AC</i>	TransNet - Major Corridors - Advanced Construction; mechanism to advance TransNet funds to be reimbursed at a later fiscal year with federal/state funds
<i>TransNet-REMP</i>	Prop. A Extension Local Transportation Sales Tax - Regional Environmental Mitigation Program
<i>TransNet-SS</i>	Prop. A Extension Local Transportation Sales Tax - Senior Services
<i>TransNet-T</i>	Prop. A Local Transportation Sales Tax - Transit
<i>TransNet-TSI</i>	Prop. A Extension Local Transportation Sales Tax- Transit System Improvements

Table 3-1b

Attachment 2**CHV48 OVERLAY LIST**

(C/NC)	RoadName	Beginning Location	End Location	Comments
C	7TH ST	MAIN ST	S END	No existing improvements
C	ADA ST	BAY BL	FRONTAGE RD W	No existing improvements
C	ALPINE AV	MOSS ST	NAPLES ST	No existing imp. east side
C	ALVARADO ST	THIRD AVE	SECOND AVE	
C	AMENA CT	SCDS	TIERRA DEL REY	
C	ANITA JUNE CT	W CDS	FOURTH AV	
C	AUSTIN CT	REDLANDS PL	SCDS	
C	AZALEA ST	OLEANDER AV	LAUREL AV	
C	AZUSA CT	REDLANDS PL	ECDS	
C	BANNER AV	MONTGOMERY ST	ZENITH ST	
NC	BAY BL	I-5 FREEWAY RAMP	PALOMAR ST	s/w required on west side
C	BEECH AV	JAMES ST	K ST	
C	BEECH AV	MADRONA ST	END OF STREET	
C	BEECH AV	SIERRA WY	L ST	
?	BONITA RD	CITY LIMIT @ WILLOW ST	ALLEN SCHOOL RD	Bus stop landings (?)
C	BRIGHTWOOD AV	KEARNEY ST	K ST	
C	BRISBANE ST	N FOURTH AVE	TROUSDALE DR	
C	BRITTON AV	REED CT	MACE ST	No existing improvements
C	BUCKNELL ST	STANFORD AV	LEHIGH AV	
C	BUENA VISTA WY	E H ST	CALLE SANTIAGO	
C	BUENA VISTA WY	CALIENTE LP	CERRITOS CT	
C	CANYON DR	110' N/O CANYON CT	VIA HACIENDA	
C	CEDAR AV	I ST	CDS	
C	CEDAR AV	JAMES ST	K ST	
C	CENTER ST	FIRST AVE	ROSEVIEW PL	
C	CHARDONNAY TE	RIESLING TE	E CDS	
C	CHURCH AV	CENTER ST	MADRONA ST	
C	CHURCH AV	E ST	F ST	
C	CHURCH AV	J ST	K ST	
C	CITADEL CT	W CDS	RUTGERS AV	
C	COE PL	STANFORD AV	E CDS	
C	COLORADO AV	SIERRA WY	L ST	
C	COLTRIDGE LN	TRAILRIDGE DR	CORRAL CANYON	
C	CORDOVA DR	E J ST	DORADO WY	
C	CORTE CERRADA	BUEN TIEMPO DR	ECDS	
C	CORTE HELENA AV	CDS	E ST	
C	CORTE HELENA AV	H ST	N CDS	
C	CORTE MARIA AV	CDS	G ST	
C	CORTE MARIA AV	D ST	E ST	
C	D ST	THIRD AVE	W MOUNTAIN VIEW DR	
C	D ST	W MOUNTAIN VIEW DR	SECOND AVE	
C	DATE AV	JAMES ST	K ST	
C	DATE ST	OTAY VALLEY RD	DATE CT	No existing improvements
C	DAVID DR	180FT W/O LORI LN	WILER DR	
C	DAVIDSON ST	FOURTH AVE	DEL MAR AV	

Table 3-1b (continued)

(C/NC)	RoadName	Beginning Location	End Location	Comments
C	DEL MAR AV	E ST	G ST	
C	DEL MAR AV	I ST	K ST	
C	DEL MAR AV	KEARNEY ST	K ST	
C	DEL MAR AV	SEA VALE ST	CHULA VISTA ST	No existing improvements
C	DEL MAR CT	CDS	ALVARADO ST	
C	DEL MONTE AV	MONTGOMERY ST	MAIN ST	
C	DENNIS AV	E J ST	E MILLAN ST	
C	DESIGN CT	W CDS	MAXWELL RD	
C	DOROTHY ST	FRONTAGE RD	INDUSTRIAL BL	No existing improvements
C	DOUGLAS ST	CREST	PASEO DEL REY	
C	DRAKE CT	REDLANDS PL	SCDS	
C	DUKE ST	STANFORD AV	LEHIGH AV	
C	E J ST	MELROSE AVE	FLOYD AVE	
C	E LEANNA CT	MYRA AV	E CDS	
C	E MILLAN ST	W END	E CDS	
C	E MOSS ST	MELROSE AV	NOLAN LN	
C	E ONEIDA ST	JUDSON WY	NEPTUNE DR	
C	E ORLANDO ST	MONSERATE AV	MELROSE AV	
C	E OXFORD ST	HILLTOP DR	MELROSE AVE	
C	E OXFORD ST	OSAGE AV	OLEANDER AV	
C	E PAISLEY ST	HILLTOP DR	HELIX AV	
C	E PALOMAR DR	HILLTOP DR	CUYAMACA AV	
C	E PALOMAR ST	E EDGE/O I805 BRIDGE	OLEANDER AV	
C	E PARK LN	E ST	F ST	No existing improvements
C	E PROSPECT ST	HILLTOP DR	MONSERATE AVE	
C	E QUEEN ANNE DR	THERESA WY	MONSERATE AVE	
C	E QUEEN ANNE DR	THERESA WY	JUDSON WY	
C	E QUEEN ANNE DR	W CDS	JUDSON WY	
C	E RIENSTRA ST	MELROSE AV	NACION AV	
C	E SIERRA WY	HILLTOP DR	CUYAMACA AV	
C	EL CAPITAN DR	HILLTOP DR	E CDS	
C	EL CAPITAN DR	W CDS	E END	
C	ELDER AV	N CDS	K ST	
C	ELM AV	I ST	CDS	
C	ELM AV	PALOMAR ST	PROSPECT ST	
C	ELMHURST ST	XAVIER AV	CORNELL AV	
C	EMERSON ST	THIRD AV	FIRST AVE	No existing improvements
C	F ST	FOURTH AV	THIRD AVE	
C	FAIVRE ST	JACQUA ST	27TH ST	No existing improvements
C	FALLBROOK CT	WCDS	ACACIA AVE	
C	FENTON ST	EASTLAKE PW	HALE PL	
C	FIG AV	KEARNEY ST	S END	
C	FIRST AV	G ST	H ST	
C	FIRST AV	I ST	J ST	
NC	FIRST AV	PROSPECT ST	S END	s/w required on west side
C	FLOYD AV	E J ST	HALE ST	
C	G ST	FOURTH AVE	SECOND AVE	
C	GARRETT AV	D ST	E ST	

Table 3-1b (continued)

(C/NC)	RoadName	Beginning Location	End Location	Comments
C	GARRETT AV	J ST	KEARNEY ST	
NC	GARRETT AV	PARK WAY	G ST	s/w required on west side
C	GLOVER AV	MANKATO ST	SCDS	
NC	GRANJAS RD	N CDS	NAPLES ST	s/w required on west side
C	GRETCHEN RD	E J ST	E MILLAN ST	
C	GUAVA AV	KEARNEY ST	S END	
C	H ST	BROADWAY	HILLTOP DR	
C	HALE ST	FLOYD AV	HALECREST DR	
C	HALECREST DR	LORI LN	TELEGRAPH CANYON RD	
C	HALSEY ST	COLORADO AVE	WOODLAWN AVE	
C	HALSEY ST	SECOND AVE	MINOT AVE	
C	HAMPTON CT	WCDS	BRISTOL CT	
C	HARTFORD ST	HAMDEN DR	LAKESHORE DR	
C	HELIX AV	E PALOMAR ST	E PAISLEY ST	
C	HELIX AV	N CDS	E PALOMAR ST	
C	HELIX AV	OXFORD ST	S CDS	
C	HERITAGE RD	CITY LIMITS	CITY LIMITS	No existing improvements
C	HILLTOP DR	CDS	D ST	
C	HILLTOP DR	NAPLES ST EAST	PALOMAR ST EAST	
C	I ST	BROADWAY	FOURTH AVE	
C	INKOPAH ST	OSAGE AV	OSSA AV	
C	J ST	BROADWAY	FOURTH AVE	
C	J ST	THIRD AVE	SECOND AVE	
C	JADE AV	JASPER AV	TOURMALINE ST	
C	JAMES ST	ASH AV	FIFTH AV	
C	JAMUL AV	E NAPLES ST	MONSERATE AV	
C	JAMUL AV	MONSERATE AV	MELROSE AV	
C	JAMUL CT	OSAGE AV	OLEANDER AV	
C	JASPER AV	ORANGE AV	JADE AV	
C	JEFFERSON AV	I ST	J ST	
C	JEFFERSON AV	MOSS ST	NAPLES ST	
C	JEFFERSON AV	SIERRA WY	L ST	
C	JUDSON WY	E PALOMAR ST	E PAISLEY ST	
C	JUDSON WY	E QUEEN ANNE DR	E QUINTARD ST	
C	JUNIPER ST	LILAC AV	LAUREL AV	
C	K ST	FOURTH AVE	THIRD AVE	
NC	KEARNEY ST	FIFTH AV	BRIGHTWOOD AV	s/w required on south side
C	KEARNEY ST	THIRD AVE	SECOND AV	
C	KENNEDY ST	THIRD AV	SECOND AV	
C	KING ST	SECOND AVE	FIRST AVE	
C	LAKESHORE DR	ASHBROOK DR	CREEKWOOD WY	
C	LANDIS AV	D ST	E ST	
C	LAS FLORES DR	LANSLEY WAY	MONTEBELLO ST	
C	LAS FLORES DR	N CDS	D ST	
C	LAUREL AV	JUNIPER ST	LILAC AVE	
C	LEHIGH AV	GOTHAM ST	BUCKNELL ST	
C	LILAC AV	JUNIPER ST	AZALEA ST	
C	LILAC AV	WISTERIA ST	RIVERA ST	
C	LOYOLA CT	NW CDS	ITHACA ST	

Table 3-1b (continued)

(C/NC)	RoadName	Beginning Location	End Location	Comments
C	LYNWOOD DR	BONITA RD	131FT S/O BONITA RD	
C	MACE ST	MAIN ST	S END	No existing improvements
C	MADISON AV	CRESTED BUTTE ST	NAPLES ST	
C	MADRONA ST	DEL MAR AVE	SECOND AVE	
C	MANKATO ST	MADISON AVE	ECDS	
C	MANZANITA ST	MARIPOSA ST	OLEANDER AV	
C	MARIA WY	E L ST	E MOSS ST	
C	MARIPOSA CI	OLEANDER AV	MARIPOSA CI	
C	MARIPOSA ST	MANZANITA ST	OLEANDER AV	
C	MAX AV	E PROSPECT ST	E RIENSTRA ST	
C	MAX AV	E QUINTARD ST	E RIENSTRA ST	
C	MEDICAL CENTER CT	660FT SW/O MEDICAL CENTER	SW END	
C	MELROSE AV	CDS	SHEFFIELD CT	
C	MESA GRANDE PL	N CDS	TIERRA BONITA PL	
C	MITSCHER ST	MINOT AVE	FIRST AVE	
C	MONTCALM ST	NEPTUNE AV	NACION AV	
C	MONTCLAIR ST	MELROSE AV	MONTEREY AV	
C	MONTCLAIR ST	MONTEREY AVE	NEPTUNE AV	
C	MONTCLAIR ST	NEPTUNE AV	NACION AV	
C	MONTEBELLO ST	FIRST AVE	ECDS	
C	MONTERA CT	TERRA NOVA DR	ECDS	
C	MONTGOMERY ST	FOURTH AV	FRESNO AV	
C	MOSS ST	ALPINE AVE	NAPLES ST	No existing improvements
C	MOSS ST	THIRD AVE	FOURTH AVE	
C	MURRAY ST	SECOND AVE	CDS	
C	MYRA AV	E L ST	E MOSS ST	
C	MYRA AV	E NAPLES ST	S CDS	
C	MYRA AV	MELROSE AVE	90 DEGREE TURN	
C	MYRA AV	MYRA AVE 90 DEGREE TURN	E J ST	
C	MYRA AV	N CDS	E OXFORD ST	
C	MYRA CT	N CDS	MALTA AV	
C	NACION AV	J ST EAST	TELEGRAPH CYN RD	
C	NACION AV	NAPLES ST EAST	MELROSE AVE	
C	NAPA AV	N CDS	E ONEIDA ST	
C	NAPA CT	N CDS	QUINCE PL	
C	NAPLES ST	THIRD AVE	ALPINE AVE	Missing improvements
C	NEW HAVEN DR	HARTFORD ST	HAMDEN DR	
C	NILE CT	E OXFORD ST	S CDS	
NC	NIXON PL	N DEL MAR AVE	CDS	s/w required on south side
C	NOCTURNE CT	NOLAN AV	S CDS	
C	NOLAN AV	E ONEIDA ST	E PALOMAR ST	
C	NOLAN AV	QUAIL PL	E RIENSTRA ST	
C	NOLAN CT	E RIENSTRA ST	S CDS	
C	NOLAN WY	ROMAN WY	E MOSS ST	
C	OAKLAWN AV	I ST	J ST	
C	OAKLAWN AV	MOSS ST	NAPLES ST	
C	OASIS AV	E NAPLES ST	E OXFORD ST	
C	OCALA AV	N CDS	S CDS	

Table 3-1b (continued)

(C/NC)	RoadName	Beginning Location	End Location	Comments
C	OCELOT AV	NANETTE ST	E OXFORD ST	
C	OLEANDER AV	OLYMPIC PW	SEQUOIA ST	
C	OLIVE AV	SEQUOIA ST	TALLOW CT	
C	OLIVE CT	N CDS	SEQUOIA ST	
C	ORIOLE PL	E PALOMAR ST	S CDS	
C	OSSA AV	N CDS	JAMUL CT	
C	OTAY LAKES RD	E H ST	GOTHAM ST	
C	OTAY LAKES RD	GOTHAM ST	MIRACOSTA CI	
C	OTAY LAKES RD	RIDGEBACK RD	E H ST	
C	OXFORD ST	W CDS	BROADWAY	
C	PALM AV	VALLEY AV	S END	No existing improvements
C	PALOMAR DR	FOURTH AV	W CDS	
C	PALOMAR ST	BROADWAY	ORANGE AVE	
C	PALOMAR ST	TOBIAS DR	HILLTOP DR	
C	PASEO DEL REY	BAJO DR	DOUGLAS ST	
C	PASEO DEL REY	E H ST	E J ST	
C	PASEO MAGDA	PASEO RANCHO	REGULO PL	
C	PEPPERWOOD CT	OAK VIEW TE	SCDS	
C	PLAZA CT	MALL ENTRANCE	PASEO DEL REY	
C	POINSETTIA ST	LANTANA AV	CARISSA AV	
NC	POINT CAIMAN CT	NW CDS	MORRO POINT DR	s/w required
NC	POINT CONCEPCION CT	N CDS	POINT ARGUELLO DR	s/w required
NC	POINT LOMA CT	POINT ARGUELLO DR	S CDS	s/w required
NC	POINT MUGU CT	SEQUOIA ST	S CDS	s/w required
NC	POINT PACIFIC CT	NW CDS	POINT LA JOLLA DR	s/w required
NC	POINT VICENTE CT	CROWN POINT CT	SE CDS	s/w required
C	PORT CARDIFF	RIESLING TE	S CDS	
C	PORT CHELSEA	PORT RENWICK	S CDS	
C	PRINCESS MANOR CT	E RIENSTRA ST	S CDS	
C	PROSPECT ST	ELM AV	TOBIAS DR	
C	QUAIL CT	W CDS	OLEANDER AV	
C	QUAIL PL	NOLAN AV	NACION AV	
C	QUEEN ANNE DR	FIFTH AV	FOURTH AV	No existing improvements
C	QUINTARD ST	TOBIAS DR	HILLTOP DR	
NC	RACE POINT CT	W CDS	TORTUGA POINT DR	s/w required
C	REGENCY CT	REGENCY WY	E CDS	
C	RIDGE CREEK DR	WCDS	FORESTER LN	
C	RIDGEBACK RD	N RANCHO DEL REY PW	OTAY LAKES RD	
C	RIESLING TE	HILLSIDE DR	N CDS	
C	ROMAN WY	NOLAN WY	NACION AV	
C	RUE AVALLON	HILLSIDE DR	S CDS	
C	RUTGERS AV	GOTHAM ST	OTAY LAKES RD	
C	SAN MIGUEL DR	FOURTH AV	E CDS	
C	SANDSTONE CT	MELROSE AV	E CDS	
C	SATINWOOD CT	N CDS	SATINWOOD WY	
C	SEA VALE CT	CDS	DATE AVE	
C	SEA VALE ST	THIRD AVE	DELMAR AVE	
C	SECOND AV	PALOMAR ST	ORANGE AVE.	
C	SEQUOIA ST	BRANDYWINE AV	POINT CABRILLO CT	

Table 3-1b (continued)

(C/NC)	RoadName	Beginning Location	End Location	Comments
C	SEQUOIA ST	OLIVE AV	BRANDYWINE AV	
C	SEQUOIA ST	POINT CABRILLO CT	POINT ARGUELLO DR	
C	SHASTA ST	FIRST AVE	ECDS	
C	SHEFFIELD CT	END OF STREET	MELROSE AVE	
NC	SHIRLEY ST	N DEL MAR AVE	N SECOND AVE	s/w required
C	SIERRA WY	BROADWAY	FIFTH AV	
C	SKYLARK WY	N CDS	TEAL ST	
C	SMITH AV	G ST	ROOSEVELT ST	
C	STANFORD AV	N CDS	GOTHAM ST	
C	TALLOW CT	OLIVE AV	E CDS	
C	TAMARACK CT	OLIVE AV	E CDS	
C	TAMPA CT	REDLANDS PL	SCDS	
C	TANOAK CT	OLEANDER AV	E CDS	
C	TEAK CT	OLIVE AV	E CDS	
C	TELEGRAPH CANYON FRONTAGE RD	MELROSE AV	120 FT SOUTH OF NACION AV	
C	TELEGRAPH CANYON RD	CAMINO ENTRADA	HILLTOP DR	
C	TELEGRAPH CANYON RD	CAMINO ENTRADA	MELROSE AVE	
C	TERRA NOVA DR	BEACON PL	PLAZA DEL CID	
C	THERESA WY	E PROSPECT ST	E QUINTARD ST	
C	THIRD AV	N FOURTH AVE	D ST	
C	THORNTON RD	FORESTER LN	CORRAL CANYON	
C	THRUSH ST	FINCH PL	ROBIN PL	
C	TIERRA BONITA PL	BUENA VISTA WY	MESA GRANDE PL	
C	TOBIAS DR	BISHOP ST	SHERWOOD ST	
C	TOBIAS DR	OXFORD ST	GENTRY WY	
C	TOBIAS DR	QUINTARD ST	BISHOP ST	
C	TOBIAS DR	SHERWOOD ST	KINGSWOOD ST	
C	TRAILRIDGE DR	WCDS	ECDS	
C	TURQUOISE CT	MELROSE AV	NE CDS	
C	TWIN OAKS AV	DAVIDSON ST	F ST	
C	TWIN OAKS AV	E ST	DAVIDSON ST	
C	TWIN OAKS AV	F ST	CYPRESS ST	
C	TWIN OAKS AV	J ST	K ST	
C	VANCE ST	FOURTH AVE	ECDS	
C	VANCE ST	SECOND AVE	E CDS	
NC	VANCE ST	WCDS	MINOT AVE	s/w required
C	VIA ARMADO	N RANCHO DEL REY PW	LA CRESCENTIA DR	
C	VIA TRIESTE	E NAPLES ST	W CDS	
NC	WALNUT AV	N CDS	PALOMAR ST	s/w required
NC	WESTMONT CT	WCDS	CAMINO ELEVADO	s/w required
C	WHITNEY ST	MADISON AVE	ECDS	
C	WINDSOR CI	WINSOR COURT INLET	WINSOR CT OUTLET	
C	WISTERIA ST	OLEANDER AV	LANTANA AV	
C	WOODLARK LN	WOODLARK CT	LARKHAVEN DR	
?	WOODLAWN AV	E ST	F ST	Bus stop landings (?)
C	WOODLAWN AV	K ST	L ST	
C	ZENITH ST	THIRD AV	ALBANY AV	
C	ZINFANDEL TE	CABERNET DR	PORT CLARIDGE	

Table 3-1b (continued)

(C/NC)	RoadName	Beginning Location	End Location	Comments
	286 SECTIONS			

City of Escondido
Traffic and Safety Commission Draft Safety and Improvement list

Chestnut Traffic Calming (improvements and traffic calming measures)
Chestnut Traffic Calming (roundabout and/or physical improvement)
Escondido High School Pedestrian Crossing (sidewalk improvement and expansion)
Creek Bike Trail Improvements (red curbing, trail access improvement)
Creek Bike Trail Roadway Crossings (High visibility cross-walk, HAWK)
Reidy Creek School Pick Up Time Queuing (striping, roundabout and/or physical improvement)
Grand Avenue mid-block Crossing (Traffic Calming measures, HAWK)
Eucalyptus/Hamilton Speed Complaints (Traffic Calming Measures)

STREET RESURFACING 2014/2015

EL21

Ballard Street from Washington Avenue to East Main Street
Big Horn Court from Buckskin Road to cul-de-sac
Bison Court from Buckskin Road to cul-de-sac
Buckskin Road from South First Street to end
Coachwood Street from Vista del Escuela to cul-de-sac
Deerhaven Street from Stable Ridge Street to cul-de-sac
El Camino Pequeno from Greenfield Drive to cul-de-sac
Elmira Street from Redwood Avenue to cul-de-sac
First Street from Washington Avenue to Broadway
Fordyce Street from Redwood Avenue to cul-de-sac
Fourth Street from Madison Avenue to Granite Hills Drive
Greenfield Drive from Orchard Avenue/city limits to Northerly city limits
Leland Place from Washington Avenue to city limits
Lexington Avenue from First Street to Dilman Street/city limits
Madison Avenue from Greenfield Drive to Camelot Parkway/city limits
Quailrun from Vista del Escuela to cul-de-sac
Redwood Avenue from Anza Street to First Street
Second Street from Dawnridge Avenue/city limit to I-8
Shadowbrook Lane from Greenfield Drive to cul-de-sac
Shadow Glen Court from Greenfield Drive to cul-de-sac
Stable Ridge Street from Vista del Escuela to cul-de-sac
Tulsa Street from First Street to cul-de-sac

SIDEWALK PROJECTS 2014/2015 - EL11

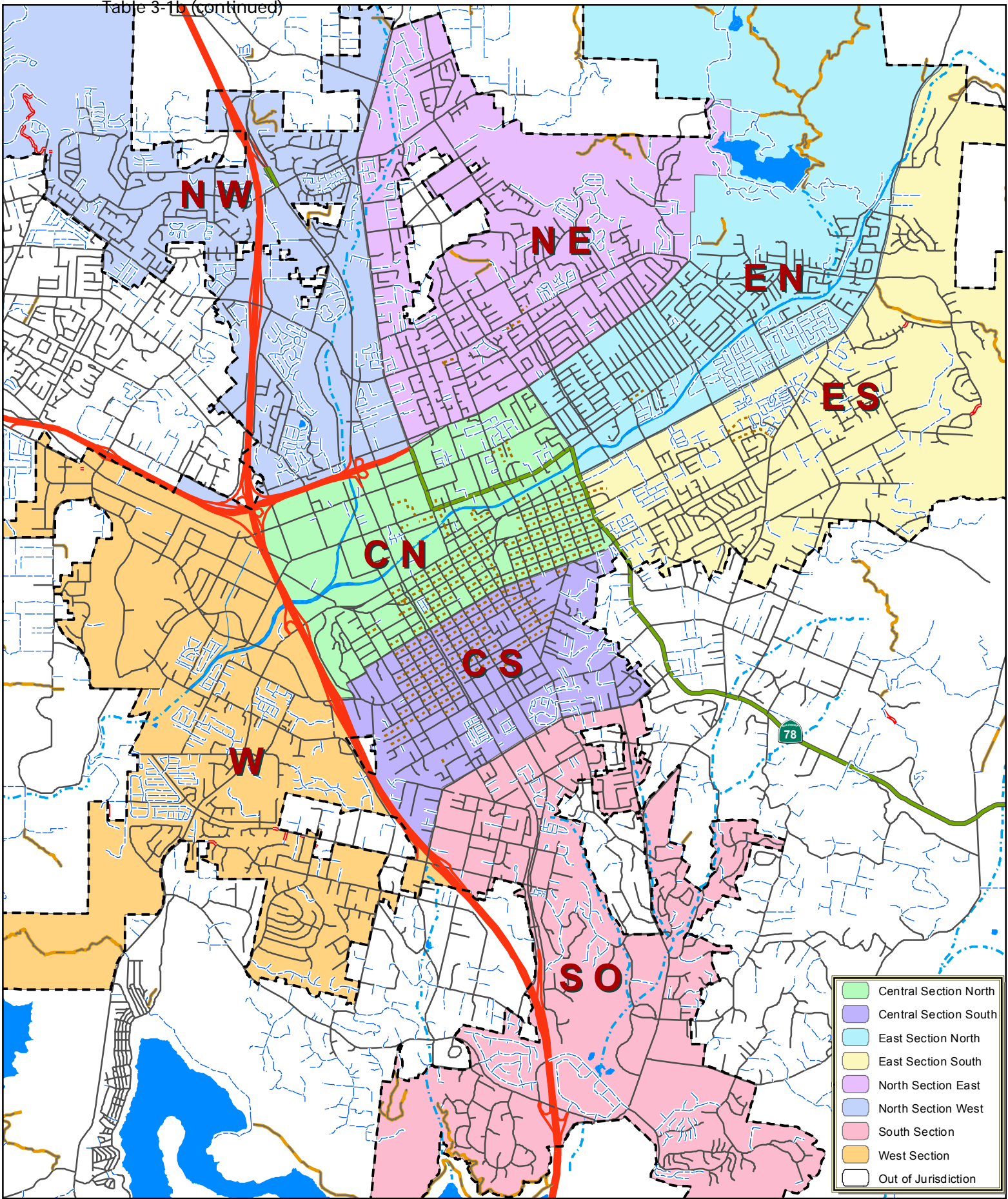
Greenfield Drive from Third Street to Hayden Lane
Madison Avenue from Johnson Avenue to 500 feet west of intersection.

Engineering & Traffic Study

Traffic Signal Warrant & Left Turn Warrant Analysis









Table 8: Traffic Signal Ranking

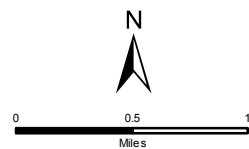
Intersection Number	Criteria 1: Total Volume	Criteria 2: Interruption of Continuous Flow	Criteria 3: Pedestrian Volume	Criteria 4: School Area	Criteria 5: Signal System Warrant (Warrant 5)		Criteria 6: Accident History		Criteria 7: Four Hour Volume (Warrant 2)		Criteria 9: Peak Hour Volume (Warrant 3)		Criteria 10: Special Circumstances				Total Points
					Met?	Points	Accidents	Points	Met?	Points	Met?	Points	Accidents Correctible by Signal		ADA Compliant		
	Points	Points	Points	Points									#	Points	Yes / No	Points	
4- El Norte Parkway/ Fig Street	4	9	0	0	No	0	5	5	Yes	6	Yes	6	4	8	No	5	48
11 - Lincoln Avenue / Broadway	6	7	0	0	No	0	4	3	Yes	6	Yes	6	4	8	No	5	42
1- Rock Springs Road/ Lincoln Avenue	8	5	0	0	No	0	3	1	Yes	6	Yes	6	3	6	No	5	40
2- Valley Parkway/ Date Street	4	8	0	0	No	0	3	1	Yes	6	Yes	6	3	6	No	5	39
5- Lincoln Avenue/ Harding Street	4	4	0	0	No	0	5	5	Yes	6	Yes	6	4	8	Yes	0	38
9- 9th Avenue/ Tulip Street	10	6	0	0	No	0	1	0	Yes	6	Yes	6	1	2	No	5	36
6 - Ash Street / Sheridan Avenue	8	1	0	0	No	0	1	0	No	0	Yes	6	1	2	Yes	0	17
7- Via Rancho Parkway/ Lomas Serenas	2	0	0	0	No	0	1	0	Yes	6	Yes	6	1	2	Yes	0	17
	Maximum of 15 based on Minor Street Volume	Maximum of 10 points based on Major Street Volume	Maximum of 10 points based on Number of Peds	Maximum of 10 points based on Peds near school	Maximum of 5 points based on Warrant 5		Maximum of 15 points based on Number of Accidents		Maximum of 6 points based on Warrant 2		Maximum of 6 points based on Warrant 3		2 Point Per Accidents Correctible (max 10)		0 Points if Compliant, 5 Points if Non-Compliant		



**City of Escondido
Street Pavement
Maintenance Areas**

Final 2014 Regional Transportation Improvement Program

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



Chapter 4

Financial Capacity Analysis

Chapter 4

Financial Capacity Analysis

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

Separate analyses are provided for the state highway and local street and road projects, the transit program, and other transportation projects and programs. The assumptions used in the forecasts of available funding are based upon information provided in the 2014 State Transportation Improvement Program (STIP) Fund Estimate (FE) adopted by the California Transportation Commission (CTC), and other forecasts of ongoing transportation funding programs.

Inflation Assumptions

The projects to be programmed in the 2014 RTIP, covering FY 2014/2015 to FY 2018/2019 are expressed in future dollars. That is, they have been escalated based upon anticipated inflation and other factors to the expected year of obligation or expenditure. For the STIP and State Highway Operations and Protection Program (SHOPP), the revenues and program are based on the 2014 FE adopted by the CTC in August 2013 and was amended on June 25, 2014, allowing updates to the SHOPP projects as reflected in the 2014 RTIP. Based on the Department of Finance Budget Letter, the FE assumes a two percent annual escalation for state operations expenditures covering the period FY 2014/2015 through FY 2018/2019.

For the major transportation projects funded with the county transportation sales tax, *TransNet*, the SANDAG rate takes into account current regional economic trends. The average growth rate used is around four percent over the five year RTIP period. The short-term growth rate was approved by the SANDAG Board of Directors (Board) at its February 2014 meeting.

Expenditures and Revenues Demonstration of Fiscal Constraint

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

TABLE 4-1a: Revenues
San Diego Association of Governments (SANDAG)
2014 Regional Transportation Improvement Program (in \$000s)

Funding Source		Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	TOTAL
LOCAL	Sales Tax	\$1,734,076	\$549,423	\$533,571	\$479,030	\$438,363	\$793,548	\$4,528,011
	-- County	\$1,734,076	\$549,423	\$533,571	\$479,030	\$438,363	\$793,548	\$4,528,011
	Other Local Funds	\$367,744	\$630,195	\$88,474	\$58,156	\$48,970	\$72,402	\$1,265,940
	-- County General Funds							
	-- City General Funds	\$238,694	\$57,163	\$78,501	\$54,170	\$27,299	\$24,207	\$480,033
	-- Street Taxes and Developer Fees	\$129,050	\$573,032	\$9,972	\$3,986	\$21,671	\$48,195	\$785,907
	-- RSTP Exchange funds							
Other	\$469,637	\$155,209	\$102,000	\$103,927	\$101,924	\$1,993	\$934,690	
Local Total		\$2,571,458	\$1,334,826	\$724,045	\$641,113	\$589,257	\$867,943	\$6,728,641
STATE	State Highway Operations and Protection Program	\$31,912	\$117,984	\$113,836	\$129,598	\$47,987		\$441,317
	SHOPP (Including Augmentation)	\$31,912	\$117,984	\$113,836	\$129,598	\$47,987		\$441,317
	SHOPP Prior							
	State Minor Program							
	State Transportation Improvement Program	\$335,187	\$27,021	\$100,236	\$37,105	\$50,105	\$1,105	\$550,759
	STIP (Including Augmentation)	\$305,029	\$27,021	\$100,236	\$37,105	\$50,105	\$1,105	\$520,601
	Transportation Enhancement	\$6,223						\$6,223
	STIP Prior	\$22,562						\$22,562
	Transportation Enhancement	\$1,373						\$1,373
	Proposition 1 A	\$99,698						\$99,698
	Proposition 1 B	\$749,997	\$24,184	\$3,639	\$2,779	\$23	\$984	\$781,606
	GARVEE Bonds (Includes Debt Service Payments)	\$197,000						\$197,000
	Highway Maintenance (HM)		\$2,713					\$2,713
	Traffic Congestion Relief Program (TCRP)	\$143,653		\$2,752	\$63,023			\$209,428
State Transit Assistance (e.g., population/revenue based, Prop 42)	\$61,111	\$26,347	\$5,506	\$5,506	\$5,506		\$103,976	
Active Transportation Program								
Other	\$7,665	\$2,944	\$2,896	\$2,896			\$16,401	
State Total		\$1,626,224	\$201,192	\$228,866	\$240,907	\$103,621	\$2,089	\$2,402,899
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$400,816	\$62,344	\$61,659	\$61,659	\$61,659		\$648,136
	5308 - Clean Fuel Formula Program	\$1,565						\$1,565
	5309a - Fixed Guideway Modernization	\$98,870						\$98,870
	5309b - New and Small Starts (Capital Investment Grants)	\$23,331		\$100,000	\$100,000	\$100,000	\$543,731	\$867,062
	5309c - Bus and Bus Related Grants	\$31,325						\$31,325
	5310 - Mobility of Seniors and Individuals with Disabilities							
	5311 - Nonurbanized Area Formula Program	\$5,478	\$517	\$517	\$517	\$517		\$7,547
	5316 - Job Access and Reverse Commute Program	\$1,556						\$1,556
	5317 - New Freedom	\$826						\$826
	5337 - State of Good Repair	\$60,807	\$30,363	\$30,363	\$30,363	\$30,363		\$182,259
	5339 - Bus and Bus Facilities Program	\$10,407						\$10,407
	Other	\$100,576						\$100,576
Federal Transit Total		\$735,556	\$93,224	\$192,539	\$192,539	\$192,539	\$543,731	\$1,950,128
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$257,284	\$28,587	\$31,287	\$31,287	\$26,090	\$31,287	\$405,821
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$67,158	\$14,736					\$81,894
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)							
	Federal Lands Highway							
	Ferry Boat Discretionary							
	High Priority Projects (HPP) and Demo	\$61,428	\$4,716	\$2,436				\$68,580
	High Risk Rural Road (HRRR)							
	Highway Bridge Program (HBP)	\$71,428	\$7,113	\$16,462	\$6,496	\$36,709	\$196,705	\$334,913
	Highway Safety Improvement Program (HSIP)	\$2,055	\$6,846	\$9,738	\$3,215			\$21,854
	National Scenic Byways Program							
	Public Lands Highway							
	Railway Highway Crossings							
	Recreational Trails	\$255	\$389					\$644
	Safe Routes to School (SRTS) (SAFETEA-LU)			\$4,937				\$4,937
	Surface Transportation Program (Regional)	\$397,040	\$36,966	\$36,966	\$36,966	\$36,966	\$36,966	\$581,867
Transportation and Community and System Preservation Program	\$2,547	\$719					\$3,267	
Tribal High Priority Projects (THPP)								
Tribal Transportation Program								
Other	\$170,067						\$170,067	
Federal Highway Total		\$1,029,262	\$100,072	\$101,825	\$77,963	\$99,765	\$264,957	\$1,673,844
FRA	American Recovery and Reinvestment Act of 2009							
	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$24,242						\$24,242
	Other							
Federal Railroad Administration Total		\$24,242						\$24,242
Federal Total		\$1,789,060	\$193,295	\$294,364	\$270,502	\$292,304	\$808,688	\$3,648,214
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)							
	Innovative Financing Total							
REVENUES TOTAL		\$5,986,741	\$1,729,314	\$1,247,275	\$1,152,522	\$985,182	\$1,678,720	\$12,779,754

TABLE 4-1b: Program
San Diego Association of Governments (SANDAG)
2014 Regional Transportation Improvement Program (in \$000s)

Funding Source		Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	TOTAL
LOCAL	Local Total	\$2,571,458	\$1,305,487	\$707,293	\$617,575	\$544,385	\$834,372	\$6,580,569
	State Highway Operations and Protection Program	\$31,912	\$117,984	\$113,836	\$129,598	\$47,987		\$441,317
STATE	SHOPP (Including Augmentation)	\$31,912	\$117,984	\$113,836	\$129,598	\$47,987		\$441,317
	State Transportation Improvement Program	\$335,187	\$27,021	\$100,236	\$37,105	\$50,105	\$1,105	\$550,759
	STIP (Including Augmentation)	\$305,029	\$27,021	\$100,236	\$37,105	\$50,105	\$1,105	\$520,601
	<i>Transportation Enhancement</i>	\$6,223						\$6,223
	STIP Prior	\$22,562						\$22,562
	Proposition 1 A	\$99,698						\$99,698
	Proposition 1 B	\$749,997	\$24,184	\$3,639	\$2,779	\$23	\$984	\$781,606
	GARVEE Bonds (Includes Debt Service Payments)	\$197,000						\$197,000
	Highway Maintenance (HM)		\$2,713					\$2,713
	Traffic Congestion Relief Program (TCRP)	\$143,653		\$2,752	\$63,023			\$209,428
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)	\$61,111	\$26,347	\$5,506	\$5,506	\$5,506		\$103,976
	Safe Routes to School (SR2S)							
	State Emergency Repair Program							
Other	\$7,665	\$2,944	\$2,896	\$2,896			\$16,401	
State Total	\$1,626,224	\$201,192	\$228,866	\$240,907	\$103,621	\$2,089	\$2,402,899	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$400,816	\$62,344	\$60,698	\$56,894	\$54,270		\$635,022
	5308 - Clean Fuel Formula Program	\$1,565						\$1,565
	5309a - Fixed Guideway Modernization	\$98,870						\$98,870
	5309b - New and Small Starts (Capital Investment Grants)	\$23,331		\$100,000	\$100,000	\$100,000	\$543,731	\$867,062
	5309c - Bus and Bus Related Grants	\$31,325						\$31,325
	5310 - Elderly & Persons with Disabilities Formula Program							
	5311 - Nonurbanized Area Formula Program	\$5,478	\$517	\$517	\$517	\$517		\$7,547
	5312 - National Research and Technology Program							
	5311f - Intercity Bus							
	5316 - Job Access and Reverse Commute Program	\$1,556						\$1,556
	5317 - New Freedom	\$826						\$826
	5337 - State of Good Repair	\$60,807	\$30,363	\$30,363	\$30,363	\$30,363		\$182,259
	5339 - Bus and Bus Facilities Program	\$10,407						\$10,407
Other	\$100,576						\$100,576	
Federal Transit Total	\$735,556	\$93,224	\$191,579	\$187,774	\$185,150	\$543,731	\$1,937,014	
FEDERAL HIGHWAY	Bridge Discretionary Program							
	Congestion Mitigation and Air Quality (CMAQ)	\$257,284	\$28,587	\$31,287	\$31,287	\$26,090	\$31,287	\$405,821
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$67,158	\$14,736					\$81,894
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)							
	Federal Lands Highway							
	Ferry Boat Discretionary							
	High Priority Projects (HPP) and Demo	\$61,428	\$4,716	\$2,436				\$68,580
	High Risk Rural Road (HRRR)							
	Highway Bridge Program (HBP)	\$71,428	\$7,113	\$16,462	\$6,496	\$36,709	\$196,705	\$334,913
	Highway Safety Improvement Program (HSIP)	\$2,055	\$6,846	\$9,738	\$3,215			\$21,854
	National Scenic Byways Program							
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)							
	Public Lands Highway							
	Railway (Section 130)							
	Recreational Trails	\$255	\$389					\$644
	Safe Routes to School (SRTS) (SAFETEA-LU)			\$4,937				\$4,937
	Surface Transportation Program (Regional)	\$397,040	\$36,966	\$36,966	\$36,966	\$36,966	\$14,153	\$559,055
Transportation and Community and System Preservation Program	\$2,547	\$719					\$3,267	
Transportation Improvements (TI)								
Other	\$170,067						\$170,067	
Federal Highway Total	\$1,029,262	\$100,072	\$101,825	\$77,963	\$99,765	\$242,145	\$1,651,032	
FRA	American Recovery and Reinvestment Act of 2009 (ARRA)							
	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$24,242						\$24,242
	Other							
Federal Railroad Administration Total	\$24,242						\$24,242	
Federal Total	\$1,789,060	\$193,295	\$293,404	\$265,737	\$284,915	\$785,876	\$3,612,287	
INNOVATIVE	TIFIA (Transportation Infrastructure Finance and Innovation Act)							
	Innovative Financing Total							
PROGRAM TOTAL		\$5,986,741	\$1,699,975	\$1,229,562	\$1,124,219	\$932,922	\$1,622,336	\$12,595,755

TABLE 4-1c: Revenues versus Program
San Diego Association of Governments (SANDAG)
2014 Regional Transportation Improvement Program (in \$000s)

Funding Source		Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	TOTAL
LOCAL	Local Total		\$29,339	\$16,752	\$23,538	\$44,871	\$33,571	\$148,072
	STATE							
	State Highway Operations and Protection Program							
	SHOPP (Including Augmentation)							
	SHOPP Prior							
	State Minor Program							
	State Transportation Improvement Program							
	STIP (Including Augmentation)							
	Transportation Enhancement							
	STIP Prior							
	Proposition 1 A							
	Proposition 1 B							
	GARVEE Bonds (Includes Debt Service Payments)							
	Highway Maintenance (HM)							
	Traffic Congestion Relief Program (TCRP)							
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)							
	Safe Routes to School (SR2S)							
	State Emergency Repair Program							
	Other							
	State Total							
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program			\$961	\$4,765	\$7,389		\$13,114
	5308 - Clean Fuel Formula Program							
	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							
	5311c - Public Transportation on Indian Reservation							
	5312 - National Research and Technology Program							
	5316 - Job Access and Reverse Commute Program							
	5317 - New Freedom							
	5337 - State of Good Repair							
	5339 - Bus and Bus Facilities Program							
	Other							
	Federal Transit Total			\$961	\$4,765	\$7,389		\$13,114
FEDERAL HIGHWAY	Bridge Discretionary Program							
	Congestion Mitigation and Air Quality (CMAQ)							
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)							
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)							
	Federal Lands Highway							
	Ferry Boat Discretionary							
	High Priority Projects (HPP) and Demo							
	High Risk Rural Road (HRRR)							
	Highway Bridge Program (HBP)							
	Highway Safety Improvement Program (HSIP)							
	National Scenic Byways Program							
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)							
	Public Lands Highway							
	Railway (Section 130)							
	Recreational Trails							
	Safe Routes to School (SRTS) (SAFETEA-LU)							
	Surface Transportation Program (Regional)						\$22,813	\$22,813
Transportation and Community and System Preservation Program								
Transportation Improvements (TI)								
Other								
	Federal Highway Total						\$22,813	\$22,813
FRA	American Recovery and Reinvestment Act of 2009							
	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)							
	Other							
	Federal Railroad Administration Total							
	Federal Total			\$961	\$4,765	\$7,389	\$22,813	\$35,927
INNOVATIVE	TIFIA (Transportation Infrastructure Finance and Innovation Act)							
	Innovative Financing Total							
REVENUES - PROGRAM TOTAL			\$29,339	\$17,713	\$28,303	\$52,260	\$56,384	\$183,999

Financing

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

SANDAG firmly believes that the continuation of major transportation projects would benefit the regional economic outlook by providing jobs, containing costs (by avoiding cost increases associated with project delays), and providing congestion relief, which saves travel time. With the use of such financial tools as the Transportation Infrastructure Finance and Innovation Act, the financial strategies outlined in the *TransNet* POF, and other innovative mechanisms, SANDAG, with endorsement from its Board of Directors, fully intends to continue to aggressively promote early completion of transportation projects.

Program Revenues

Federal Revenues

Federal funds programmed are based on the federal authorizing legislation, Moving Ahead for Progress in the 21st Century (MAP-21), which was signed in July 2012 and reauthorizes surface transportation programs through September 30, 2014. A multi-year transportation reauthorization legislation has been proposed titled, Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America, which is proposed to succeed MAP-21. For programming purposes, continuation of the federal funds programmed for formula programs (for both Federal Transit Administration [FTA] and Federal Highway Administration) is assumed at MAP-21 levels. These federal funding programs include the following:

- **Border Infrastructure Program:** This program, under prior legislation, is a formula based program at the national level, but administered at the state level to improve transportation at international borders and ports of entry, and within trade corridors. For San Diego, the state legislation identified funding for the State Route 905, State Route 11 and the San Ysidro Main line projects. Under MAP-21, this fund source was incorporated into the Surface Transportation Program (STP).
- **Congestion Mitigation Air Quality/Regional Surface Transportation Program:** Both of these formula programs are estimated and apportioned by Caltrans for the San Diego region. By SANDAG Board policy, 90 percent of these programs are allocated to support the *TransNet* EAP which seeks to advance regionally significant projects in order to provide increased mobility in the region.
- **Demonstration/High-Priority Projects:** The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) included several San Diego region projects under the High-Priority Project Authorizations program. Projects are currently funded with funds from the previous authorization; however, no new funds are included in MAP-21.

- **Federal Railroad Administration:** The Federal Railroad Administration revenues include the Passenger Rail Investment and Improvement Act of 2008 and focuses on intercity passenger rail with improvements on service, operations, and facilities with funds being awarded through a competitive call for projects process.
- **FTA Urbanized Area Formula (Section 5307):** The FTA Section 5307 is a formula based program. Section 5307 funds ongoing preventive maintenance, bus acquisition programs, the regional vanpool program, office and shop equipment, and other transit capital projects. Through MAP-21, this program makes eligible projects funded through the former FTA Section 5316 Job Access and Reverse Commute (JARC) program, which was eliminated.
- **FTA Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310):** This program provides a portion of this funds source by formula funding to increase the mobility of seniors and persons with disabilities to the MPOs with the remainder being administered to the state. Under MAP-21, this program was expanded to include the former New Freedom program (Section 5317). At least 55 percent of program funds must be spent on types of capital projects eligible under the former Section 5310 and 45 percent may be used for the following: public transportation projects exceeding requirements of the ADA; projects that improve access to fixed-route service; or alternatives to public transportation that assist seniors/disabled.
- **FTA Rural Area Formula Grants (Section 5311) Program:** Section 5311 is administered by Caltrans and provides capital, planning, and operating assistance to support transit services in the non-urbanized areas of the region. Funds are apportioned to the state and Caltrans provides the regional estimates of revenues for the formula program. There also is a discretionary program that Caltrans also administers. The rural portion of the JARC program is now eligible under this program along with a Tribal program through MAP-21.
- **FTA State of Good Repair (Section 5337) Program:** FTA Section 5337 is a formula program created by MAP-21 to replace Section 5309 Fixed Guideway. Eligible uses of the funds include replacement and rehabilitation of fixed Guideway assets including railcars, ferry vessels, buses operating in high-occupancy vehicle lanes and related infrastructure.
- **FTA Bus and Bus Facilities (Section 5339) Program:** Section 5339 is a formula program created in MAP-21 that replaces the discretionary Section 5309 Bus and Bus Facilities program. Eligible uses of these funds include bus and bus facility replacement, rehabilitation, expansion, and enhancement projects. These funds are distributed based on urbanized areas by FTA based population, vehicle revenue miles, and passenger miles.
- **Highway Bridge Program/High Risk Rural Roads/Highway Safety Improvement Program:** These programs are administered by Caltrans at the statewide level. All funding are provided by Caltrans and programmed as a lump sum.

State Revenues

The state highway projects programmed are based on the 2014 STIP adopted at the March 2014 CTC meeting.

- **Active Transportation Program:** MAP-21 established a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately

funded programs. Through state legislation, the Active Transportation Program (ATP) consolidates existing federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and State Safe Routes to School, into a single program. ATP funds are administered by the CTC (state's share) and the designated MPO (region's share) and projects are selected through a competitive process.

- **Freeway Service Patrol:** Funds are provided through the state legislature. The Freeway Service Patrol (FSP) program costs and revenue estimates have been developed jointly by SANDAG, Caltrans, and the California Highway Patrol based upon the most current statewide FSP Act funding levels.
- **Proposition 1A:** The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century approved by the voters as Proposition 1A on November 4, 2008, authorizes the CTC upon appropriation by the Legislature to allocate funds for capital improvement to intercity rail, commuter rail, and urban rail systems. For the San Diego region, \$41.8 million were awarded to North County Transit District (NCTD) and \$57.8 million to SANDAG with the majority of these projects already completed, or will be complete during the 2014 RTIP cycle.
- **Proposition 1B:** The CTC is the responsible agency for administering the transportation component of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006. CTC has approved or allocated funding for various programs including STIP/SHOPP Augmentation, Public Transportation Modernization, Improvement and Service Enhancement, Corridor Mobility Improvement Account, State-Local Partnership Program, and the Trade Corridors Improvement Fund. The funding received under these programs is included in the RTIP. Since the passage of Proposition 1B, approximately \$1.8 billion has been identified for the SANDAG region from the various bond programs.
- **STIP and SHOPP:** The CTC programs the STIP and SHOPP on a statewide basis. The San Diego projects are programmed in the RTIP based upon approved 2014 STIP and 2014 SHOPP.

Local Revenues

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

- **TransNet Local Transportation Sales Tax Program:** *TransNet* revenues are estimated based upon taxable retail sales forecasts derived from the SANDAG short-term forecasting model.
- **Local Agency Funding:** The local agency revenues programmed are based on reasonably expected revenues as submitted by local agencies. Some local funding may include city and county local gas tax subventions, developer fees, local public funds, Proposition 42 funds and developer funds and are administered by local agencies.
- **Local Privatization/Toll Revenues:** There are two local privatization/toll revenue funded projects in the 2014 RTIP: the State Route 241 Foothill Corridor and State Route 11 toll roads.

- **State Transit Assistance:** The State Transit Assistance (STA) budget provides funding for allocation to local transit agencies to fund a portion of the operations and capital costs associated with local mass transportation programs. Pursuant to ABx8-6 (March 2010), STA allocations are based on sales tax generated from consumption of diesel fuel. The State Controller's office is responsible for providing the estimates in January of each year.
- **Transportation Development Act:** Although this is a state program, Transportation Development Act (TDA) is administered locally. Funds are based on a one-fourth percent state sales tax, with revenues made available primarily for transit operating and capital purposes. The San Diego County Auditor's office estimates the apportionment for the upcoming fiscal year. SANDAG prepares forecasts of TDA based on a forecast of sales tax revenues estimated for the San Diego County using the SANDAG short-term forecasting model, which takes into consideration numerous variables, including population growth, jobs, inflation, and real income growth.

Other Transportation Program Revenues

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

TransNet Revenue Estimates

The *TransNet* Ordinance and Expenditure Plan describe the process for allocating the sales tax program revenues to specified agencies and for selecting which major projects will be eligible to receive sales tax funding. Table 4-2 shows the current forecast of *TransNet* sales tax revenues from FY 2015 to FY 2019.

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

TABLE 4-2
TransNet Revenue Forecast
FY 2015-2019 RTIP – San Diego Region (in \$000s of future dollars)

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL
Estimated Revenue ⁽¹⁾	\$269,996	\$280,521	\$291,518	\$302,945	\$318,152	\$1,463,102
Administration ⁽²⁾	\$2,700	\$2,805	\$2,915	\$3,029	\$3,182	\$14,631
Independent Taxpayer Oversight Committee	\$382	\$392	\$401	\$412	\$422	\$2,009
Bicycle Projects	\$5,339	\$5,610	\$5,830	\$6,059	\$6,363	\$29,261
Major Corridors	\$110,869	\$115,207	\$119,725	\$124,421	\$130,670	\$600,892
New Bus Rapid Transit/ Rail Operations	\$21,180	\$22,009	\$22,872	\$23,769	\$24,963	\$114,793
Transit System Improvements	\$43,145	\$44,833	\$46,591	\$48,418	\$50,850	\$233,837
Local Streets Improvements	\$86,290	\$89,666	\$93,182	\$96,837	\$101,701	\$467,676

⁽¹⁾ 1/2% sales tax

⁽²⁾ 1% maximum

Note: Revenue estimates are based upon proposed FY 2015 *TransNet* budget and current SANDAG short term forecasting model.

Operations and Maintenance costs

Although the RTIP is a program document that includes major transportation capital projects, 23 CFR 450.21(m) and 23 CFR 450.322(f)(10)(i) require that the RTIP financial chapter illustrates the costs and revenue sources to adequately operate and maintain highway, transit, and other federally funded public transportation systems projects.

Transit Operating Costs

Two transit districts provide transit service in San Diego County – the NCTD and the Metropolitan Transit System (MTS). NCTD services 1,020 square miles located in the northern portion of the county and provides commuter rail, light rail, fixed-route, general purpose demand response, and Americans With Disabilities Act (ADA) paratransit services. For FY 2015, NCTD estimates providing 8.2 million revenue service miles carrying 12.8 million passengers. MTS provides transit service in the remaining areas of the county. In addition to providing fixed-route, general purpose demand response, and ADA paratransit services, MTS also operates the region’s light rail system. The MTS area operators estimate carrying approximately 98 million passengers over 32.4 million annual service miles in FY 2015. Both NCTD and MTS provide these services on a coordinated basis.

Table 4-3 shows the projected ongoing operating costs as developed by the two transit districts for the next five years. The current five-year forecast for NCTD shows a balanced budget for FY 2015 with surpluses in the out years beginning with FY 2018. This turnaround is a direct result of proactive cost savings measures that

were implemented by the NCTD Board of Directors and the increase in ridership over the past fiscal year, which is anticipated to continue. The total five-year forecast for NCTD shows approximately \$3.9 million surplus.

With reduced revenues and increases in cost, MTS is struggling to meet the needs of the transit dependent and provide mobility alternatives for the choice rider. MTS has implemented various cost-saving measures which include additional contracting out to private firms among others. MTS is keeping their increases around four percent and is undergoing labor negotiations and various revenue enhancements. It is anticipated that MTS will balance the operating budget on an annual basis for the upcoming fiscal year. The current forecast for MTS shows a deficit of approximately \$14.5 million over the next five years.

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

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL
NCTD						
Revenues	\$97,607	\$94,526	\$96,880	\$98,732	\$104,005	\$491,750
Less Expenses	\$97,607	\$94,526	\$96,880	\$98,373	\$100,448	\$487,834
Projected Deficit/Surplus	\$0	\$0	\$0	\$359	\$3,557	\$3,916
MTS						
Revenues	\$282,351	\$262,940	\$268,512	\$274,264	\$281,163	\$1,369,530
Less Expenses	\$282,351	\$265,236	\$271,867	\$278,664	\$285,631	\$1,383,746
Projected Deficit/Surplus	\$0	(\$2,296)	(\$3,355)	(\$4,400)	(\$4,468)	(\$14,519)

Source: June 20, 2014, Transportation Committee Meeting (FY 2015 Transit Agency Operating Budgets)

Preventive Maintenance

Preventive maintenance projects are those projects which focus on maintenance of equipment, rolling stock, and facilities for bus and rail systems. Timely preventive maintenance activities are necessary to ensure proper performance of the transportation infrastructure and enhance safety and accessibility. MTS and NCTD have programmed a total of \$297.6 million for FY 2015 – FY 2019. MTS32A and NCTD02 are those projects which are programmed with \$230 million and \$67.6 million, respectively.

Highway Costs

Caltrans is responsible for the operations, maintenance, and rehabilitation of state highways in the San Diego region. Excluding capital projects, over the next five years, Caltrans estimates approximately \$62 million for operations and administrative costs and \$356 million for maintenance costs. The highway costs are based upon anticipated revenues the state has deemed available; therefore, costs equal revenues.

Local Street and Road Costs

There are three federally funded local street and road projects in the 2014 RTIP. It is anticipated that the maintenance cost associated with these projects will be absorbed into the agencies' annual maintenance budget funded from local sources.

Chapter 5

Air Quality Conformity Analysis

Chapter 5

Air Quality Conformity Analysis

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

In cooperation with the San Diego County Air Pollution Control District (APCD) and SANDAG, the California Air Resources Board (CARB) developed an Eight-Hour Ozone Attainment Plan for the 1997 standard which was submitted to the U.S. EPA on June 15, 2007. The budgets in the *Eight-Hour Ozone Attainment Plan for San Diego County* were found adequate for transportation conformity purposes by the U.S. EPA, effective June 9, 2008.

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

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

On May 21, 2012, the U.S. EPA designated the San Diego air basin as a non-attainment area for the new 2008 Eight-Hour Ozone standard and classified it as a marginal area with an attainment date of December 31, 2015. This designation became effective on July 20, 2012. SANDAG redetermined conformity to the new standard which was approved in May 2013 and the U.S. DOT in consultation with U.S. EPA, made its conformity determination on June 28, 2013. The U.S. EPA final rule also provides for the revocation of the 1997 Eight-Hour Ozone NAAQS for transportation conformity purposes effective on July 20, 2013. For this

non-attainment designation, tribal areas that were previously excluded are now included as part of the San Diego region non-attainment designation.¹

On October 28, 2011, the SANDAG Board made a finding of conformity of the *2050 San Diego Regional Transportation Plan: Our Region, Our Future* (2050 RTP) and the 2010 Regional Transportation Improvement Program (RTIP) Amendment No. 13 and adopted the plan. The U.S. DOT, in consultation with U.S. EPA, made its conformity determination on December 2, 2011.

On September 28, 2012, the SANDAG Board of Directors adopted the final 2012 RTIP and its conformity determination and re-determination of conformity for the 2050 RTP. The U.S. DOT, in consultation with U.S. EPA, made its conformity determination on December 13, 2012.

On May 24, 2013, the SANDAG Board of Directors adopted the 2012 RTIP Amendment No. 2, including the air quality conformity analysis and redetermination of the 2012 RTIP and 2050 RTP. The U.S. DOT, in consultation with U.S. EPA, made its conformity determination on June 28, 2013.

The San Diego region also has been designated by the U.S. EPA as a federal maintenance area for the Carbon Monoxide (CO) standard. On November 8, 2004, CARB submitted the 2004 revision to the California SIP for CO to the U.S. EPA. Effective January 30, 2006, the U.S. EPA has approved this maintenance plan as a SIP revision.

Demonstration of Fiscal Constraint

The 2014 RTIP is consistent with the 2050 RTP. As a financially constrained document, the 2014 RTIP contains only those major transportation projects listed in the revenue constrained 2050 RTP. Chapter 4 of the 2014 RTIP includes detailed discussion on fiscal constraint and overall financial capacity to carry out projects included in the RTIP.

Development of Transportation Control Measures

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

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

¹ One small portion (approximately 119 acres) of the Pechanga Band of Luiseno Indians purchased within the north portion of San Diego County piece of tribal land was excluded from the San Diego region 2008 Eight-Hour ozone standard non-attainment designation. All other tribal lands within San Diego County were included in the designation.

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

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

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

Air Quality Conformity Requirements

SANDAG, as the Metropolitan Planning Organization (MPO), and the United States Department of Transportation (U.S. DOT) must make a determination that the 2014 RTIP and the 2050 RTP conform to the applicable SIP. Conformity to the SIP means that transportation activities will not create new air quality violations, worsen existing violations, or delay the attainment of the NAAQS.

Based upon the U.S. EPA's Transportation Conformity Rule, as amended, conformity of transportation plans and programs, including the 2014 RTIP is determined according to the 1990 Clean Air Act Amendments (Section 176[c][3][A]) if the following is demonstrated:

- The 2014 RTIP provides for the timely implementation of the Transportation Tactics contained in the 1991 RAQS. These tactics are also included as TCMs in the 1982 SIP, but have been fully implemented.
- A quantitative analysis is conducted on the cumulative emissions of projects programmed within the 2014 RTIP, including all regionally significant, capacity-increasing projects. Further, implementation of the projects and programs must meet the motor vehicle emissions budget developed by local and state air quality agencies and approved by the U.S. EPA. The 2014 RTIP must meet the applicable emission budgets prescribed in the *Redesignation Request and Maintenance Plan for the 1997 National Ozone Standard for San Diego County*, which were found adequate for transportation conformity purposes by the U.S. EPA, effective April 4, 2013. Also, the 2014 RTIP must meet the CO emissions budget established in the CO Maintenance Plan (approved by the U.S. EPA in January 2006).
- In addition to the required emissions tests, consultation with transportation and air quality agencies is required. The consultation process followed to prepare the air quality conformity analysis complies with the San Diego Transportation Conformity Procedures adopted in July 1998.
- Interagency consultation involves SANDAG, APCD, Caltrans, CARB, the U.S. DOT, and the U.S. EPA, which form the San Diego Region Conformity Working Group (CWG).

Consultation is a three-tier process that:

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

SANDAG consulted with the CWG for the preparation of the new air quality analysis of the 2014 RTIP. Conformity of the San Diego 2050 RTP also is being redetermined for consistency purposes.

The schedule for the development of the 2014 RTIP was presented to the CWG on December 4, 2013, and criteria and procedures for determining conformity were presented to the CWG on March 5, 2014. In addition, the list of capacity increasing and non-capacity increasing projects was discussed at the April 2, 2014, CWG meeting.

The quantitative emissions analyses for the 2014 RTIP conformity determination and 2050 RTP redetermination were initiated in April 2014 and the results distributed on May 20, 2014, to the CWG for an initial review and comment period. The CWG reviewed the draft air quality conformity analysis at its June 4, 2014, meeting and had no comments. The draft 2014 RTIP, and its conformity analysis and the 2050 RTP conformity redetermination were released for public review and comment on July 25, 2014. The results of the regional emissions analysis indicate that the 2014 RTIP and 2050 RTP meet the air quality conformity requirements.

The SANDAG Board of Directors made a conformity finding for the 2014 RTIP and redetermination of conformity for the 2050 RTP, and approved the final 2014 RTIP at its September 26, 2014, meeting. The following sections provide a summary of the air quality conformity analysis of the 2014 RTIP and 2050 RTP in relation to the above conformity requirements.

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

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

The 2014 RTIP programs substantial funds for the implementation of the four TCMs (identified as Transportation Tactics) in the 1982 SIP and 2009 RAQS and have been fully implemented. The Transportation Tactics programmed for implementation are provided in Table 5-1 and total approximately \$5.9 billion, or 47 percent of the total funds programmed. Included are \$40.3 million for Ridesharing, \$5.5 billion for Transit Improvements, \$189 million for Bicycle Facilities and Programs, and \$87 million for Traffic Flow Improvements. Based upon this analysis, the 2014 RTIP provides for the expeditious implementation of the existing TCMs in the 1982 SIP and 2009 RAQS, which remain the federally approved TCMs for the San Diego region.

TABLE 5-1
2014 RTIP – San Diego Region (in \$000s) Transportation Tactics

TRANSPORTATION TACTIC	AMOUNT
RIDESHARING	
TDM	\$40,321
<i>Subtotal Ridesharing:</i>	<i>\$40,321</i>
TRANSIT IMPROVEMENTS	
Blue/Orange Line	\$567,668
Mid-Coast	\$1,687,723
Ops/Maint - Transit	\$2,340,057
Major Transit - LOSSAN Corridor	\$536,764
Bus Rapid Transit (BRT)	\$429,160
<i>Subtotal Transit Improvements:</i>	<i>\$5,561,372</i>
BICYCLE FACILITIES	
Bicycle/Pedestrian Projects	\$189,577
<i>Subtotal Bicycle Facilities:</i>	<i>\$189,577</i>
TRAFFIC FLOW IMPROVEMENTS	
Transportation Management System/Intelligent Transportation System	\$87,702
<i>Subtotal Traffic Flow Improvements:</i>	<i>\$87,702</i>
Total Transportation Tactics in 2014 RTIP: \$5,878,973	
Total All Transportation Projects in 2014 RTIP: \$12,595,755	
Share of T-Tactics Projects in 2014 RTIP: 47%	

Quantitative Emissions Analysis

The second requirement of the conformity finding is to conduct a quantitative emissions analysis for 2014 RTIP. The emissions analysis must show that implementation of 2014 RTIP, and 2050 RTP meet the emissions budgets established in the 2004 CO Maintenance Plan and in the *Redesignation Request and Maintenance Plan for the 1997 National Ozone Standard for San Diego County*

A quantitative emissions analysis was conducted according to the requirements established in the Transportation Conformity Rule under Section 93.122(b). Motor vehicle emissions forecasts were produced for the following analysis years: 2015, 2018 (interpolated for CO), 2020 (interpolated for Reactive Organic Gas [ROG] and Nitrogen Oxide [NOx]), 2025, 2035, 2040, and 2050 (for informational purposes). The SANDAG regional growth forecasts and transportation models, as well as the CARB emissions model, were used to generate the emissions forecasts. Transportation forecasts were developed using the TransCAD 5.0

transportation planning computer package. The four-step transportation modeling process includes trip generation, trip distribution, mode split, and trip assignment.

The emissions analysis was conducted using the latest Emissions Factors 2011 (EMFAC2011) model. Using EMFAC2011, the emissions data for 2040 and 2050 were prepared using 2035 emissions factors, as emission factors for 2040 and 2050 are not available from CARB.

The 2014 RTIP and 2050 RTP air quality conformity analysis was conducted for the years 2015 to 2040; emissions data for 2050 is included for information purposes.

All of the capacity-increasing improvements identified in the 2014 RTIP that are on the Regional Arterial System (as defined in the RTP) or the Federal Highway Administration functional classification system (other principal arterials and higher classifications) were modeled.

Emissions Budget Analysis

Table 5-2 provides a summary of the results of the quantitative emissions analysis conducted for the 2014 RTIP and 2050 RTP using budgets from the *Redesignation Request and Maintenance Plan for the 1997 National Ozone Standard for San Diego County*. Table 5-3 demonstrates that the 2014 RTIP and the 2050 RTP meet the budgets for the 2008 Eight-Hour Ozone Standard. Projected Reactive Organic Gas (ROG) and Nitrogen Oxide (NOx) emissions for 2015, 2020, 2025, 2035, and 2040 are below the established SIP budgets. The analysis for 2050 is presented for informational purposes.

Table 5-3 shows that projected CO emissions from the 2014 RTIP and the 2050 RTP are below the 2003 CO budget of 730 tons per day.

TABLE 5-2
2014 RTIP and 2050 Regional Transportation Plan
Air Quality Conformity Analysis for 2008 Eight-Hour Ozone Standard

Year	Average Weekday Vehicle Starts (1,000s)	Average Weekday Vehicle Miles (1,000s)	ROG		NOx	
			SIP Emissions Budget Tons/Day	ROG Emissions Tons/Day	SIP Emissions Budget Tons/Day	NOx Emissions Tons/Day
2015	14,371	84,996	53	24	98	38
2020	15,030	89,270	23	19	38	30
2025	15,689	93,544	21	15	30	21
2035	17,364	103,806	21	14	30	19
2040 ⁽¹⁾	18,131	108,389	21	15	30	20
2050 ⁽²⁾	19,819	118,476	21	16	30	21

⁽¹⁾ The emissions data for 2040 and 2050 was prepared using 2035 emission factors, as emission factors for 2040 and 2050 are not available from CARB. Also, adjustment factors are not available for 2035, 2040, and 2050 years. Modeled emission results for 2035, 2040, and 2050 likely are overestimated due to these two factors.

⁽²⁾ The air quality conformity analysis was conducted for the years 2015 – 2040. Emissions data for 2050 is included for informational purposes only.

Note: Emission budgets from Eight-Hour Ozone Attainment Plan for San Diego County, which were found adequate for transportation conformity purposes by the U.S. EPA effective June 9, 2008 are used for the 2015 analysis year. Emissions budgets from the *Redesignation Request and Maintenance Plan for the 1997 National Ozone Standard for San Diego County*, which were found adequate for transportation conformity purposes by the U.S. EPA, effective April 4, 2013, are used for all other analysis years.

TABLE 5-3
2014 RTIP and 2050 Regional Transportation Plan
Air Quality Conformity Analysis for Carbon Monoxide Standard

Year	Average Weekday Vehicle Starts (1,000s)	Average Weekday Vehicle Miles (1,000s)	CO	
			SIP Emissions Budget Tons/Day	CO Emissions Tons/Day
2015	14,371	84,996	730	258
2018	14,766	87,560	730	225
2025	15,689	93,544	730	146
2035	17,364	103,806	730	136
2040 ⁽¹⁾	18,131	108,389	730	142
2050 ⁽²⁾	19,819	118,476	730	155

⁽¹⁾ The emissions data for 2040 and 2050 was prepared using 2035 emission factors, as emission factors for 2040 and 2050 are not available from CARB. Modeled emission results for 2040 and 2050 likely are overestimated due to this factor.

⁽²⁾ The air quality conformity analysis was conducted for the years 2015 – 2040. Emissions data for 2050 is included for informational purposes only.

Note: Emissions budgets for the San Diego region from 2004 Revision to California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for Ten Federal Planning Areas (Approved as SIP revision in January 2006). Emissions results do not reflect CARB adjustment factors.

Conclusion

Based upon an evaluation of projects and funds programmed and a quantitative emissions analysis, the 2014 RTIP and 2050 RTP meet the U.S. EPA transportation conformity regulations contained within the federal guidelines published on August 15, 1997, and subsequent amendments, as well as the requirements of the federal Clean Air Act amendments of 1990.

APPENDICES

Appendix A-1

Grouped Projects Detailed Project Listing

2012/13-2017/18 Highway Bridge Program (CAL44)

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

4/2/2014, 9:54 AM

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

Note id: 24

2012/13-2017/18 Highway Bridge Program

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

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

Carlsbad 1006 BRIDGE NO. 57C0134A, CARLSBAD BLVD, OVER MTDB, BNSF RY, AMTRAK, 0.6 MI NW ELM AVE. Upgrade bridge railings. (STP)

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE	246,250	24,083	37,000						307,333
R/W									
CON				1,231,250					1,231,250
Total	246,250	24,083	37,000	1,231,250					1,538,583
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	218,005	21,321	32,756	1,090,026					1,362,108
Local Match	28,245	2,762	4,244	141,224					176,475
LSSRP Bond									
Local AC									
Total	246,250	24,083	37,000	1,231,250					1,538,583
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	218,005	21,321	32,756						272,082
Local Match	28,245	2,762	4,244						35,251
LSSRP Bond									
Local AC									
Total	246,250	24,083	37,000						307,333
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$				1,090,026					1,090,026
Local Match				141,224					141,224
LSSRP Bond									
Local AC									
Total				1,231,250					1,231,250

Project #: 5308(018)

2012/13-2017/18 Highway Bridge Program

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

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE	168,750								168,750
R/W									
CON				843,750					843,750
Total	168,750			843,750					1,012,500
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	149,394			746,972					896,366
Local Match	19,356			96,778					116,134
LSSRP Bond									
Local AC									
Total	168,750			843,750					1,012,500
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	149,394								149,394
Local Match	19,356								19,356
LSSRP Bond									
Local AC									
Total	168,750								168,750
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$				746,972					746,972
Local Match				96,778					96,778
LSSRP Bond									
Local AC									
Total				843,750					843,750

Project #:
5308(016)

2012/13-2017/18 Highway Bridge Program

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

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE	223,000		1,500,000	1,000,000					2,723,000
R/W					130,000				130,000
CON								19,200,000	19,200,000
Total	223,000		1,500,000	1,000,000	130,000			19,200,000	22,053,000

Project #:

5356(007)

Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	197,422		1,327,950	885,300	115,089			16,997,760	19,523,521
Local Match	25,578		172,050	114,700	14,911			2,202,240	2,529,479
LSSRP Bond									
Local AC									
Total	223,000		1,500,000	1,000,000	130,000			19,200,000	22,053,000

PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	197,422		1,327,950	885,300					2,410,672
Local Match	25,578		172,050	114,700					312,328
LSSRP Bond									
Local AC									
Total	223,000		1,500,000	1,000,000					2,723,000

R/W Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$					115,089				115,089
Local Match					14,911				14,911
LSSRP Bond									
Local AC									
Total					130,000				130,000

CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$								16,997,760	16,997,760
Local Match								2,202,240	2,202,240
LSSRP Bond									
Local AC									
Total								19,200,000	19,200,000

2012/13-2017/18 Highway Bridge Program

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

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE		200,000	225,000						425,000
R/W									
CON								2,380,000	2,380,000
Total		200,000	225,000					2,380,000	2,805,000
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$		177,060	199,193					2,107,014	2,483,267
Local Match		22,940	25,808					272,986	321,734
LSSRP Bond									
Local AC									
Total		200,000	225,000					2,380,000	2,805,000
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$		177,060	199,193						376,253
Local Match		22,940	25,808						48,748
LSSRP Bond									
Local AC									
Total		200,000	225,000						425,000
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$								2,107,014	2,107,014
Local Match								272,986	272,986
LSSRP Bond									
Local AC									
Total								2,380,000	2,380,000

Project #: 5207(036)

2012/13-2017/18 Highway Bridge Program

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

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE		1,500,000							1,500,000
R/W									
CON								8,580,000	8,580,000
Total		1,500,000						8,580,000	10,080,000
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$		1,327,950						7,595,874	8,923,824
Local Match		172,050							172,050
LSSRP Bond								984,126	984,126
Local AC									
Total		1,500,000						8,580,000	10,080,000
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$		1,327,950							1,327,950
Local Match		172,050							172,050
LSSRP Bond									
Local AC									
Total		1,500,000							1,500,000
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$								7,595,874	7,595,874
Local Match									
LSSRP Bond								984,126	984,126
Local AC									
Total								8,580,000	8,580,000

Project #:

5079(016)
5079(029)

2012/13-2017/18 Highway Bridge Program

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

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

Oceanside 2821 BRIDGE NO. 57C0322, HILL ST, OVER SAN LUIS REY RIVER, 0.3 MI S OCNSIDE HRBOR DR. Replace existing two lane bridge with new two lane bridge. LSSRP Seismic Retrofit cotribution. 7/23/2013: Toll credits used for PE and CON.

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE		200,000				1,300,000			1,500,000
R/W									
CON								36,750,000	36,750,000
Total		200,000				1,300,000		36,750,000	38,250,000
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$		200,000				1,300,000		36,750,000	38,250,000
Local Match									
LSSRP Bond									
Local AC									
Total		200,000				1,300,000		36,750,000	38,250,000
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$		200,000				1,300,000			1,500,000
Local Match									
LSSRP Bond									
Local AC									
Total		200,000				1,300,000			1,500,000
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$								36,750,000	36,750,000
Local Match									
LSSRP Bond									
Local AC									
Total								36,750,000	36,750,000

Project #:
5079(030)

2012/13-2017/18 Highway Bridge Program

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

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

San Diego 736 BRIDGE NO. 57C0418, GEORGIA ST, OVER UNIVERSITY AVE, 0.6 MI E OF RTE 163. LSSRP Seismic Retrofit/rehabilitate bridge. No adding lane capacity. 4/5/2010: Toll Credits programmed for R/W & Con.

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE	1,927,800								1,927,800
R/W		200,000							200,000
CON							10,400,000		10,400,000
Total	1,927,800	200,000					10,400,000		12,527,800
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	1,542,240	200,000					10,400,000		12,142,240
Local Match	385,560								385,560
LSSRP Bond									
Local AC									
Total	1,927,800	200,000					10,400,000		12,527,800
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	1,542,240								1,542,240
Local Match	385,560								385,560
LSSRP Bond									
Local AC									
Total	1,927,800								1,927,800
R/W Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$		200,000							200,000
Local Match									
LSSRP Bond									
Local AC									
Total		200,000							200,000
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$							10,400,000		10,400,000
Local Match									
LSSRP Bond									
Local AC									
Total							10,400,000		10,400,000

Project #: 5004(009)

2012/13-2017/18 Highway Bridge Program

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

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

San Diego 3189 BRIDGE NO. 57C0596, LAUREL STREET OC OVER STATE RTE 163. Rehabilitate 2 lane bridge. No adding lanes. State provides AC.

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE									
R/W									
CON		24,282,929	7,790,000						32,072,929
Total		24,282,929	7,790,000						32,072,929
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$		24,282,929	7,790,000						32,072,929
Local Match									
LSSRP Bond									
Local AC									
Total		24,282,929	7,790,000						32,072,929
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$									
Local Match									
LSSRP Bond									
Local AC									
Total									
R/W Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$									
Local Match									
LSSRP Bond									
Local AC									
Total									
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$		24,282,929	7,790,000						32,072,929
Local Match									
LSSRP Bond									
Local AC									
Total		24,282,929	7,790,000						32,072,929

Project #:
5004(193)
6211(089)

2012/13-2017/18 Highway Bridge Program

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

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE	39,358		103,042						142,400
R/W									
CON				569,600					569,600
Total	39,358		103,042	569,600					712,000
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	34,844		91,223	504,267					630,334
Local Match	4,514		11,819	65,333					81,666
LSSRP Bond									
Local AC									
Total	39,358		103,042	569,600					712,000
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	34,844		91,223						126,067
Local Match	4,514		11,819						16,333
LSSRP Bond									
Local AC									
Total	39,358		103,042						142,400
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$				504,267					504,267
Local Match				65,333					65,333
LSSRP Bond									
Local AC									
Total				569,600					569,600

Project #:
5004(188)
5004(189)

2012/13-2017/18 Highway Bridge Program

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

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE	1,425,000		375,000						1,800,000
R/W					150,000				150,000
CON								8,000,000	8,000,000
Total	1,425,000		375,000		150,000			8,000,000	9,950,000
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	1,425,000		375,000		150,000			8,000,000	9,950,000
Local Match									
LSSRP Bond									
Local AC									
Total	1,425,000		375,000		150,000			8,000,000	9,950,000
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	1,425,000		375,000						1,800,000
Local Match									
LSSRP Bond									
Local AC									
Total	1,425,000		375,000						1,800,000
R/W Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$					150,000				150,000
Local Match									
LSSRP Bond									
Local AC									
Total					150,000				150,000
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$								8,000,000	8,000,000
Local Match									
LSSRP Bond									
Local AC									
Total								8,000,000	8,000,000

Project #:
NBIL(515)

2012/13-2017/18 Highway Bridge Program

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

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE	750,000		330,000						1,080,000
R/W					400,000				400,000
CON								5,395,000	5,395,000
Total	750,000		330,000		400,000			5,395,000	6,875,000
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	750,000		330,000		400,000			5,395,000	6,875,000
Local Match									
LSSRP Bond									
Local AC									
Total	750,000		330,000		400,000			5,395,000	6,875,000
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	750,000		330,000						1,080,000
Local Match									
LSSRP Bond									
Local AC									
Total	750,000		330,000						1,080,000
R/W Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$					400,000				400,000
Local Match									
LSSRP Bond									
Local AC									
Total					400,000				400,000
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$								5,395,000	5,395,000
Local Match									
LSSRP Bond									
Local AC									
Total								5,395,000	5,395,000

Project #:
NBIL(520)

2012/13-2017/18 Highway Bridge Program

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

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE		1,340,000							1,340,000
R/W					250,000				250,000
CON								7,500,000	7,500,000
Total		1,340,000			250,000			7,500,000	9,090,000
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$		1,186,302			221,325			6,639,750	8,047,377
Local Match		153,698			28,675			860,250	1,042,623
LSSRP Bond									
Local AC									
Total		1,340,000			250,000			7,500,000	9,090,000
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$		1,186,302							1,186,302
Local Match		153,698							153,698
LSSRP Bond									
Local AC									
Total		1,340,000							1,340,000
R/W Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$					221,325				221,325
Local Match					28,675				28,675
LSSRP Bond									
Local AC									
Total					250,000				250,000
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$								6,639,750	6,639,750
Local Match								860,250	860,250
LSSRP Bond									
Local AC									
Total								7,500,000	7,500,000

Project #:

5957(113)
NBIL(528)

2012/13-2017/18 Highway Bridge Program

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

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

San Diego County 4033 BRIDGE NO. 00L0083, COUNTRY CLUB DRIVE OVER ESCONDIDO CREEK. Replace two lane low water crossing with two lane bridge. (No added capacity) 10/12/2012: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE			200,000		1,300,000				1,500,000
R/W						75,000			75,000
CON								8,400,000	8,400,000
Total			200,000		1,300,000	75,000		8,400,000	9,975,000
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$			200,000		1,300,000	75,000		8,400,000	9,975,000
Local Match									
LSSRP Bond									
Local AC									
Total			200,000		1,300,000	75,000		8,400,000	9,975,000
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$			200,000		1,300,000				1,500,000
Local Match									
LSSRP Bond									
Local AC									
Total			200,000		1,300,000				1,500,000
R/W Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$						75,000			75,000
Local Match									
LSSRP Bond									
Local AC									
Total						75,000			75,000
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$								8,400,000	8,400,000
Local Match									
LSSRP Bond									
Local AC									
Total								8,400,000	8,400,000

Project #:
NBIL(532)

2012/13-2017/18 Highway Bridge Program

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

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE	905,000								905,000
R/W					30,000				30,000
CON							1,344,000		1,344,000
Total	905,000				30,000		1,344,000		2,279,000
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	724,000				30,000		1,344,000		2,098,000
Local Match	181,000								181,000
LSSRP Bond									
Local AC									
Total	905,000				30,000		1,344,000		2,279,000
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	724,000								724,000
Local Match	181,000								181,000
LSSRP Bond									
Local AC									
Total	905,000								905,000
R/W Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$					30,000				30,000
Local Match									
LSSRP Bond									
Local AC									
Total					30,000				30,000
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$							1,344,000		1,344,000
Local Match									
LSSRP Bond									
Local AC									
Total							1,344,000		1,344,000

Project #: 5957(062)

2012/13-2017/18 Highway Bridge Program

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

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE	1,250,000	350,000							1,600,000
R/W					100,000				100,000
CON								7,000,000	7,000,000
Total	1,250,000	350,000			100,000			7,000,000	8,700,000
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	1,106,625	309,855			88,530			6,197,100	7,702,110
Local Match	143,375	40,145			11,470			802,900	997,890
LSSRP Bond									
Local AC									
Total	1,250,000	350,000			100,000			7,000,000	8,700,000
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	1,106,625	309,855							1,416,480
Local Match	143,375	40,145							183,520
LSSRP Bond									
Local AC									
Total	1,250,000	350,000							1,600,000
R/W Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$					88,530				88,530
Local Match					11,470				11,470
LSSRP Bond									
Local AC									
Total					100,000				100,000
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$								6,197,100	6,197,100
Local Match								802,900	802,900
LSSRP Bond									
Local AC									
Total								7,000,000	7,000,000

Project #: 5957(084)

2012/13-2017/18 Highway Bridge Program

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

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE	625,000	250,000							875,000
R/W					100,000				100,000
CON								3,500,000	3,500,000
Total	625,000	250,000			100,000			3,500,000	4,475,000
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	625,000	250,000			100,000			3,500,000	4,475,000
Local Match									
LSSRP Bond									
Local AC									
Total	625,000	250,000			100,000			3,500,000	4,475,000
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	625,000	250,000							875,000
Local Match									
LSSRP Bond									
Local AC									
Total	625,000	250,000							875,000
R/W Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$					100,000				100,000
Local Match									
LSSRP Bond									
Local AC									
Total					100,000				100,000
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$								3,500,000	3,500,000
Local Match									
LSSRP Bond									
Local AC									
Total								3,500,000	3,500,000

Project #: 5957(090)

2012/13-2017/18 Highway Bridge Program

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

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE			881,250						881,250
R/W						75,000			75,000
CON								4,935,000	4,935,000
Total			881,250			75,000		4,935,000	5,891,250
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$			780,171			66,398		4,368,956	5,215,524
Local Match			101,079			8,603		566,045	675,726
LSSRP Bond									
Local AC									
Total			881,250			75,000		4,935,000	5,891,250
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$			780,171						780,171
Local Match			101,079						101,079
LSSRP Bond									
Local AC									
Total			881,250						881,250
R/W Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$						66,398			66,398
Local Match						8,603			8,603
LSSRP Bond									
Local AC									
Total						75,000			75,000
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$								4,368,956	4,368,956
Local Match								566,045	566,045
LSSRP Bond									
Local AC									
Total								4,935,000	4,935,000

Project #:

2012/13-2017/18 Highway Bridge Program

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

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE	625,000	375,000							1,000,000
R/W					100,000				100,000
CON							4,000,000		4,000,000
Total	625,000	375,000			100,000		4,000,000		5,100,000
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	553,313	331,988			88,530		3,541,200		4,515,030
Local Match	71,688	43,013			11,470		458,800		584,970
LSSRP Bond									
Local AC									
Total	625,000	375,000			100,000		4,000,000		5,100,000
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	553,313	331,988							885,300
Local Match	71,688	43,013							114,700
LSSRP Bond									
Local AC									
Total	625,000	375,000							1,000,000
R/W Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$					88,530				88,530
Local Match					11,470				11,470
LSSRP Bond									
Local AC									
Total					100,000				100,000
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$							3,541,200		3,541,200
Local Match							458,800		458,800
LSSRP Bond									
Local AC									
Total							4,000,000		4,000,000

Project #: 5957(105)

2012/13-2017/18 Highway Bridge Program

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

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE	895,804								895,804
R/W									
CON	1,013,384	1,640,976		727,378					3,381,738
Total	1,909,188	1,640,976		727,378					4,277,542

Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	1,690,204	1,452,756		643,948					3,786,908
Local Match	218,984	188,220		83,430					490,634
LSSRP Bond									
Local AC									
Total	1,909,188	1,640,976		727,378					4,277,542

PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	793,055								793,055
Local Match	102,749								102,749
LSSRP Bond									
Local AC									
Total	895,804								895,804

CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	897,149	1,452,756		643,948					2,993,853
Local Match	116,235	188,220		83,430					387,885
LSSRP Bond									
Local AC									
Total	1,013,384	1,640,976		727,378					3,381,738

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

2012/13-2017/18 Highway Bridge Program

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

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

San Diego County 4027 BRIDGE NO. PM00085, Developing of the Bridge Preventive Maintenance Plan by County of San Diego. (Project Studies Only - for developing projects list - NOT for project development)

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE		100,000							100,000
R/W									
CON									
Total		100,000							100,000
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$		88,530							88,530
Local Match		11,470							11,470
LSSRP Bond									
Local AC									
Total		100,000							100,000
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$		88,530							88,530
Local Match		11,470							11,470
LSSRP Bond									
Local AC									
Total		100,000							100,000

Project #:
5957(114)

2012/13-2017/18 Highway Bridge Program

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

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

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

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE	250,000		750,000	1,000,000					2,000,000
R/W									
CON								11,280,500	11,280,500
Total	250,000		750,000	1,000,000				11,280,500	13,280,500
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	221,325		663,975	885,300				9,986,627	11,757,227
Local Match	28,675		86,025	114,700				1,293,873	1,523,273
LSSRP Bond									
Local AC									
Total	250,000		750,000	1,000,000				11,280,500	13,280,500
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	221,325		663,975	885,300					1,770,600
Local Match	28,675		86,025	114,700					229,400
LSSRP Bond									
Local AC									
Total	250,000		750,000	1,000,000					2,000,000
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$								9,986,627	9,986,627
Local Match								1,293,873	1,293,873
LSSRP Bond									
Local AC									
Total								11,280,500	11,280,500

Project #: NBIL(522)

2012/13-2017/18 Highway Bridge Program

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

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

Santee 2823 BRIDGE NO. 57C0398, CARLTON OAKS DR, OVER SYCAMORE CREEK, 1.1 MI E OF MAST BLVD.. LSSRP Seismic Retrofit

Phase Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
PE	100,000		200,000						300,000
R/W									
CON							200,000		200,000
Total	100,000		200,000				200,000		500,000
Fund Source Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	88,530		177,060				177,060		442,650
Local Match	11,470		22,940						34,410
LSSRP Bond							22,940		22,940
Local AC									
Total	100,000		200,000				200,000		500,000
PE Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	88,530		177,060						265,590
Local Match	11,470		22,940						34,410
LSSRP Bond									
Local AC									
Total	100,000		200,000						300,000
CON Summary:	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$							177,060		177,060
Local Match									
LSSRP Bond							22,940		22,940
Local AC									
Total							200,000		200,000

Project #:
5429(021)

2012/13-2017/18 Highway Bridge Program

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

District: 11 County: San Diego

Responsible Agency HBP-ID Project Description

MPO Summary: San Diego Association of Governments

Number of Projects: 22

Totals:

	Prior	12/13	13/14	14/15	15/16	16/17	17/18	Beyond	Total
Fed \$	9,325,902	29,828,690	11,967,327	4,755,812	2,493,474	1,441,398	15,462,260	115,938,080	191,212,943
Local Match	1,118,444	634,298	423,965	616,166	66,526	8,603	458,800	5,998,294	9,325,095
LSSRP Bond							22,940	984,126	1,007,066
Local AC									
Total for all Phases	10,444,346	30,462,988	12,391,292	5,371,978	2,560,000	1,450,000	15,944,000	122,920,500	201,545,104

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

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	LEAD AGENCY	PRIOR YEAR	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL COST
CAL361	San Diego, Chula Vista, and National City - Coronado Ave to north of E St - Install ramp meters	In the cities of San Diego, Chula Vista, and National City, at various locations from Coronado Avenue to north of E Street. Install ramp meters.	Caltrans	\$0	\$0	\$0	\$12,372,000	\$0	\$0	\$12,372,000
CAL362	San Diego and La Mesa, west of SR 15 to Fletcher Pkwy, Transportation Management Systems.	In the cities of San Diego and La Mesa, from west of Route 15 to Fletcher Parkway. Transportation management systems.	Caltrans	\$0	\$0	\$0	\$15,682,000	\$0	\$0	\$15,682,000
CAL363	San Diego County - At Various Routes, Replace and Upgrade TMS Field Elements - Traffic Controllers, Detection Stations, CCTV Systems	In San Diego and Imperial counties, on various routes at various locations. Replace and upgrade Traffic Management System (TMS) field elements including traffic controllers, detection stations, CCTV systems, and other aging data collection equipment.	Caltrans	\$0	\$0	\$0	\$5,800,000	\$0	\$0	\$5,800,000
CAL368	San Diego - Various Routes Replace and Upgrade TMS Field Elements - Hubs and HAR	In San Diego and Imperial counties, on various routes at various locations, replace and upgrade Traffic Management System (TMS) field elements including communication HUBs, Highway Advisory Radio (HAR) systems, and other aging data collection equipment.	Caltrans	\$0	\$0	\$0	\$0	\$5,799,000	\$0	\$5,799,000
CAL370	Ramona Highland Rd/Dye Rd - Widen Intersection, Add Lanes, Traffic Signals, and Drainage	In San Diego County near Ramona from 0.5 mile south to 0.4 mile north of Highland Road/Dye Road. Widen intersection, add lanes and shoulders, new traffic signals and drainage.	Caltrans	\$0	\$6,766,000	\$0	\$0	\$0	\$0	\$6,766,000
Total				\$0	\$6,766,000	\$0	\$33,854,000	\$5,799,000	\$0	\$46,419,000

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

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	LEAD AGENCY	PRIOR YEAR	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL COST
CAL287	Poway - Willow Rd. to Shady Oaks Dr.	In and near Poway, from Willow Road to Shady Oaks Drive. Construct median barrier.	Caltrans	\$0	\$0	\$49,183,000	\$0	\$0	\$0	\$49,183,000
CAL288	San Diego County - bridge rail end treatments	In San Diego County, on various Routes at various locations. Upgrade nonstandard bridge rail end treatments to current standards.	Caltrans	\$0	\$0	\$7,427,000	\$0	\$0	\$0	\$7,427,000
CAL289	San Diego County - bridge rail end treatments at various locations	In San Diego County, at various locations; upgrade nonstandard bridge rail end treatments to current standards.	Caltrans	\$0	\$7,581,000	\$0	\$0	\$0	\$0	\$7,581,000
CAL295	San Diego County - Rincon Springs Rd and Water Mountain Rd	In San Diego County at Rincon from 0.2 mile west of Rincon Springs Road to 0.1 mile west of Water Mountain Road, construct roundabout and realign curve.	Caltrans	\$0	\$0	\$11,297,000	\$0	\$0	\$0	\$11,297,000
CAL296	San Diego - Waring Rd undercrossing to College Ave overcrossing	In San Diego County in San Diego from 0.1 mile west of Waring Road undercrossing to 0.1 mile west of College Avenue overcrossing, upgrade existing median metal beam guard railing (MBGR) to concrete barrier.	Caltrans	\$0	\$16,240,000	\$0	\$0	\$0	\$0	\$16,240,000
CAL318	Poway - Slaughter House Canyon Rd. drainage and paving improvements.	Near Poway, from Slaughter House Canyon Road to 1.9 miles north of Slaughter House Canyon Road. Drainage and paving improvements to reduce wet pavement incidents.	Caltrans	\$0	\$0	\$5,170,000	\$0	\$0	\$0	\$5,170,000
CAL319	El Cajon - Ballantyne St to 0.4 miles east of East Victoria Dr.	In and near El Cajon, from Ballantyne Street to 0.4 mile east of East Victoria Drive. Enhance existing striping and rumble strips, and upgrade guard railing.	Caltrans	\$0	\$4,799,000	\$0	\$0	\$0	\$0	\$4,799,000
CAL320	Oceanside, Vista, San Marcos, Escondido - lighting, barrier, striping, markers.	In Oceanside, Vista, San Marcos and Escondido, from Route 5 to Route 15. Install enhanced lighting and concrete barrier, improve striping, and place markers.	Caltrans	\$0	\$0	\$12,126,000	\$0	\$0	\$0	\$12,126,000
CAL321	Manzanita - realign curve, widen shoulders, removed fixed objects.	Near Manzanita, from 0.8 to 1.3 miles east of Campo Creek Bridge. Realign curve, widen shoulders, and remove fixed objects from clear recovery zone.	Caltrans	\$0	\$0	\$8,408,000	\$0	\$0	\$0	\$8,408,000
CAL322	National City, Chula Vista-access gates, pullouts, gore areas, cabinets, poles.	In and near National City and Chula Vista, at various locations from Route 5 to Route 125. Install access gates, pullouts, pave gore areas, and shield or relocate cabinets and poles to improve safety for maintenance personnel.	Caltrans	\$0	\$0	\$3,580,000	\$0	\$0	\$0	\$3,580,000

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

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	LEAD AGENCY	PRIOR YEAR	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL COST
CAL323	San Diego, La Mesa, El Cajon - access gates, pullouts, gore areas, cabinets and poles.	In and near the Cities of San Diego, La Mesa, and El Cajon, at various locations from Route 5 to east of Lake Jennings Park Road. Install access gates, pullouts, pave gore areas, and shield or relocate cabinets and poles to improve safety for maintenance personnel.	Caltrans	\$0	\$0	\$3,794,000	\$0	\$0	\$0	\$3,794,000
CAL324	Oceanside, Vista, San Marcos - access gates, pullouts, gore areas, concrete barrier.	In Oceanside, Vista, and San Marcos, from west of Jefferson Street to east of Rancho Santa Fe Road at various locations. Install access gates, pullouts, pave gore areas, and construct concrete barrier.	Caltrans	\$0	\$0	\$3,596,000	\$0	\$0	\$0	\$3,596,000
CAL351	Lemon Grove - West of College Ave. to Campo Rd. Improve maintenance worker safety.	In and Near Lemon Grove at various locations, from west of College Avenue to Campo Road, improve maintenance worker safety by installing access gates and Maintenance Vehicle Pullouts (MVP), paving, construct concrete barrier and other measures.	Caltrans	\$0	\$0	\$0	\$0	\$6,594,000	\$0	\$6,594,000
CAL352	San Diego and Chula Vista - South of San Ysidro Blvd to North of Main St.	In the cities of San Diego and Chula Vista, from south of San Ysidro Boulevard to north of Main Street, at various locations, construct Maintenance Vehicle Pullouts (MVP), paving, construct concrete barrier and other measures.	Caltrans	\$0	\$0	\$0	\$0	\$5,990,000	\$0	\$5,990,000
CAL353	San Diego - Camino De La Plaza to Main St. - Improve Maintenance Worker Safety	In the city of San Diego, at various location from Camino De La Plaza to Main Street, improve maintenance worker safety by constructing Maintenance Vehicle Pullouts (MVP), paving misc. areas, and repairing damaged systems that require frequent maintenance.	Caltrans	\$0	\$0	\$0	\$5,269,000	\$0	\$0	\$5,269,000
CAL354	Buckman Springs Safety Roadside Rest Area (SRRA) Rehab	Near Pine Valley, at Buckman Springs Safety Roadside Rest Area (SRRA), rehabilitate SRRA sewer and water systems.	Caltrans	\$0	\$0	\$0	\$5,382,000	\$0	\$0	\$5,382,000
CAL365	San Diego - Robinson Ave to San Diego River Safety Enhancements	In the city of San Diego, from Robinson Avenue to San Diego River, safety enhancements that include lighting, rumble strips, striping, lighting, bridge rail end treatments and high friction surface treatment.	Caltrans	\$0	\$0	\$0	\$8,350,000	\$0	\$0	\$8,350,000

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

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	LEAD AGENCY	PRIOR YEAR	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL COST
CAL366	San Diego - Landis St to Route 8, Improve Maintenance Worker Safety	In the city of San Diego, from Landis Street to Route 8, improve maintenance worker safety by relocating equipment away from traffic, installing access gates, constructing Maintenance Vehicle Pullouts (MVP), replace MBGR with concrete barrier, and other measures.	Caltrans	\$0	\$0	\$0	\$3,853,000	\$0	\$0	\$3,853,000
CAL371	I-8 San Diego - West of Morena Blvd to east of Hotel Circle Interchange.	In the city of San Diego, from west of Morena Boulevard to east of Hotel Circle North interchange ramps. Enhance striping and signage in westbound direction.	Caltrans	\$0	\$0	\$0	\$12,332,000	\$0	\$0	\$12,332,000
CAL372	San Diego - SR 163 at SR 8 High Friction Surface Treatment	In the City of San Diego, at Route 8, apply high friction surface treatment, improve drainage, and enhance striping.	Caltrans	\$0	\$0	\$3,020,000	\$0	\$0	\$0	\$3,020,000
Total				\$0	\$28,620,000	\$107,601,000	\$35,186,000	\$12,584,000	\$0	\$183,991,000

**Grouped Projects for Bridge Rehabilitation and Reconstruction -
SHOPP Program (CAL46D)**

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	LEAD AGENCY	PRIOR YEAR	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL COST
CAL290	San Diego County - 94, 125, and 805 Seismic retrofit	In San Diego County, on Routes 94, 125, and 805 at various locations. Seismic retrofit 7 bridges and bridge rail upgrade.	Caltrans	\$0	\$12,015,000	\$0	\$0	\$0	\$0	\$12,015,000
CAL294	San Diego - Glorietta Blvd - Paint steel surfaces and build traveler systems	In the city of San Diego, north of Glorietta Boulevard. Paint steel surfaces and build traveler systems.	Caltrans	\$0	\$24,448,000	\$0	\$0	\$0	\$0	\$24,448,000
CAL298	Samagatuma Creek to Matagual Creek Bridge, replace bridge railings.	At various locations, from Samagatuma Creek to Matagual Creek Bridge. Replace bridge railing at 4 bridges.	Caltrans	\$0	\$3,055,000	\$0	\$0	\$0	\$0	\$3,055,000
CAL356	San Diego and Coronado - San Diego Coronado Bay Bridge Rehab and upgrade of electrical components.	In the cities of San Diego and Coronado, at the San Diego Coronado Bay Bridge No. 57-0857 and related facilities. Rehabilitate and upgrade bridge electrical components. Postmiles (Beg PM R20.3 to End PM R22.0).	Caltrans	\$0	\$0	\$0	\$16,257,000	\$0	\$0	\$16,257,000
CAL357	Palomar Mountain State Park - Gomez Creek Bridge to San Luis Rey River Bridge, bridge rail upgrades.	Near Palomar Mountain State Park, from Gomez Creek Bridge No. 57-0158 to San Luis Rey River Bridge No. 57-0713L at various locations. Bridge rail upgrade.	Caltrans		\$0	\$0	\$4,646,000	\$0	\$0	\$4,646,000
CAL358	Campo - Campo Creek Bridge, upgrade bridge rails and bridge approach rails.	Near Campo at Campo Creek Bridge No. 57-0118, and 7 miles west of Manzanita at Campo Creek Bridge No. 57-0686. Upgrade bridge rails and bridge approach rails. Postmile (Beg PM 46.9 to End PM R58.9).	Caltrans		\$0	\$0	\$4,509,000	\$0	\$0	\$4,509,000
CAL376	Carlsbad and Oceanside - Methacrylate bridge deck treatment	In and near Carlsbad and Oceanside, at various locations, apply methacrylate bridge deck treatment, and repair joint seals and loose concrete.	Caltrans		\$0	\$2,749,000	\$0	\$0	\$0	\$2,749,000
CAL377	San Diego County - Methacrylate bridge deck treatment	At various locations in San Diego County on various routes. Apply methacrylate bridge deck treatment and repair or replace joint seals.	Caltrans	\$0	\$0	\$2,910,000	\$0	\$0	\$0	\$2,910,000
Total				\$0	\$39,518,000	\$5,659,000	\$25,412,000	\$0	\$0	\$70,589,000

Grouped Projects for Safety Improvements - Roadway Preservation Program (CAL46E)

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	LEAD AGENCY	PRIOR YEAR	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL COST
CAL359	San Diego, La Mesa, and El Cajon - I-8 Pavement Rehab	In the cities of San Diego, La Mesa, and El Cajon, from west of Lake Murray Boulevard to Johnson Avenue. Pavement rehabilitation.	Caltrans	\$0	\$0	\$0	\$21,403,000	\$0	\$0	\$21,403,000
CAL360	San Diego - Nimitz Blvd to west of Presidio Park OC - Pavement rehabilitation	In the city of San Diego, from Nimitz Boulevard to west of Presidio Park Overcrossing. Pavement rehabilitation. Postmiles (Beg PM T0.5 to End PM R0.7).	Caltrans	\$0	\$0	\$0	\$9,065,000	\$0	\$0	\$9,065,000
CAL367	El Cajon - Johnson Ave to west of Lake Jennings Park Rd, Pavement Rehab	In and near El Cajon, from Johnson Avenue to west of Lake Jennings Park Road, Pavement rehabilitation.	Caltrans	\$0	\$0	\$0	\$0	\$17,331,000	\$0	\$17,331,000
Total				\$0	\$0	\$0	\$30,468,000	\$17,331,000	\$0	\$47,799,000

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

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	LEAD AGENCY	PRIOR YEAR	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL COST
CAL146	San Diego at Carmel Mtn Rd - Retrofit permanent treatment BMP's slope stabilization	In the City of San Diego, at 0.1 miles south of Carmel Mountain Road; retrofit permanent treatment BMP's slope stabilization.	Caltrans	\$0	\$2,251,000	\$0	\$0	\$0	\$0	\$2,251,000
CAL151	Pine Valley Drainage Improvements	Near Pine Valley, from Route 79 to 1.6 miles east of Route 79. Construct drainage improvements.	Caltrans	\$0	\$7,161,000	\$0	\$0	\$0	\$0	\$7,161,000
CAL292	San Diego & Imperial County, install and upgrade curb ramps	In San Diego County, on Routes 5, 54, 75, and 78 and in Imperial County on Route 115, at various locations. Install and upgrade curb ramps.	Caltrans	\$0	\$4,478,000	\$0	\$0	\$0	\$0	\$4,478,000
CAL350	San Diego - SR 805 to SR 163, Repair median erosion and implement storm water quality measures.	In the city of San Diego from Route 805 to Route 163. Repair median erosion and implement storm water quality measures.	Caltrans	\$0	\$0	\$0	\$0	\$4,260,000	\$0	\$4,260,000
CAL355	Lemon Grove - Paradise Valley Rd. to North of Troy St, erosion and storm water quality measures.	In and near Lemon Grove, from Paradise Valley Road to north of Troy Street. Repair median erosion and implement storm water quality measures.	Caltrans	\$0	\$0	\$0	\$4,678,000	\$0	\$0	\$4,678,000
CAL364	San Diego and National City, upgrade curb ramps to ADA standards	In and near the cities of San Diego and National City, upgrade curb ramps to comply with Americans with Disabilities Act (ADA) standards.	Caltrans	\$0	\$0	\$0	\$0	\$8,013,000	\$0	\$8,013,000
Total				\$0	\$13,890,000	\$0	\$4,678,000	\$12,273,000	\$0	\$30,841,000

**Grouped Projects for Safety Improvements -
Safe Routes to School Program (CAL104)**

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	LEAD AGENCY	PRIOR YEAR	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL COST
CAL259	El Cajon - Johnson Ave	In El Cajon on Johnson Ave. between Grant Ave and Renette Ave.; Grant Ave. between Johnson Ave. and Emerald Ave.; Renette Ave. between Johnson Ave. and Emerald Ave.; Emerald Ave. between Grant Ave. and Renette Ave., construct sidewalk, curb and gutter, and curb ramps; install speed feedback signs; upgrade pedestrian countdown heads, upgrade crosswalks, signs.	El Cajon, City of	\$0	\$0	\$362,917	\$0	\$0	\$0	\$362,917
CAL262	El Cajon - Greenfield Dr.	In El Cajon on Greenfield Dr. between Gorsline Dr. and Haden Ln., construct sidewalk, curb and gutter, and curb ramps; install speed feedback signs, pedestrian countdown heads, and signs.	El Cajon, City of	\$0	\$0	\$406,400	\$0	\$0	\$0	\$406,400
CAL263	Encinitas - Various	In Encinitas at various locations, construct raised medians, raised crosswalks, (staggered) pedestrian refuge islands, bulb-outs, and curb ramps.	Encinitas, City of	\$53,520	\$0	\$331,200	\$0	\$0	\$0	\$384,720
CAL265	La Mesa - Various	In La Mesa at various locations throughout the city, construct sidewalk, bulb-outs, and curb ramps; install in-pavement crosswalk lights, crosswalks, pedestrian countdown heads	La Mesa, City of	\$0	\$0	\$323,400	\$0	\$0	\$0	\$323,400
CAL266	Lemon Grove - Schools	In the City of Lemon Grove at multiple schools, form a SRTS Steering Committee and form SRTS Coalitions at each school; conduct pedestrian/bike education courses; hold SRTS Workshops, conduct walk/bike audits; develop Suggested Routes to School Maps, training and education for parents and staff, National Walk to School Day activities, and form walk/bike groups.	Lemon Grove, City of	\$0	\$0	\$451,500	\$0	\$0	\$0	\$451,500
CAL268	National City - Schools	In the City of National City at multiple schools, conduct community and school-based safety education; unique partnership with school nursing and SRTS program; establish a technology-driven sustainable incentive program including a community safety campaign.	National City, City of	\$100,000	\$0	\$500,000	\$0	\$0	\$0	\$600,000
CAL270	San Diego - San Ysidro City	In the City of San Ysidro at multiple schools, conduct comprehensive education and safety awareness strategies; implement "Walk and Wheel to School," an outreach effort; conduct walk audits, develop informational brochures, conduct workshops.	San Diego, City of	\$0	\$0	\$494,700	\$0	\$0	\$0	\$494,700

**Grouped Projects for Safety Improvements -
Safe Routes to School Program (CAL104)**

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	LEAD AGENCY	PRIOR YEAR	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL COST
CAL271	San Diego - Schools	In the City of San Diego at multiple schools, create a SEDS Safety Resource Network, a formalized partnership with local community-based governmental, and enforcement organizations.	San Diego, City of	\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000
CAL272	San Diego County - Lakeview Rd.	In San Diego County on the East side of Lakeview Rd. (along the school frontage); west side Lakeview Rd. between W. Lakeview Rd. and Lakeview Granada Dr., construct sidewalk, curb and gutter, and curb ramps.	San Diego County	\$270,500	\$0	\$670,800	\$0	\$0	\$0	\$941,300
CAL273	Richland Elementary School Improvements- Borden Rd./Richland Rd./Rose Ranch Rd.	In San Marcos at Borden Rd./Richland Rd. and Richland Rd./Rose Ranch Rd., Install traffic signal, speed feedback signs, signs, and striping; construct sidewalk, curb and gutter.	San Marcos, City of	\$0	\$0	\$489,500	\$0	\$0	\$0	\$489,500
CAL275	Santee - Mast Blvd.	In Santee at Mast Blvd./Jeremy St., construct raised median, pedestrian island refuge, and curb ramps; install signs.	Santee, City of	\$0	\$0	\$407,000	\$0	\$0	\$0	\$407,000
Total				\$424,020	\$0	\$4,937,417	\$0	\$0	\$0	\$5,361,437

Highway Safety Improvement Program (HSIP) 2015 FTIP/ 2014 RTIP Back-Up List for San Diego Association of Governments (CAL105)

Backup List Updated On:6/4/2014

Unique Project ID	MPO ID	HR3 Eligibility*	District	Agency	MPO	Project Location	Description of Work	Current Total Project Cost Estimate	Current Programmed Federal Funds	Other/ Local Funds	Federal Funds Programmed under "Prior"	Federal Funds Programmed in 2014/15	Federal Funds Programmed in 2015/16	Federal Funds Programmed in 2016/17	Federal Funds Programmed in 2017/18	Federal Funds Programmed under "Beyond"
HSIP5-11-002	CAL302		11	Chula Vista	SANDAG	Moss St. between Third Ave. and Fourth Ave.	Install protected left-turn phasing and pedestrian improvements; construct sidewalks	\$ 300,000	\$ 267,800	\$ 32,200	\$ 37,000	\$ 230,800	\$ -	\$ -	\$ -	\$ -
HSIP6-11-001	CAL331		11	Chula Vista	SANDAG	Hilltop Dr/L St, Fourth Ave/J St, Third Ave/I St, and Third Ave/H St	Upgrade traffic signals; install pedestrian countdown heads; install protected left-turn phasing; upgrade	\$ 800,000	\$ 719,900	\$ 80,100	\$ -	\$ -	\$ 719,900	\$ -	\$ -	\$ -
HSIP6-11-002	CAL332		11	Chula Vista	SANDAG	Various locations on Otay Lakes Rd, Telegraph Canyon Rd, and East H St	Upgrade traffic signals	\$ 609,500	\$ 548,500	\$ 61,000	\$ -	\$ -	\$ 548,500	\$ -	\$ -	\$ -
HSIP6-11-003	CAL333		11	El Cajon	SANDAG	Various locations throughout El Cajon	Upgrade traffic signals (interconnect); Install "dilemma zone" detection	\$ 919,200	\$ 827,100	\$ 92,100	\$ -	\$ -	\$ 827,100	\$ -	\$ -	\$ -
HSIP6-11-004	CAL345		11	El Cajon	SANDAG	57 intersections throughout the City of El Cajon	Upgrade traffic signals	\$ 350,000	\$ 314,900	\$ 35,100	\$ -	\$ -	\$ 314,900	\$ -	\$ -	\$ -
HSIP6-11-005	CAL346		11	El Cajon	SANDAG	On Avocado Ave-Ballantyne St between Skywood Dr and Madison Ave	Upgrade traffic signals (interconnect); Install "dilemma zone" detection and lighting	\$ 478,100	\$ 430,100	\$ 48,000	\$ -	\$ -	\$ 430,100	\$ -	\$ -	\$ -
HSIP5-11-007	CAL307		11	Encinitas	SANDAG	El Camino Real between Santa Fe and Leucadia Blvd.; Encinitas Blvd. between El Camino Real and Manchester Ave.	Upgrade traffic signals (interconnect)	\$ 411,100	\$ 369,900	\$ 41,200	\$ 36,000	\$ 333,900	\$ -	\$ -	\$ -	\$ -
HSIP5-11-008	CAL308		11	Encinitas	SANDAG	Traffic signal intersections on the following corridors: Leucadia Blvd., Encinitas Blvd., SR 101, Via Cantabria, and Vulcan Ave	Upgrade traffic signals (interconnect)	\$ 551,700	\$ 496,500	\$ 55,200	\$ 45,000	\$ 451,500	\$ -	\$ -	\$ -	\$ -
HSIP5-11-009	CAL309		11	Escondido	SANDAG	East Valley Pkwy. from Beven Dr. to Northern City Limits	Install sidewalk/pathway; add lighting; and improve signal hardware	\$ 1,069,400	\$ 675,000	\$ 394,400	\$ -	\$ -	\$ 675,000	\$ -	\$ -	\$ -
HSIP6-11-007	CAL347		11	Escondido	SANDAG	E El Norte Parkway/N Fig St, E Valley Parkway/N Date St	Install traffic signals	\$ 688,700	\$ 619,600	\$ 69,100	\$ 54,990	\$ -	\$ -	\$ 564,610	\$ -	\$ -
HSIP4-11-013	CAL232		11	La Mesa	SANDAG	University Ave./Harbinson Ave. (Marian St.)	Install protected left-turn phasing and pedestrian countdown heads; upgrade pedestrian facilities	\$ 234,800	\$ 211,300	\$ 23,500	\$ 22,500	\$ 188,800	\$ -	\$ -	\$ -	\$ -
HSIP5-11-011	CAL310		11	La Mesa	SANDAG	Amaya Dr./Amaya Ct.; Center Dr./Entrance #6; La Mesa Blvd./Glen St.	Modify traffic signals; install protected left-turn phasing; upgrade curb ramps	\$ 635,600	\$ 572,000	\$ 63,600	\$ 81,000	\$ 491,000	\$ -	\$ -	\$ -	\$ -
HSIP6-11-008	CAL348		11	La Mesa	SANDAG	On Spring St between Center St and Lemon Ave, Various location on El Cajon Blvd	Construct sidewalk; Upgrade traffic signals (interconnect); Install pedestrian countdown heads	\$ 1,088,000	\$ 907,200	\$ 180,800	\$ -	\$ -	\$ 907,200	\$ -	\$ -	\$ -
HSIP6-11-009	CAL349		11	La Mesa	SANDAG	On Fletcher Parkway between Baltimore Dr and Dallas St, on Baltimore Dr between Fletcher Parkway and City Hall	Upgrade traffic signals (interconnect); install pedestrian countdown signal heads	\$ 730,000	\$ 630,000	\$ 100,000	\$ -	\$ -	\$ 630,000	\$ -	\$ -	\$ -
HSIP4-11-002	CAL233		11	National City	SANDAG	Highland Ave. between Division St. and E 8th St.	Construct bulb-outs, curb ramps, left-turn pockets, and raised medians; reduce travel lanes from	\$ 1,500,000	\$ 900,000	\$ 600,000	\$ -	\$ 900,000	\$ -	\$ -	\$ -	\$ -
HSIP6-11-010	CAL334		11	National City	SANDAG	Highland Ave/E 4th St, Highland Ave/Shopping Center Driveway, Highland Ave/E 16th St, Highland Ave/E 18th St, Highland Ave/E 21st St, Highland Ave/E 24th St	Upgrade traffic signals; Install protected left-turn phasing	\$ 828,400	\$ 729,300	\$ 99,100	\$ -	\$ -	\$ 729,300	\$ -	\$ -	\$ -
HSIP6-11-011	CAL335		11	National City	SANDAG	Highland Ave/28th St	Install traffic signals	\$ 181,200	\$ 154,000	\$ 27,200	\$ -	\$ -	\$ 154,000	\$ -	\$ -	\$ -

Highway Safety Improvement Program (HSIP) 2015 FTIP/ 2014 RTIP Back-Up List for San Diego Association of Governments (CAL105)

Unique Project ID	MPO ID	HR3 Eligibility*	District	Agency	MPO	Project Location	Description of Work	Current Total Project Cost Estimate	Current Programmed Federal Funds	Other/ Local Funds	Federal Funds Programmed under "Prior"	Federal Funds Programmed in 2014/15	Federal Funds Programmed in 2015/16	Federal Funds Programmed in 2016/17	Federal Funds Programmed in 2017/18	Federal Funds Programmed under "Beyond"
HSIP6-11-012	CAL336		11	National City	SANDAG	9 intersections throughout National City	Install pedestrian crossings and related improvements	\$ 781,400	\$ 682,500	\$ 98,900	\$ -	\$ -	\$ 682,500	\$ -	\$ -	\$ -
HSIP6-11-013	CAL337		11	National City	SANDAG	National City Blvd/30th St, National City Blvd/E Plaza Blvd, Sweetwater Rd/Euclid Ave	Upgrade traffic signals (interconnect)	\$ 580,200	\$ 501,400	\$ 78,800	\$ -	\$ -	\$ 501,400	\$ -	\$ -	\$ -
HSIP6-11-014	CAL338		11	National City	SANDAG	On East 18th St between D Ave and Palm Ave	Install bicycle lanes and bike boxes	\$ 233,600	\$ 192,200	\$ 41,400	\$ -	\$ -	\$ 192,200	\$ -	\$ -	\$ -
HSIP5-11-012	CAL311		11	San Diego	SANDAG	Ulric St. between David St. and Fashion Hills Blvd.	Install median barrier and striping; construct sidewalks	\$ 893,100	\$ 803,700	\$ 89,400	\$ 160,700	\$ -	\$ 643,000	\$ -	\$ -	\$ -
HSIP6-11-015	CAL339		11	San Diego County	SANDAG	On Winter Gardens Blvd between Woodside Ave and Pepper Dr	Install traffic signal; Install signal interconnect	\$ 881,500	\$ 776,500	\$ 105,000	\$ 138,690	\$ -	\$ 637,810	\$ -	\$ -	\$ -
HSIP4-11-006	CAL235		11	San Marcos	SANDAG	Mission Rd. between San Marcos Blvd. and Nordahl Rd.; Woodland Pkwy. between Mission Rd. and Borden (El Norte Pkwy.); Nordahl Rd. between Mission Rd. and	Upgrade traffic signals; install interconnect communications cable and CCTV cameras	\$ 544,700	\$ 490,200	\$ 54,500	\$ 89,820	\$ 400,380	\$ -	\$ -	\$ -	
HSIP4-11-008	CAL236		11	San Marcos	SANDAG	Various locations throughout the city	Upgrade regulatory and warning signs	\$ 358,000	\$ 322,200	\$ 35,800	\$ 36,000	\$ 286,200	\$ -	\$ -	\$ -	\$ -
HSIP5-11-015	CAL314		11	San Marcos	SANDAG	Various locations on Mulberry Dr., Rose Ranch Rd., Mission Rd., East Barham Dr., Twin Oaks Valley Rd., San Elijo Rd., and South Rancho Santa Fe Rd	Install speed feedback signs	\$ 266,500	\$ 239,800	\$ 26,700	\$ 27,000	\$ 212,800	\$ -	\$ -	\$ -	\$ -
HSIP5-11-016	CAL315		11	San Marcos	SANDAG	Various locations on San Marcos Blvd., South Twin Oaks Valley Rd., San Elijo Rd., Rancho Santa Fe South, Linda Vista, Barham, Las Posas, Via Vera Cruz	Upgrade traffic signals (interconnect)	\$ 550,000	\$ 495,000	\$ 55,000	\$ 72,000	\$ 423,000	\$ -	\$ -	\$ -	\$ -
HSIP5-11-017	CAL316		11	San Marcos	SANDAG	Various locations throughout the city	Install safety lighting	\$ 446,500	\$ 401,800	\$ 44,700	\$ 18,000	\$ 383,800	\$ -	\$ -	\$ -	\$ -
HSIP6-11-016	CAL340		11	San Marcos	SANDAG	10 intersections throughout San Marcos	Upgrade traffic signals: hardware, vehicle detection systems and other safety improvements	\$ 500,000	\$ 450,000	\$ 50,000	\$ -	\$ -	\$ -	\$ 450,000	\$ -	\$ -
HSIP6-11-017	CAL341		11	San Marcos	SANDAG	On San Marcos Blvd between Rancho Santa Fe Rd and Knights Realm Dr	Construct pedestrian bridge across San Marcos Blvd east of Rancho Santa Fe Rd; new pedestrian	\$ 3,068,300	\$ 1,498,500	\$ 1,569,800	\$ -	\$ -	\$ -	\$ 1,498,500	\$ -	\$ -
HSIP4-11-016	CAL237		11	Santee	SANDAG	Magnolia Ave./Palm Glen Dr.	Construct raised medians	\$ 92,500	\$ 83,200	\$ 9,300	\$ 11,250	\$ 71,950	\$ -	\$ -	\$ -	\$ -
HSIP5-11-018	CAL317		11	Santee	SANDAG	Various locations throughout the city	Upgrade signs	\$ 254,500	\$ 229,000	\$ 25,500	\$ 24,700	\$ 204,300	\$ -	\$ -	\$ -	\$ -
HSIP6-11-018	CAL342		11	Santee	SANDAG	On Mission Gorge Rd between Riverview Parkway and 1st Ave	Install raised median	\$ 780,000	\$ 702,000	\$ 78,000	\$ -	\$ -	\$ -	\$ 702,000	\$ -	\$ -
HSIP4-11-005	CAL239		11	Vista	SANDAG	E Vista Way/Taylor St.	Install traffic signals with interconnect, bike lanes, signs, striping, and pavement markings;	\$ 1,018,700	\$ 900,000	\$ 118,700	\$ 202,500	\$ 697,500	\$ -	\$ -	\$ -	\$ -
HSIP6-11-019	CAL343		11	Vista	SANDAG	On E Vista Way between Fire Station 6 and Williamston St	Install raised median; modify striping	\$ 529,900	\$ 476,900	\$ 53,000	\$ -	\$ -	\$ 476,900	\$ -	\$ -	\$ -
HSIP6-11-020	CAL344		11	Vista	SANDAG	Varrious locations throughout Vista	Upgrade traffic signals (interconnect)	\$ 742,400	\$ 668,100	\$ 74,300	\$ -	\$ -	\$ 668,100	\$ -	\$ -	\$ -
Total (SANDAG)								\$ 23,897,500	\$ 19,286,100	\$ 4,611,400	\$ 1,057,150	\$ 5,275,930	\$ 9,737,910	\$ 3,215,110	\$ -	\$ -

**Grouped Projects for Pavement Resurfacing and/or Rehabilitation on the State Highway System -
Highway Maintenance Program (CAL194)**

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	LEAD AGENCY	PRIOR YEAR	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL COST
CAL374	HM 124 - San Diego - SR 163 Maintenance Asphalt Overlay	In San Diego County in San Diego on Rte 163 from Ash Street to the San Diego River, maintenance asphalt overlay.	Caltrans	\$0	\$2,712,500	\$0	\$0	\$0	\$0	\$2,712,500
Total				\$0	\$2,712,500	\$0	\$0	\$0	\$0	\$2,712,500

Group Projects for Rehabilitation or Reconstruction of Track Structures, Track, and Trackbed in Existing Rights-of-Way - Blue Line Corridor (SAN66)

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	LEAD AGENCY	PRIOR YEAR	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL COST
SAN170	Orange and Blue Line Project Management	Management oversight for corridor	San Diego Association of Governments	\$20,362,000	\$1,000	\$0	\$0	\$0	\$0	\$20,363,000
SAN171	BL Crossovers & Signals	new crossovers, signaling, fiber optic connections and relocation of catenary poles	San Diego Association of Governments	\$40,662,900	\$536,000	\$0	\$0	\$0	\$0	\$41,198,900
SAN172	BL Station Rehabilitation	along trolley system from Barrio Logan Station to San Ysidro Station; reconstruct station platforms for low-floor Light Rail Transit vehicles between Barrio Logan and San Ysidro, replace existing shelters. Provides for renewed rail, ties, grade crossings, and repairs substations, wayside slopes and other state of good repair improvements on the Blue Line south of 12th & Imperial.	San Diego Association of Governments	\$110,342,913	\$17,812,000	\$4,933,000	\$0	\$0	\$0	\$133,087,913
SAN173	BL Rail Infrastructure	purchase and install 17 traction power substations (TPSS) and ROW and needed; includes fencing, new power feeds and access development	San Diego Association of Governments	\$27,990,424	\$1,010,000	\$0	\$0	\$0	\$0	\$29,000,424
SAN174	BL Communications Upgrades	procure and install communications equip & VMS signs and program central control software to interface with field units; provide fiber optic connected routing for data transmission and provides for data and display of next train coming signs at 35 LRT stations	San Diego Association of Governments	\$5,414,452	\$90,000	\$0	\$0	\$0	\$0	\$5,504,452
SAN176	System Station Platforms	raise or reconstruct existing platforms to 8 inches above top of rail to accommodate low floor vehicles, a double crossover at America Plaza and replacement of setiches and signaling system at Santa Fe Depot	San Diego Association of Governments	\$69,359,327	\$673	\$0	\$0	\$0	\$0	\$69,360,000
Total				\$274,132,016	\$19,449,673	\$4,933,000	\$0	\$0	\$0	\$298,514,689

Grouped Projects for Operating Assistance - TransNet Senior Mini-Grant Program (SAN84)

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	LEAD AGENCY	PRIOR YEAR	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL COST
SAN87	for ElderHelp - Volunteer Driver Program	expand existing program	San Diego Association of Governments	\$791,831	\$123,820	\$0	\$0	\$0	\$0	\$915,651
SAN89	Independent Transportation Network (ITN) San Diego	provides dependable, friendly and personal doorthrough- door transportation to seniors in need as well as to adults who suffer visual impairments.	San Diego Association of Governments	\$312,250	\$156,250	\$0	\$0	\$0	\$0	\$468,500
SAN90	for Peninsula Shepherd Senior Center - Volunteer Drive Program	provide shuttle program and distribute senior transportation option brochure	San Diego Association of Governments	\$217,598	\$58,959	\$0	\$0	\$0	\$0	\$276,557
SAN92	for Travelers Aid Society - SenioRide	provide taxi voucher program volunteer driver program and develop ride sharing program for low-and fixed-income seniors	San Diego Association of Governments	\$772,501	\$142,575	\$0	\$0	\$0	\$0	\$915,076
SAN141	Jewish Family Services	Rides and Smiles program	San Diego Association of Governments	\$732,352	\$452,280	\$0	\$0	\$0	\$0	\$1,184,632
SAN142	Friends of Adult Day Care	utilize Poway's Adult Day Care Health Care Center buses and staff for door-to-door transportation for seniors enrolled in the Poway Center	San Diego Association of Governments	\$454,371	\$153,533	\$0	\$0	\$0	\$0	\$607,904
SAN192	Bayside Community Center	This project will develop a transportation, translation and advocacy (TTA) program primarily for Spanish speaking and Vietnamese speaking seniors	San Diego Association of Governments	\$40,294	\$52,763	\$0	\$0	\$0	\$0	\$93,057
SAN194	Mountain Health and Community	volunteer driver program assists seniors and individuals with disabilities in accessing vital services and resources	San Diego Association of Governments	\$40,582	\$42,322	\$0	\$0	\$0	\$0	\$82,904
VISTA44	City of Vista - Out and About	a senior transportation service to provide affordable, accessible and flexible transportation throughout the community	Vista, City of	\$370,821	\$129,452	\$0	\$0	\$0	\$0	\$500,273
Total				\$3,732,600	\$1,311,954	\$0	\$0	\$0	\$0	\$5,044,554

Group Projects for Rehabilitation or Reconstruction of Track Structures, Track, and Trackbed in Existing Rights-of-Way - Coastal Rail Corridor (SAN114)

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	LEAD AGENCY	PRIOR YEAR	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL COST
SAN30	San Dieguito Lagoon Double Track and Platform	final environmental document for 1.1 miles of second main track and San Dieguito bridge replacement from CP Valley in the City of Solana Beach to CP Crosby in the City of Del Mar as well as a platform near the Del Mar Fairgrounds	San Diego Association of Governments	\$8,771,114	\$699,000	\$0	\$0	\$0	\$0	\$9,470,114
SAN116	Oceanside Station Pass Through Track	install 3rd track at station to facilitate train passing and improve operations	San Diego Association of Governments	\$7,130,137	\$2,345,000	\$12,246,000	\$20,000	\$10,000	\$0	\$21,751,137
SAN117	Poinsettia Station Improvements	includes track reconfiguration, intertrack fence, reconstruction of pedestrian loading platforms, signals, and a new grade separated pedestrian crossing	San Diego Association of Governments	\$10,728,000	\$732,000	\$2,971,000	\$70,000	\$0	\$0	\$14,501,000
SAN120	Tecolote-Washington Crossovers	universal and single crossovers for the Coastal Rail Corridor	San Diego Association of Governments	\$10,949,925	\$1	\$0	\$0	\$0	\$0	\$10,949,926
SAN130	Carlsbad Village Double Track	design future construction of one mile of second main track including a passing track through Carlsbad station and a new bridge across Buena Vista Lagoon	San Diego Association of Governments	\$2,180,887	\$3,799,000	\$0	\$0	\$0	\$0	\$5,979,887
SAN149	Coaster PE	preliminary engineering and environmental studies for prioritization of Coaster improvement projects to better define future projects	San Diego Association of Governments	\$933,755	\$138,000	\$0	\$0	\$0	\$0	\$1,071,755
SAN182	San Diego River Bridge	Develop alternatives to accommodate Mid-Coast LRT including realignment of existing bridge and adding 0.9 miles of second main track.	San Diego Association of Governments	\$15,183,249	\$533,000	\$10,040,000	\$32,800,000	\$23,844,000	\$0	\$82,400,249
SAN183	Batiquitos Lagoon Double Track	Preliminary engineering to add 2.7 miles of second main track to replace existing bridge over Batiquitos Lagoon and lengthen La Costa Avenue overcrossing	San Diego Association of Governments	\$12,766,265	\$120,000	\$270,000	\$280,000	\$21,921,000	\$26,043,000	\$61,400,265
Total				\$68,643,332	\$8,366,001	\$25,527,000	\$33,170,000	\$45,775,000	\$26,043,000	\$207,524,333

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

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	LEAD AGENCY	PRIOR YEAR	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL COST
SAN102	Bayshore Bikeway Segments 7 & 8A	construct 1.8 miles of new bike path	San Diego Association of Governments	\$2,200,000	\$53,000	\$0	\$0	\$0	\$0	\$2,253,000
SAN144	Bayshore Bikeway Segments 4 and 5	The project is within the cities of San Diego and National City from 32nd Street and Harbor Drive in San Diego and ties into an existing segment of the Bay Shore Blvd on West 32nd Street in National City. The project proposes to construct 2.8 miles of Class 1 Bike Path.	San Diego Association of Governments	\$4,480,000	\$849,000	\$21,000	\$0	\$0	\$0	\$5,350,000
SAN154	Bayshore Bikeway - Segment 8B	0.7 miles of class I bike path in San Diego	San Diego Association of Governments	\$777,950	\$1,174,000	\$1,458,000	\$0	\$0	\$0	\$3,409,950
SAN195	Bayshore Bikeway - Barrio Logan	Bayshore Bikeway from 32n Street and Harbor Drive to Park Blvd. and Harbor Dr. in the City of San Diego	San Diego Association of Governments	\$266,000	\$923,000	\$906,000	\$0	\$0	\$0	\$2,095,000
Total				\$7,723,950	\$2,999,000	\$2,385,000	\$0	\$0	\$0	\$13,107,950

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

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	LEAD AGENCY	PRIOR YEAR	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL COST
SAN152	Coastal Rail Trail Phase 2B-Oceanside	provides a safe facility regional bicycle facility for cyclists; segment will add an additional 0.4 miles to the completion of the Coastal Rail Trail.	San Diego Association of Governments	\$2,441,000	\$7,000	\$0	\$0	\$0	\$0	\$2,448,000
SAN155	Coastal Rail Trail - Rose Creek	Along the Coastal Rail Trail - approximately 1.4 miles of on-road bicycle facility on Santa Fe Street from cul de sac to bridge over Rose Creek, then transitioning to approx. 0.75 miles of Class I bike path from the bridge to intersection of Damon and Mission Bay Drive.	San Diego Association of Governments	\$542,000	\$799,000	\$1,281,000	\$51,000	\$0	\$0	\$2,673,000
SAN156	Coastal Rail Trail - Encinitas	Final environmental document for 1.7 miles of bike path and bike lane	San Diego Association of Governments	\$234,000	\$542,000	\$513,000	\$0	\$0	\$0	\$1,289,000
SAN207	Coastal Rail Trail Encinitas: Chesterfield Drive to Solana Beach	Design 1.3 miles of bike lane - on Highway 101 from Chesterfield Drive to north of Ocean Street (Solana Beach City Limit) in Encinitas	San Diego Association of Governments	\$0	\$72,000	\$30,000	\$0	\$0	\$0	\$102,000
Total				\$3,217,000	\$1,420,000	\$1,824,000	\$51,000	\$0	\$0	\$6,512,000

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

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	LEAD AGENCY	PRIOR YEAR	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL COST
SAN197	San Diego River Trail - Qualcomm Stadium	environmental clearance & design for Class 1 bicycle facility.	San Diego Association of Governments	\$320,000	\$177,000	\$98,000	\$0	\$0	\$0	\$595,000
SAN198	San Diego River Trail - Carlton Oaks Segment	environmental clearance & design for Class 1 bicycle facility.	San Diego Association of Governments	\$359,000	\$412,000	\$554,000	\$0	\$0	\$0	\$1,325,000
Total				\$679,000	\$589,000	\$652,000	\$0	\$0	\$0	\$1,920,000

**Grouped Projects for *TransNet* -
Smart Growth Incentive Program (V10)**

PROJECT ID	PROJECT TITLE	LEAD AGENCY	PRIOR YEAR	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL COST
CHV73	Third Ave. Streetscape Implementation Project - Chula Vista, City of Phase 2	Chula Vista, City of	\$90,000	\$1,254,671	\$0	\$0	\$0	\$0	\$1,344,671
CHV74	Healthy Communities Program	Chula Vista, City of	\$40,445	\$53,333	\$6,222	\$0	\$0	\$0	\$100,000
IB15	Palm Avenue Mixed-Use and Commercial Corridor Master Plan	Imperial Beach, City of	\$200,000	\$200,000	\$0	\$0	\$0	\$0	\$400,000
LAM45	Downtown Village Streetscape Improvement Project (Part 2)	La Mesa, City of	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
LG21	Main Street Promenade Extension Planning Project	Lemon Grove, City of	\$249,770	\$140,508	\$9,722	\$0	\$0	\$0	\$400,000
NC12	8th St Corridor Smart Growth Revitalization	National City, City of	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$2,000,000
NC19	Downtown-Westside Community Connections	National City, City of	\$400,000	\$1,600,000	\$0	\$0	\$0	\$0	\$2,000,000
SD205	Park Blvd/Essex St Pedestrian Crossing and Traffic Calming	San Diego, City of	\$320,000	\$30,000	\$0	\$0	\$0	\$0	\$350,000
SD227	Morena Boulevard Station Area Study Phase 2	San Diego, City of	\$14,000	\$280,000	\$106,000	\$0	\$0	\$0	\$400,000
SD228	The Complete Boulevard Planning Study	San Diego, City of	\$27,459	\$82,376	\$61,782	\$0	\$0	\$0	\$171,617
SD229	Island Ave. Green Street Mobility Improvements	San Diego, City of	\$800,000	\$200,000	\$0	\$0	\$0	\$0	\$1,000,000
SD230	Wayfinding Signage	San Diego, City of	\$235,329	\$100,000	\$0	\$0	\$0	\$0	\$335,329
SD231	East Village Green/14th Street Promenade Master Plan	San Diego, City of	\$270,000	\$30,000	\$0	\$0	\$0	\$0	\$300,000
SM53	Armorlite Complete Street Corridor	San Marcos, City of	\$50,000	\$1,950,000	\$0	\$0	\$0	\$0	\$2,000,000
VISTA52	Vista Downtown Specific Plan Update	Vista, City of	\$85,000	\$83,383	\$0	\$0	\$0	\$0	\$168,383
Total			\$3,782,003	\$9,004,271	\$183,726	\$0	\$0	\$0	\$12,970,000

Grouped Projects for Bicycle and Pedestrian Facilities - (V12)

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	LEAD AGENCY	PRIOR YEAR	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL COST
CAL330	SR-15 Commuter Bike Facility	Construct Class 1 bicycle facility	Caltrans	\$1,079,000	\$256,000	\$0	\$0	\$0	\$0	\$1,335,000
CB39	Carlsbad CATS	Develops an implementation strategy for livable streets. The plan will be tested by implementing up to five pilot projects. The plan is city-wide with up to ten priority locations to be identified during the project lifecycle. - #1223028	Carlsbad, City of	\$175,000	\$75,000	\$0	\$0	\$0	\$0	\$250,000
CB40	Active Village Campaign	Develops a multi-media campaign to promote the benefits of walking and biking in Carlsbad and Carlsbad Village, and aims to increase bicycling and walking for everyday trips, improve connectivity and create a pilot program that is scalable for other cities in the region. - #1223029	Carlsbad, City of	\$146,211	\$150,000	\$0	\$0	\$0	\$0	\$296,211
CHV53	Bikeway Master Plans	Update the Citywide Bikeway Master Plan and prepare a bikeway feasibility study for Broadway	Chula Vista, City of	\$200,000	\$115,000	\$150,000	\$0	\$0	\$0	\$465,000
CHV56	Sidewalk Safety Program	Sidewalk Safety - Construct missing sidewalk	Chula Vista, City of	\$132,440	\$100,000	\$0	\$0	\$0	\$0	\$232,440
CHV71	Main Street Streetscape Master Plan	Provides a plan using Complete Street principles, and improves access to nearby recreational facilities, and promotes water conservation through improved landscaping features. Project is located in southwest Chula Vista, extending along an approximately 3-mile corridor of Main Street between I-805 and Industrial Blvd., and connecting north and south along neighboring through streets including Broadway, 4th Ave., 3rd Ave., and Albany Avenue. - #1223031	Chula Vista, City of	\$299,981	\$101,120	\$0	\$0	\$0	\$0	\$401,101
NC16	D Avenue Corridor	Provides approximately 2.5 miles of Class II and III bicycle facilities, including bicycle detector loops and bicycle boxes at all signalized intersections. The project also includes installation of high-visibility crosswalks, and traffic calming elements. Project is located on D Avenue between Division St. and 30th St.; on 30th St. between D Avenue and Hoover Avenue; and on Hoover Avenue between 30th and the Sweetwater River Bike Path. - #1223034	National City, City of	\$200,000	\$900,000	\$0	\$0	\$0	\$0	\$1,100,000

Grouped Projects for Bicycle and Pedestrian Facilities - (V12)

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	LEAD AGENCY	PRIOR YEAR	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL COST
NC17	4th St. Community Corridor	Provides roughly 2.0 miles of Class II bicycle facilities, including bicycle detector loops and bicycle boxes. The project includes installation of high-visibility crosswalks, and traffic calming elements such as curb extensions, pedestrian refuge islands, and re-striping to include reverse angle parking and decreased lane widths. Project is located on 4th Street between Roosevelt Avenue and Harbison Avenue. - #1223035	National City, City of	\$400,000	\$400,000	\$0	\$0	\$0	\$0	\$800,000
NC18	Bicycle Parking Enhancements	Installs bicycle racks throughout National City's bicycle network, providing cyclists with secure and convenient parking for end-of-trip storage. Locations are city-wide. - #1223036	National City, City of	\$54,000	\$6,000	\$0	\$0	\$0	\$0	\$60,000
O28	Mission Avenue Improvements	Provides a mix of bicycle, pedestrian, and roadway improvements including: increased sidewalk width with curb bulb-outs, streetscape improvements, and Class III bicycle improvements. The project also adds enhanced Class III bicycle improvements and installation of ten bicycle racks for bike parking. Project is located on Mission Avenue from Pacific Street to Horne Street; on Seagaze Drive from Cleveland Street to Clementine Street; and on Cleveland Street from Seagaze Drive to Neptune Way - #1223037	Oceanside, City of	\$2,194,000	\$6,000	\$0	\$0	\$0	\$0	\$2,200,000
O30	2 Year Education/Encouragement/Awareness Project	Provides adult and student education for active transportation skills and concepts, bilingual Public Service Announcements, and bike route maps of Oceanside bike facilities. - #1223039	Oceanside, City of	\$187,233	\$22,075	\$0	\$0	\$0	\$0	\$209,308
SAN157	San Diego River Trail	PE and planning to construct class I bike path	San Diego Association of Governments	\$82,912	\$163,149	\$0	\$0	\$0	\$0	\$246,061
SAN158	Bicycle Facilities - La Mesa to North Park	Final environmental document for 12 miles of bike lane	San Diego Association of Governments	\$1,193,272	\$1,777,000	\$2,129,000	\$984,000	\$0	\$0	\$6,083,272
SAN160	Bicycle Facilities - Old Town to San Diego	final enviro doc for 10 miles of construct class II and III bike facilities	San Diego Association of Governments	\$968,000	\$2,985,000	\$3,607,000	\$33,000	\$0	\$0	\$7,593,000

Grouped Projects for Bicycle and Pedestrian Facilities - (V12)

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	LEAD AGENCY	PRIOR YEAR	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL COST
SAN161	Sweetwater Bikeway - Plaza Bonita Segment	construct 0.5 miles of Class 1 Bikeway on the westerly side of Plaza Bonita Road that will close a gap in the Sweetwater Bikeway; bike path will extend from approximately 2000 feet north of Bonita Mesa Road to approximately 400 feet south of Bonita Mesa Road connecting to existing Class 1 bike paths at each end	San Diego Association of Governments	\$1,461,000	\$485,000	\$0	\$0	\$0	\$0	\$1,946,000
SAN203	San Ysidro to Imperial Beach Parkway	final environmental document for 8.5 miles of bike lane	San Diego Association of Governments	\$0	\$59,000	\$740,000	\$483,000	\$0	\$0	\$1,282,000
SAN204	I-15 Bike Path: Adams Ave to Landis Street	final environmental document for 1.2 miles of bike lane	San Diego Association of Governments	\$0	\$160,000	\$123,000	\$0	\$0	\$0	\$283,000
SAN205	North Park to Downtown/Balboa Park Bikeway	Final environmental document for 3.6 miles of bike lane - on and along Pershing Drive from Upas Street to Interstate 5; on and along Laurel Street from 4th Avenue to Park Boulevard	San Diego Association of Governments	\$0	\$62,000	\$747,000	\$436,000	\$0	\$0	\$1,245,000
SAN206	Southeast to Downtown Bikeway	Final environmental document for 8 miles of bike lane - on Imperial Avenue from 47th Street to Park Boulevard and Downtown San Diego at various locations	San Diego Association of Governments	\$0	\$120,000	\$1,595,000	\$1,030,000	\$0	\$0	\$2,745,000
SB15	Solana Beach Comprehensive Active Transportation Strategies (CATS)	Comprehensive update of the bicycle master plan, and consideration of pedestrian facilities and traffic calming needs, especially around schools, transit and commercial neighborhoods.	Solana Beach, City of	\$123,500	\$20,000	\$0	\$0	\$0	\$0	\$143,500
SD114	Rose Creek Beach Bikeway	design class I bike path (581470)	San Diego, City of	\$4,176,656	\$173,344	\$0	\$0	\$0	\$0	\$4,350,000
SD141	Poway Road Bike Lane	in San Diego, install Class I bicycle lane along the south side (CIP S-00943)	San Diego, City of	\$1,600,000	\$980,000	\$0	\$0	\$0	\$0	\$2,580,000
SD222	Chollas Creek to Bayshore Bikeway - Multi-Use Path Design	A Class I Multi-Use Path, providing a critical connection between Southeastern San Diego, Barrio Logan, the San Diego Bay and Downtown San Diego for everyday non-motorized travel. Project is located on the Chollas Creek corridor between the Southcrest Trails Park in Southeastern San Diego and the Bayshore Bikeway near Harbor Drive and 32nd Street. - #1223042	San Diego, City of	\$500,000	\$41,250	\$0	\$0	\$0	\$0	\$541,250

Grouped Projects for Bicycle and Pedestrian Facilities - (V12)

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	LEAD AGENCY	PRIOR YEAR	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL COST
SD224	Downtown Complete Streets Mobility Plan	The plan establishes a comprehensive Complete Streets approach for downtown San Diego, including the reduction of vehicular travel lanes to enable the installation of enhanced pedestrian and bicycle facilities, both within downtown and its surrounding neighborhoods. Project location is south of Laurel Street and I-5; west of the I-5; north of Sigsbee and 16th Streets and San Diego Bay; and east of San Diego Bay.	San Diego, City of	\$550,000	\$50,000	\$0	\$0	\$0	\$0	\$600,000
SD225	Linda Vista CATS	Develops a Comprehensive Active Transportation Strategy (CATS) for the Linda Vista Community Planning Area, providing direct and convenient connections to various destinations, while increasing bicyclist and pedestrian safety. The planning area is generally bounded on the south by Friars Road, to the west by I-5, the north by Tecolote Rd. and Mesa College Dr., and on the east by SR 163. - #1223044	San Diego, City of	\$205,000	\$95,000	\$0	\$0	\$0	\$0	\$300,000
SM51	San Marcos Bicycle and Pedestrian Plan	Identifies needed improvements to the existing network and new routes to provide bicycle and pedestrian connectivity. Contains education and encouragement programs to help encourage non-motorized travel. - #1223046	San Marcos, City of	\$30,000	\$70,000	\$0	\$0	\$0	\$0	\$100,000
SM52	San Marcos Blvd. Complete Street Multi-Way Blvd.	Project creates a set of Complete Street concepts for the future re-development of San Marcos Blvd	San Marcos, City of	\$90,000	\$230,000	\$0	\$0	\$0	\$0	\$320,000
SNT19	San Diego River Trail - South Side of the San Diego River	Improves trail by installing a Class I bike path with decomposed granite shoulders for pedestrians. Project is located on the south side of the San Diego River from Cuyamaca Street to 800 feet to the west.	Santee, City of	\$81,750	\$200,000	\$0	\$0	\$0	\$0	\$281,750
Total				\$16,130,955	\$9,801,938	\$9,091,000	\$2,966,000	\$0	\$0	\$37,988,893

Appendix A-2

Non-Carry Over Projects from 2012 Regional Transportation Improvement Program

Appendix A-2

Non-Carryover Projects from 2012 Regional Transportation Improvement Program

SANDAG has a practice for Regional Transportation Improvement Program (RTIP) project listing wherein the status for each project from the previous RTIP is identified. If a project does not show any funding during the 2014 RTIP cycle –FY 2015 to FY 2019 – then that project is considered non-active for purposes of programming. However, the sponsor agency may still consider the project active because there are ongoing activities. In order to still show these projects, SANDAG has provided certain status designations as follows for purposes of programming; sponsor agency designations may differ:

- ▶ **Completed:** the project opened to traffic or has begun construction; for federally funded projects, the project funding has been obligated; for state funded projects, the funding has been allocated.
- ▶ **Delayed:** (1) project is ongoing but using prior year funding; or (2) the agency has determined there are other higher priority projects. Under either scenario, the project may be brought back into the RTIP as appropriate.
- ▶ **Deleted:** indicates that the agency has decided to no longer pursue the project and requested the project be deleted from the program.

Certain grouped projects or lump sum projects such as the State Highway Operations and Protection Program show up as part of the individually listed completed projects in this appendix, but the same group listing will still be programmed and appear in Chapter 3 in the current 2014 RTIP. These completed grouped projects represent those projects within the lump sum that are complete while those that are continuing on or any new projects that were added to the lump sum are shown in Chapter 3.

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Caltrans

COMPLETED

MPO ID: CAL26A		ADOPTION: 14-00								
Project Title: SR 52 HOV/Managed Lanes		EA NO: 26970								
Project Description: From I-805 to SR 125 - construct HOV/Managed Lanes		SANDAG ID: 1205201								
RT:52	Capacity Status: NCI	Exempt Category: Other - Engineering studies								
Est Total Cost: \$6,972										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$6,823	\$6,823						\$6,823		
State Cash	\$149	\$149						\$149		
TOTAL	\$6,972	\$6,972						\$6,972		

COMPLETED

MPO ID: CAL26B		ADOPTION: 14-00								
Project Title: SR 52 Auxiliary Lanes, Truck Lane and Inside Widening		EA NO: 267300, 2T020X, 2T061X								
Project Description: From SR 52/I-15 to Mast Blvd. Undercrossing (7.4/13.3) (Aux Lanes); from Mast Blvd. Undercrossing to SR 52/SR 125 separation(13.3/14.9) (IW); and from west of Santo Road Overcrossing to west of Oak Canyon Bridge (truck lanes) - in San Diego, Phase 1: construct eastbound and westbound auxiliary lanes and truck lanes; Phase 2: add one mixed flow lane in each direction, widen two structures and install a ramp meter at Mission Gorge Road (PE only) and widen existing roadway		PPNO: 0698, 0702, 0706B RTP PG NO: A-5 SANDAG ID: 1205202								
RT:52	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$32,927 Open to Traffic: Phase 1: Dec 2010 Phase 2: Dec 2018										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$29,927	\$29,927						\$4,292	\$10	\$25,625
SHOPP-State Cash-Mobility	\$2,000	\$2,000								\$2,000
Local Funds	\$1,000	\$1,000						\$1,000		
TOTAL	\$32,927	\$32,927						\$5,292	\$10	\$27,625

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Caltrans

COMPLETED

MPO ID: CAL38		ADOPTION: 14-00								
Project Title: SR-905 New Freeway		EA NO: 093160								
Project Description: From I-805 to Otay Mesa Port of Entry - construct 6-lane freeway (Phase 1).		PPNO: 0374K								
		RTP PG NO: A-6								
		SANDAG ID: 1390501								
		EARMARK NO: CA281, CA297, CA612, HPP 2813								
RT:905	Capacity Status: CI	Exempt Category: Non-Exempt								
Est Total Cost: \$419,916		Open to Traffic: Aug 2012								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - Border	\$1,582	\$1,582								\$1,582
CBI	\$105,342	\$105,342						\$105,342		
DEMO - Sec 115	\$3,000	\$3,000						\$3,000		
DEMO - TEA 21	\$40,485	\$40,485						\$40,485		
HPP	\$5,836	\$5,836						\$499		\$5,337
Other Fed - ARRA-STP	\$73,931	\$73,931								\$73,931
STP	\$1,000	\$1,000						\$1,000		
STP - Sec 117	\$1,067	\$1,067								\$1,067
STIP-IIP Interstate	\$100,666	\$100,666						\$12,944	\$28,087	\$59,635
STIP-IIP Prior NHS	\$6,406	\$6,406						\$1,976	\$4	\$4,426
STIP-IIP Prior State Cash	\$12,966	\$12,966						\$7,000	\$5,966	
STIP-IIP State Cash	\$23,296	\$23,296						\$1,933	\$9,176	\$12,187
STIP-RIP Interstate	\$20,974	\$20,974							\$11,912	\$9,062
TCRP	\$23,365	\$23,365							\$23,365	
TOTAL	\$419,916	\$419,916						\$24,352	\$228,337	\$167,227

COMPLETED

MPO ID: CAL38B		ADOPTION: 14-00								
Project Title: Otay Mesa Road Rehab (part of Lump Sum CAL46E)		EA NO: 29820								
Project Description: Otay Mesa Road from 6.5 to 10.4 - in San Diego County, in and near San Diego from 0.2 mile west of Caliente Ave. to Route 125; rehabilitate roadway...		PPNO: 0766								
		EARMARK NO: DEMO 612, HPP 2813								
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$6,190										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
HPP	\$740	\$740						\$740		
SHOPP (AC)-Rdway Presrv NHS	\$5,450	\$5,450								\$5,450
TOTAL	\$6,190	\$6,190						\$740		\$5,450

Friday, August 22, 2014

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Caltrans

COMPLETED

MPO ID: CAL73		ADOPTION: 14-00								
Project Title: Balboa Park Historic Preservation - Phase 2									EA NO: 26501	
Project Description: From A Street to 6th - In the city of San Diego, from A Street to 0.2 mile north of Sixth Avenue undercrossing, restore and enhance the historical and scenic integrity of the route.									PPNO: 1008	
RT:163	Capacity Status: NCI	Exempt Category: Other - Transportation enhancement activities								
Est Total Cost: \$6,319										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
STIP-IIP STP TE	\$6,319	\$6,319						\$1,027	\$20	\$5,272
	TOTAL	\$6,319						\$1,027	\$20	\$5,272

COMPLETED

MPO ID: CAL110		ADOPTION: 14-00								
Project Title: At Civic Center Drive, Harbor Drive, and I-5									EA NO: 29760	
Project Description: I-5, Harbor Drive, and Civic Center Drive - in National City, at-grade improvements and construct truck ramp linking I-5 to National City Marine Cargo terminal									PPNO: 0859	
									SANDAG ID: 1300703	
									EARMARK NO: CA560/2340	
	Capacity Status: NCI	Exempt Category: Other - Intersection channelization projects								
Est Total Cost: \$2,634										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
HPP	\$20	\$20						\$20		
Prop 1B - TCIF	\$918	\$918								\$918
Local Funds	\$1,696	\$1,696						\$955	\$6	\$735
	TOTAL	\$2,634						\$975	\$6	\$1,653

COMPLETED

MPO ID: CAL111		ADOPTION: 14-00								
Project Title: Grade Separation At 10th Ave Marine Terminal/Cesar Chavez Blvd.									EA NO: 297700	
Project Description: 10th Avenue and Harbor Drive from 10th Ave./Cesar Chavez - Marine Terminal to Harbor Drive - Port of San Diego Access Improvement and Truck Route to I-5 and I-15									RTP PG NO: B-5, B-1	
									SANDAG ID: 1300701	
									EARMARK NO: CA588/2618	
	Capacity Status: NCI	Exempt Category: Safety - Railroad/highway crossing								
Est Total Cost: \$4,551										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
HPP	\$360	\$360						\$360		
Prop 1B - TCIF	\$748	\$748								\$748
Local Funds	\$3,443	\$3,443						\$1,641	\$186	\$1,616
	TOTAL	\$4,551						\$2,001	\$186	\$2,364

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Caltrans

COMPLETED

MPO ID: CAL115		ADOPTION: 14-00								
Project Title:	Bay Marina Drive at I-5 At-Grade Improvements						EA NO: 29761			
Project Description:	Bay Marina/I-5 Intersection - in National City, at-grade intersection improvements, construction of truck ramp linking I-5 to National City Marine Cargo terminal						PPNO: 0855			
							SANDAG ID: 1300704			
							EARMARK NO: CA560/2340			
RT:5	Capacity Status: NCI	Exempt Category: All Projects - Intersection channelization projects								
Est Total Cost: \$4,078										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
HPP	\$2,140	\$2,140						\$785	\$20	\$1,335
Prop 1B - TCIF	\$1,153	\$1,153								\$1,153
Local Funds	\$785	\$785						\$75		\$710
TOTAL	\$4,078	\$4,078						\$860	\$20	\$3,198

COMPLETED

MPO ID: CAL116		ADOPTION: 14-00								
Project Title:	Tecate International Border Crossing - Pedestrian Facilities						EA NO: 29490			
Project Description:	From Tecate International Border Crossing to Thing Road - in San Diego County - improve pedestrian facilities .						PPNO: 0743			
	Capacity Status: NCI						Exempt Category: Air Quality - Bicycle and pedestrian facilities			
Est Total Cost: \$460										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
STIP-IIP STP TE	\$460	\$460						\$450	\$10	
TOTAL	\$460	\$460						\$450	\$10	

COMPLETED

MPO ID: CAL139		ADOPTION: 14-00								
Project Title:	Barrett Junction Rte 94 Guardrail (part of Lump Sum CAL46B)						EA NO: 28790			
Project Description:	Rte 94 Near Barrett Junction - Near Barrett Junction, at various locations from 1.0 mile west of Cochera Via Drive to 1.0 mile west of Potrero Valley Road, upgrade end treatments and reconstruct guardrail.						PPNO: 0659			
RT:94	Capacity Status: NCI	Exempt Category: Safety - Guardrails, median barriers, crash cushions								
Est Total Cost: \$1,935										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP - CR - STP (AC)	\$1,935	\$1,935						\$401	\$3	\$1,531
TOTAL	\$1,935	\$1,935						\$401	\$3	\$1,531

COMPLETED

MPO ID: CAL145		ADOPTION: 14-00								
Project Title:	Rte 805 Slope Erosion Repair (part of Lump Sum CAL46I)						EA NO: 29230			
Project Description:	Beyer Blvd and Palm Avenue - In the city of San Diego, from San Ysidro light rail transit underpass to Beyer Blvd; also from 0.4 mile south of Palm Avenue to Palm Avenue (PM 2.5/2.9); Slope erosion repair.						PPNO: 0916			
RT:805	Capacity Status: NCI	Exempt Category: Other - Noise attenuation								
Est Total Cost: \$2,812										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Mandates	\$2,812	\$2,812						\$341	\$1	\$2,470
TOTAL	\$2,812	\$2,812						\$341	\$1	\$2,470

Friday, August 22, 2014

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Caltrans

COMPLETED

MPO ID: CAL149		ADOPTION: 14-00								
Project Title:	Storm water mitigation Phase 1 (part of Lump Sum CAL46I)							EA NO: 28240		
Project Description:	Various - In the cities of San Diego and Lemon Grove, on Route 15 from Route 5 to Meade Avenue and on Route 94 from 28th Street to 0.2 mile east of Grove Street. Storm water mitigation; construct sand filters and infiltration devices Phase 1 of 2.							PPNO: 0943		
RT:15	Capacity Status: NCI	Exempt Category: Other - Noise attenuation								
Est Total Cost: \$9,738										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Mandates	\$9,738	\$9,738						\$1,525	\$263	\$7,950
TOTAL	\$9,738	\$9,738						\$1,525	\$263	\$7,950

COMPLETED

MPO ID: CAL150		ADOPTION: 14-00								
Project Title:	Storm water mitigation Stage 2 (part of Lump Sum CAL46I)							EA NO: 28250		
Project Description:	Various - In San Diego County on Routes 15, 94 and 805, at various locations. Storm water mitigation, construct bioswales and infiltration trenches, Phase 2 of 2.							PPNO: 0944		
RT:15	Capacity Status: NCI	Exempt Category: Other - Noise attenuation								
Est Total Cost: \$18,343										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Mandates	\$18,343	\$18,343						\$1,849	\$127	\$16,367
TOTAL	\$18,343	\$18,343						\$1,849	\$127	\$16,367

COMPLETED

MPO ID: CAL157		ADOPTION: 14-00								
Project Title:	Landscape Mitigation, 2nd St to Greenfield (part of Lump Sum CAL46A)							EA NO: 06381		
Project Description:	From 2nd St to Greenfield Dr - In El Cajon, from Second Street to Greenfield Drive; required landscaping and irrigation system mitigation for PPNO: 0187P							PPNO: 0187Y		
RT:8	Capacity Status: NCI	Exempt Category: Safety - Non signalization traffic control and operating								
Est Total Cost: \$2,241										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Mobility	\$2,241	\$2,241						\$305	\$10	\$1,926
TOTAL	\$2,241	\$2,241						\$305	\$10	\$1,926

COMPLETED

MPO ID: CAL168		ADOPTION: 14-00								
Project Title:	SR 94 Rehab - Rte 54 to Marron Valley Rd (part of Lump Sum CAL46E)							EA NO: 29040		
Project Description:	From Rte 54 to Marron Valley Rd - Near Jamal from Route 54 to 0.2 miles east of Marron Valley Road; rehabilitate roadway.							PPNO: 0836		
RT:94	Capacity Status: NCI	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$19,041										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Rdway Presrv NHS	\$19,041	\$19,041						\$2,166	\$74	\$16,801
TOTAL	\$19,041	\$19,041						\$2,166	\$74	\$16,801

Friday, August 22, 2014

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Caltrans

COMPLETED

MPO ID: CAL169		ADOPTION: 14-00								
Project Title: SR 67 Rehab, Rte 8 to San Diego River Bridge (part of Lump Sum CAL46E)		EA NO: 27550								
		PPNO: 0744								
Project Description: From Rte 8 to San Diego River - In El Cajon and near Santee, from Route 8 to the San Diego River Bridge; rehabilitate roadway.										
RT:67 Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation										
Est Total Cost: \$26,670										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Rdway Presrv NHS	\$26,670	\$26,670						\$1,620	\$5	\$25,045
TOTAL	\$26,670	\$26,670						\$1,620	\$5	\$25,045

COMPLETED

MPO ID: CAL183		ADOPTION: 14-00								
Project Title: San Diego - Florida Dr (part of Lump Sum CAL105)										
Project Description: Florida Dr from Pershing Dr to Bob Wilson Dr - In San Diego on Florida Dr. between Pershing Dr. and Bob Wilson Dr, Construct Type 60 concrete median barriers on both sides of the new center median; install safety lighting and warning signs; restripe roadway for wider bike lanes.										
Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program										
Est Total Cost: \$641										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
HSIP	\$577	\$577								\$577
Local Funds	\$64	\$64								\$64
TOTAL	\$641	\$641								\$641

COMPLETED

MPO ID: CAL186		ADOPTION: 14-00								
Project Title: San Marcos - Citywide traffic signals (part of Lump Sum CAL105)										
Project Description: Citywide - in San Marcos, replace/upgrade regulatory traffic signs										
Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program										
Est Total Cost: \$358										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
HSIP	\$322	\$322								\$322
Local Funds	\$36	\$36								\$36
TOTAL	\$358	\$358								\$358

COMPLETED

MPO ID: CAL199		ADOPTION: 14-00								
Project Title: Santee - Mission Gorge Rd (part of Lump Sum CAL105)										
Project Description: Mission Gorge Rd from Magnolia Ave to First Ave - in Santee on Mission Gorge Rd. install 440' of raised median										
Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program										
Est Total Cost: \$220										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
HSIP	\$186	\$186								\$186
Local Funds	\$34	\$34								\$34
TOTAL	\$220	\$220								\$220

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Caltrans

COMPLETED

MPO ID: CAL207		ADOPTION: 14-00								
Project Title:	I-15 Rainbow Truck Inspection facility (part of Lump Sum CAL46A)						EA NO: 27560			
Project Description:	From Rainbow Facility to Rainbow Facility - In Rainbow, at the southbound Rainbow Truck Inspection Facility; Install standby generator, repair septic line, upgrade security camera system, reconstruct storage/office space.						PPNO: 0853			
RT:15	Capacity Status: NCI		Exempt Category: All Projects - Truck size and weight inspection stations							
Est Total Cost: \$1,354										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Mobility	\$1,354	\$1,354						\$535	\$1	\$818
	TOTAL	\$1,354	\$1,354					\$535	\$1	\$818

COMPLETED

MPO ID: CAL223		ADOPTION: 14-00								
Project Title:	City of San Diego - Concrete Barriers & Crash Cushions (part of Lump Sum CAL46B)						EA NO: 40140			
Project Description:	Routes 5, 8, 15, 54, 56, 67, 75, 94, 125, 163 & 805 - In the City of San Diego, on Routes 5, 8, 15, 54, 56, 67, 75, 94, 125, 163, and 805. Replace metal beam guardrails with concrete barriers; upgrade crash cushions.						PPNO: 1024			
	Capacity Status: NCI		Exempt Category: Safety - Safety Improvement Program							
Est Total Cost: \$12,130										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP - CR - STP (AC)	\$12,130	\$12,130						\$1,448	\$14	\$10,668
	TOTAL	\$12,130	\$12,130					\$1,448	\$14	\$10,668

COMPLETED

MPO ID: CAL224		ADOPTION: 14-00								
Project Title:	I-5 Rehab, Oceanside to San Diego County line (part of Lump Sum CAL46E)						EA NO: 40670			
Project Description:	From Cockleburr Rd to County Line - Between Oceanside and San Clemente from Cockleburr Road to the San Diego County line. Rehabilitate pavement.						PPNO: 1032			
RT:5	Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$61,940										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Rdway Presrv NHS	\$61,940	\$61,940						\$3,702	\$33	\$58,205
	TOTAL	\$61,940	\$61,940					\$3,702	\$33	\$58,205

COMPLETED

MPO ID: CAL225		ADOPTION: 14-00								
Project Title:	SR 52 Overlay, Convoy to 163/52 Separation (part of Lump Sum CAL46E)						EA NO: 40280			
Project Description:	From Convoy St. to SR 163 - In the City of San Diego, from 0.5 miles west of Convoy Street to 0.4 miles west of Route 163/52 separation. Overlay pavement to mitigate settlement.						PPNO: 1031			
RT:52	Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$4,770										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Rdway Presrv NHS	\$4,770	\$4,770						\$780	\$10	\$3,980
	TOTAL	\$4,770	\$4,770					\$780	\$10	\$3,980

Friday, August 22, 2014

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Caltrans

COMPLETED

MPO ID: CAL226		ADOPTION: 14-00								
Project Title:	Chula Vista - Oxford St. between Broadway and 5th Ave. (part of Lump Sum CAL105)									
Project Description:	Oxford St. from Broadway to 5th Ave. - In Chula Vista on Oxford St. between Broadway and 5th Ave., construct curb, gutter, sidewalks, driveways, and curb ramps; install signs, striping, and pavement markings.									
	Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program									
Est Total Cost: \$323										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
HSIP	\$291	\$291								\$291
Local Funds	\$32	\$32								\$32
TOTAL	\$323	\$323								\$323

COMPLETED

MPO ID: CAL227		ADOPTION: 14-00								
Project Title:	Chula Vista - K St and 3rd Ave (part of Lump Sum CAL105)									
Project Description:	K St from 3rd Ave to 3rd Ave - In Chula Vista on "K" St. and 3rd Ave. upgrade traffic signals; install safety lighting and pavement markings; construct curb ramps.									
	Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program									
Est Total Cost: \$314										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
HSIP	\$282	\$282								\$282
Local Funds	\$32	\$32								\$32
TOTAL	\$314	\$314								\$314

COMPLETED

MPO ID: CAL231		ADOPTION: 14-00								
Project Title:	Encinitas - Santa Fe Dr. between I-5 and Nardo Rd. (Mackinnon Ave.) (part of Lump Sum CAL105)									
Project Description:	Santa Fe Dr from I-5 to Nardo Rd - In Encinitas, on Santa Fe Dr. between I-5 and Nardo Rd., construct curb, gutter, sidewalks, and curb ramps; install signs, striping, and pavement markings									
	Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program									
Est Total Cost: \$702										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
HSIP	\$632	\$632								\$632
Local Funds	\$70	\$70								\$70
TOTAL	\$702	\$702								\$702

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Caltrans

COMPLETED

MPO ID: CAL234		ADOPTION: 14-00								
Project Title:	San Diego County - Mission Rd between Ammunition Rd and Fallbrook St (part of Lump Sum CAL105)									
Project Description:	Mission Rd. from Ammunition Rd to Fallbrook St - In San Diego County, on Mission Rd between Ammunition Rd and Fallbrook St, install traffic signals with interconnect communications cable.									
Capacity Status: NCI		Exempt Category: Safety - Safety Improvement Program								
Est Total Cost: \$771										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
HSIP	\$678	\$678								\$678
Local Funds	\$93	\$93								\$93
TOTAL	\$771	\$771								\$771

COMPLETED

MPO ID: CAL248		ADOPTION: 14-00								
Project Title:	SR 163 Barriers, Retaining Wall, Shoulder Widening (part of Lump Sum CAL46B)							EA NO: 40370		
								PPNO: 1025		
Project Description:	Genesee Avenue to Mesa College Drive,, 0.5 mile north of Balboa Avenue to Clairemont Boulevard - In the city of San Diego, from Genesee Avenue to Mesa College Drive and from 0.5 mile north of Balboa Avenue to Clairemont Mesa Boulevard. Construct barriers, retaining wall and widen shoulders									
Capacity Status: NCI		Exempt Category: Safety - Safety Improvement Program								
Est Total Cost: \$3,562										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP - CR - STP (AC)	\$3,562	\$3,562						\$443	\$18	\$3,101
TOTAL	\$3,562	\$3,562						\$443	\$18	\$3,101

COMPLETED

MPO ID: CAL255		ADOPTION: 14-00								
Project Title:	I-5 Outer Separation Barrier (part of Lump Sum CAL46B)							EA NO: 40430		
Project Description:	From Mission Bay Drive OC to La Jolla Parkway Viaduct - In the City of San Diego, from Mission Bay Drive Overcrossing to 0.5 miles south of La Jolla Parkway viaduct. Construct outer separation barrier.									
Capacity Status: NCI		Exempt Category: Safety - Pavement marking demonstration								
Est Total Cost: \$6,002										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP - CR - STP (AC)	\$6,002	\$6,002						\$800	\$11	\$5,191
TOTAL	\$6,002	\$6,002						\$800	\$11	\$5,191

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Caltrans

COMPLETED

MPO ID: CAL257		ADOPTION: 14-00								
Project Title:	I-5 Maintenance Personnel Safety (part of Lump Sum CAL46B)						EA NO: 26160			
Project Description:	From Coronado Avenue to Clairemont Drive - In the cities of San Diego, Chula Vista, and National City, at various locations from Coronado Avenue to Clairemont Drive. Construct roadside paving, access gates and relocate facilities.						PPNO: 0877			
RT:5	Capacity Status: NCI	Exempt Category: Safety - Safety Improvement Program								
Est Total Cost: \$7,627										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP - CR - NHS (AC)	\$7,627	\$7,627						\$1,100	\$25	\$6,502
TOTAL	\$7,627	\$7,627						\$1,100	\$25	\$6,502

COMPLETED

MPO ID: CAL260		ADOPTION: 14-00								
Project Title:	I-5 Bridge Deck (part of Lump Sum CAL46D)						EA NO: 40890			
Project Description:	Various Routes at various locations - In San Diego County, on various routes at various locations. Treat bridge decks and replace joint seals.						PPNO: 1046			
RT:5	Capacity Status: NCI	Exempt Category: Safety - Non capacity widening or bridge reconstruction								
Est Total Cost: \$2,727										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Brdg Presrv (HBP)	\$2,727	\$2,727						\$350	\$2	\$2,375
TOTAL	\$2,727	\$2,727						\$350	\$2	\$2,375

COMPLETED

MPO ID: CAL276		ADOPTION: 14-00								
Project Title:	Lemon Grove - Elkelton Blvd to Troy St. (part of Lump Sum CAL46B)						EA NO: 40850			
Project Description:	From Elkelton Blvd to Troy St - In and near Lemon Grove, from Elkelton Boulevard to Troy Street, install median barrier.						PPNO: 1043			
RT:125	Capacity Status: NCI	Exempt Category: Safety - Guardrails, median barriers, crash cushions								
Est Total Cost: \$2,740										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP - CR - STP (AC)	\$2,740	\$2,740						\$1,030	\$30	\$1,680
TOTAL	\$2,740	\$2,740						\$1,030	\$30	\$1,680

COMPLETED

MPO ID: CAL285		ADOPTION: 14-00								
Project Title:	Alpine - Rehabilitate roadway (part of Lump Sum CAL46E)						EA NO: 40690			
Project Description:	From Harbison Canyon Rd to Viejas Creek Bridge - In and near Alpine, from east of Harbison Canyon Rd to east of Viejas Creek Bridge; Rehabilitate roadway.						PPNO: 1038			
RT:8	Capacity Status: NCI	Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$20,917										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Rdway Presrv NHS	\$20,917	\$20,917						\$1,350	\$51	\$19,516
TOTAL	\$20,917	\$20,917						\$1,350	\$51	\$19,516

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Caltrans

COMPLETED

MPO ID: CAL291		ADOPTION: 14-00								
Project Title:	Pine Valley and Ocotillo - East of Crestwood Rd to the Imperial County Line (part of Lump Sum CAL46E)			EA NO: 40700 PPNO: 1039						
Project Description:	From Crestwood Rd. to Imperial County line - Between Pine Valley and Ocotillo, from east of Crestwood Road to the Imperial County line. Rehabilitate roadway.									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$43,150										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Rdside Preserv NHS	\$43,150	\$43,150						\$3,500	\$101	\$39,549
TOTAL	\$43,150	\$43,150						\$3,500	\$101	\$39,549

COMPLETED

MPO ID: CAL293		ADOPTION: 14-00								
Project Title:	Escondido - Construct median barrier, outside shoulder cable barrier, raised thermoplastic traffic stripes (part of Lump Sum CAL46B)			EA NO: 40650 PPNO: 1028						
Project Description:	From north of Deer Springs Rd to Gopher Canyon Rd - Near Escondido, from north of Deer Springs Road to Gopher Canyon Road. Construct median barrier, outside shoulder cable barrier, raised thermoplastic traffic stripes, and upgrade metal beam guardrail end treatments.									
Capacity Status: NCI		Exempt Category: Safety - Guardrails, median barriers, crash cushions								
Est Total Cost: \$4,600										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP - CR - STP (AC)	\$4,600	\$4,600						\$480	\$3	\$4,117
TOTAL	\$4,600	\$4,600						\$480	\$3	\$4,117

COMPLETED

MPO ID: CAL297		ADOPTION: 14-00								
Project Title:	Oceanside - Rancho Del Oro Dr to 0.2 mile West of Melrose Dr (part of Lump Sum CAL46B)			EA NO: 40660 PPNO: 1030						
Project Description:	From Rancho Del Oro Dr to 0.2 mile west of Melrose Dr - In San Diego County in Oceanside from Rancho Del Oro Drive to 0.2 mile west of Melrose Drive, install median barrier.									
Capacity Status: NCI		Exempt Category: Safety - Guardrails, median barriers, crash cushions								
Est Total Cost: \$12,699										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP - CR - STP (AC)	\$12,699	\$12,699						\$1,022	\$7	\$11,670
TOTAL	\$12,699	\$12,699						\$1,022	\$7	\$11,670

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Caltrans

COMPLETED

MPO ID: CAL299		ADOPTION: 14-00								
Project Title:	Oceanside - Replace failed culvert east of El Camino Real . (part of Lump Sum CAL42)	EA NO: 41590 PPNO: 1082								
Project Description:	From east of El Camino Real to east of El Camino Real - Near Oceanside, at 0.8 mile east of El Camino Real. Replace failed culvert.									
Capacity Status:	NCI	Exempt Category: Safety - Emergency Relief (23 U.S.C. 125)								
Est Total Cost: \$545										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Emergency Response	\$545	\$545						\$20		\$525
TOTAL	\$545	\$545						\$20		\$525

COMPLETED

MPO ID: CAL300		ADOPTION: 14-00								
Project Title:	One-Way Electric Vehicle Car sharing In San Diego	EARMARK NO: L88E								
Project Description:	City of San Diego - develop and evaluate pricing/incentive structures for car2go members, which improve system operational efficiency (vehicle redistribution, state-of-charge management, use of vehicles placed at public transit stations) and encourage shared-vehicle use									
Capacity Status:	NCI	Exempt Category: Other - Non construction related activities								
Est Total Cost: \$551										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Value Pricing Program	\$441	\$441						\$441		
ST-CASH - Other State	\$110	\$110						\$110		
TOTAL	\$551	\$551						\$551		

COMPLETED

MPO ID: CAL303		ADOPTION: 14-00								
Project Title:	El Cajon - 97 Intersections (part of Lump Sum CAL105)									
Project Description:	Ninety-seven (97) intersections - In El Cajon, at ninety-seven (97) intersections throughout the city, install pedestrian countdown heads.									
Capacity Status:	NCI	Exempt Category: Safety - Safety Improvement Program								
Est Total Cost: \$192										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
HSIP	\$172	\$172								\$172
Local Funds	\$20	\$20								\$20
TOTAL	\$192	\$192								\$192

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Caltrans

COMPLETED

MPO ID: CAL304		ADOPTION: 14-00								
Project Title: El Cajon - Greenfield Dr./North Second St. (part of Lump Sum CAL105)										
Project Description: Greenfield Dr./North Second St. from Greenfield Dr. to North Second St. - In El Cajon, at Greenfield Dr. and North Second St., install protected left-turn phasing.										
Capacity Status: NCI Exempt Category: Safety - Safety Improvement Program										
Est Total Cost: \$113										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
HSIP	\$101	\$101								\$101
Local Funds	\$12	\$12								\$12
TOTAL	\$113	\$113								\$113

COMPLETED

MPO ID: CAL326		ADOPTION: 14-00								
Project Title: SR 76; Maintenance Asphalt Overlay; Major Highway Maintenance Program		EA NO: 2M670								
Project Description: From Mission Avenue U. C. to Guajome Lake Road - In San Diego County near Oceanside on Route 76 from Mission Avenue Undercrossing to 0.3 mile east of Guajome Lake Road, Maintenance Asphalt Overlay. Postmile from PM R 2.9 to PM R 7.5										
RT:76 Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation										
Est Total Cost: \$2,962										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Highway Maintenance - STP	\$2,962	\$2,962						\$210	\$2	\$2,750
TOTAL	\$2,962	\$2,962						\$210	\$2	\$2,750

COMPLETED

MPO ID: CAL327		ADOPTION: 14-00								
Project Title: SR 78; At Centre City Parkway Undercrossing; Cold Plane and Overlay; Minor A Program (part of Lump Sum CAL213)		EA NO: 41640								
Project Description: From 0.3 mile west of Center City Parkway Undercrossing to 0.1 mile east of Center City Parkway Undercrossing - In San Diego County at Escondido from 0.3 mile west to 0.1 mile east of Centre City Parkway Undercrossing; Cold Plane and Overlay; Postmile from PM 17.0 to PM 17.4										
Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation										
Est Total Cost: \$1,443										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-CT Minor Pgm	\$1,443	\$1,443								\$1,443
TOTAL	\$1,443	\$1,443								\$1,443

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Caltrans

COMPLETED

MPO ID: CAL328		ADOPTION: 14-00								
Project Title:	SR 15; At Carmel Mountain Road Overcrossing; Cold Plane and Overlay; Minor A Program (part of Lump Sum CAL213)	EA NO: 41610								
Project Description:	From 0.3 mile South of Carmel Mountain Road Overcrossing to 0.3 mile North of Carmel Mountain Road Overcrossing - In San Diego County In San Diego from 0.3 Mile South to 0.3 Mile North of Carmel Mountain Road Overcrossing; Cold Plane and Overlay; Postmile from PM M 20.3 to PM M 20.9									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$1,450										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-CT Minor Pgm	\$1,450	\$1,450								\$1,450
TOTAL	\$1,450	\$1,450								\$1,450

COMPLETED

MPO ID: CAL329		ADOPTION: 14-00								
Project Title:	SR 15; At Deer Springs Road Overcrossing; Cold Plane and Overlay; Minor A Program (part of Lump Sum CAL213)	EA NO: 41620								
Project Description:	From 0.4 mile South of Deer Springs Road Overcrossing to 0.4 mile North of Deer Springs Road Overcrossing - In San Diego County Near Escondido from 0.4 Mile South to 0.4 Mile North of Deer Springs Road Overcrossing; Cold Plane and Overlay; Postmile from PM R 36.2 to R 37.0									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$1,640										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-CT Minor Pgm	\$1,640	\$1,640								\$1,640
TOTAL	\$1,640	\$1,640								\$1,640

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Carlsbad, City of

COMPLETED

MPO ID: CB24		ADOPTION: 14-00								
Project Title:	College Boulevard and Palomar Airport Road - Intersection Improvements							RTP PG NO: A-29 RAS (TA 4-66)		
Project Description:	College Boulevard and Palomar Airport Road - at the intersection of College Blvd. and Palomar Airport Road, roadway improvements along southbound College Blvd. and west bound Palomar Airport Road; along College Blvd. provide a left turn lane, one thru lane, one shared thru/right turn lane and one right turn lane and along Palomar Airport Road westbound lengthen the right turn lane approaching the intersection									
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$746		Open to Traffic: Dec 2013								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$746	\$746						\$206		\$540
TOTAL	\$746	\$746						\$206		\$540

COMPLETED

MPO ID: CB26		ADOPTION: 14-00								
Project Title:	Melrose and Palomar Airport Road							RTP PG NO: A-29 RAS (TA 4-66)		
Project Description:	From Melrose Drive to Palomar Airport Road - at the intersection of Palomar Airport Road and Melrose Drive, roadway widening along southbound Melrose to provide an additional right turn lane to westbound Palomar Airport Road									
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$561		Open to Traffic: Jun 2013								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$561	\$561						\$50		\$511
TOTAL	\$561	\$561						\$50		\$511

COMPLETED

MPO ID: CB33		ADOPTION: 14-00								
Project Title:	Palomar Airport Road and El Camino Real Right Turn Lane							RTP PG NO: A-30 RAS (TA 4-66)		
Project Description:	From Palomar Airport Road to El Camino Real - widening along eastbound Palomar Airport Road to provide a dedicated right turn lane to southbound El Camino Real									
Capacity Status: NCI		Exempt Category: Other - Interchange reconfiguration projects								
Est Total Cost: \$590										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$590	\$590						\$90		\$500
TOTAL	\$590	\$590						\$90		\$500

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Carlsbad, City of

COMPLETED

MPO ID: CB41			ADOPTION: 14-00							
Project Title: Coastal Rail Trail Reach 1 (part of Lump Sum V12)										
Project Description: From to - Enhances safety and improves circulation and access for all modes of transportation between Carlsbad and Oceanside across a natural barrier and completes the northern sections of the Coastal Rail Trail into Oceanside. Project goes from Eaton Street in Oceanside to Oak Avenue in Carlsbad. - #1223027										
Capacity Status: NCI Exempt Category: Air Quality - Bicycle and pedestrian facilities										
Est Total Cost: \$1,250										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - BPNS	\$133	\$133								\$133
Local Funds	\$450	\$450								\$450
TDA - Bicycles	\$667	\$667								\$667
TOTAL	\$1,250	\$1,250								\$1,250

COMPLETED

MPO ID: CB42			ADOPTION: 14-00							
Project Title: Bike the Village: 100 Racks (part of Lump Sum V12)										
Project Description: From to - Builds upon the Carlsbad Village's Bike Rack Pilot Program and other related capital improvement projects in the vicinity and installs 80 additional custom racks and 6 bike corrals consisting of 7 custom racks each. The racks will be at various points throughout the City of Carlsbad. - #1223030										
Capacity Status: NCI Exempt Category: Air Quality - Bicycle and pedestrian facilities										
Est Total Cost: \$43										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - BPNS	\$33	\$33								\$33
Local Funds	\$10	\$10								\$10
TOTAL	\$43	\$43								\$43

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Chula Vista, City of

COMPLETED

MPO ID: CHV18		ADOPTION: 14-00								
Project Title: Sidewalk Rehabilitation/Installation Program		<i>TransNet - LSI: CR</i>								
Project Description: Citywide - sidewalk construction, replacements, installation in areas along school routes, around senior citizen centers and in areas of high pedestrian traffic										
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$3,329										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - L</i>	\$1,950	\$1,950								\$1,950
<i>TransNet - L (Cash)</i>	\$25	\$25								\$25
<i>TransNet - LSI Carry Over</i>	\$65	\$65								\$65
Local Funds	\$1,289	\$1,289								\$1,289
TOTAL	\$3,329	\$3,329								\$3,329

COMPLETED

MPO ID: CHV20		ADOPTION: 14-00								
Project Title: North Fourth Avenue and Brisbane St		<i>TransNet - LSI: CR</i>								
Project Description: Fourth Ave. from Brisbane St. to SR54 - add additional lane on east side of Fourth Ave.										
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$693 Open to Traffic: Dec 2011										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - L</i>	\$500	\$500						\$100		\$400
<i>TransNet - LSI</i>	\$185	\$185						\$100		\$85
<i>TransNet - LSI Carry Over</i>	\$8	\$8						\$8		
TOTAL	\$693	\$693						\$208		\$485

COMPLETED

MPO ID: CHV46		ADOPTION: 14-00								
Project Title: Harborside Elementary Pedestrian Improvements		<i>TransNet - LSI: Maint</i>								
Project Description: Area in the vicinity of Harborside Elementary School southeast of the intersection of Naples Street and Industrial Blvd. - install missing pedestrian improvements and rehabilitate existing pedestrian infrastructure in order to provide pedestrians with a safer route to school										
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$816										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - LSI</i>	\$85	\$85						\$20		\$65
<i>TransNet - LSI Carry Over</i>	\$176	\$176								\$176
TCSP	\$490	\$490						\$80		\$410
Local Funds	\$65	\$65								\$65
TOTAL	\$816	\$816						\$100		\$716

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Chula Vista, City of

COMPLETED

MPO ID: CHV52		ADOPTION: 14-00								
Project Title: Industrial Blvd. Bicycle and Pedestrian Facilities		<i>TransNet</i> - LSI: CR								
Project Description: Industrial Blvd. from L Street to Palomar Street - construct bike lanes on both sides of Industrial Blvd. from L Street to Palomar Street; construct curb, gutter and sidewalk on Industrial Blvd. from Naples Street to Palomar Street										
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$430										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$146	\$146						\$70		\$76
<i>TransNet</i> - SGIP	\$284	\$284						\$39		\$245
TOTAL	\$430	\$430						\$109		\$321

COMPLETED

MPO ID: CHV55		ADOPTION: 14-00								
Project Title: Castle Park Sidewalk Improvements		<i>TransNet</i> - LSI: CR								
Project Description: Oxford Street between Third Avenue and Alpine Avenue, First avenue between Palomar Street and Naples Street, Second Avenue between Naples Street and Palomar Street, Glenhaven Way to Amy Street (cul-de-sac) - construction (Phase 1) of missing street improvements, primarily curb, gutter, sidewalk and Americans with Disabilities Act (ADA)-compliant pedestrian ramps, on four streets in the Montgomery area of Chula Vista; Transnet funds used for design only										
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$786										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$69	\$69						\$69		
Local Funds	\$717	\$717						\$200		\$517
TOTAL	\$786	\$786						\$269		\$517

COMPLETED

MPO ID: CHV62		ADOPTION: 14-00								
Project Title: Chula Vista Nature Center Road Repavement Project										
Project Description: Gunpowder Point Drive from E Street to West cul-de-sac - overlay of Gunpowder Point Drive, which provides access to the Chula Vista Nature Center and proposed Fish and Wildlife Service Headquarters, and installation of underground water service										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$500										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
PLH	\$500	\$500						\$125		\$375
TOTAL	\$500	\$500						\$125		\$375

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Chula Vista, City of

DELAYED

MPO ID: CHV68		ADOPTION: 14-00								
Project Title: Heritage Road										
Project Description: Heritage Road from Olympic Pkwy. to Main St. - preliminary engineering in FY12/13 for construction of Heritage Road, a six lane prime arterial, from existing intersection at Olympic Pkwy. to existing intersection at Main Street (Environmental Clearance estimated in FY13/14 and construction to begin in FY15/16)										
Capacity Status: NCI Exempt Category: Other - Engineering studies										
Est Total Cost: \$20,649										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local RTCIP	\$150	\$150						\$150		
TOTAL	\$150	\$150						\$150		

COMPLETED

MPO ID: CHV72		ADOPTION: 14-00								
Project Title: Otay Lakes Road		<i>TransNet - LSI: CR</i>								
Project Description: Otay Lakes Road from Gotham Street to East H Street - part of a larger project will fund the pavement rehabilitation (overlay) of the existing roadway on Otay Lakes Road between Gotham Street and East H Street										
Capacity Status: NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation										
Est Total Cost: \$200										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - LSI</i>	\$200	\$200								\$200
TOTAL	\$200	\$200								\$200

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Coronado, City of

DELAYED

MPO ID: COR12		ADOPTION: 14-00								
Project Title: Audible Pedestrian Signals and Crosswalk Timers		<i>TransNet</i> - LSI: Maint								
Project Description: Various crosswalk intersection from First Street to 10th Street - install timers and audible pedestrian devices on signalized crosswalks at intersections throughout the City										
Capacity Status: NCI		Exempt Category: All Projects - Intersection signalization projects at individual intersections								
Est Total Cost: \$100										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$100	\$100						\$10		\$90
TOTAL	\$100	\$100						\$10		\$90

COMPLETED

MPO ID: COR13		ADOPTION: 14-00								
Project Title: Pomona, Seventh and Adella Roundabout										
Project Description: Pomona Avenue from Seventh St to Adella Avenue - install a roundabout at the Pomona Avenue, Seventh Street and Adella Avenue intersection; Pomona Avenue is classified as a minor arterial and provides direct alternate route from Naval Amphibious Base to the Coronado Bridge; as a direct alternative to SR 75 this project relieves traffic congestion on Orange Avenue (SR 75)										
Capacity Status: NCI		Exempt Category: Other - Intersection channelization projects								
Est Total Cost: \$1,325										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Loc Funds - Toll Funds	\$1,200	\$1,200								\$1,200
Local Funds	\$125	\$125						\$125		
TOTAL	\$1,325	\$1,325						\$125		\$1,200

DELAYED

MPO ID: COR15		ADOPTION: 14-00								
Project Title: Traffic Modeling Study										
Project Description: From First Street to Tenth Street - analysis of the traffic signals on Orange Avenue that will minimize traffic congestion and operate the system more efficiently on SR 75										
Capacity Status: NCI		Exempt Category: Other - Intersection signalization projects								
Est Total Cost: \$50										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Loc Funds - Toll Funds	\$50	\$50						\$50		
TOTAL	\$50	\$50						\$50		

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Coronado, City of

DELAYED

MPO ID: COR16							ADOPTION: 14-00			
Project Title: Traffic Calming Study of Third and Fourth Street										
Project Description: From Coronado Toll Plaza to Alameda - A traffic calming study will be performed on Third and Fourth Street (State Route 75 and 282).										
Capacity Status: NCI Exempt Category: Other - Engineering studies										
Est Total Cost: \$50										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Loc Funds - Toll Funds	\$50	\$50						\$50		
TOTAL	\$50	\$50						\$50		

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Del Mar, City of

COMPLETED

MPO ID: DM04		ADOPTION: 14-00								
Project Title: Camino Del Mar Major Rehabilitation Projects		<i>TransNet</i> - LSI: CR								
Project Description: multiple locations along Camino del Mar - pedestrian, bicycle, and roadway improvements										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$723										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - LSI	\$723	\$723								\$723
TOTAL	\$723	\$723								\$723

COMPLETED

MPO ID: DM05		ADOPTION: 14-00								
Project Title: Bicycle Parking Facilities (part of Lump Sum V12)										
Project Description: From to - Planning and implementation of bike parking facilities, including bike racks and lockers, throughout the city - #1223032										
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$25										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - BPNS	\$25	\$25								\$25
TOTAL	\$25	\$25								\$25

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

El Cajon, City of

COMPLETED

MPO ID: EL28		ADOPTION: 14-00								
Project Title:	Intersection improvements at Main St./Jamacha Rd.-2nd St.							RAS (TA 4-67)		
Project Description:	Main Street from Jamacha Rd to Second St - in El Cajon, at the signalized intersection at Main St./Jamacha Rd.-2nd St.;traffic signal modification to remove east-west split-phase signal operation							TransNet - LSI: CR		
Capacity Status:	NCI		Exempt Category: Other - Intersection signalization projects							
Est Total Cost: \$200										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$32	\$32								\$32
TransNet - LSI	\$100	\$100								\$100
TransNet - LSI (Cash)	\$68	\$68								\$68
TOTAL	\$200	\$200								\$200

COMPLETED

MPO ID: EL31		ADOPTION: 14-00								
Project Title:	O'Connor Street Reconstruction							RAS (TA 4-67)		
Project Description:	O'Connor Street from Johnson Ave to End of cul-de-sac - this project will reconstruct the entire street (approximately 700 feet) from Johnson Avenue to its westerly terminus point							TransNet - LSI: CR		
Capacity Status:	NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$100										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI Carry Over	\$100	\$100								\$100
TOTAL	\$100	\$100								\$100

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Escondido, City of

DELAYED

MPO ID: ESC08		ADOPTION: 14-00								
Project Title: Felicita Ave/Juniper Street										
Project Description: From Escondido Boulevard to Juniper Street and from Juniper Street to Chestnut Street - widen from 2 to 4 lanes with left turn pockets, raised medians on Felicita; new traffic signals at Juniper and Chestnut, Juniper and 13th Ave., modifications to installed signal at Juniper and 15th, modify traffic signal at Juniper and Felicita – Included in 2012 RTIP for Air Quality purposes only.										
Capacity Status: CI Exempt Category: Non-Exempt										
Est Total Cost: \$3,830		Open to Traffic: May 2020								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$330	\$330							\$330	
Local Funds	\$3,500	\$3,500							\$3,500	
TOTAL	\$3,830	\$3,830							\$3,830	

DELAYED

MPO ID: ESC09		ADOPTION: 14-00								
Project Title: Ninth Avenue		TransNet - LSI: CR								
Project Description: Ninth Avenue from La Terraza to Spruce - widen from 2 to 4 lanes with raised median and modify traffic signals at Ninth Ave and Tulip Street - design phase – Included in 2012 RTIP for Air Quality purposes only										
Capacity Status: CI Exempt Category: Non-Exempt										
Est Total Cost: \$161		Open to Traffic: May 2020								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI Carry Over	\$161	\$161						\$161		
TOTAL	\$161	\$161						\$161		

COMPLETED

MPO ID: ESC13		ADOPTION: 14-00								
Project Title: Nordahl Road Bridge @ SR-78		TransNet - LSI: CR								
Project Description: Nordahl Road from Mission Ave. to Montiel Road - replace the Nordahl Road Overcrossing to increase the minimum vertical clearance from 14'-9" to the Caltrans minimum vertical clearance of 16'-6", and provide an additional 14-feet of structure width necessary to facilitate the required construction staging of the project (the additional width of the overcrossing will accommodate operational improvements through left-turn storage at the ramp intersections); widen the eastbound and westbound exit ramps to provide three lanes at the intersections; widen Nordahl Road to provide a dedicated right-turn onto Montiel Road (no additional travel lanes)										
Capacity Status: NCI Exempt Category: Other - Intersection channelization projects										
Est Total Cost: \$3,461										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$974	\$974						\$840	\$134	
TransNet - LSI (Cash)	\$113	\$113						\$113		
TransNet - LSI Carry Over	\$345	\$344						\$100	\$34	\$211
DEMO - TEA 21	\$1,729	\$1,729						\$1,729		
RSTP	\$300	\$300						\$300		
TOTAL	\$3,461	\$3,460						\$3,082	\$168	\$211

Friday, August 22, 2014

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Escondido, City of

COMPLETED

MPO ID: ESC20		ADOPTION: 14-00								
Project Title:	Escondido Creek Bikeway Ash Street Undercrossing (part of Lump Sum V12)						<i>TransNet - LSI: Maint</i>			
Project Description:	Ash Street from Washington Ave to Valley Parkway - undercrossing									
Capacity Status:	NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$2,271										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - B</i>	\$748	\$748								\$748
<i>TransNet - LSI</i>	\$15	\$15								\$15
TDA - Bicycles	\$1,508	\$1,508								\$1,508
TOTAL	\$2,271	\$2,271								\$2,271

COMPLETED

MPO ID: ESC27		ADOPTION: 14-00								
Project Title:	Maple Street Pedestrian Plaza						<i>TransNet - LSI: CR</i>			
Project Description:	Maple Street from 2nd Ave to Valley Parkway - reconstruct from 2-lane through street to a short two-lane cul-de-sac ending in large pedestrian plaza									
Capacity Status:	NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$2,191										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - L (Cash)</i>	\$400	\$400								\$400
<i>TransNet - LSI (Cash)</i>	\$343	\$343								\$343
<i>TransNet - LSI Carry Over</i>	\$273	\$273								\$273
STIP-RIP STP TE	\$837	\$837								\$837
STIP-RIP State Cash	\$108	\$108								\$108
Local Funds	\$230	\$230						\$230		
TOTAL	\$2,191	\$2,191						\$230		\$1,961

COMPLETED

MPO ID: ESC32		ADOPTION: 14-00								
Project Title:	Escondido Creek Bike Path (ESBP)/ECBP Lighting and Restriping (part of Lump Sum V12)									
Project Description:	Escondido Creek Path from Broadway to Ash - 2 bike projects from FY10 allocation - only one remains.									
Capacity Status:	NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$316										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - BPNS</i>	\$158	\$158								\$158
Local Funds	\$158	\$158								\$158
TOTAL	\$316	\$316								\$316

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Imperial Beach, City of

COMPLETED

MPO ID: IB13		ADOPTION: 14-00								
Project Title: Bayshore Bikeway Access Project F05-101										
Project Description: 10th Street (north end) from 495 to 500 - this project will consist of a new bikeway spur at the north end of 10th Street to providing public access to the regional Bayshore Bikeway with new parking area for bikeway users and birdwatchers the surrounding area will be restored to native habitat										
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$396										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
RTP	\$348	\$348								\$348
Local Funds	\$48	\$48								\$48
TOTAL	\$396	\$396								\$396

COMPLETED

MPO ID: IB14		ADOPTION: 14-00								
Project Title: Eco-Bikeway 7th & Seacoast (part of Lump Sum V12)										
Project Description: From to - Provides construction of Class II and Class III bikeways, and significantly expands the local pedestrian network along Palm Avenue. Provides an important connection from the Bayshore Bikeway to Seacoast Drive. Project is located from 7th Street to Palm Avenue, and then travels west along Palm Ave. to Seacoast Drive and then connects to the existing coastal bike route. - #1223033										
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$2,100										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$600	\$600								\$600
TDA - Bicycles	\$1,500	\$1,500								\$1,500
TOTAL	\$2,100	\$2,100								\$2,100

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

La Mesa, City of

COMPLETED

MPO ID: CAL191		ADOPTION: 14-00								
Project Title: La Mesa - Glen St (part of Lump Sum CAL104)										
Project Description: Glen St. from Lemon Ave ES to Alpine St - In La Mesa along Glen St. near Lemon Ave. ES, Construct curb, gutter, sidewalks, and pedestrian refuge islands; modify roadway signing, striping, and markings.										
Capacity Status: NCI Exempt Category: Air Quality - Bicycle and pedestrian facilities										
Est Total Cost: \$522										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SRTS	\$522	\$522								\$522
TOTAL	\$522	\$522								\$522

COMPLETED

MPO ID: LAM27		ADOPTION: 14-00								
Project Title: Rides4Neighbors (part of Lump Sum SAN58)										
Project Description: Services will be provided in various locations. - City of La Mesa - Volunteer Driver Transportation Service - develop, coordinate, and implement new service provide assistance for essential medial shopping needs										
Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance										
Est Total Cost: \$1,844										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - SS	\$804	\$804						\$804		
FTA 5317 - NF	\$560	\$560						\$560		
Local Funds	\$480	\$480						\$480		
TOTAL	\$1,844	\$1,844						\$1,844		

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Lemon Grove, City of

COMPLETED

MPO ID: LG19		ADOPTION: 14-00								
Project Title: Lemon Grove Trolley Plaza (part of Lump Sum V10)										
Project Description: From to -										
Capacity Status: NCI		Exempt Category: Mass Transit - Reconstruction or renovation of transit structures								
Est Total Cost: \$2,297										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - LSI	\$282	\$282								\$282
<i>TransNet</i> - LSI Carry Over	\$120	\$120						\$20		\$100
<i>TransNet</i> - SGIP	\$1,895	\$1,895								\$1,895
TOTAL	\$2,297	\$2,297						\$20		\$2,277

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

National City, City of

COMPLETED

MPO ID: CAL189		ADOPTION: 14-00									
Project Title:	National City - Coolidge Ave (part of Lump Sum CAL104)										
Project Description:	Coolidge Ave near Kimball ES - In National City on Coolidge Ave near Kimball ES, Install sidewalks, curb ramps, bulb-outs, crosswalks, and signing and striping enhancements.										
	Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$830											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
SRTS	\$730	\$730								\$730	
Local Funds	\$100	\$100								\$100	
TOTAL	\$830	\$830								\$830	

COMPLETED

MPO ID: NC14		ADOPTION: 14-00									
Project Title:	4th Street Community Corridor								<i>TransNet - LSI: CR</i>		
Project Description:	4th Street from Roosevelt Avenue to Harbison Avenue - traffic calming and pedestrian and bicycle safety/access enhancements from Roosevelt Avenue to Harbison Avenue										
	Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$405											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
<i>TransNet - LSI Carry Over</i>	\$405	\$405						\$405			
TOTAL	\$405	\$405						\$405			

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

North County Transit District

COMPLETED

MPO ID: NCTD29								ADOPTION: 14-00		
Project Title: Planning										
Project Description: NCTD Service area - local short range and other transit planning studies										
Capacity Status: NCI Exempt Category: Other - Non construction related activities										
Est Total Cost: \$1,812										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5307	\$1,385	\$1,385						\$1,385		
Local Funds	\$427	\$427						\$427		
TOTAL	\$1,812	\$1,812						\$1,812		

COMPLETED

MPO ID: NCTD34A								ADOPTION: 14-00		
Project Title: Expanded Transit Service (Senior Services)										
Project Description: NCTD service area - operating support for existing fixed route and rail transit service, including intercity bus and rural services										
Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance										
Est Total Cost: \$222										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - SS</i>	\$222	\$222						\$222		
TOTAL	\$222	\$222						\$222		

COMPLETED

MPO ID: NCTD40								ADOPTION: 14-00		
Project Title: Rail Station Improvements										
Project Description: NCTD service area - Coaster & Sprinter station improvements including platform extension; Convention Center/Padres stadium design; information display panel; electronic signage										
Capacity Status: NCI Exempt Category: Mass Transit - Reconstruction or renovation of transit structures										
Est Total Cost: \$6,148										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - MC</i>	\$1,230	\$1,230								\$1,230
FTA 5307	\$2,208	\$2,208								\$2,208
Local Funds	\$2,710	\$2,710								\$2,710
TOTAL	\$6,148	\$6,148								\$6,148

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Oceanside, City of

COMPLETED

MPO ID: CAL193		ADOPTION: 14-00								
Project Title: Oceanside - California St (part of Lump Sum CAL104)										
Project Description: California St from Lincoln MS to Palmquist ES - In Oceanside along California St. near Lincoln MS and Palmquist ES. Install traffic control devices and calming measures including popouts, a center median, and two radar speed feedback signs.										
Capacity Status: NCI Exempt Category: Air Quality - Bicycle and pedestrian facilities										
Est Total Cost: \$63										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SRTS	\$63	\$63								\$63
TOTAL	\$63	\$63								\$63

COMPLETED

MPO ID: O09		ADOPTION: 14-00								
Project Title: El Camino Real Bridge										
Project Description: At SR 78 - widen the bridge deck of El Camino Real over SR 78 approximately 10 feet to accomodate class 2 bicycle lanes - Design Phase										
Capacity Status: NCI Exempt Category: Air Quality - Bicycle and pedestrian facilities										
Est Total Cost: \$540										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$540	\$540						\$540		
TOTAL	\$540	\$540						\$540		

COMPLETED

MPO ID: O29		ADOPTION: 14-00								
Project Title: Oceanside Blvd. Transit Access & Beautification Project (part of Lump Sum V12)										
Project Description: From to - Improves the sidewalk and landscaping along Oceanside Boulevard, facilitating pedestrian access to transit stations and destinations. Project is located on the Oceanside Blvd. corridor between Interstate 5 and Crouch Street. - #1223038										
Capacity Status: NCI Exempt Category: Air Quality - Bicycle and pedestrian facilities										
Est Total Cost: \$450										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - BPNS	\$400	\$400								\$400
Local Funds	\$50	\$50								\$50
TOTAL	\$450	\$450								\$450

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Oceanside, City of

COMPLETED

MPO ID: O31		ADOPTION: 14-00								
Project Title:		North Coast Transit Station Bike Station Project (part of Lump Sum V12)								
Project Description:		From to - A 200 sq. ft. bike station for 30 bicycles to provide secure, indoor bike parking, which bicyclists can access 24 hours a day, 7 days a week. Project is located at the North Coast Transit Station (205 South Tremont Street, Oceanside). - #1223040								
Capacity Status:		NCI Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$117										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - BPNS	\$100	\$100								\$100
Local Funds	\$17	\$17								\$17
TOTAL	\$117	\$117								\$117

COMPLETED

MPO ID: O34		ADOPTION: 14-00								
Project Title:		Oceanside Senior Shuttle Program (part of Lump Sum SAN58)								
Project Description:		From to - provide seniors with the following transportation options: curb-to-curb taxi scrip subsidies, door-to-door shuttle services, and doorthrough-door volunteer driver services								
Capacity Status:		NCI Exempt Category: Mass Transit - Transit operating assistance								
Est Total Cost: \$233										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - SS	\$48	\$48						\$48		
FTA 5317 - NF	\$116	\$116						\$116		
Local Funds	\$69	\$69						\$69		
TOTAL	\$233	\$233						\$233		
*The match for federal funds in programmed in 13/14 for cash flow purposes										

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Poway, City of

COMPLETED

MPO ID: POW17		ADOPTION: 14-00								
Project Title:	13/14 Annual Street Reconstruction and Overlay Project							TransNet - LSI: CR		
Project Description:	Overlay Twin Peaks Rd from Woodcreek Rd to Community Rd - 13/14, Reconstruct High Pine St from Grimsley Av to East end - 13/14, Reconstruct Scripps Poway Pkwy at Kirkham Rd intersection - 13/14; Overlay Ridgedale Dr from Poway Rd to Robison Blvd - 13/14; Localized arterial reconstruction on Camino Del Norte, Community Rd, and Midland Rd - 13/14; Reconstruct portions of Reo Real and Blanco St - 13/14 - Street Reconstruction and Overlay									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$600										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$600	\$600								\$600
TOTAL	\$600	\$600								\$600

DELETED

MPO ID: POW21		ADOPTION: 14-00								
Project Title:	Midland Rd Improvements									
Project Description:	Midland Rd from Hilleary Pl to Scots Wy - In Poway on Midland Road between Scots Way and Hilleary Place, construct roadway transition from 4-lane to 2-lane roadway including sidewalk and drainage improvements.									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$0										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TOTAL										

COMPLETED

MPO ID: POW22		ADOPTION: 14-00								
Project Title:	Poway Rd Corridor Study							TransNet - LSI: CR		
Project Description:	Poway Rd from Oak Knoll Rd to Garden Rd - In Poway on Poway Road between Oak Knoll Road and Garden Road, prepare a corridor study including complete streets traffic/transportation, land use, and economic analyses to update Poway Road Specific Plan									
Capacity Status: NCI		Exempt Category: Safety - Non signalization traffic control and operating								
Est Total Cost: \$350										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$350	\$350						\$350		
TOTAL	\$350	\$350						\$350		

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Poway, City of

COMPLETED

MPO ID: POW26		ADOPTION: 14-00								
Project Title:	Street Maintenance Project							<i>TransNet - LSI: Maint</i>		
Project Description:	ZONE 3 12/13, ZONE 4 13/14 - street Maintenance project; construct slurry and CAPE seals on City Streets on an annually rotating zones									
Capacity Status:	NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$1,341										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - LSI</i>	\$804	\$804								\$804
<i>TransNet - LSI Carry Over</i>	\$537	\$537								\$537
TOTAL	\$1,341	\$1,341								\$1,341

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego Association of Governments

COMPLETED

MPO ID: SAN13		ADOPTION: 14-00								
Project Title: Joint Transit Operations Center		SANDAG ID: 1142600								
Project Description: Regionwide - operations facility/control center to coordinate and integrate several Intelligent Transportation System (ITS) deployments; part of ITS regional architecture		EARMARK NO: E2008-BUSP-0111								
Capacity Status: NCI		Exempt Category: Mass Transit - Construction or renovation of power, signal, and communications systems								
Est Total Cost: \$2,631										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - H	\$526	\$526								\$526
FTA 5309 (Bus)	\$2,105	\$2,105								\$2,105
TOTAL	\$2,631	\$2,631								\$2,631

COMPLETED

MPO ID: SAN19		ADOPTION: 14-00								
Project Title: GARVEE Debt Service		RTP PG NO: A-5								
Project Description: From SR 56 to Centre City Pkwy - Debt service for issue of GARVEE bonds for the I-15 ML (CAL18) project										
RT:15 Capacity Status: NCI		Exempt Category: Other - Non construction related activities								
Est Total Cost: \$216,448										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
STIP-IIP NHS GARVEE	\$53,823	\$53,823						\$53,823		
STIP-RIP NHS GARVEE	\$162,625	\$162,625						\$162,625		
TOTAL	\$216,448	\$216,448						\$216,448		

COMPLETED

MPO ID: SAN23A		ADOPTION: 14-00								
Project Title: Mid-Coast Light Rail Transit - PE Only		RTP PG NO: A-5								
Project Description: From Old Town Transit Center to University City - PE for 11-mile trolley line with new transit stations proposed at Tecolote Road, Clairemont Drive, Balboa Avenue, University Center Lanes, UCSD West, UCSD East, Executive Drive, and the UTC transit center										
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$25,104										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$2,729	\$2,729						\$2,729		
TransNet - Transit	\$164	\$164						\$164		
FTA 5307	\$129	\$129						\$129		
FTA 5309 (NS)	\$8,010	\$8,010						\$8,010		
PTA	\$72	\$72						\$72		
STIP-RIP State Cash	\$4,000	\$4,000						\$4,000		
TCRP	\$10,000	\$10,000						\$10,000		
TOTAL	\$25,104	\$25,104						\$25,104		

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego Association of Governments

DELAYED

MPO ID: SAN55		ADOPTION: 14-00								
Project Title: Bus & Fixed Guideway Support Equipment and Facilities 114-00 / 124-00										
Project Description: MTS service area - provide for support equipment and facilities work related to bus and rail operations such as roof renovations, shop equipment, Light Rail Vehicle (LRV) car wash replacement, building repairs, Intelligent Transportation infrastructure, servers, and storage, non-revenue vehicles, and safety and security equipment										
Capacity Status: NCI		Exempt Category: Mass Transit - Purchase of office, shop and operating equipment for existing facilities								
Est Total Cost: \$1,806										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5307	\$1,445	\$1,445								\$1,445
TDA	\$361	\$361								\$361
TOTAL	\$1,806	\$1,806								\$1,806

COMPLETED

MPO ID: SAN63		ADOPTION: 14-00								
Project Title: Bus and Fixed Guideway Stations Stops and Terminals 113-00 / 123-00		SANDAG ID: 1095400								
Project Description: MTS service area - provide for station stops and terminals including construction, rehabilitation, equipment, and support items (station platform)										
Capacity Status: NCI		Exempt Category: Mass Transit - Construction of small passenger shelters and information kiosks								
Est Total Cost: \$1,378										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5307	\$910	\$910								\$910
FTA 5309 (Bus)	\$113	\$113								\$113
FTA 5309 (FG)	\$80	\$80								\$80
Local Funds	\$131	\$131								\$131
TDA	\$144	\$144								\$144
TOTAL	\$1,378	\$1,378								\$1,378

COMPLETED

MPO ID: SAN68		ADOPTION: 14-00								
Project Title: Vehicle Assist and Automation/Bus on Shoulder Service		SANDAG ID: 1280507								
Project Description: Between Chula Vista and Sorrento Valley along I-805 corridor - new buses equipped with lane-keeping and adaptive cruise control technology; freeway median lane restriping and signing - no additional lanes										
Capacity Status: NCI		Exempt Category: Other - Non construction related activities								
Est Total Cost: \$18,229										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - MC	\$229	\$229						\$209		\$20
FTA 5309 (Bus)	\$15,000	\$15,000						\$660		\$14,340
ITS	\$3,000	\$3,000						\$3,000		
TOTAL	\$18,229	\$18,229						\$3,869		\$14,360

Friday, August 22, 2014

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego Association of Governments

COMPLETED

MPO ID: SAN70		ADOPTION: 14-00								
Project Title: for Jewish Family Services - Volunteer Driver Transportation/Rides and Smiles (part of Lump Sum SAN58)										
Project Description: countywide - volunteer driver program that offers personal transportation to seniors and disabled										
Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance										
Est Total Cost: \$688										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - SS	\$381	\$381						\$381		
FTA 5317 - NF	\$216	\$216						\$216		
Local Funds	\$91	\$91						\$91		
TOTAL	\$688	\$688						\$688		

COMPLETED

MPO ID: SAN74		ADOPTION: 14-00								
Project Title: Escondido Bus Rapid Transit		SANDAG ID: 1143300								
Project Description: Route 350, a six-mile local bus route in the City of Escondido - improvements include bus stop consolidation and enhancements, queue jumper, and transit signal priority; improve transit travel times and reliability										
Capacity Status: NCI Exempt Category: Mass Transit - Reconstruction or renovation of transit structures										
Est Total Cost: \$4,301										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$4,301	\$4,301						\$1,425		\$2,876
TOTAL	\$4,301	\$4,301						\$1,425		\$2,876
*STIP/SLPP for TransNet exchange										

COMPLETED

MPO ID: SAN91		ADOPTION: 14-00								
Project Title: for Redwood Elderlink (part of Lump Sum SAN84)										
Project Description: in Escondido - Out & About in Escondido providing seniors with medical and shopping related trips										
Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance										
Est Total Cost: \$316										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - SS	\$253	\$253						\$253		
Local Funds	\$63	\$63						\$63		
TOTAL	\$316	\$316						\$316		

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego Association of Governments

COMPLETED

MPO ID: SAN115		ADOPTION: 14-00								
Project Title: San Onofre to Pulgas Double Track		SANDAG ID: 1144200								
Project Description: From CP at San Onofre MP 212 to CP Pulgas at MP 218.1 - design a passing track on the LOSSAN Corridor; this project will provide 5.8 miles of second main track and will include signals, retaining walls and bridge replacements and a universal crossover near CP San Onofre - does not add additional transit service; CON funding for Phase 1 only										
Capacity Status: NCI		Exempt Category: Mass Transit - Track rehabilitation in existing right of way								
Est Total Cost: \$37,696										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
RSTP	\$299	\$299						\$299		
Prop 1B - Intercity Rail	\$30,000	\$30,000						\$3,146		\$26,854
STIP-IIP AC	\$7,397	\$7,397						\$4,200		\$3,197
TOTAL	\$37,696	\$37,696						\$7,645		\$30,051

COMPLETED

MPO ID: SAN121		ADOPTION: 14-00								
Project Title: Carlsbad Double Track (part of Lump Sum SAN114)		SANDAG ID: 1239804								
Project Description: In Carlsbad from CP Carl at MP 229.5 to CP Farr at MP 231.4 - design 1.9 miles of second main track including signals, a new bridge over Aqua Hediona Lagoon and a universal crossover near CP Farr										
Capacity Status: NCI		Exempt Category: Mass Transit - Reconstruction or renovation of transit structures								
Est Total Cost: \$20,200										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$300	\$300						\$300		
AMTRAK	\$18,900	\$18,900						\$18,900		
TCRP	\$1,000	\$1,000						\$1,000		
TOTAL	\$20,200	\$20,200						\$20,200		

COMPLETED

MPO ID: SAN125		ADOPTION: 14-00								
Project Title: FTA Section 5310 Elderly and Disabled Transit Program										
Project Description: San Diego County - purchase of modified vans/buses by various non-profit organizations for purposes of transporting elderly and disabled..										
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: \$5,594										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5310	\$5,469	\$5,469								\$5,469
Local Funds	\$125	\$125								\$125
TOTAL	\$5,594	\$5,594								\$5,594

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego Association of Governments

COMPLETED

MPO ID: SAN139		ADOPTION: 14-00								
Project Title:		FACT MedAccessRide (part of Lump Sum SAN179)								
Project Description:		In North County Inland and North County Coastal areas - expand mobility management services by purchasing an accessible vehicle to provide medical transportation for persons with disabilities beyond the service area covered by ADA paratransit								
Capacity Status:		NCI Exempt Category: Mass Transit - Purchase of support vehicles								
Est Total Cost: \$418										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - SS	\$65	\$65						\$65		
FTA 5317 - NF	\$325	\$325						\$325		
TDA	\$28	\$28						\$28		
TOTAL	\$418	\$418						\$418		

COMPLETED

MPO ID: SAN140		ADOPTION: 14-00								
Project Title:		FACT MedRide (part of Lump Sum SAN58)								
Project Description:		From to - provide transportation to seniors for accessing medical services (non-emergency) only, and will include regions in San Diego County that do not have adequate medical transportation options for seniors								
Capacity Status:		NCI Exempt Category: Mass Transit - Transit operating assistance								
Est Total Cost: \$500										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - SS	\$400	\$400						\$400		
FTA 5317 - NF	\$100	\$100						\$100		
TOTAL	\$500	\$500						\$500		

COMPLETED

MPO ID: SAN143		ADOPTION: 14-00								
Project Title:		Redwood Senior Nutrition Program (part of Lump Sum SAN84)								
Project Description:		From to - provide transportation under Redwood Senior Homes and Services Senior Nutrition Program								
Capacity Status:		NCI Exempt Category: Mass Transit - Transit operating assistance								
Est Total Cost: \$154										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - SS	\$30	\$30						\$30		
Local Funds	\$124	\$124						\$124		
TOTAL	\$154	\$154						\$154		

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego Association of Governments

COMPLETED

MPO ID: SAN145		ADOPTION: 14-00								
Project Title:	Encinitas Grade-Separated Pedestrian Crossing							SANDAG ID: 1143800		
Project Description:	Along LOSSAN railroad (Mile Post 235.1 to 239.5) from La Costa Avenue to Chesterfield Drive - design, engineering and environmental clearance for four pedestrian crossings to provide safe pedestrian movement; construction of Phase I at Santa Fe Drive									
	Capacity Status: NCI		Exempt Category: Safety - Railroad/highway crossing							
Est Total Cost: \$5,941										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - BPNS	\$200	\$200								\$200
<i>TransNet</i> - MC	\$2,752	\$2,752								\$2,752
STIP-IIP AC	\$1,248	\$1,248								\$1,248
TCRP	\$491	\$491						\$491		
Local Funds	\$1,250	\$1,250						\$322		\$928
TOTAL	\$5,941	\$5,941						\$813		\$5,128
*Formally ENC32										

COMPLETED

MPO ID: SAN150		ADOPTION: 14-00								
Project Title:	Regional Bike Plan Program Implementation (part of Lump Sum V12)							SANDAG ID: 33006		
Project Description:	Various - implement the programs listed in Chapter 4 of the Regional Bicycle Plan - improve mobility, provide travel choices, and improve public health by increasing the mode share for walking and bicycling trips									
	Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$1,204										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - BPNS	\$1,204	\$1,204						\$1,204		
TOTAL	\$1,204	\$1,204						\$1,204		

COMPLETED

MPO ID: SAN159		ADOPTION: 14-00								
Project Title:	Bicycle Facilities - Normal Heights to Balboa Park (part of Lump Sum V12)							SANDAG ID: 1223021		
Project Description:	From Wightman/Swift in SD to City Heights and North Park to Park Blvd/Village Pl in Balboa Park - planning and PE to construct class II and III bike facilities									
	Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$3										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - BPNS	\$3	\$3						\$3		
TOTAL	\$3	\$3						\$3		

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego Association of Governments

COMPLETED

MPO ID: SAN164		ADOPTION: 14-00								
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									
	Capacity Status: NCI		Exempt Category: Mass Transit - Reconstruction or renovation of transit structures							
Est Total Cost: \$908										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5307	\$726	\$726						\$726		
TDA	\$182	\$182						\$182		
TOTAL	\$908	\$908						\$908		

COMPLETED

MPO ID: SAN168		ADOPTION: 14-00								
Project Title:	FACT Mobility Management (part of Lump Sum SAN179)									
Project Description:	From to - maintain FACT's existing mobility management services throughout San Diego County									
	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: \$737										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - SS	\$94	\$94						\$94		
FTA 5317 - NF	\$580	\$580						\$580		
TDA	\$63	\$63						\$63		
TOTAL	\$737	\$737						\$737		

COMPLETED

MPO ID: SAN169		ADOPTION: 14-00								
Project Title:	Regional Bikeway Program PE (part of Lump Sum V12)							SANDAG ID: 1223025		
Project Description:	county-wide - develop cost estimates and perform PE for bikeway EAP									
	Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$350										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - BPNS	\$350	\$350						\$350		
TOTAL	\$350	\$350						\$350		

COMPLETED

MPO ID: SAN175		ADOPTION: 14-00								
Project Title:	BL Substation Roofs (part of Lump Sum SAN66)							SANDAG ID: 1210060		
Project Description:	From to - replace 17 substation roofs and relays									
	Capacity Status: NCI		Exempt Category: Mass Transit - Reconstruction or renovation of transit structures							
Est Total Cost: \$3										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - MC	\$3	\$3						\$3		
TOTAL	\$3	\$3						\$3		

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego Association of Governments

COMPLETED

MPO ID: SAN177A		ADOPTION: 14-00								
Project Title: Alpha Project for the Homeless (part of Lump Sum SAN97A)										
Project Description: Operating assistance - to provide transportation services to residents in the Casa Raphael substance abuse treatment program in the City of Vista										
Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance										
Est Total Cost: \$208										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5316 - JARC	\$104	\$104						\$104		
Local Funds	\$104	\$104						\$104		
TOTAL	\$208	\$208						\$208		

COMPLETED

MPO ID: SAN178		ADOPTION: 14-00								
Project Title: Palomar Pomerado North County Health Development (part of Lump Sum SAN58)										
Project Description: From to - Operating assistance to provide critically needed transportation services for patients in the Wound Care Center (WCC) program..										
Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance										
Est Total Cost: \$94										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5317 - NF	\$94	\$94						\$94		
TOTAL	\$94	\$94						\$94		

COMPLETED

MPO ID: SAN180		ADOPTION: 14-00								
Project Title: FACT (part of Lump Sum SAN179)										
Project Description: From to - Capital Assistance for new expansion of Non-Urbanized Area Brokerage Shuttle Program; purchase of 2 accesible shuttle vans, 2 base stations, 2 mobile radios and 2 glove/filling compartments; vehicles will be used to provide accessible transportation outside of the 3/4 mile radius from fixed route service.										
Capacity Status: NCI Exempt Category: Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet										
Est Total Cost: \$92										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5317 - NF	\$92	\$92						\$92		
TOTAL	\$92	\$92						\$92		

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego Association of Governments

COMPLETED

MPO ID: SAN181		ADOPTION: 14-00								
Project Title:	San Diego County's One-Call/One-Click Partnership Project							SANDAG ID: 3321100		
Project Description:	will improve accessibility through enhanced directory of resources, a one-click transportation web site, 24/7 live telephone service, a free mobile transportation application for smart phones and construction of at least 20 interactive transportation kiosks - capital grant for Veterans Transportation Community Living Initiative II							EARMARK NO: D2011-NATR-001, D2012-BUSP-001		
Capacity Status: NCI		Exempt Category: Mass Transit - Construction or renovation of power, signal, and communications systems								
Est Total Cost: \$2,125										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5309 (Bus)	\$2,000	\$2,000								\$2,000
FTA 5312 - NRTP	\$50	\$50								\$50
Local Funds	\$75	\$75								\$75
TOTAL	\$2,125	\$2,125								\$2,125

COMPLETED

MPO ID: SAN184		ADOPTION: 14-00								
Project Title:	San Ysidro Health Center (SYHC) (part of Lump Sum SAN58)									
Project Description:	From to - SYHC's Transportation Operations Program will provide registered SYHC patients round-trip, demand response shuttle services to non-emergency primary care, specialty care and social service appointments. The program will also provide shuttle services for scheduled "health and wellbeing" trips, such as trips to pharmacies, recreational outings and grocery trips for disabled and elderly patients									
Capacity Status: NCI		Exempt Category: Mass Transit - Transit operating assistance								
Est Total Cost: \$92										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5317 - NF	\$46	\$46						\$46		
Local Funds	\$46	\$46						\$46		
TOTAL	\$92	\$92						\$92		

COMPLETED

MPO ID: SAN185		ADOPTION: 14-00								
Project Title:	FACT - RideFact (part of Lump Sum SAN58)									
Project Description:	From to - Provide a "one stop" transportation solution for seniors and persons with disabilities to reach medical appointments and other related services – operating trip reimbursement									
Capacity Status: NCI		Exempt Category: Mass Transit - Transit operating assistance								
Est Total Cost: \$250										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - SS	\$125	\$125						\$125		
FTA 5317 - NF	\$125	\$125						\$125		
TOTAL	\$250	\$250						\$250		

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego Association of Governments

COMPLETED

MPO ID: SAN187		ADOPTION: 14-00								
Project Title: International Rescue Committee (IRC) (part of Lump Sum SAN186)										
Project Description: From to - Mobility management - Ride2Work capital purchases										
Capacity Status: NCI		Exempt Category: Mass Transit - Purchase of office, shop and operating equipment for existing facilities								
Est Total Cost: \$121										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5316 - JARC	\$97	\$97						\$97		
Local Funds	\$24	\$24						\$24		
TOTAL	\$121	\$121						\$121		

COMPLETED

MPO ID: SAN188		ADOPTION: 14-00								
Project Title: International Rescue Committee (IRC) (part of Lump Sum SAN97A)										
Project Description: From to - Operating funds for Ride2Work										
Capacity Status: NCI		Exempt Category: Mass Transit - Transit operating assistance								
Est Total Cost: \$66										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5316 - JARC	\$33	\$33						\$33		
Local Funds	\$33	\$33						\$33		
TOTAL	\$66	\$66						\$66		

COMPLETED

MPO ID: SAN189		ADOPTION: 14-00								
Project Title: St. Madeline Sophie's Center (SMSC) (part of Lump Sum SAN186)										
Project Description: From to - Capital purchases to purchase of four paratransit vehicles										
Capacity Status: NCI		Exempt Category: Mass Transit - Purchase of office, shop and operating equipment for existing facilities								
Est Total Cost: \$243										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5316 - JARC	\$194	\$194						\$194		
Local Funds	\$49	\$49						\$49		
TOTAL	\$243	\$243						\$243		

COMPLETED

MPO ID: SAN190		ADOPTION: 14-00								
Project Title: St. Madeline Sophie's Center (SMSC) (part of Lump Sum SAN97A)										
Project Description: From to - Operating funds for volunteer driver program										
Capacity Status: NCI		Exempt Category: Mass Transit - Transit operating assistance								
Est Total Cost: \$384										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5316 - JARC	\$192	\$192						\$192		
Local Funds	\$192	\$192						\$192		
TOTAL	\$384	\$384						\$384		

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego Association of Governments

COMPLETED

MPO ID: SAN191		ADOPTION: 14-00								
Project Title: Alpha Project for the Homeless (part of Lump Sum SAN84)										
Project Description: From to - project will build on Alpha Project's existing transportation service for low-income seniors and other special needs populations										
Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance										
Est Total Cost: \$250										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - SS	\$195	\$195						\$195		
Local Funds	\$55	\$55						\$55		
TOTAL	\$250	\$250						\$250		

COMPLETED

MPO ID: SAN209		ADOPTION: 14-00								
Project Title: Jewish Family Service of San Diego (part of Lump Sum SAN97A)										
Project Description: From to - Operating Assistance for Ways to Work										
Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance										
Est Total Cost: \$50										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5316 - JARC	\$25	\$25						\$25		
Local Funds	\$25	\$25						\$25		
TOTAL	\$50	\$50						\$50		

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego County

COMPLETED

MPO ID: CNTY14		ADOPTION: 14-00								
Project Title: South Santa Fe Avenue North									RTP PG NO: A-30	
Project Description: South Santa Fe Avenue from Montgomery Dr to 700 ft South of Woodland Ave - Vista City limits to 700 feet south of Woodland - reconstruct and widen from 2 to 4 lanes including bicycle lane									RAS (4-75)	
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$22,673		Open to Traffic: Dec 2012								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - H	\$8,836	\$8,836						\$500	\$8,336	
TransNet - H (78)	\$4,513	\$4,512						\$3,670	\$843	
TransNet - L	\$611	\$611						\$12		\$599
TransNet - L (Cash)	\$671	\$671						\$671		
TransNet - LSI	\$2,563	\$2,563						\$12		\$2,551
TransNet - LSI (Cash)	\$9	\$9								\$9
TransNet - LSI Carry Over	\$5,270	\$5,270							\$300	\$4,970
Local Funds	\$200	\$200							\$200	
TOTAL	\$22,673	\$22,672						\$4,865	\$9,679	\$8,129

DELAYED

MPO ID: CNTY38		ADOPTION: 14-00								
Project Title: Rancho Santa Fe Roundabouts									TransNet - LSI: CR	
Project Description: At intersections of Via De La Valle/Paseo Delicias, El Montevideo/Paseo Delicias/La Valle Plateada, and El Camino Del Norte/El Escondido Del Dios Highway - in Rancho Santa Fe, replace existing stop sign control with roundabouts at several intersections including Americans with Disabilities Act (ADA) compliant pathways to accommodate bicycles in the traffic lane or on walked on the pedestrian paths										
Capacity Status: NCI		Exempt Category: Other - Interchange reconfiguration projects								
Est Total Cost: \$622										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$516	\$516						\$512	\$4	
TransNet - LSI (Cash)	\$10	\$10						\$10		
RSTP	\$96	\$96						\$96		
TOTAL	\$622	\$622						\$618	\$4	

DELAYED

MPO ID: CNTY42		ADOPTION: 14-00								
Project Title: Otay Mesa Road Widening									RAS (TA 4-72)	
Project Description: Otay Mesa Road from Van Center to Enrico Fermi Drive - future widening of Otay Mesa Rd									TransNet - LSI: CR	
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$22										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$20	\$20						\$20		
TransNet - LSI (Cash)	\$2	\$2						\$2		
TOTAL	\$22	\$22						\$22		

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego County

DELAYED

MPO ID: CNTY66		ADOPTION: 14-00								
Project Title:	Lonestar Road						EARMARK NO: CA475			
Project Description:	Lonestar Road from Alta Road to SR 125 - in Otay, future construction of 4-lane Major Road (Alta Road to Enrico Fermi Drive) and 6-lane Prime Arterial (Enrico Fermi Drive to SR125) with bike lanes and sidewalks						RAS (TA 4-74) TransNet - LSI: CR			
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$727										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$283	\$283						\$283		
TransNet - LSI (Cash)	\$44	\$44						\$44		
HPP	\$400	\$400						\$400		
TOTAL	\$727	\$727						\$727		

COMPLETED

MPO ID: CNTY76		ADOPTION: 14-00								
Project Title:	Jamacha Blvd (Phase 1 and 2)						RTP PG NO: A-31			
Project Description:	Jamacha Blvd from Omega St to Sweetwater Springs Blvd - in unincorporated Spring Valley, the current funds programmed are for Phase 1 - between Omega Street and Spring Valley Glen, widen from two lane to four lane roadway with bicycle and pedestrian improvements						TransNet - LSI: CR			
Capacity Status: CI		Exempt Category: Non-Exempt								
Est Total Cost: \$7,038 Open to Traffic: Phase 1: Apr 2011 Phase 2: Jun 2012										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$2,181	\$2,181								\$2,181
TransNet - LSI (Cash)	\$220	\$220								\$220
TransNet - LSI Carry Over	\$1,983	\$1,983								\$1,983
Local Funds	\$2,654	\$2,654								\$2,654
TOTAL	\$7,038	\$7,038								\$7,038

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego Metropolitan Transit System

COMPLETED

MPO ID: MTS29		ADOPTION: 14-00								
Project Title: Bus and Fixed Guideways Station Stops and Terminals										
Project Description: MTS service area - maintenance, improvements, upgrades, and retrofits of bus and trolley stations and stops throughout the San Diego area										
Capacity Status: NCI Exempt Category: Mass Transit - Reconstruction or renovation of transit structures										
Est Total Cost: \$6,686										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5307	\$944	\$944								\$944
FTA 5309 (Bus)	\$347	\$347								\$347
FTA 5309 (FG)	\$528	\$528								\$528
FTA 5311	\$39	\$39								\$39
Prop 1B Transit Sec Grant Prg	\$1,008	\$1,008								\$1,008
STA	\$1,010	\$1,010								\$1,010
Local Funds	\$137	\$137								\$137
TDA	\$2,673	\$2,673								\$2,673
TOTAL	\$6,686	\$6,686								\$6,686

COMPLETED

MPO ID: MTS43		ADOPTION: 14-00								
Project Title: JARC Operations										
Project Description: Funding will support routes 30, 932, 955, 929, 967, 968, 905 and 960 - transit operating assistance to fund transportation plan to mitigate transit service deficiencies identified in the Welfare-to-Work transit study and the San Diego regional transportation plan										
Capacity Status: NCI Exempt Category: Mass Transit - Transit operating assistance										
Est Total Cost: \$10,802										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5316 - JARC	\$3,676	\$3,676						\$3,676		
TDA	\$7,126	\$7,126						\$7,126		
TOTAL	\$10,802	\$10,802						\$10,802		

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego, City of

COMPLETED

MPO ID: SD01		ADOPTION: 14-00								
Project Title:	Alvarado Canyon Road Realignment							TransNet - LSI: CR		
Project Description:	Alvarado Canyon Road from Fairmount Ave./Camino del Rio N to Fairmount Ave./Mission Gorge Road - in San Diego, roadway realignment and improvements to include traffic signal modifications to improve traffic flow at the interchange of I-8, Fairmount Avenue and Mission Gorge Road. (CIP: 52-713.0)									
Capacity Status:	NCI		Exempt Category: Other - Intersection signalization projects							
Est Total Cost: \$1,550										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$450	\$450						\$450		
TransNet - LSI	\$100	\$100						\$100		
Local Funds	\$1,000	\$1,000						\$1,000		
TOTAL	\$1,550	\$1,550						\$1,550		

COMPLETED

MPO ID: SD06		ADOPTION: 14-00								
Project Title:	Aldine Drive and Fairmont Avenue Slope Restoration							RAS (TA 4-71)		
Project Description:	Fairmont Avenue between Meade Avenue and Aldine Drive, Aldine Drive between Fairmont Avenue and Adams Avenue - in San Diego, provides for road restoration and slope stability improvements for the purpose of improving capacity impeding conditions as a result of slope failure and related drainage conditions (CIP 52-592.0, S-00865)							TransNet - LSI: CR		
Capacity Status:	NCI		Exempt Category: Safety - Guardrails, median barriers, crash cushions							
Est Total Cost: \$3,733										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$500	\$500						\$300		\$200
TransNet - LSI	\$2,123	\$2,123								\$2,123
Local Funds	\$1,110	\$1,110								\$1,110
TOTAL	\$3,733	\$3,733						\$300		\$3,433

COMPLETED

MPO ID: SD31		ADOPTION: 14-00								
Project Title:	Carmel Valley Road							RAS (TA 4-70)		
Project Description:	Carmel Valley Road from 300 feet east of Portofino Drive to Via Mar Valle (Del Mar limit) - in San Diego, modify existing 2-lane collector street by adding Class II bike path (CIP 52-517.0, S-00859)							TransNet - LSI: CR		
Capacity Status:	NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$6,041										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$5,197	\$5,197								\$5,197
TransNet - LSI	\$170	\$170								\$170
TransNet - LSI Carry Over	\$112	\$112								\$112
Local Funds	\$562	\$562								\$562
TOTAL	\$6,041	\$6,041								\$6,041

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego, City of

COMPLETED

MPO ID: SD92		ADOPTION: 14-00									
Project Title:	Streetscape Improvement Projects								TransNet - LSI: CR		
Project Description:	Golden Hill Improvement on Beech/Fern/30th (37-224), Washington Street from San Diego Ave. to Front St.; and on Goldfinch St. from University Ave. to Ft. Stockton (39-216), Hillcrest Improvements on University Ave. from 10th to Park; and on Normal Street from University to Washington (39-213), North Park/University Avenue Improvements (39-207), Azalea Park area - on Poplar Street at Fairmount Avenue and Poplar Street at Tulip Street(39-086.0/39-086.1) S00699/S00700 - in San Diego, installation of new medians for vehicular and pedestrian safety as well as new sidewalks with curb ramps and curb extensions; install median for safety improvements including pop-outs for safer pedestrian crossing of the intersection										
Capacity Status: NCI		Exempt Category: Other - Transportation enhancement activities									
Est Total Cost: \$3,920											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - L	\$30	\$30									\$30
TransNet - LSI	\$210	\$210						\$50			\$160
TransNet - LSI Carry Over	\$60	\$60									\$60
Local Funds	\$3,620	\$3,620									\$3,620
TOTAL	\$3,920	\$3,920						\$50			\$3,870

DELAYED

MPO ID: SD122		ADOPTION: 14-00									
Project Title:	SR 56 Bike Path; Interchange at Black Mountain Road (part of Lump Sum V12)								RAS (TA 4-70)		
Project Description:	SR 56 at various locations, including Black Mountain Road - In San Diego along State Route 56 at various locations, including Black Mountain Road, grade separation for path. (CIP 58-171.0 / S00955)										
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities									
Est Total Cost: \$10,671											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - B	\$1,124	\$1,124									\$1,124
Local Funds	\$9,547	\$9,547						\$1,750			\$7,797
TOTAL	\$10,671	\$10,671						\$1,750			\$8,921

COMPLETED

MPO ID: SD125		ADOPTION: 14-00									
Project Title:	Park Boulevard-Harbor Drive Rail Grade Separation								RAS (TA 4-72)		
Project Description:	Park Boulevard from Harbor Drive to Harbor Drive - rail grade separation										
Capacity Status: NCI		Exempt Category: Safety - Railroad/highway crossing									
Est Total Cost: \$27,835											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
HPP	\$2,519	\$2,519									\$2,519
Prop 1B - HRCSA	\$6,000	\$6,000									\$6,000
Local Funds	\$19,316	\$19,316						\$2,766			\$16,550
TOTAL	\$27,835	\$27,835						\$2,766			\$25,069

Friday, August 22, 2014

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego, City of

COMPLETED

MPO ID: SD130		ADOPTION: 14-00								
Project Title:	Skyline Drive - 58th Street to Sears Avenue	EARMARK NO: CA574/2479								
Project Description:	Skyline Drive from 58th St. to Sears Avenue - Skyline Drive from 58th Street to Sears Avenue - in San Diego, installation of new medians for safety improvements, intersection lighting, traffic signal upgrades and other street improvements to enhance pedestrian and vehicular movement (CIP 52-763.0) (WBS# S-00912)	TransNet - LSI: CR								
Capacity Status:	NCI	Exempt Category: Other - Intersection channelization projects								
Est Total Cost: \$3,430										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$305	\$305						\$305		
TransNet - LSI	\$400	\$400								\$400
TransNet - LSI Carry Over	\$1,600	\$1,600								\$1,600
HPP	\$800	\$800								\$800
Local Funds	\$325	\$325								\$325
TOTAL	\$3,430	\$3,430						\$305		\$3,125

COMPLETED

MPO ID: SD136		ADOPTION: 14-00								
Project Title:	Ocean Beach Bike Path/Hotel Circle North Bikeway Design	TransNet - LSI: CR								
Project Description:	Ocean Beach east to Hotel Circle along south side of San Diego River - design class I bike path (581560/S00949)									
Capacity Status:	NCI	Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$479										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$50	\$50						\$50		
TransNet - LSI Carry Over	\$429	\$429								\$429
TOTAL	\$479	\$479						\$50		\$429

COMPLETED

MPO ID: SD150		ADOPTION: 14-00								
Project Title:	Washington/Goldfinch Intersection Pedestrian Improvement (part of Lump Sum V04)	TransNet - LSI: CR								
Project Description:	Washington Street from Goldfinch to Ft Stockton - In San Diego at Washington and Goldfinch install enhanced crosswalks/sidewalks, popouts, lighted bollards, trees, shrubs, ground cover, transit shelter, bike racks (S-00703)									
Capacity Status:	NCI	Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$20										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI Carry Over	\$20	\$20								\$20
TOTAL	\$20	\$20								\$20

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego, City of

COMPLETED

MPO ID: SD168		ADOPTION: 14-00								
Project Title:	Public Roads Supporting Park Access							<i>TransNet - LSI: CR</i>		
Project Description:	Ocean Beach Gateway Project - In San Diego at various locations citywide - provide funding for public roadways that support park access (S00660/S01057); Transnet Extension funds (R-306696, dated March 18, 2011) authorized the use of this budget for the North Ocean Beach Gateway project (S01057) for the roadway related work and will be used to demolish and construct sidewalks, curb and gutter, and accessible curb ramps along West Point Loma Boulevard and Sunset Cliffs Boulevard									
Capacity Status: NCI		Exempt Category: Other - Transportation enhancement activities								
Est Total Cost: \$282										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - L</i>	\$250	\$250						\$250		
<i>TransNet - LSI Carry Over</i>	\$32	\$32								\$32
TOTAL	\$282	\$282						\$250		\$32

COMPLETED

MPO ID: SD178		ADOPTION: 14-00								
Project Title:	Pershing Drive/Redwood Street Intersection							<i>TransNet - LSI: CR</i>		
Project Description:	At Pershing and Redwood Street - in San Diego, install permanent traffic roundabout improvement to replace stop signs at the controlled intersection; roundabouts provide continuous flow and reduce delay; congestion is reduced because vehicles will no longer stop and queue up at the stop signs: the improvements will promote and improve pedestrian safety at the intersection crossing (CIP 52-696.0)									
Capacity Status: NCI		Exempt Category: Other - Intersection channelization projects								
Est Total Cost: \$161										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - LSI Carry Over</i>	\$161	\$161								\$161
TOTAL	\$161	\$161								\$161

COMPLETED

MPO ID: SD184		ADOPTION: 14-00								
Project Title:	Saturn Boulevard Westside									
Project Description:	Saturn Blvd from Coronado to Grove - in San Diego, roadway reconstruction to include installation of new sidewalk, curb and gutter; new paving and retaining walls, drainage improvements (CIP 52-814.0,S-11028)									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$1,196										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$1,196	\$1,196						\$350		\$846
TOTAL	\$1,196	\$1,196						\$350		\$846

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego, City of

DELAYED

MPO ID: SD189		ADOPTION: 14-00								
Project Title:	Sea World Drive Widening and I- 5 Interchange Improvements							RTP PG NO: A-34		
Project Description:	Sea World Drive from Friars Road to Morena Boulevard - in San Diego, replace existing 4-lane bridge with an 8-lane bridge with new on/off ramps; widen approachways to add right turn lanes to improve access to I-5 (CIP 52-706.0)							RAS (TA 4-73)		
Capacity Status:	CI	Exempt Category: Non-Exempt								
Est Total Cost: \$9,263		Open to Traffic: Jul 2019								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$9,263	\$9,263						\$9,263		
	TOTAL	\$9,263	\$9,263					\$9,263		

COMPLETED

MPO ID: SD197		ADOPTION: 14-00								
Project Title:	Imperial Ave Bus Stop and Trolley Station Enhancements							RAS (TA 7-47)		
Project Description:	Imperial Ave from 61st Street to 62nd Street - Bus Shelter Improvements							TransNet - LSI: CR		
Capacity Status:	NCI	Exempt Category: Other - Bus terminals and transfer points								
Est Total Cost: \$315										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$315	\$315						\$150		\$165
	TOTAL	\$315	\$315					\$150		\$165

COMPLETED

MPO ID: SD201		ADOPTION: 14-00								
Project Title:	Mid-City SR15 BRT Station Area Planning Study (part of Lump Sum V10)									
Project Description:	From to -									
Capacity Status:	NCI	Exempt Category: Other - Engineering studies								
Est Total Cost: \$225										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - SGIP	\$225	\$225						\$225		
	TOTAL	\$225	\$225					\$225		

COMPLETED

MPO ID: SD202		ADOPTION: 14-00								
Project Title:	Chollas Triangle Master Plan (part of Lump Sum V10)									
Project Description:	From to -									
Capacity Status:	NCI	Exempt Category: Other - Engineering studies								
Est Total Cost: \$275										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - SGIP	\$275	\$275						\$275		
	TOTAL	\$275	\$275					\$275		

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego, City of

COMPLETED

MPO ID: SD203								ADOPTION: 14-00		
Project Title: Euclid and Market Village Master Plan (part of Lump Sum V10)										
Project Description: From to -										
Capacity Status: NCI Exempt Category: Other - Engineering studies										
Est Total Cost: \$400										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - SGIP	\$400	\$400						\$400		
TOTAL	\$400	\$400						\$400		

COMPLETED

MPO ID: SD204								ADOPTION: 14-00		
Project Title: Imperial Ave and Commerical St Corridor Plan (part of Lump Sum V10)										
Project Description: From to -										
Capacity Status: NCI Exempt Category: Other - Engineering studies										
Est Total Cost: \$400										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - SGIP	\$400	\$400						\$400		
TOTAL	\$400	\$400						\$400		

COMPLETED

MPO ID: SD206								ADOPTION: 14-00		
Project Title: Fourth Ave/Quince Pedestrian Crossing and Traffic Calming (part of Lump Sum V10)										
Project Description: From to -										
Capacity Status: NCI Exempt Category: Air Quality - Bicycle and pedestrian facilities										
Est Total Cost: \$314										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$83	\$83								\$83
<i>TransNet</i> - SGIP	\$231	\$231								\$231
TOTAL	\$314	\$314								\$314

COMPLETED

MPO ID: SD207								ADOPTION: 14-00		
Project Title: 4th and 5th Ave/Nutmeg Ped Crossing and Traffic Calming (part of Lump Sum V10)										
Project Description: From to -										
Capacity Status: NCI Exempt Category: Air Quality - Bicycle and pedestrian facilities										
Est Total Cost: \$646										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$69	\$69								\$69
<i>TransNet</i> - SGIP	\$577	\$577								\$577
TOTAL	\$646	\$646								\$646

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego, City of

COMPLETED

MPO ID: SD212		ADOPTION: 14-00								
Project Title: Holly Drive										
Project Description: Holly Drive from S Willie James Jones Avenue to South Euclid Ave - installation of curb, gutter, sidewalk, AC pavement, retaining walls, fences, curb ramps, driveways, on and off-site drainage, and traffic striping on Holly Drive between South Willie James Jones Avenue and South Euclid Avenue S-11033										
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$2,000										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - L (Cash)	\$140	\$140						\$140		
Local Funds	\$1,860	\$1,860								\$1,860
TOTAL	\$2,000	\$2,000						\$140		\$1,860

COMPLETED

MPO ID: SD213		ADOPTION: 14-00								
Project Title: Ruffin Road Bikeway (part of Lump Sum V12)		<i>TransNet</i> - LSI: CR								
Project Description: Ruffin Road from Kearny Villa Rd to Murphy Canyon Rd - construct 3.25 Miles of bike lane, and upgrade the existing Bike facility and bicycle loops (S-00959)										
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$177										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - L (Cash)	\$1	\$1								\$1
<i>TransNet</i> - LSI Carry Over	\$30	\$30								\$30
Local Funds	\$146	\$146								\$146
TOTAL	\$177	\$177								\$177

COMPLETED

MPO ID: SD214		ADOPTION: 14-00								
Project Title: Park Blvd./City College/San Diego High (part of Lump Sum V10)										
Project Description: From to - Pedestrian and Transit Access Improvement										
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$300										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - SGIP	\$300	\$300								\$300
TOTAL	\$300	\$300								\$300

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego, City of

COMPLETED

MPO ID: SD216								ADOPTION: 14-00		
Project Title: FY12 Asphalt Overlay Group II								TransNet - LSI: CR		
Project Description: Citywide (see list of specific locations) - program of pavement rehabilitation and reconstruction including overlays of one inch thick or greater										
Capacity Status: NCI								Exempt Category: Safety - Pavement resurfacing and/or rehabilitation		
Est Total Cost: \$2,755										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$38	\$38								\$38
TransNet - LSI Carry Over	\$2,717	\$2,717								\$2,717
TOTAL	\$2,755	\$2,755								\$2,755

COMPLETED

MPO ID: SD219								ADOPTION: 14-00		
Project Title: Stockton Street Lights										
Project Description: Stockton from Madison to Roosevelt - install Street Lights on Stockton (WBS#S-10130)										
Capacity Status: NCI								Exempt Category: Safety - Lighting improvements		
Est Total Cost: \$86										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$50	\$50								\$50
Local Funds	\$36	\$36						\$36		
TOTAL	\$86	\$86						\$36		\$50

COMPLETED

MPO ID: SD221								ADOPTION: 14-00		
Project Title: San Diego River Bike Path & Mission Center Blvd. Improvement: Pedestrian Hybrid Beacon (part of Lump Sum V12)										
Project Description: From to - Improves pedestrian safety with the installation of the Pedestrian Hybrid Beacon using the 'Hawk Signal' at the project intersection. Project is located at the intersection of Mission Center Road and the San Diego River Bike Path. - #1223401										
Capacity Status: NCI								Exempt Category: Air Quality - Bicycle and pedestrian facilities		
Est Total Cost: \$293										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - BPNS	\$293	\$293								\$293
TOTAL	\$293	\$293								\$293

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Diego, City of

COMPLETED

MPO ID: SD223		ADOPTION: 14-00								
Project Title: Microwave Bicycle Detection (The Intersector) (part of Lump Sum V12)										
Project Description: From to - Installs microwave-based bicycle detection devices at 17 intersections that distinguish between bicycles and vehicles and adjusts signal timing to better accommodate cyclists. The project is city-wide. - #1223043										
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$200										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - BPNS	\$200	\$200								\$200
TOTAL	\$200	\$200								\$200

**Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)**

San Marcos, City of

DELAYED

MPO ID: SM10										ADOPTION: 14-00		
Project Title: SR78/Smilax Interchange Improvements										RTP PG NO: A-35		
Project Description: From Smilax Road to Smilax Road - construct new interchange at Smilax Road and SR78 - Included for Air Quality Analysis purposes only												
RT:78 Capacity Status: CI Exempt Category: Non-Exempt												
Est Total Cost: \$150										Open to Traffic: Mar 2030		
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON		
Local Funds	\$150	\$150						\$150				
TOTAL	\$150	\$150						\$150				

DELAYED

MPO ID: SM30										ADOPTION: 14-00		
Project Title: San Marcos Boulevard Street Improvements #88205										RTP PG NO: A-33		
Project Description: From Discovery Street to Bent Avenue - Design and widen road to a multi-way boulevard standard										RAS (TA 4-76)		
Capacity Status: NCI Exempt Category: Other - Engineering studies										TransNet - LSI: CR		
Est Total Cost: \$547												
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON		
TransNet - L (Cash)	\$70	\$70						\$70				
TransNet - LSI (Cash)	\$118	\$118						\$118				
TransNet - LSI Carry Over	\$39	\$39						\$39				
Local Funds	\$320	\$320						\$320				
TOTAL	\$547	\$547						\$547				

COMPLETED

MPO ID: SM44										ADOPTION: 14-00		
Project Title: Eastbound SR-78 Auxiliary lane #88247										RTP PG NO: A-34		
Project Description: From Woodland Parkway to Nordahl Road - construct auxiliary lanes along eastbound SR-78 between Woodland Parkway Interchange and Nordahl Road Interchange; includes widening of Mission Road undercrossing												
RT:78 Capacity Status: CI Exempt Category: Non-Exempt												
Est Total Cost: \$13,774										Open to Traffic: Feb 2013		
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON		
SHOPP Augmentation - Mobility	\$10,500	\$10,500								\$10,500		
Local Funds	\$3,274	\$3,274						\$2,053		\$1,221		
TOTAL	\$13,774	\$13,774						\$2,053		\$11,721		

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

San Marcos, City of

COMPLETED

MPO ID: SM47			ADOPTION: 14-00							
Project Title:	Nordahl Road Bridge @ SR-78 #88150						RAS (TA 4-76)			
Project Description:	Nordahl Road from Mission Road to Montiel Road - replace the Nordahl Road Overcrossing to increase clearance and provide additional 14-feet of structure width necessary to facilitate the required construction staging of the project (the additional width of the overcrossing will accommodate operational improvements through left-turn storage at the ramp intersections); widen Nordahl Road to provide a dedicated right-turn onto Montiel Road (no additional travel lanes) - joint project with City of Escondido and Caltrans									
Capacity Status: NCI			Exempt Category: Safety - Non capacity widening or bridge reconstruction							
Est Total Cost: \$3,750										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - Bond	\$3,450	\$3,450						\$50	\$494	\$2,906
Local Funds	\$300	\$300								\$300
TOTAL	\$3,750	\$3,750						\$50	\$494	\$3,206

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Santee, City of

COMPLETED

MPO ID: SNT07		ADOPTION: 14-00								
Project Title:	Santee Slurry Seal and Minor Repair Work							<i>TransNet - LSI: Maint</i>		
Project Description:	Various locations - maintenance repair in the form of grind and patch failed areas followed by Cape seal or Slurry seal of the street									
	Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$327										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - LSI Carry Over</i>	\$327	\$327								\$327
TOTAL	\$327	\$327								\$327

COMPLETED

MPO ID: SNT16		ADOPTION: 14-00								
Project Title:	Illuminated Street Sign Replacement							<i>TransNet - LSI: Maint</i>		
Project Description:	Replacement of approximately 111 signs located at 34 of the 57 traffic signals throughout the City of Santee - replace faded and worn internally illuminated street name signs on traffic signals throughout the City of Santee									
	Capacity Status: NCI		Exempt Category: Other - Directional and informational signs							
Est Total Cost: \$85										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - LSI Carry Over</i>	\$85	\$85						\$5		\$80
TOTAL	\$85	\$85						\$5		\$80

COMPLETED

MPO ID: SNT17		ADOPTION: 14-00								
Project Title:	Pavement Condition Report							<i>TransNet - LSI: CR</i>		
Project Description:	This report will be conducted citywide on all publicly maintained streets in the City of Santee - the Pavement Condition Report will be prepared by conducting a complete survey of all the city streets and propose rehabilitation and funding strategies in order to maintain current and future pavement conditions									
	Capacity Status: NCI		Exempt Category: Other - Engineering studies							
Est Total Cost: \$65										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - LSI</i>	\$65	\$65						\$65		
TOTAL	\$65	\$65						\$65		

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Santee, City of

COMPLETED

MPO ID: SNT18		ADOPTION: 14-00								
Project Title:	Town Center Parkway/Olive Lane/Prospect Ave. Bike Lane Project (part of Lump Sum V12)									
Project Description:	From to - Improves safety for bicyclists by installing Class II bike lanes, narrowing vehicle lanes, adding bike lanes at intersections and adjusting video detection to detect bicycles. Project area is located on Town Center Pkwy. between Cuyamaca Street to Mission Gorge Road; on Olive Lane from Mission Gorge Road to Prospect Avenue; and on Prospect Avenue, between Cuyamaca Street and Fanita Drive. - #1223048									
Capacity Status: NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$134										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - BPNS</i>	\$134	\$134								\$134
TOTAL	\$134	\$134								\$134

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Solana Beach, City of

COMPLETED

MPO ID: SB07		ADOPTION: 14-00								
Project Title:	Highway 101 Streetscape and Traffic Calming Project							RAS (TA 4-76)		
Project Description:	From Dahlia Dr to Ocean St - construct street and parkway improvements to increase pedestrian safety and enhance pedestrian parkways; complement and connect to the recently constructed Coastal Rail Trail providing a pedestrian friendly environment along the Highway 101 corridor							TransNet - LSI: CR		
Capacity Status:	NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$6,582										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - Bond	\$5,454	\$5,454								\$5,454
TransNet - L (Cash)	\$707	\$707						\$400		\$307
TransNet - LSI	\$134	\$134								\$134
TransNet - LSI Carry Over	\$287	\$287								\$287
TOTAL	\$6,582	\$6,582						\$400		\$6,182

COMPLETED

MPO ID: SB09		ADOPTION: 14-00								
Project Title:	El Viento at Granados Intersection Realignment							TransNet - LSI: CR		
Project Description:	El Viento at Granados; Lomas Santa Fe between Nardo and Granados - realign intersection of El Viento with North Granados, adding pedestrian walkways, and on Lomas Santa Fe, between Nardo and Granados, replace substandard sidewalks to current standards with curb ramps									
Capacity Status:	NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$279										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$36	\$36								\$36
TransNet - LSI Carry Over	\$243	\$243								\$243
TOTAL	\$279	\$279								\$279

COMPLETED

MPO ID: SB10		ADOPTION: 14-00								
Project Title:	Pavement Management							TransNet - LSI: Maint		
Project Description:	Various Locations - pavement resurfacing and rehabilitation in Solana Beach at various locations depending on pavement condition assessment									
Capacity Status:	NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$144										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI Carry Over	\$144	\$144								\$144
TOTAL	\$144	\$144								\$144

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Solana Beach, City of

COMPLETED

MPO ID: SB12		ADOPTION: 14-00								
Project Title: Lomas Santa Fe Drive at Highland Intersection Improvements		<i>TransNet</i> - LSI: CR								
Project Description: Lomas Santa Fe Drive and Highland - design and construct traffic calming and intersection improvements to improve pedestrian access and safety										
Capacity Status: NCI		Exempt Category: All Projects - Intersection channelization projects								
Est Total Cost: \$366										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$366	\$366								\$366
TOTAL	\$366	\$366								\$366

COMPLETED

MPO ID: SB14		ADOPTION: 14-00								
Project Title: Traffic Signal Maintenance and Upgrades on Stevens Ave										
Project Description: Stevens Ave from Lomas Santa Fe to Valley Ave - traffic signal repairs and upgrades on Stevens Ave										
Capacity Status: NCI		Exempt Category: All Projects - Intersection signalization projects at individual intersections								
Est Total Cost: \$20										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - L (Cash)	\$20	\$20								\$20
TOTAL	\$20	\$20								\$20

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Vista, City of

COMPLETED

MPO ID: VISTA08		ADOPTION: 14-00								
Project Title:	West Vista Way Widening Design, CIP 7741							RAS (TA 4-76)		
Project Description:	From Melrose Dr to Thunder Dr - design of widening and improvement to West Vista Way from 2 to 4 through lanes, including providing preliminary engineering, environmental documentation and clearance, final engineering PS&E, and right-of-way plats and legal descriptions; right of way acquisition and construction phases for the five sections of this project are funded under other project numbers									
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$2,355										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$386	\$386						\$386		
HPP	\$245	\$245						\$245		
RSTP	\$990	\$990						\$990		
TCSP	\$534	\$534						\$534		
Local Funds	\$200	\$200						\$200		
TOTAL	\$2,355	\$2,355						\$2,355		

COMPLETED

MPO ID: VISTA25		ADOPTION: 14-00								
Project Title:	Roadway Rehabilitation/Curbs and Gutters CIP 7650							TransNet - LSI: Maint		
Project Description:	Citywide - repair/replace sidewalks, curbs and gutters, and curb ramps									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$631										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$260	\$260								\$260
Local Funds	\$371	\$371								\$371
TOTAL	\$631	\$631								\$631

COMPLETED

MPO ID: VISTA30		ADOPTION: 14-00								
Project Title:	Street Rehabilitation and Maintenance Annual Project 07/08, CIP 8154							TransNet - LSI: Maint		
Project Description:	S. Melrose Dr. from South City Limit to W. Vista Way; N. Melrose Dr. from Copper to North City Limit; Bobier Dr. from West City Limit to Lynette Circle; North Dr. from West City Limit to Melrose Dr.; and N. Santa Fe Ave from Osborne to Bobier - repair/rehabilitate distressed pavement areas and overlay streets with asphalt concrete where identified as priorities in street inventory									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$10,177										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$1,242	\$1,242								\$1,242
TransNet - LSI	\$1,128	\$1,128								\$1,128
TransNet - LSI Carry Over	\$1,940	\$1,940								\$1,940
Local Funds	\$5,867	\$5,867						\$300		\$5,567
TOTAL	\$10,177	\$10,177						\$300		\$9,877

Friday, August 22, 2014

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Vista, City of

COMPLETED

MPO ID: VISTA34		ADOPTION: 14-00								
Project Title:	Street Rehabilitation and Maintenance CIP8155							<i>TransNet - LSI: CR</i>		
Project Description:	University Dr from Sycamore Ave. to Wal-Mart driveway; Business Park Dr. from Sycamore Ave to Poinsettia Ave.; Hacienda Dr. from West city limit to Emerald Dr.; Hacienda Dr. from La Tortuga Dr. to 1475 west of La Tortuga Dr.; Crescent Dr. from Escondido Ave. to Eucalyptus Ave.; Arcadia Ave. from Oak Dr. to Bonair Road; Osborne St. from N. Santa Fe Ave. to Guajome Lake Rd.; Townsite Dr. from Wellpot Pl. to Indian Rock Rd.; Alta Vista Dr. from Escondido Ave. to Verdant Pl.; and Beaumont Dr. from Eucalyptus Ave. to Coventry Rd. - repair/rehabilitate distressed pavement areas and overlay streets with asphalt concrete where identified as priorities in street inventory, including all preparation work such as dig-outs, skin patching, shoulder grading, traffic loops, raising manholes, striping, and traffic safety control, as well as survey monument preservation									
Capacity Status: NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$2,700										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - LSI</i>	\$535	\$535						\$135		\$400
<i>TransNet - LSI (Cash)</i>	\$110	\$110								\$110
<i>TransNet - LSI Carry Over</i>	\$151	\$151						\$44		\$107
Local Funds	\$1,904	\$1,904								\$1,904
TOTAL	\$2,700	\$2,700						\$179		\$2,521

COMPLETED

MPO ID: VISTA43		ADOPTION: 14-00								
Project Title:	Pavement Management System							<i>TransNet - LSI: Maint</i>		
Project Description:	Citywide - Update to the City's Pavement Management System CIP8219									
Capacity Status: NCI		Exempt Category: Other - Engineering studies								
Est Total Cost: \$140										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - LSI</i>	\$10	\$10						\$10		
<i>TransNet - LSI Carry Over</i>	\$90	\$90						\$90		
Local Funds	\$40	\$40						\$40		
TOTAL	\$140	\$140						\$140		

COMPLETED

MPO ID: VISTA47		ADOPTION: 14-00								
Project Title:	S. Melrose Dr / Hacienda Dr Northbound Right Turn Lane - CIP8242							RAS (TA 4-76)		
Project Description:	S. Melrose Drive and Hacienda Drive from 1,000' south of intersection to 1,000' east of intersection - widen street and modify traffic signal to add a right turn lane from northbound S. Melrose Drive to eastbound Hacienda Drive, including sidewalk and curb ramp									
Capacity Status: NCI		Exempt Category: All Projects - Interchange reconfiguration projects								
Est Total Cost: \$220										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet - LSI Carry Over</i>	\$160	\$160						\$17		\$143
Local Funds	\$60	\$60								\$60
TOTAL	\$220	\$220						\$17		\$203

Friday, August 22, 2014

Table A-2
2014 Regional Transportation Improvement Program
San Diego Region (in \$000s)

Vista, City of

COMPLETED

MPO ID: VISTA48							ADOPTION: 14-00			
Project Title: Vista Bicycle Master Plan (part of Lump Sum V12)										
Project Description: From to - An update of the City of Vista's 2002 Bicycle Master Plan. Provides connections to neighboring bikeways in adjacent communities of Oceanside, Carlsbad, San Marcos, and unincorporated parts of the County. - #1223051										
Capacity Status: NCI Exempt Category: Air Quality - Bicycle and pedestrian facilities										
Est Total Cost: \$165										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - BPNS	\$150	\$150						\$150		
Local Funds	\$15	\$15						\$15		
TOTAL	\$165	\$165						\$165		

Appendix A-3

Expedited Project Selection Process

Appendix A-3

Expedited Project Selection Process

Federal Regulations 23 CFR 450.330 and Title 23 of the United States Code allow for the movement of projects within the quadrennial element of the Federal Transportation Improvement Program (FTIP), subject to procedures agreed to by the cooperating parties call Expedited Project Selection Procedures (EPSP). SANDAG as the Metropolitan Planning Organization for the San Diego region has in place a formal project selection process agreed to by all of the region's partners, including the two transit districts.

SANDAG developed the project selection process through numerous consultations and cooperation of our region's partners – Caltrans, North County Transit District, Metropolitan Transit System, and local agencies. The SANDAG Board of Directors formally adopted the process and criteria as part of the 2050 Regional Transportation Plan (2050 RTP) in October 2011. The projects included in the 2014 Regional Transportation Improvement Program (RTIP) reflect the projects prioritized in the 2050 RTP via the project selection process and projects from the first four years of the 2014 RTIP (2015 FTIP) have been selected using the approved project selection procedures. Projects in the quadrennial element are either already in construction or identified as ready to deliver. The project selection criteria for these projects are derived from Technical Appendix 4 from the 2050 RTP. This appendix describes the process for developing evaluation criteria for prioritizing transportation projects included in the 2050 RTP and the 2014 RTIP.

For projects within the State Transportation Improvement Program, SANDAG would advance projects, or use EPSP, subject to amendments or allocations approved by the California Transportation Commission.

For projects in which the state acts as the program manager, the decision for priority lies with the state. These programs include, but are not limited to, the Active Transportation Program, the Highway Bridge Program, Highway Maintenance Program, High Risk Rural Road Program, Highway Safety Improvement Program, Recreational Trails Program, State Highway Operation Protection Program, and Section 130 Rail Program.

Generally, Federal Transit Administration (FTA) funded projects can be advanced using EPSP if additional funding becomes available.

Technical Appendix 4
Transportation Evaluation Criteria and Rankings

Technical Appendix 4

Transportation Project Evaluation Criteria and Rankings

Appendix Contents

Introduction	TA 4-2
Transportation Project Evaluation Criteria	TA 4-2
Highway Corridors.....	TA 4-3
High Occupancy Vehicle Connectors.....	TA 4-3
Freeway-to-Freeway Connectors.....	TA 4-3
Transit Services	TA 4-4
Goods Movement.....	TA 4-4
Rail Grade Separation Criteria.....	TA 4-5
Regional Arterial System	TA 4-5



2050 Regional Transportation Plan

Introduction

This technical appendix describes the process for developing evaluation criteria for prioritizing highway, high occupancy vehicle (HOV) connectors, freeway connectors, transit, and goods movement projects included in the Unconstrained Transportation Network of the 2050 Regional Transportation Plan (RTP). This appendix also includes information on the creation of criteria to prioritize regional rail grade separations, and screening criteria for the regional arterial system.

Informed by the 2050 RTP goals set by the Board of Directors, the project evaluation criteria are one element of a multistep process used to develop the revenue constrained multimodal transportation network for the RTP. Project rankings; along with other factors such as funding availability, project readiness, and overall network connectivity; were considered when developing the proposed 2050 RTP network alternatives.

The Board of Directors approved the transportation project evaluation criteria for highway corridors, freeway and HOV connectors, transit services, and freight projects on June 11, 2010.

Transportation Project Evaluation Criteria

SANDAG utilized criteria for evaluating and ranking highway, transit, freeway connector and HOV connectors in the previous 2030 RTP: Pathways for the Future (2030 RTP). As part of the development of the 2050 RTP, the Executive Director and the Chair of the Board of Directors established the Transportation Project Evaluation Criteria Ad Hoc Working Group (TPEC) to review and update the transportation project evaluation criteria. A comprehensive update of the regional arterial

screening criteria was done for the 2030 RTP and was not modified for the 2050 RTP.

The TPEC was composed of representatives from a number of standing SANDAG working groups, including the Bicycle-Pedestrian Working Group (BPWG), Cities/County Transportation Advisory Committee (CTAC), Regional Planning Stakeholders Working Group (SWG), Regional Planning Technical Working Group (TWG), Tribal Transportation Technical Working Group, as well as staff from Caltrans, MTS, NCTD, the San Diego County Regional Airport Authority, and Port of San Diego. The TPEC met on a monthly basis beginning in September 2009 and created and updated evaluation criteria to analyze regional transit service, highway, freeway connector, and HOV connector projects.

The revisions to the RTP criteria were intended to support the vision of the Regional Comprehensive Plan (RCP) and address the updated goals of the 2050 RTP. Where appropriate, efforts also were taken to simplify and standardize the criteria across different modal categories. New criteria were also added to address emerging issues such as greenhouse gas (GHG) and to enhance social equity analysis. The criteria are structured with a standard 100-point scoring system.

The TPEC organized the updated criteria into three major categories: Serves Travel Needs, Develops Network Integration, and Addresses Sustainability. The Serves Travel Needs category contains criteria that focus on the movement of people and goods and awards points for projects that serve peak-period trips, goods movement, or congested corridors. The Network Integration criteria give credit for projects that provide connectivity between surrounding land uses and the transportation network. Criteria in this category include measures such as serving

RCP Smart Growth Areas, incorporation of transit and/or Managed or HOV lanes, and linking high frequency transit. The Addresses Sustainability category focuses on criteria that fall within the “3 Es” of healthy environment, economic prosperity and social equity. These criteria provide for a comprehensive assessment of the annual capital, operation, and maintenance costs of the project in relation to the number of people moved or person hours saved.

The same three criteria categories are used for transit services, highway, freeway connector, and HOV connector criteria, with variations in the individual criteria. Within each of the three categories, weighting for each of the individual criteria also was determined. The individual criteria descriptions, weighting, and score details are listed in Tables TA 4.1 to TA 4.16.

Highway Corridors

SANDAG has used criteria for evaluating and ranking highway corridor projects since 1997. Using the 2030 RTP criteria as a starting point, the TPEC created a set of revised highway corridor evaluation criteria which reflect SANDAG Board-adopted principles on smart growth, social equity, GHG reductions, and the Urban Area Transit Study.

The fifteen highway evaluation criteria presented in Tables TA 4.1 and TA 4.2 quantify project traffic usage, evacuation route access, travel time savings, cost, critical linkages, safety, goods movement, access to employment, smart growth, carpool lane integration, transit integration, greenhouse gas emissions, social equity, habitat preservation, and residential impacts. SANDAG staff has worked with Caltrans, MTS, NCTD, the TPEC members and their respective working groups to revise and update the criteria. Table TA 4.3 describes the highway evaluation criteria weighting.

The highway network corridor evaluation was used to develop the Revenue Constrained Network alternatives and project phasing included in the 2050 RTP. The 46 unconstrained highway corridors originally evaluated for the 2050 RTP are listed in priority order in Table TA 4.4.

The prioritized list of highway projects was used as a tool in assembling logical transportation networks of highway projects that complement transit and arterial projects. Priority order is not necessarily strictly followed. Rather, emphasis is placed upon developing meaningful networks in accordance with the 2050 RTP goals and objectives.

High Occupancy Vehicle Connectors

HOV connectors will facilitate direct HOV to HOV access and allow for continuous movement on the HOV or Managed Lanes network from freeway to freeway. The HOV connector criteria and weighting are shown in Tables TA 4.5 through 4.7. The HOV Connectors are ranked by pair and shown in Table TA 4.8. Nine HOV connectors are included in the Revenue Constrained Scenario.

Freeway-to-Freeway Connectors

The TPEC also updated the Freeway-to-Freeway Connector criteria. The TPEC provided input that resulted in the use a number of the same criteria that were used to evaluate highway projects. The nine criteria shown in Tables TA 4.9 through 4.11 quantify project area accident rates, goods movement, mobility, congestion relief, transit integration, and cost effectiveness. The ranked projects are shown in Table TA 4.12.

Transit Services

The TPEC, with key input from MTS and NCTD staff, updated the Transit Services Evaluation criteria in order to prioritize new transit services. Building on the criteria developed for use in the 2030 RTP, the TPEC recommended a number of modifications which integrate the Regional Comprehensive Plan and transit connectivity. The evaluation of the 53 regional transit services was used to develop the Revenue Constrained Network alternatives and project phasing included in the 2050 RTP.

Tables TA 4.13 and 4.14 describe the transit services evaluation criteria and detailed scoring. Table TA 4.15 describes the transit services criteria weighting. All transit routes evaluated for the 2050 RTP are listed in priority order in Table TA 4.16.

Goods Movement

The 2050 Goods Movement Strategy (GMS) considers the growing importance of freight and goods movement to the region's economic prosperity and seeks to balance regional and national freight priorities. The unconstrained goods movement network consists primarily of road and truckway projects (accommodating more than 90 percent of freight by volume) that comprise the backbone of the freight distribution network. The unconstrained network outlined in the 2050 GMS also includes several maritime, rail, border, air cargo, intermodal, and pipeline related projects. Projects included in the GMS were evaluated using evaluation criteria approved by the Board of Directors on June 11, 2010, and a prioritized GMS list of projects was developed.

An Ad Hoc Freight Stakeholders Group was formed to provide input on the development of the 2050 GMS to include feedback on

evaluation criteria, and related goods movement planning activities. The Ad Hoc Freight Stakeholders Group was comprised of members representing the Port of San Diego and Port users; San Diego County Regional Airport Authority, and shippers and carriers using the airport; San Diego and Arizona Eastern Railway; BNSF Railway; regional truckers; warehouse operators; San Diego Regional and Otay Mesa Chambers of Commerce; San Diego World Trade Center; Caltrans; and others interested in efficient goods movement in the San Diego region. Additionally, two members from the Cities/County Transportation Advisory Committee (CTAC), representing the Public Works Directors in the San Diego region, were appointed to participate on the Ad Hoc Freight Stakeholders Group.

The evaluation criteria for the 2050 GMS follow the policy goals established by the Board of Directors for the 2050 RTP. The evaluation criteria also consider the two overarching themes for the 2050 RTP: Quality of Travel & Livability, and Sustainability. The goods movement project evaluation criteria are grouped into three focus areas, as follows:

- Serves Freight System Needs
- Develops Freight Network Integration
- Addresses Sustainability

The "Serves Freight System Needs" and "Develops Network Integration" focus areas generally correspond to the Quality of Travel & Livability theme while "Addresses Sustainability" is linked to the Three "Es" (Social Equity, Healthy Environment, and Prosperous Economy).

Staff worked with the Ad Hoc Freight Stakeholder Group to develop scores and weights for the individual criteria included under each of the three focus areas.

Tables TA 4.17 through 4.21 provide a list of the evaluation criteria focus areas and descriptions for each criterion.

Changes to the evaluation criteria weightings from the 2030 Goods Movement Action Plan (GMAP) were driven by the addition of the Sustainability focus area. Additionally the evaluation criteria weightings were adapted for each individual mode to account for significant differences in scale among modes. The final project list ranked by mode is included in Table 4.22.

Evaluation criteria developed for goods movement projects were used to rank freight projects by mode, including Maritime (seaport related), Rail and Intermodal Facilities, Truck/Roadway, and Airport projects that facilitate goods movement and integrate the region's freight network. The ranked projects were used to develop the prioritized lists of goods movement projects by mode to be incorporated into the 2050 RTP. In addition to the ranked projects, pipeline projects and goods movements projects located on the Mexican side of the border were listed as "projects of interest" but not evaluated nor ranked for funding.

Rail Grade Separation Criteria

The Cities/County Transportation Advisory Committee (CTAC) developed regional rail grade separation prioritization criteria that stress congestion relief, safety, and funding needs as the primary elements with additional consideration of other factors, including effects on pedestrian traffic, bus transit operations, emergency services, truck freight operations, and noise.

In preparation for the development of the criteria, staff conducted a literature search of other rail grade separation prioritization criteria. These included the California Public Utilities Commission criteria, other states'

criteria, the federal government, as well as articles published in research journals. The findings formed the basis for the initial discussions within CTAC.

The intent of the implementation of a regional rail grade separation program is to provide funding for construction of significant traffic congestion relief projects through the implementation of rail grade separations where other more economical alternatives are demonstrably not feasible or practical. Elimination of crossings is considered a potentially practical alternative. Program allocations will need to be considered in conjunction with other regional transportation funding priorities and needs, and will be dependent on the availability of funding from federal, state, and local sources.

The rail grade separation prioritization criteria were accepted by the SANDAG Board of Directors for inclusion in the 2030 RTP on October 13, 2006. For the 2050 RTP minor revisions were made to the criteria after a review was conducted by a working group formed by the San Diego Regional Traffic Engineers Council.

Projects were prioritized based on two criteria categories: project-specific criteria and Regional Housing Needs Assessment (RHNA) housing production. The project-specific criteria are worth 75 percent, and the RHNA housing production criteria comprises 25 percent of the total project score. The criteria are shown in Table TA 4.23. The final rankings are included in Table TA 4.24.

Regional Arterial System

The Regional Arterial System constitutes that part of the local street and road network which, in conjunction with the system of highways and transit services, provides for a significant amount of mobility throughout the region. The Regional Arterial System defines

roads eligible for SANDAG fund allocation and was updated through an extensive process as part of the 2030 RTP. A Regional Arterial System has been included as part of the Regional Transportation Plan (RTP) since 1989. Given the comprehensive nature of the 2030 RTP update, no additional modifications have been made to the RAS for the 2050 RTP.

The Regional Arterial System includes 1,038 miles of roads.

Regional Arterial System Screening Criteria

Regional arterials are longer continuous routes that provide accessibility between communities within the region and which also may allow subregional trips to avoid freeway travel. In order to qualify for the updated RAS, arterials must meet at least one of four approved criteria shown below. The first criterion is that the arterial is already included in the existing RAS. Any additions to the network must meet one of the remaining three criteria:

- Provides parallel capacity in high-volume corridors to supplement freeways, state highways, and/or other regional arterials (Corridor)
- Provides capacity and a direct connection between freeways or other regional arterials, ensuring continuity of the freeway, state highways, and arterial network throughout the region without duplicating other regional facilities (Cross-corridor)
- Provides all or part of the route for existing or planned regional and/or corridor transit service that provides headways of 15 minutes or less during the peak-period

There are certain design characteristics that can help facilitate regional trip movements on the Regional Arterial System. These characteristics can help to facilitate trip movement and include:

- Interconnection and systems management of traffic signals
- Raised or striped medians
- Limitation and separation of left-turn movements
- Limited driveway access and other access controls
- Grade separations at rail crossings
- Shoulders and bikeways to accommodate bicycle movement
- Pedestrian treatments at intersections
- Priority traffic signal systems for transit service
- Bypass or “queue-jumper” lanes for transit service at critical intersections
- Enhanced transit stops
- Pedestrian facilities designed according to the Regional Pedestrian Design Guidelines
- Modern roundabouts and alternate intersection design where appropriate
- Freeway interchange modifications in accordance with Caltrans standards

A complete listing of the Regional Arterial System is provided in Table TA 4.25 and shown in Figure TA 4.1. All freeway interchanges are considered part of the Regional Arterial System.

Table TA 4.1 – Summary of Highway Corridor Evaluation Criteria

Goal	Criteria	Description
Serves Travel Needs	Located in a High Crash Rate Area	Is the project located in an area with a high vehicular crash rate?
	Provides Access to Evacuation Routes	Does the project provide evacuation access for regional hazard areas including federally recognized Indian reservations?
	Serves Goods Movement	Does the project provide for goods movement?
	Serves Daily Trips	What is the number daily person trips (origins and destinations) located within one mile of the highway corridor?
	Provides Mobility and Congestion Relief	What is the increase in person capacity resulting from the project?
	Provides Congestion Relief	What is the number of daily person-hours saved?
Develops Network Integration	Serves RCP Smart Growth Areas	Does the project serve RCP Smart Growth Areas?
	Facilitates Carpool and Transit Mobility	Does the project contain carpool/Managed Lane facilities and/or regional or corridor transit service?
	Minimizes Habitat and Residential Impacts	Does the project minimize negative habitat and residential impacts?
	Critical Linkage	Is the project located in a high volume freeway corridor and/or lacking a continuous parallel arterial to provide congestion relief?
Addresses-Sustainability	Cost-Effectiveness of Congestion Relief	What is the annual public capital and operating/maintenance project cost per project mile divided by person hours saved?
	GHG Emissions	What is the change in regional CO2 emissions from implementing the project?
	Provides Accessibility to Low-Income/Minority/Senior (75+) Areas Including Federally Recognized Indian Reservations	Does the highway corridor serve low-income/minority/senior (75+) areas including federally recognized Indian reservations within one mile of the project?
	Provides Accessibility to Federally Recognized Indian Reservations	Does the highway corridor serve federally recognized Indian reservations within one mile of the project?
	Access to Jobs	What is the total number of projected 2050 jobs served within one mile of the project?

Table TA 4.2 – Highway Corridor Evaluation Criteria

Criteria	Description																								
1. Located in a High Crash Rate Area	<p>Is the project located in an area with a high vehicular crash rate?</p> <table border="1"> <thead> <tr> <th>Score</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>5-4</td> <td>Regional percentage of crash rates that exceed the statewide average</td> </tr> <tr> <td>3-1</td> <td>Regional percentage of crash rates below the statewide average</td> </tr> </tbody> </table> <p>Project scores are based on Caltrans District 11 TASAS Table B report data.</p>	Score	Description	5-4	Regional percentage of crash rates that exceed the statewide average	3-1	Regional percentage of crash rates below the statewide average																		
Score	Description																								
5-4	Regional percentage of crash rates that exceed the statewide average																								
3-1	Regional percentage of crash rates below the statewide average																								
2. Provides Access to Evacuation Routes	<p>Does the project provide evacuation access for regional hazard areas including federally recognized Indian reservations?</p> <table border="1"> <thead> <tr> <th>Score</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>5-0</td> <td>Range of average hazard index scores</td> </tr> </tbody> </table> <p>Note: These scores will be ranked relative to the highest performing project. The project score is determined by the average scores within the hazard index. The hazard index was generated utilizing spatial data from the County of San Diego Final Draft Hazard Mitigation Plan, February 2010. Hazards include: Dam failure, earthquake, flood, landslide, liquefaction, wildfire, and tsunami.</p>	Score	Description	5-0	Range of average hazard index scores																				
Score	Description																								
5-0	Range of average hazard index scores																								
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Table TA 4.2 – Highway Corridor Evaluation Criteria (Continued)

Criteria	Description
4. Serves Daily Person Trips	<p>What is the number of daily person trips (origins and destinations) located within one mile of the highway corridor?</p> <p>Score Description</p> <hr/> <p>5-0 Number of daily trips per mile</p> <p>Note: These scores will be ranked relative to the highest performing project. This criterion reflects each project’s daily trip catchment utilizing a buffer analysis.</p>
5. Provides Mobility and Congestion Relief	<p>What is the increase in person capacity resulting from the project?</p> <p>Score Description</p> <hr/> <p>10-0 Change in persons per lane mile</p> <p>Note: These scores will be ranked relative to the highest performing project. Calculated as change in person miles traveled divided by project length (miles).</p>
6. Provides Congestion Relief	<p>What is the number of daily person-hours saved?</p> <p>Score Description</p> <hr/> <p>5-0 Number of person-hours saved</p> <p>Note: These scores will be ranked relative to the highest performing project.</p> <p>This criterion accounts for both current (2008) and 2050 congestion relief. Total daily travel time is computed for a baseline condition that includes all current 2008 fully funded and/or environmentally cleared projects. Travel time is again computed by adding each project, one by one, to the baseline condition. The resulting travel time is then compared to the baseline travel time. The difference is the travel time savings that can be attributed to each project. Higher ranking projects have the largest number of person-hours saved.</p> <p>To incorporate existing congestion, the level of service (LOS) on the existing network was analyzed. The LOS were grouped into categories of F, E-D, and C-A. The 2050 hours were then divided by a factor assigned to these three groups. F = 1, E-D = 1.5 and C-A = 2.</p>

Table TA 4.2 – Highway Corridor Evaluation Criteria (Continued)

Criteria	Description	
7. Serves RCP Smart Growth Centers	Does the project serve RCP Smart Growth areas?	
	A) Highway corridors shall receive points for each place type they serve.	
	Score Description	
	5	Serves existing/planned Metropolitan Center, Urban Center, or Special Use Center
	3	Serves potential Urban Center or Special Use Center
	B) Highway corridors shall receive points for exceeding residential/employment requirements of each place type they serve.	
	Score Description	
	5	Exceeds minimum residential/employment requirements by 100% or more
	3	Exceeds minimum residential/employment requirements by 50-99%
	1	Exceeds minimum residential/employment requirements by 25-49%
	Score Description	
	5-0 Scores are based on the combined total number of parts A and B and are normalized to a maximum of 5 points	
	Note: These scores will be ranked relative to the highest performing project. Based on the densities included in the 2050 Regional Growth Forecast.	
8. Facilitates Carpool and Transit Mobility	Does the project contain carpool/Managed Lane facilities and/or regional or corridor transit service within a congested corridor?	
	Score Description	
	5	Includes carpool/Managed Lane facility and Regional or Corridor transit services identified in the RTP and located on a congested corridor.
	4	Includes carpool/Managed Lane facility and Regional or Corridor transit services identified in the RTP and not located on a congested corridor
	3	Includes carpool facility/Managed Lane or Regional or Corridor transit services identified in the RTP and located on a congested corridor.
	2	Includes carpool facility/Managed Lane or Regional or Corridor transit services identified in the RTP and not located on a congested corridor
	Note: Congested corridors are measured by majority of corridor with 2050 peak-period level of service (LOS) E or F.	

Table TA 4.2 – Highway Corridor Evaluation Criteria (Continued)

Criteria	Description								
9. Minimizes Habitat and Residential Impacts	Does the project minimize negative habitat and residential impacts?								
	<table border="1"> <thead> <tr> <th style="border-bottom: 1px solid black;">Score</th> <th style="border-bottom: 1px solid black;">Description</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>Avoids preserve areas as defined by habitat conservation plans or other state or federal lands designated for habitat conservation</td> </tr> <tr> <td>1</td> <td>Avoids native habitats</td> </tr> <tr> <td>2</td> <td>Avoids existing residential development (defined as existing housing stock within 500-feet of the highway right of way and is more than two dwelling-units per acre. This does not imply a taking and is used only as a measure of proximity).</td> </tr> </tbody> </table>	Score	Description	2	Avoids preserve areas as defined by habitat conservation plans or other state or federal lands designated for habitat conservation	1	Avoids native habitats	2	Avoids existing residential development (defined as existing housing stock within 500-feet of the highway right of way and is more than two dwelling-units per acre. This does not imply a taking and is used only as a measure of proximity).
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10. Critical Linkage	Is the project located in a high volume freeway corridor and/or lacking a continuous parallel arterial to provide congestion relief?								
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Table TA 4.2 – Highway Corridor Evaluation Criteria (Continued)

Criteria	Description
11. Cost-Effectiveness of Congestion Relief	<p>What is the annual public capital and operating project cost per project mile divided by person-hours saved?</p> <p>Score Description</p> <hr/> <p>20-0 Cost per person-hour saved (congestion relief) per lane mile</p> <p>Note: These scores will be ranked relative to the highest performing project.</p> <p>Calculated as: $\frac{((\text{Total annual operating \& maintenance cost}) + (\text{capital project cost} / \text{Project life}))}{\text{annual weekday person hours saved.}}$ </p> <p>Higher ranking projects have a lower cost per person-hour saved.</p>
12. GHG Emissions	<p>What is the change in regional CO₂ emissions from implementing the project?</p> <p>Score Description</p> <hr/> <p>10-0 Change in CO₂ with and without project</p> <p>Note: These scores will be ranked relative to the highest performing project.</p> <p>The calculation is based on the California Air Resources Board (CARB) EMFAC emissions model.</p>
13. Provides Accessibility to Low-Income/Minority/Senior (75+) Areas Including Federally Recognized Indian Reservations	<p>Does the highway corridor serve low-income/minority/senior (75+) areas including federally recognized Indian reservations within one mile of the project?</p> <p>Score Description</p> <hr/> <p>4-0 Range of proportion of low-income/minority/senior (75+) population served including federally recognized Indian reservations relative to the total population within one mile of the project</p> <p>Note: These scores will be ranked relative to the highest performing project.</p>

Table TA 4.2 – Highway Corridor Evaluation Criteria (Continued)

Criteria	Description						
14. Provides Accessibility to Federally Recognized Indian Reservations	Does the highway corridor serve federally recognized Indian reservations?						
	<table border="1"> <thead> <tr> <th style="text-decoration: underline;">Score</th> <th style="text-decoration: underline;">Description</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Yes</td> </tr> <tr> <td>0</td> <td>No</td> </tr> </tbody> </table>	Score	Description	1	Yes	0	No
	Score	Description					
1	Yes						
0	No						
Does the highway corridor serve federally recognized Indian reservations within one mile of the project?							
15. Access to Jobs	What is the total number of projected 2050 jobs served within one mile of the project?						
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Note: These scores will be ranked relative to the highest performing project.							

Table TA 4.3 – Highway Corridor Project Evaluation Criteria Weighting

Focus Areas	2050 RTP Goals	Criteria	Description	Max. Score	Total Percent
Serves Travel Needs	System Preservation & Safety Reliability	Located in a High Accident Rate Area	Is the project located in an area with a high vehicular crash rate?	5	40
	System Preservation & Safety	Provides Access to Evacuation Routes	Does the project provide evacuation access for regional hazard areas including federally recognized Indian reservations?	5	
	Mobility, Prosperous Economy	Serves Goods Movement	Does the project accommodate goods movement and provide for congestion relief?	10	
	Mobility	Serves Daily Person Trips	What is the number of potential daily person trips located within one mile of the highway corridor?	5	
	Mobility	Provides Mobility and Congestion Relief	What is the increase in person capacity resulting from the project?	10	
	Mobility, Healthy Environment	Provides Congestion Relief	What is the number of daily person-hours saved?	5	
Develops Network Integration	Mobility, Healthy Environment	Serves RCP Smart Growth Areas	Does the project serve RCP Smart Growth Areas?	5	20
	Mobility	Facilitates Carpool and Transit Mobility	Does the project contain carpool/Managed Lane facilities and/or regional or corridor transit service within a congested corridor?	5	
	Healthy Environment	Minimizes Habitat and Residential Impacts	Does the project minimize negative habitat and residential impacts?	5	
	Mobility, Reliability	Critical Linkage	Is the project located in a high volume freeway corridor and/or lacking a continuous parallel arterial listed in the Regional Arterial System to provide congestion relief?	5	

Table TA 4.3 Highway Corridor Project Evaluation Criteria Weighting (Continued)

Focus Areas	2050 RTP Goals	Criteria	Description	Max. Score	Total Percent
Addresses Sustainability	Prosperous Economy	Cost-Effectiveness of Congestion Relief	What is the annual public capital and operating project cost divided by person-hours saved?	20	40
	Healthy Environment	GHG Emissions	What is the change in regional CO ₂ emissions from implementing the project?	10	
	Social Equity, Mobility	Provides Accessibility to Low-Income/Minority/Senior (75+) Areas Including Federally Recognized Indian Reservations	Does the highway corridor serve low-income/minority/senior (75+) areas including federally recognized Indian reservations within one mile of the project?	4	
	Social Equity, Mobility	Provides Accessibility to Federally Recognized Indian Reservations	Does the highway corridor serve federally recognized Indian reservations within one mile of the project?	1	
	Prosperous Economy, Social Equity, Mobility	Access to Jobs	What is the number of projected 2050 jobs served within one mile of the project?	5	

Table TA 4.4 – Highway Corridor Evaluation Ranking

TransNet, EAP	Freeway	From	To	Existing	Improvements	Capital Cost (mil)	Serves Travel Needs					Develops Network Integration					Addresses Sustainability					2050 RTP Project Rank	
							[1] Crash Rate [5]	[2] Evacuation Routes [5]	[3] Goods Movement [10]	[4] Person Trips [5]	[5] Provides Mobility [10]	[6] Congestion Relief [5]	[7] Smart Growth [5]	[8] Carpool Transit [5]	[9] Habitat Res Impacts [5]	[10] Critical Linkage [5]	[11] Cost-Effectiveness [20]	[12] GHG Emissions [10]	[13] LIM Access [4]	[14] Indian Res Access [11]	[15] Job Access [5]		Total Score
EAP (Transit)	I-805	I-8	Carroll Canyon Road	8F/10F	8F/10F+4ML	\$594	2	3.27	9.52	4.53	9.58	2.67	2.20	5	0	5	12.17	10.00	2.57	0	4.46	72.97	1
	SR 125	SR 94	I-8	8F	10F+2HOV	\$285	3	2.55	5.45	4.54	9.65	3.04	1.00	4	2	0	15.87	5.81	2.43	0	4.21	63.55	2
EAP (Transit)	I-15	I-8	SR 163	8F	8F+2HOV	\$130	1	2.86	6.56	4.37	9.43	2.73	0.00	4	0	0	20.00	5.58	2.13	0	4.35	63.01	3
EAP (Env)	I-5	SR 56	Palomar Airport Rd	8F/8F+2HOV	10F+4ML	\$2,195	1	3.75	8.06	4.27	9.40	2.49	0.60	5	0	5	9.48	8.37	1.66	0	3.92	63.01	4
TransNet	SR 78	I-5	I-15	6F	6F+2HOV	\$570	3	3.62	4.19	4.43	10.00	1.85	2.20	5	0	1	12.59	6.28	2.83	0	4.15	61.14	5
TransNet	I-5	I-8	La Jolla Village Dr	8F/10F	8F/10F+2HOV	\$530	1	3.83	3.66	4.44	9.84	2.75	2.80	5	0	5	8.74	6.51	2.43	0	4.29	60.29	6
EAP (Env)	I-805	Carroll Canyon Road	I-5 (north)	8F	8F+4ML	\$90	2	3.47	8.90	4.52	7.49	0.42	1.20	4	2	5	7.45	4.88	2.24	0	4.68	58.25	7
TransNet	SR 67	Mapleview St	Dye Rd	2C/4C	4C	\$570	2	3.80	2.83	3.66	9.68	5.00	0.00	2	0	0	14.90	8.60	1.69	0	2.94	57.12	8
EAP (Transit)	I-805	SR 54	I-8	8F	8F+4ML	\$1,800	1	3.06	7.55	4.54	9.41	2.03	0.00	4	0	5	5.64	6.05	3.83	0	4.15	56.25	9
EAP (Transit)	I-805	Mission Valley Viaduct		8F	8F+4ML	\$610	3	2.81	8.65	5.00	7.71	2.61	1.00	4	0	1	4.10	5.12	3.10	0	5.00	53.10	10
	SR 52	I-15	SR 125	4F	6F+3ML/MB	\$440	1	3.75	7.06	4.07	8.86	0.68	0.00	5	0	3	7.93	6.28	1.67	0	3.70	53.00	11
	I-805	SR 905	Telegraph Canyon Rd.	8F	8F+4ML	\$440	1	3.16	8.03	4.38	9.10	0.68	0.00	4	0	5	6.38	3.49	3.41	0	3.84	52.47	12
	I-8	SR 125	2nd Street	6F/8F	6F/8F+Operational	\$125	3	3.55	7.03	4.60	7.47	2.60	1.00	0	3	1	6.85	4.65	2.88	0	4.30	51.92	13
TransNet	I-5	SR 54	I-15	8F	10F+2HOV	\$240	3	3.85	4.59	4.57	9.06	2.19	0.00	2	0	0	8.30	5.58	3.81	0	4.49	51.44	14
TransNet	I-5	SR 905	SR 54	8F	8F+2HOV	\$200	2	3.65	4.67	4.44	9.24	0.76	1.00	2	0	1	8.90	5.35	3.71	0	4.10	50.83	15
TransNet	SR 125	SR 54	SR 94	6F	8F+2HOV	\$140	3	3.55	5.64	4.37	8.45	0.52	0.00	4	0	0	9.13	5.12	3.24	0	3.71	50.73	16
TransNet	I-5	I-15	I-8	8F	8F+Operational	\$1,130	3	3.19	3.42	4.72	5.50	1.42	3.00	3	3	1	5.96	5.12	3.31	0	4.70	50.32	17
EAP (Env)	I-805	Telegraph Canyon Rd.	SR 54	8F	8F+4ML	\$370	1	4.06	5.29	4.41	8.10	0.96	0.00	4	0	5	5.33	4.42	3.14	0	3.84	49.55	18
EAP (Transit)	I-15	SR 94	I-8	8F	8F+2HOV	\$120	2	2.88	3.81	4.54	9.45	0.81	0.00	4	0	0	9.18	4.65	4.00	0	4.18	49.50	19
	SR 76	Melrose Drive	Mission Rd	4C	6C	\$190	3	4.59	1.23	3.85	9.05	1.66	0.00	3	0	3	8.54	6.05	2.29	0	3.08	49.34	20
	SR 905	I-805	Mexico	6F	8F	\$205	-	2.45	8.93	4.32	8.44	0.74	1.20	2	0	0	8.34	5.12	3.34	0	4.20	49.07	21
EAP (Transit)	SR 94	I-5	I-805	8F	8F+2HOV	\$480	4	2.88	3.18	4.79	8.60	1.62	2.00	5	2	1	4.68	4.88	3.68	0	4.67	48.99	22
	I-15	I-5	SR 94	6F	8F+2HOV	\$90	3	3.27	6.35	4.56	7.75	0.60	0.00	2	0	0	7.85	5.12	3.89	0	4.55	48.93	23

Table TA 4.4 – Highway Corridor Evaluation Ranking (Continued)

TransNet, EAP	Freeway	From	To	Existing	Improvements	Capital Cost (mil)	Serves Travel Needs						Develops Network Integration				Addresses Sustainability					2050 RTP Project Rank	
							[1] Crash Rate [5]	[2] Evacuation Routes [5]	[3] Goods Movement [10]	[4] Person Trips [5]	[5] Provides Mobility [10]	[6] Congestion Relief [5]	[7] Smart Growth [5]	[8] Carpool Transit [5]	[9] Habitat Res Impacts [5]	[10] Critical Linkage [5]	[11] Cost-Effectiveness [20]	[12] GHG Emissions [10]	[13] LIM Access [4]	[14] Indian Res Access [1]	[15] Job Access [5]		Total Score
TransNet	SR 94	Jamacha Rd	Melody Rd	2C	4C	\$110	2	3.62	4.55	3.92	9.02	0.93	0.00	0	0	1	11.59	5.35	2.18	1	3.17	48.33	24
EAP (Env)	I-5	Palomar Airport Rd	Vandegrift Boulevard	8F	10F+4ML	\$1,398	2	3.72	7.27	4.41	8.39	1.22	0.00	4	0	0	6.55	3.95	2.55	0	4.00	48.05	25
	SR 76	I-15	Couser Canyon	2C	4C/6C	\$130	5	5.00	3.70	3.74	7.62	0.60	0.00	2	4	1	8.25	4.88	2.73	1	3.03	47.55	26
TransNet	SR 94	I-805	College Ave	8F	10F+2HOV	\$300	3	2.70	4.86	4.47	8.93	1.53	0.00	2	0	0	7.37	4.88	3.80	0	4.00	47.55	27
TransNet	I-5	La Jolla Village Dr	I-5/I-805 Merge	8F/14F+2HOV	8F/14F+4ML	\$303	2	2.81	5.84	4.58	5.09	0.71	1.80	4	2	0	6.29	4.88	2.52	0	4.86	47.38	28
	SR 67	I-8	Mapleview St	4F/6F	6F/8F	\$180	4	4.29	6.58	4.48	8.99	0.67	0.00	2	0	0	7.89	4.88	2.47	0	4.22	46.47	29
	SR 52	I-805	I-15	6F	6F+2HOV	\$190	1	3.72	4.91	4.39	8.73	0.69	0.00	4	0	0	7.16	4.42	2.47	0	4.45	45.94	30
	SR 52	I-5	I-805	4F	6F	\$110	1	3.32	2.88	4.29	9.50	2.05	0.00	0	0	1	10.14	5.35	2.30	0	3.85	45.67	31
EAP (Env)	I-5	I-5/I-805 Merge	SR 56	8F/14F	8F/14F+4ML	\$427	2	3.70	8.71	4.36	6.60	0.56	0.00	4	0	0	4.49	4.65	1.84	0	4.46	45.37	32
	I-8	I-5	I-15	8F	8F+Operational	\$440	4	4.57	3.09	4.67	7.91	2.20	5.00	0	0	1	4.33	5.35	2.53	0	4.61	45.26	33
TransNet	SR 94	SR 125	Avocado Blvd	4F	6F	\$90	4	2.96	4.86	4.33	8.71	0.77	0.00	0	2	1	9.18	4.88	2.72	0	3.63	45.04	34
	SR 163	I-805	I-15	8F	8F+2HOV	\$320	1	3.29	5.00	4.40	9.06	0.84	0.00	2	2	0	5.84	4.42	2.66	0	4.48	44.99	35
	SR 52	SR 125	SR 67	4F	6F	\$120	-	4.26	6.88	4.52	9.10	0.84	0.00	0	0	0	7.81	5.12	1.67	0	4.30	44.50	36
TransNet	SR 54	I-5	SR 125	6F	6F/8F+2HOV	\$140	4	3.65	6.09	4.38	8.50	0.34	0.00	2	0	0	7.45	4.65	3.49	0	3.91	44.46	37
	SR 125	I-8	SR 52	6F	6F+2HOV	\$440	2	2.91	5.53	4.44	8.45	0.39	1.60	4	0	0	4.29	4.65	1.96	0	3.99	44.21	38
	SR 76	I-5	Melrose Drive	4E	6E	\$225	3	4.57	2.73	4.31	8.99	0.56	0.00	0	0	1	6.99	5.58	2.76	0	3.69	44.18	39
	I-8	I-15	SR 125	8F/10F	8F/10F+Operational	\$125	2	3.37	3.45	4.52	7.41	1.30	2.20	0	0	1	7.05	4.88	2.42	0	4.30	43.90	40
TransNet	I-8	2nd Street	Dunbar Rd.	4F/6F	6F	\$335	1	3.47	7.20	4.23	7.91	0.86	0.00	0	0	1	7.98	3.95	2.40	0	3.41	43.41	41
EAP (Transit)	I-15	Viaduct		8F	8F+2HOV	\$720	1	3.93	4.12	4.74	6.55	0.88	0.00	4	0	0	2.82	4.88	3.15	0	4.68	40.76	42
	SR 905	I-5	I-805	4F	8F	\$150	-	2.81	5.63	4.41	7.18	0.28	0.00	2	0	0	5.73	4.88	3.70	0	3.83	40.46	43
TransNet	SR 94	College Ave	SR 125	8F	8F+2HOV	\$230	4	2.81	4.50	4.55	8.16	0.47	0.00	2	0	0	4.55	4.88	3.19	0	4.12	39.23	44
TransNet	SR 94	Avocado Blvd	Jamacha Rd	4C/6C	6C	\$30	5	2.81	5.29	4.43	6.81	0.12	0.00	2	0	1	4.29	4.88	2.62	0	3.81	38.07	45
TransNet	SR 56	I-5	I-15	4F	6F+2HOV	\$290	1	2.88	3.12	4.19	8.20	0.16	0.00	2	0	0	4.71	5.12	2.09	0	3.69	37.17	46

Table TA 4.5 – HOV Connector Project Evaluation Criteria Summary

Goal	Criteria	Description
Serves Travel Needs	Provides Access to Evacuation Routes	Does the project provide evacuation access for regional hazard areas including federally recognized Indian reservations?
	Provides Mobility and Congestion Relief	What is the 2050 Person Average Daily Traffic (PADT) on the HOV connectors?
	Serves Congested Corridors	What is the 2050 aggregate peak period interchange demand to capacity ratio?
Develops Network Integration	Serves Regional and/or Corridor Transit Routes	What is the 2050 daily transit passenger ridership?
	Minimizes Habitat and Residential Impacts	Does the project minimize negative habitat and residential impacts?
Addresses Sustainability	Cost-Effectiveness of Congestion Relief	What is the annual public capital and operating/maintenance project cost divided by Person Average Daily Traffic (PADT) (by pair)?
	GHG Emissions	What is the change in regional CO2 emissions from implementing the project?

Table TA 4.6 – HOV Connector Project Evaluation Criteria

Criteria	Description
1. Provides Access to Evacuation Routes	<p>Does the project provide evacuation access for regional hazard areas including federally recognized Indian reservations?</p> <p>Score Description</p> <hr/> <p>10-0 Range of average hazard index scores</p> <p>Note: These scores will be ranked relative to the highest performing project. The project score is determined by the hazard index. The hazard index was generated utilizing spatial data from the County of San Diego Final Draft Hazard Mitigation Plan, February 2010. Hazards include: Dam failure, earthquake, flood, landslide, liquefaction, wildfire, and tsunami.</p>
2. Provides Mobility and Congestion Relief	<p>What is the 2050 Person Average Daily Traffic (PADT) on the HOV connectors?</p> <p>Score Description</p> <hr/> <p>15 More than 45,000 PADT (pair) 12 30,000 to 45,000 PADT (pair) 9 20,000 to 29,999 PADT (pair) 6 10,000 to 19,999 PADT (pair) 3 Less than 10,000 PADT (pair)</p> <p>Score Description</p> <hr/> <p>15-0 Range of PADT on HOV connectors</p>
3. Serves Congested Corridors	<p>What is the 2050 aggregate peak period interchange demand to capacity ratio?</p> <p>Score Description</p> <hr/> <p>15-0 Range of demand to capacity ratios</p> <p>Note: These scores will be ranked relative to the highest performing project. The demand to capacity ratio project score is determined utilizing screenlines for each project interchange.</p>

Table TA 4.6 – HOV Connector Project Evaluation Criteria (Continued)

Criteria	Description								
4. Serves Regional and/or Corridor Transit Routes	What is the 2050 daily transit passenger ridership?								
	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;">Score</th> <th style="text-align: left; border-bottom: 1px solid black;">Description</th> </tr> </thead> <tbody> <tr> <td style="padding-left: 20px;">10-0</td> <td>Range of transit ridership using the connector</td> </tr> </tbody> </table>	Score	Description	10-0	Range of transit ridership using the connector				
	Score	Description							
	10-0	Range of transit ridership using the connector							
<p>Note: These scores will be ranked relative to the highest performing project.</p> <p>Transit ridership project scores are determined utilizing 2050 data and will be represented by ridership solely using the connector.</p>									
<hr/>									
5. Minimizes Habitat and Residential Impacts	Does the project minimize negative habitat and residential impacts?								
	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;">Score</th> <th style="text-align: left; border-bottom: 1px solid black;">Description</th> </tr> </thead> <tbody> <tr> <td style="padding-left: 20px;">4</td> <td>Avoids preserve areas as defined by habitat conservation plans or other state or federal lands designated for habitat conservation</td> </tr> <tr> <td style="padding-left: 20px;">2</td> <td>Avoids native habitats</td> </tr> <tr> <td style="padding-left: 20px;">4</td> <td>Avoids existing residential development (defined as existing housing stock within 500-feet of the highway right of way and is more than two dwelling-units per acre. This does not imply a taking and is used only as a measure of proximity).</td> </tr> </tbody> </table>	Score	Description	4	Avoids preserve areas as defined by habitat conservation plans or other state or federal lands designated for habitat conservation	2	Avoids native habitats	4	Avoids existing residential development (defined as existing housing stock within 500-feet of the highway right of way and is more than two dwelling-units per acre. This does not imply a taking and is used only as a measure of proximity).
	Score	Description							
	4	Avoids preserve areas as defined by habitat conservation plans or other state or federal lands designated for habitat conservation							
2	Avoids native habitats								
4	Avoids existing residential development (defined as existing housing stock within 500-feet of the highway right of way and is more than two dwelling-units per acre. This does not imply a taking and is used only as a measure of proximity).								
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Score	Description								
10-0	Scores are based on the total number of these points								
<p>Projects receive points for each of the descriptions they satisfy.</p> <p>Note: Preserve areas are defined as habitat preserve planning areas for approved Natural Community Conservation Planning (NCCP) Subregional Plans. Approved NCCP Subregional Plans include: the Multiple Species Conservation Program (MSCP) and the Multiple Habitat Conservation Program (MHCP). Native habitats include all non habitat conservation plan areas within the region.</p>									

Table TA 4.6 – HOV Connector Project Evaluation Criteria (Continued)

Criteria	Description				
6. Cost-Effectiveness of Congestion Relief	<p>What is the annual public capital and operating project cost divided by Person Average Daily Traffic (PADT) (by pair)?</p> <table border="1"> <thead> <tr> <th style="border-bottom: 1px solid black;">Score</th> <th style="border-bottom: 1px solid black;">Description</th> </tr> </thead> <tbody> <tr> <td>30-0</td> <td>Cost per PADT (by pair)</td> </tr> </tbody> </table> <p>Note: These scores will be ranked relative to the highest performing project. Calculated as: $\frac{((\text{Total annual operating \& maintenance costs}) + (\text{capital project cost} / \text{Project life}))}{\text{Annual Weekday Person Average Daily Traffic}}$</p> <p>Higher ranking projects have a lower cost per Annual Person Average Daily Traffic.</p>	Score	Description	30-0	Cost per PADT (by pair)
Score	Description				
30-0	Cost per PADT (by pair)				
7. GHG Emissions	<p>What is the change in regional CO₂ emissions from implementing the project?</p> <table border="1"> <thead> <tr> <th style="border-bottom: 1px solid black;">Score</th> <th style="border-bottom: 1px solid black;">Description</th> </tr> </thead> <tbody> <tr> <td>10-0</td> <td>Change in CO₂ with and without project</td> </tr> </tbody> </table> <p>Note: These scores will be ranked relative to the highest performing project. The calculation is based on the California Air Resources Board (CARB) EMFAC emissions model.</p>	Score	Description	10-0	Change in CO ₂ with and without project
Score	Description				
10-0	Change in CO ₂ with and without project				

Table TA 4.7 – HOV Connector Project Evaluation Criteria Weighting

Focus Areas	2050 RTP Goals	Criteria	Description	Max. Score	Total Percent
Serves Travel Needs	System Preservation & Safety	Provides Access to Evacuation Routes	Does the project provide evacuation access for regional hazard areas including federally recognized Indian reservations?	10	40
	Mobility, Reliability	Provides Mobility and Congestion Relief	What is the 2050 Person Average Daily Traffic on the HOV connectors?	15	
	Mobility	Serves Congested Corridors	What is the 2050 aggregate peak-period interchange demand to capacity ration?	15	
Develops Network Integration	Mobility, Healthy Environment	Serves Regional and/or Corridor Transit Routes	What is the 2050 daily transit passenger ridership?	10	20
	Healthy Environment	Minimizes Habitat and Residential Impacts	Does the project minimize negative habitat and residential impacts?	10	
Addresses Sustainability	Prosperous Economy	Cost-Effectiveness of Congestion Relief	What is the annual public capital and operating project cost divided by Person Average Daily Traffic?	30	40
	Healthy Environment	GHG Emissions	What is the change in regional CO ₂ emissions from implementing the project?	10	

Table TA 4.8 – HOV Connector Evaluation Rankings

TransNet, EAP	Free-way	Inter-secting Free-way	Movement	Capital Cost (mil)	Serves Travel Needs			Develops Network Integration		Addresses Sustainability			2050 RTP Project Rank
					[1] Evacuation Access [10]	[2] Provides Mobility [15]	[3] Congested Corridors [15]	[4] Transit Routes [10]	[5] Habitat Res Impacts [10]	[6] Cost-Effectiveness [30]	[7] GHG Emissions [10]	Total Score	
TransNet	I-15	SR 78	East to South and North to West	\$105	6.67	15	11.33	0.00	10	30.00	9.6	82.60	1
	I-805	SR 52	West to North and South to East	\$90	4.44	12	15.00	7.15	0	28.22	9.2	76.01	2
TransNet	I-5	I-805	North to North and South to South	\$170	5.19	15	11.38	9.77	4	22.91	7.6	75.84	3
	I-15	I-805	North to North and South to South	\$90	4.69	12	14.45	0.00	0	23.39	10	64.52	4
	I-5	SR 56	North to East and West to South	\$80	8.89	9	11.97	0.00	4	21.03	9.2	64.08	5
	I-805	SR 94	East to South and North to West	\$160	4.44	9	13.12	10.00	4	7.10	8	55.66	6
	I-5	SR 78	North to East and West to South	\$120	8.89	9	12.45	0.00	0	14.74	9.2	54.27	7
	I-5	SR 78	South to East and West to North	\$120	5.93	9	12.16	7.56	0	11.15	8.4	54.20	8
	I-15	SR 163	North to North and South to South	\$160	4.44	9	13.73	0.00	8	8.43	9.2	52.81	9
	I-15	SR 52	West to North and South to East	\$140	5.93	9	11.61	0.00	8	9.58	7.6	51.71	10
	I-5	SR 15	North to North and South to South	\$183	5.93	9	11.56	0.00	6	9.47	9.6	51.55	11
	SR 94	SR 125	East to North and South to West	\$140	5.93	9	12.39	0.00	6	8.01	8.4	49.73	12
	I-15	SR 56	East to North and South to West	\$180	4.44	9	11.98	0.00	6	9.80	8.4	49.62	13
	I-805	SR 94	East to North and South to East	\$160	4.44	9	14.26	0.00	0	9.28	10	46.98	14

Table TA 4.8 – HOV Connector Evaluation Rankings (Continued)

TransNet, EAP	Free- way	Inter- secting Free- way	Movement	Capital Cost (mil)	Serves Travel Needs			Develops Network Integration		Addresses Sustainability			2050 RTP Project Rank
					[1] Evac- uation Access [10]	[2] Provides Mobility [15]	[3] Congested Corridors [15]	[4] Transit Routes [10]	[5] Habitat Res Impacts [10]	[6] Cost- Effective- ness [30]	[7] GHG Emissions [10]	Total Score	
	I-805	SR 54	South to East and West to North	\$140	8.89	6	13.18	0.00	4	5.38	8	45.45	15
	SR 52	SR 125	North to West and East to South	\$100	4.44	9	11.24	0.00	0	12.75	7.6	45.03	16
	I-805	SR 163	North to North and South to South	\$150	4.94	6	13.18	0.00	6	5.81	7.6	43.53	17
	I-5	SR 56	South to East and West to North	\$170	6.67	6	12.46	0.00	0	6.11	8	39.24	18
TransNet	I-15	SR 94	East to North and South to West	\$80	4.44	6	14.26	0.00	0	5.16	9.2	39.07	19
	I-805	SR 94	West to South and North to East	\$160	4.44	6	13.38	0.00	4	2.58	8.4	38.80	20
	I-5	SR 54	West to South and North to East	\$120	8.89	6	11.30	0.00	0	3.34	9.2	38.72	21
	I-5	SR 54	South to East and West to North	\$120	10.00	3	10.31	0.00	4	2.18	8.8	38.29	22
	I-15	SR 52	West to South and North to East	\$140	4.44	3	12.12	0.00	8	0.52	8.4	36.48	23

Table TA 4.9 – Freeway Connector Project Evaluation Criteria Summary

Goal	Criteria	Description
Serves Travel Needs	Located in a High Crash Rate Area	Is the project located in an area with a high vehicular crash rate?
	Provides Access to Evacuation Routes	Does the project provide evacuation access for regional hazard areas including federally recognized Indian reservations?
	Serves Goods Movement	Does the project accommodate goods movement and provide for congestion relief?
	Provides Mobility and Congestion Relief	What is the 2050 Person Average Daily Traffic (PADT) on the freeway connector?
	Provides Congestion Relief	What is the number of daily person-hours saved?
Develops Network Integration	Serves Regional and/or Corridor Transit Routes	What is the 2050 daily transit passenger ridership?
	Minimizes Habitat and Residential Impacts	Does the project minimize negative habitat and residential impacts?
Addresses Sustainability	Cost-Effectiveness of Congestion Relief	What is the annual public capital and operating/maintenance project cost divided by person-hours saved?
	GHG Emissions	What is the change in regional CO2 emissions from implementing the project?

Table TA 4.10 – Freeway Connector Project Evaluation Criteria

Criteria	Description	
1. Located in a High Crash Rate Area	Is the project located in an area with a high vehicular crash rate?	
	Score Description	
	5-4 Regional percentage of crash rates that exceed the statewide average	
	3-1 Regional percentage of crash rates below the statewide average	
Project scores are based on Caltrans District 11 TASAS Table B report data.		
2. Provides Access to Evacuation Routes	Does the project provide evacuation access for regional hazard areas including federally recognized Indian reservations?	
	Score Description	
	5-0 Range of average hazard index scores	
Note: These scores will be ranked relative to the highest performing project. The project score is determined by the hazard index. The hazard index was generated utilizing spatial data from the County of San Diego Final Draft Hazard Mitigation Plan, February 2010. Hazards include: Dam failure, earthquake, flood, landslide, liquefaction, wildfire, and tsunami.		
3. Serves Goods Movement	Does the project accommodate goods movement and provide for congestion relief?	
	Score Description	
	A)	Is the freeway connector a major freight corridor as measured by truck AADT%
	4	>7%
	2	4%-7%
	1	less than 4%
	B)	Is the freeway connector part of a designated trade corridor as defined in the Regional Truck Network- as part of the Goods Movement Strategy and is the highway corridor congested?
	3	Yes – majority of highway corridor with 2050 peak-period level of service (LOS) E or F
	2	Yes – majority of highway corridor with 2050 peak-period LOS D or better
	C)	Does the freeway connector serve freight land uses (within one mile of the corridor) such as a Seaport, International Airport, Land Port of Entry, Rail Intermodal/Transload Facility or Industrial Cluster/Distribution Center as measured by freight acres?
3-0	Range of freight acres (Note: These scores will be ranked relative to the highest performing project).	
Score Description		
10-0	Scores are based on the combined total number of parts A, B, and C	

Table TA 4.10 – Freeway Connector Project Evaluation Criteria (Continued)

Criteria	Description											
4. Provides Mobility and Congestion Relief	What is 2050 Person Average Daily Traffic (PADT) on the freeway connector?											
	<table border="1"> <thead> <tr> <th>Score</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>10</td> <td>Over 45,000 PADT</td> </tr> <tr> <td>8</td> <td>30,000 to 45,000 PADT</td> </tr> <tr> <td>6</td> <td>25,000 to 29,999 PADT</td> </tr> <tr> <td>4</td> <td>20,000 to 24,999 PADT</td> </tr> <tr> <td>2</td> <td>Less than 20,000 PADT</td> </tr> </tbody> </table>	Score	Description	10	Over 45,000 PADT	8	30,000 to 45,000 PADT	6	25,000 to 29,999 PADT	4	20,000 to 24,999 PADT	2
Score	Description											
10	Over 45,000 PADT											
8	30,000 to 45,000 PADT											
6	25,000 to 29,999 PADT											
4	20,000 to 24,999 PADT											
2	Less than 20,000 PADT											
5. Provides Congestion Relief	What is the number of daily person-hours saved?											
	<table border="1"> <thead> <tr> <th>Score</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>10</td> <td>Over 1400 person-hours saved</td> </tr> <tr> <td>8</td> <td>1000 to 1400 person-hours saved</td> </tr> <tr> <td>6</td> <td>800 to 999 person-hours saved</td> </tr> <tr> <td>4</td> <td>500 to 799 person-hours saved</td> </tr> <tr> <td>2</td> <td>Under 500 person-hours saved</td> </tr> </tbody> </table>	Score	Description	10	Over 1400 person-hours saved	8	1000 to 1400 person-hours saved	6	800 to 999 person-hours saved	4	500 to 799 person-hours saved	2
Score	Description											
10	Over 1400 person-hours saved											
8	1000 to 1400 person-hours saved											
6	800 to 999 person-hours saved											
4	500 to 799 person-hours saved											
2	Under 500 person-hours saved											
6. Serves Regional and/or Corridor Transit Routes	What is the 2050 daily transit passenger ridership?											
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Score	Description											
10-0	Range of transit ridership using the connector											

Table TA 4.10 – Freeway Connector Project Evaluation Criteria (Continued)

Criteria	Description								
7. Minimizes Habitat and Residential Impacts	Does the project minimize negative habitat and residential impacts?								
	<table border="1"> <thead> <tr> <th>Score</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>4</td> <td>Avoids preserve areas as defined by habitat conservation plans or other state or federal lands designated for habitat conservation</td> </tr> <tr> <td>2</td> <td>Avoids native habitats</td> </tr> <tr> <td>4</td> <td>Avoids existing residential development (defined as existing housing stock within 500 feet of the highway right of way is more than two dwelling-units per acre. This does not imply a taking and is used only as a measure of proximity)</td> </tr> </tbody> </table>	Score	Description	4	Avoids preserve areas as defined by habitat conservation plans or other state or federal lands designated for habitat conservation	2	Avoids native habitats	4	Avoids existing residential development (defined as existing housing stock within 500 feet of the highway right of way is more than two dwelling-units per acre. This does not imply a taking and is used only as a measure of proximity)
	Score	Description							
	4	Avoids preserve areas as defined by habitat conservation plans or other state or federal lands designated for habitat conservation							
2	Avoids native habitats								
4	Avoids existing residential development (defined as existing housing stock within 500 feet of the highway right of way is more than two dwelling-units per acre. This does not imply a taking and is used only as a measure of proximity)								
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Score	Description								
10-0	Scores are based on the total number of these points								
<p>Projects receive points for each of the descriptions they satisfy. Note: Preserve areas are defined as habitat preserve planning areas for approved Natural Community Conservation Planning (NCCP) Subregional Plans. Approved NCCP Subregional Plans include: the Multiple Species Conservation Program (MSCP) and the Multiple Habitat Conservation Program (MHCP). Native habitats include all non habitat conservation plan areas within the region.</p>									
8. Cost-Effectiveness of Congestion Relief	What is the annual public capital and operating/maintenance project cost divided by person-hours saved?								
	<table border="1"> <thead> <tr> <th>Score</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>30-0</td> <td>Cost per person-hour saved (congestion relief)</td> </tr> </tbody> </table>	Score	Description	30-0	Cost per person-hour saved (congestion relief)				
Score	Description								
30-0	Cost per person-hour saved (congestion relief)								
<p>Note: These scores will be ranked relative to the highest performing project. Calculated as: $((\text{Total annual operating \& maintenance costs}) + (\text{capital project cost} / \text{Project life})) / \text{Annual Weekday Person-Hours Saved}$. Higher ranking projects have a lower cost per person-hour saved.</p>									
9. GHG Emissions	What is the change in regional CO ₂ emissions from implementing the project?								
	<table border="1"> <thead> <tr> <th>Score</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>10-0</td> <td>Change in CO₂ with and without project</td> </tr> </tbody> </table>	Score	Description	10-0	Change in CO ₂ with and without project				
Score	Description								
10-0	Change in CO ₂ with and without project								
<p>Note: These scores will be ranked relative to the highest performing project. The calculation is based on the California Air Resources Board (CARB) EMFAC emissions model.</p>									

Table TA 4.11 – Freeway Connector Project Evaluation Criteria Weighting

Focus Areas	2050 RTP Goals	Criteria	Description	Max. Score	Total Percent
Serves Travel Needs	System Preservation & Safety, Reliability	Located in a High Crash Rate Area	Is the project located in an area with a high vehicular crash rate?	5	40
	System Preservation & Safety	Provides Access to Evacuation Routes	Does the project provide evacuation access for regional hazard areas including federally recognized Indian reservations?	5	
	Mobility	Serves Goods Movement	Does the project accommodate goods movement and provide for congestion relief?	10	
	Mobility	Provides Mobility and Congestion Relief	What is the 2050 Person Average Daily Traffic on the freeway connector?	10	
	Mobility, Reliability	Provides Congestion Relief	What is the number of daily person-hours saved?	10	
Develops Network Integration	Mobility, Healthy Environment	Serves Regional and/or Corridor Transit Routes	What is the 2050 daily transit passenger ridership?	10	20
	Healthy Environment	Minimizes Habitat and Residential Impacts	Does the project minimize negative habitat and residential impacts?	10	
Addresses Sustainability	Prosperous Economy	Cost-Effectiveness of Congestion Relief	What is the annual public capital and operating project cost divided by person-hours saved?	30	40
	Healthy Environment	GHG Emissions	What is the change in regional CO ₂ emissions from implementing the project?	10	

Table TA 4.12 – Freeway Connectors Project Rankings

TransNet EAP	Free- way	Inter- secting Freeway	Move- ment	Capital Cost (mil)	Serves Travel Needs					Develops Network Integration		Addresses Sustainability		Total Score	2050 RTP Project Rank
					[1] Crash Rate [5]	[2] Evac- uation Access [5]	[3] Goods Move- ment [10]	[4] Provides Mobility [10]	[5] Conges- tion Relief [10]	[6] Transit Routes [10]	[7] Habitat Res Impacts [10]	[8] Cost- Effective- ness [30]	[9] GHG Emiss- ions [10]		
TransNet	SR 94	SR 125	West to North	\$180	4	1.43	3.59	10	8	0	6	30	8.8	71.82	1
TransNet	I-5	SR 78	South to East	\$60	5	2.86	4.50	10	8	0	0	12.84	8	51.20	2
	I-5	I-8	South to West	\$100	1	4.52	2.00	2	8	0	4	18.34	10	49.87	3
TransNet	I-5	SR 78	West to South	\$46	2	5.00	6.22	8	8	0	0	12.99	7.6	49.81	4
TransNet	SR 94	SR 125	South to East	\$139	3	2.14	4.56	10	6	0	6	9.12	7.6	48.42	5
	I-5	I-8	East to North	\$220	5	4.52	2.19	4	10	0	4	8.7	9.2	47.61	6
	I-15	SR 56	North to West	\$100	1	2.14	4.49	6	8	0	6	11.31	8.4	47.34	7
	I-5	SR 94	North to East	\$120	3	2.14	4.00	8	6	0	6	4.91	8.4	42.45	8
TransNet	I-5	SR 56	West to North	\$33	3	3.33	6.34	2	4	0	0	14.06	8.4	41.13	9
TransNet	I-5	SR 56	South to East	\$98	1	3.75	7.48	2	2	0	0	2.43	9.2	27.86	10

Table TA 4.13 – Transit Services Evaluation Criteria Summary

Goal	Criteria	Description
Serves Travel Needs	Serves Congested Areas	Does the route serve the more congested highway corridors or arterials in the region?
	Serves Peak-Period Trips	What is the number of potential peak period transit trips within the capture areas of the transit stations and park and ride facilities?
	Provides Time Competitive/Reliable Transit Service	What is the percentage of the route located in priority treatment?
	Peak-Transit Ridership	What is the morning and afternoon peak-period transit utilization?
Develops Network Integration	Links High-Frequency Transit Services	How many other high frequency (timed transfer service or 15-minute or higher frequency) transit routes does the route connect to?
	Serves RCP Smart Growth Areas	Does the route serve RCP Smart Growth areas?
Addresses Sustainability	Cost-Effectiveness	What is the annual public capital and operating/maintenance cost divided by passenger miles?
	GHG Emissions	What is the change in regional CO2 emissions from implementing the project?
	Provides Accessibility to Low-Income/Minority/Senior (75+) Areas Including Federally Recognized Indian Reservations	Does the transit service serve low-income/minority areas including federally recognized Indian reservations within ½ mile and senior (75+) areas including federally recognized Indian reservations within ¼ mile of the transit route’s stations/stops?
	Provides Accessibility to Federally Recognized Indian Reservations	Does the transit service serve federally recognized Indian reservations?
	Access to Jobs	What is the total number of projected 2050 jobs served within half a mile of the transit routes station/stops?

Table TA 4.14 – Transit Services Project Evaluation Criteria

Criteria	Description											
1. Serves Congested Areas	Does the route serve the more congested highway corridors or arterials in the region?											
	<table border="1"> <thead> <tr> <th style="text-decoration: underline;">Score</th> <th style="text-decoration: underline;">Description</th> </tr> </thead> <tbody> <tr> <td>10-0</td> <td>Percentage of highway corridor or arterial with Level of Service E or F in 2050.</td> </tr> </tbody> </table> <p>Note: These scores will be ranked relative to the highest performing project. The arterial network is the Regional Arterial System (RAS) in the 2050 RTP.</p>	Score	Description	10-0	Percentage of highway corridor or arterial with Level of Service E or F in 2050.							
Score	Description											
10-0	Percentage of highway corridor or arterial with Level of Service E or F in 2050.											
2. Serves Peak Period Trips	What is the number of potential peak period transit trips within the capture areas of the transit station/stop and park-and-ride facilities?											
	<table border="1"> <thead> <tr> <th style="text-decoration: underline;">Score</th> <th style="text-decoration: underline;">Description</th> </tr> </thead> <tbody> <tr> <td>5-0</td> <td>Total potential trips per station/stop</td> </tr> </tbody> </table> <p>Note: These scores will be ranked relative to the highest performing project. Calculated as: Transit peak trips = $a + 1/10b + \#c$ a = All trips within 1/2 mile of the transit stations/stops (captures walkable trips) b = All trips located between 1/2 to 1 mile of the transit stations/stops (captures trips served by shuttle/bicycles) c = All park-and-ride trips based on park-and-ride facility capacity (captures park-and ride-origin trips) multiplied by the number of park-and-ride facilities located on the route</p>	Score	Description	5-0	Total potential trips per station/stop							
Score	Description											
5-0	Total potential trips per station/stop											
3. Provides Time Competitive/Reliable Transit Service	What is the percentage of the route located in priority treatment?											
	<table border="1"> <thead> <tr> <th style="text-decoration: underline;">Score</th> <th style="text-decoration: underline;">Treatment</th> </tr> </thead> <tbody> <tr> <td>5</td> <td>Dedicated Transit Guideway (uninterrupted/preemptive service)</td> </tr> <tr> <td>3</td> <td>Dedicated Arterial Lane or Interrupted Rail or Managed Lane</td> </tr> <tr> <td>1</td> <td>HOV Lane or Arterial Spot Treatments(e.g., signal priority, queue jumpers)</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th style="text-decoration: underline;">Score</th> <th style="text-decoration: underline;">Description</th> </tr> </thead> <tbody> <tr> <td>10-0</td> <td>Percentage of route located in priority treatment</td> </tr> </tbody> </table> <p>Note: These scores will be ranked relative to the highest performing project. To calculate the score of a project the percentage of the route on dedicated treatment is multiplied by the value of the treatment to determine the total of points received. The point total is then associated with a project score. Example Route A is located in 25% Dedicated Transit Guideway, 25% Dedicated Arterial Lane and 50% on an arterial with spot treatments. $(25 \times 5) + (25 \times 3) + (50 \times 1) = 250$</p>	Score	Treatment	5	Dedicated Transit Guideway (uninterrupted/preemptive service)	3	Dedicated Arterial Lane or Interrupted Rail or Managed Lane	1	HOV Lane or Arterial Spot Treatments(e.g., signal priority, queue jumpers)	Score	Description	10-0
Score	Treatment											
5	Dedicated Transit Guideway (uninterrupted/preemptive service)											
3	Dedicated Arterial Lane or Interrupted Rail or Managed Lane											
1	HOV Lane or Arterial Spot Treatments(e.g., signal priority, queue jumpers)											
Score	Description											
10-0	Percentage of route located in priority treatment											

Table TA 4.14 – Transit Services Project Evaluation Criteria (Continued)

Criteria	Description
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4. Peak Transit Ridership What is the morning and afternoon peak-period transit utilization?

Route Type	Seats Assumed
Heavy Rail	130/car (5 car trains)
Trolley	64/car (3 car trains)
SPRINTER	136/car (2 car trains)
Circulator	29/vehicle
Bus	37/vehicle
Bus Rapid Transit	53/vehicle

Score	Description
10-0	Percentage of average transit utilization of route during peak period

Note: These scores will be ranked relative to the highest performing project.
Transit utilization is calculated as passenger miles divided by seat miles.

The bus route type will include the following potential transit services, subject to the selection of the preferred network in the Urban Area Transit Strategy: local service, arterial rapid, and street car.

5. Links High-Frequency Transit Services How many other high-frequency (timed transfer service or at least 15 minute service) transit routes does the route connect to?

Score	Description
5	Connects with heavy rail (High Speed Rail, Intercity Rail, and Commuter Rail), light rail, or bus rapid transit
3	Connects with arterial rapid transit
1	Connects with high frequency local transit

Score	Description
15-0	Total number of route connections with high frequency transit routes

Note: These scores will be ranked relative to the highest performing project.
Transit routes shall receive points for each type of service they connect with. This will be determined by stations/stops. Scores are based on the total number of connections at stations/stops.

Table TA 4.14 – Transit Services Project Evaluation Criteria (Continued)

Criteria	Description																								
6. Serves RCP Smart Growth Centers	<p>Does the transit route serve RCP Smart Growth areas? A) Transit Routes shall receive points for each place type they serve.</p> <table border="1"> <thead> <tr> <th>Score</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>5</td> <td>Serves existing/planned Metropolitan Center or Urban Center</td> </tr> <tr> <td>4</td> <td>Serves existing/planned Town Center or Special Use Center</td> </tr> <tr> <td>3</td> <td>Serves existing/planned Transit Corridor or Community Center</td> </tr> <tr> <td>2</td> <td>Serves existing/planned Rural Center</td> </tr> <tr> <td>1</td> <td>Serves potential RCP Smart Growth Area</td> </tr> </tbody> </table> <p>B) Transit Routes shall receive points for exceeding residential/employment requirements of each place type they serve.</p> <table border="1"> <thead> <tr> <th>Score</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>5</td> <td>Exceeds minimum residential/employment requirements by 100% or more</td> </tr> <tr> <td>3</td> <td>Exceeds minimum residential/employment requirements by 50-99%</td> </tr> <tr> <td>1</td> <td>Exceeds minimum residential/employment requirements by 25-49%</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th>Score</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>10-0</td> <td>Scores are based on the combined total number of parts A and B and are normalized to a maximum of 10 points</td> </tr> </tbody> </table> <p>Note: These scores will be ranked relative to the highest performing project. Based on the densities included in the 2050 Regional Growth Forecast.</p>	Score	Description	5	Serves existing/planned Metropolitan Center or Urban Center	4	Serves existing/planned Town Center or Special Use Center	3	Serves existing/planned Transit Corridor or Community Center	2	Serves existing/planned Rural Center	1	Serves potential RCP Smart Growth Area	Score	Description	5	Exceeds minimum residential/employment requirements by 100% or more	3	Exceeds minimum residential/employment requirements by 50-99%	1	Exceeds minimum residential/employment requirements by 25-49%	Score	Description	10-0	Scores are based on the combined total number of parts A and B and are normalized to a maximum of 10 points
Score	Description																								
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Score	Description																								
10-0	Scores are based on the combined total number of parts A and B and are normalized to a maximum of 10 points																								
7. Cost-Effectiveness	<p>What is the annual public capital and operating project cost divided by passenger miles?</p> <table border="1"> <thead> <tr> <th>Score</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>20-0</td> <td>Cost per passenger mile traveled</td> </tr> </tbody> </table> <p>Note: These scores will be ranked relative to the highest performing project. Calculated as: $\frac{((\text{Total annual operating \& maintenance subsidy}) + (\text{capital project cost} / \text{Project life}))}{\text{Passenger miles traveled}}$ Higher ranking projects have a lower cost per passenger-mile traveled.</p>	Score	Description	20-0	Cost per passenger mile traveled																				
Score	Description																								
20-0	Cost per passenger mile traveled																								

Table TA 4.14 – Detailed Scoring for Transit Services Project Evaluation Criteria (Continued)

Criteria	Description
8. GHG Emissions	<p>What is the change in regional CO₂ emissions from implementing the project?</p> <p>Score Description</p> <hr/> <p>10-0 Change in CO₂ emissions with and without project</p> <p>Note: These scores will be ranked relative to the highest performing project. The calculation is based on the California Air Resources Board (CARB) EMFAC emissions model.</p>
9. Provides Accessibility to Low-Income/Minority/ Senior (75+) Areas Including Federally Recognized Indian Reservations	<p>Does the transit service serve low-income/minority areas including federally recognized Indian reservations within ½ mile and senior (75+) areas including federally recognized Indian reservations within ¼ mile of the transit route’s stations/stops?</p> <p>Score Description</p> <hr/> <p>4-0 Range of proportion of low-income/minority/senior (75+) population including federally recognized Indian reservations served relative to the total population.</p> <p>Note: These scores will be ranked relative to the highest performing project.</p>
10. Provides Accessibility to Federally Recognized Indian Reservations	<p>Does the transit service serve federally recognized Indian reservations?</p> <p>Score Description</p> <hr/> <p>Does the transit service serve federally recognized Indian reservations within ½ mile of the transit route’s stations/stops?</p> <p>1 Yes</p> <p>0 No</p>
11. Access to Jobs	<p>What is the total number of projected 2050 jobs served within ½ mile of the transit route’s station/stops?</p> <p>Score Description</p> <hr/> <p>5-0 Range of total number of jobs served per mile</p> <p>Note: These scores will be ranked relative to the highest performing project.</p>

Table TA 4.15 – Transit Services Project Evaluation Criteria Weighting

Focus Areas	2050 RTP Goals	Criteria	Description	Max. Score	Total Percent	
Serves Travel Needs	Reliability, Healthy Environment	Serves Congested Areas	Does the route serve the more congested highway corridors or arterials in the region?	10	35	
		Mobility	Serves Peak Period Trips	What are the number of potential transit trips within the capture areas of the transit stations/stops and park-and-ride facilities?		5
		Mobility, Reliability	Provides Time Competitive/ Reliable Transit	What is the percentage of the route located in priority treatment?		10
		Mobility	Peak Transit Ridership	What is the morning and afternoon peak-period transit utilization?		10
		Mobility	Off-Peak Transit Ridership	What is the midday off-peak transit utilization?		N/A
Develops Network Integration	Mobility, Reliability, Healthy Environment	Links High-Frequency Transit Services	How many other high-frequency (timed transfer service or at least 15 minute service) transit routes does the route connect to?	15	25	
		Healthy Environment	Serves RCP Smart Growth Areas	Does the route serve existing/planned/pending and/or potential RCP Smart Growth areas?		10

Table TA 4.15 – Transit Services Project Evaluation Criteria Weighting (Continued)

Focus Areas	2050 RTP Goals	Criteria	Description	Max. Score	Total Percent
Addresses Sustainability	Prosperous Economy	Cost Effectiveness	What is the annual public project capital and operating cost divided by passenger miles?	20	40
	Healthy Environment	GHG Emissions	What is the change in regional CO ₂ emissions from implementing the project?	10	
	Social Equity, Mobility	Provides Accessibility to Low-Income/Minority/Senior (75+) Areas Including Federally Recognized Indian Reservations	Does the transit service serve low-income/minority areas including federally recognized Indian reservations within ½ mile and senior (75+) areas including federally recognized Indian reservations within ¼ mile of the transit route’s stations/stops?	4	
	Social Equity, Mobility	Provides Accessibility to Federally Recognized Indian Reservations	Does the transit service serve federally recognized Indian reservations within ½ mile of the transit route’s stations/stops	1	
	Prosperous Economy, Social Equity, Mobility	Access to Jobs	What is the total number of projected 2050 jobs served within ½ mile of the transit route’s stations/ tops?	5	

Table TA 4.16 – Transit Services Evaluation Rankings

TransNet	Route	Mode	Description	Capital Cost (mil)	Operating Subsidy (mil)	Total Costs (mil)	Serves Travel Needs				Develops Network Integration		Addresses Sustainability						Total Score	2050 RTP Project Rank
							[1] Congested Areas [10]	[2] Peak Period Trips [5]	[3] Time Comp/Rel Transit [10]	[4] Transit Ridership [10]	[5] High Frequency Transit [15]	[6] Smart Growth [10]	[7] Cost-Effectiveness [20]	[8] GHG Emissions [10]	[9] LIM Access [4]	[10] Indian Access [1]	[11] Job Access [5]			
	510	LRT	Blue Line UTC to San Ysidro via Downtown San Diego	\$540	\$424	\$964	9.97	2.61	10.00	3.55	15.00	8.03	15.08	3.75	3.42	0	0.96	72.37	1	
	530	LRT	Green Line Santee to 12th/Imperial	\$0	\$367	\$367	8.65	2.28	10.00	3.95	12.36	10.00	13.03	6.25	2.97	0	0.90	70.39	2	
	610	Peak BRT	Temecula/Escondido to Downtown via I-15, Kearny Mesa Guideway	\$920	\$310	\$1,230	5.61	2.33	6.23	10.00	13.21	5.83	18.06	3.75	3.23	0	0.40	68.64	3	
	540	Express LRT	Blue Line UTC to San Ysidro via Downtown San Diego	\$316	\$229	\$546	10.00	3.72	10.00	4.33	13.47	4.77	7.79	3.75	3.45	0	0.63	61.90	4	
	566	Express LRT	Otay (EUC) to UTC via Mid-City, Kearny Mesa	\$227	\$219	\$446	4.52	2.14	10.00	3.96	12.61	4.09	12.80	2.5	3.59	0	0.19	56.40	5	
	522	Express LRT	Orange Line El Cajon to Downtown San Diego via Euclid	\$160	\$145	\$305	8.23	5.00	10.00	3.24	10.40	4.70	4.02	2.5	3.49	0	0.87	52.45	6	
	870	Peak BRT	El Cajon to UTC via Santee, SR 52, Kearny Mesa	\$7	\$17	\$24	5.54	1.58	3.16	8.34	9.38	1.36	20.00	0	2.63	0	0.37	52.36	7	
	598	CR	High Speed Rail - Commuter Rail Service from Riverside to Int'l Border	\$3,753	\$912	\$4,665	6.59	1.94	10.00	1.11	12.95	4.85	1.50	10	3.16	0	0.12	52.22	8	
	563	LRT	Pacific Beach to El Cajon via Kearny Mesa, Mission Valley, SDSU	\$1,051	\$272	\$1,323	6.90	1.48	10.00	3.66	10.65	7.50	3.71	3.75	2.81	0	0.62	51.09	9	
TransNet	398	CR	COASTER with Del Mar and University Town Center (UTC) Tunnels, Permanent Station at Del Mar Fairgrounds, and New Station at Convention Center in Downtown San Diego	\$4,630	\$825	\$5,455	6.95	2.89	10.00	2.03	11.08	4.02	3.66	6.25	2.89	0	0.26	50.02	10	
	520	LRT	Orange Line with Extension to Airport and Downtown Tunnel	\$540	\$330	\$869	7.63	3.08	10.00	1.53	11.68	6.82	2.56	1.25	3.52	0	0.96	49.02	11	
	120	Rapid	Kearny Mesa to Downtown via Sharp Hospital, Mission Valley, Hillcrest	\$917	\$57	\$974	5.91	2.60	9.61	8.25	9.80	4.62	1.30	0	3.09	0	2.45	47.64	12	
	560	LRT	SDSU to Downtown via El Cajon Blvd/ Mid-City	\$1,025	\$171	\$1,196	2.56	3.75	10.00	4.22	9.89	6.67	2.61	2.5	3.52	0	1.70	47.42	13	
	562	LRT	UTC to Chula Vista via Kearny Mesa, Mission Valley, Mid-City, National City	\$1,612	\$269	\$1,881	5.51	1.37	10.00	3.16	13.13	3.56	2.65	2.5	3.57	0	0.47	45.92	14	
	10	Rapid	La Mesa to Ocean Beach via Mid-City, Hillcrest, Old Town	\$71	\$124	\$196	3.81	1.64	2.00	7.33	9.29	9.85	7.54	0	3.18	0	0.65	45.29	15	
	652	BRT	Downtown to UTC via Hillcrest, Mission Valley, via Kearny Mesa Guideway	\$950	\$74	\$1,024	7.10	3.75	7.25	4.77	11.08	4.77	1.31	0	3.21	0	1.32	44.56	16	
	430	BRT	Oceanside to Escondido via SR 78 HOV Lanes	\$196	\$57	\$252	8.80	2.07	2.00	6.59	5.45	2.12	13.22	0	2.97	0	0.18	43.40	17	
	910	Rapid	Coronado to Downtown via Coronado Bridge	\$21	\$55	\$76	5.38	4.08	1.37	8.09	6.65	2.80	6.03	2.5	3.42	0	2.96	43.28	18	

Table TA 4.16 – Transit Services Evaluation Rankings (Continued)

TransNet	Route	Mode	Description	Capital Cost (mil)	Operating Subsidy (mil)	Total Costs (mil)	Serves Travel Needs				Develops Network Integration		Addresses Sustainability						2050 RTP Project Rank
							[1] Congested Areas [10]	[2] Peak Period Trips [5]	[3] Time Comp/Rel Transit [10]	[4] Transit Ridership [10]	[5] High Frequency Transit [15]	[6] Smart Growth [10]	[7] Cost-Effectiveness [20]	[8] GHG Emissions [10]	[9] LIM Access [4]	[10] Indian Access [1]	[11] Job Access [5]	Total Score	
	473	Rapid	Oceanside to UTC via Hwy 101 Coastal Communities, Carmel Valley	\$106	\$165	\$270	1.27	1.13	2.00	7.21	8.86	3.71	14.88	0	2.31	0	0.47	41.85	19
	550	LRT	SDSU to San Ysidro via East San Diego, SE San Diego, National City	\$1,388	\$286	\$1,674	2.28	1.61	10.00	2.06	9.80	5.98	1.77	2.5	3.76	0	0.42	40.19	20
TransNet	399	LRT	SPRINTER Oceanside to Escondido (with Branch Extensions to North County Fair and East Escondido)	\$609	\$341	\$950	7.66	1.50	10.00	0.48	5.97	4.09	2.90	3.75	3.18	0	0.30	39.82	21
	692	BRT	El Cajon to Otay Mesa via Spring Valley, SR 125, Millenia	\$6	\$82	\$88	3.57	2.21	2.88	3.15	7.41	2.73	10.99	0	2.98	0	0.16	36.07	22
	588	Express LRT	SPRINTER - Stops at Oceanside, Vista, Escondido Transit Centers	\$197	\$118	\$315	8.98	2.35	10.00	0.84	4.94	2.65	2.02	0	3.21	0	0.08	35.08	23
	30	Rapid	Old Town to Sorrento Mesa via Pacific Beach, La Jolla, UTC	\$81	\$161	\$242	4.69	0.93	2.05	5.14	9.29	3.86	5.53	0	2.63	0	0.74	34.88	24
	650	Peak BRT	Otay Ranch/Chula Vista to Palomar Airport Road Business Park via I-805/I-5	\$67	\$28	\$96	5.08	0.47	5.31	5.54	4.60	0.23	9.61	0	3.73	0	0.10	34.68	25
	11	Rapid	Spring Valley to SDSU via SE San Diego, Downtown, Hillcrest, Mid-City	\$92	\$150	\$242	1.87	1.91	2.00	3.01	10.74	6.82	3.97	0	3.34	0	0.91	34.56	26
	28	Rapid	Point Loma to Kearny Mesa via Old Town, Linda Vista	\$40	\$76	\$117	2.64	1.26	4.38	4.66	7.16	2.80	6.17	1.25	2.70	0	0.86	33.89	27
	561	LRT	UTC to Mira Mesa via Sorrento Mesa	\$1,173	\$131	\$1,304	1.77	1.35	10.00	2.07	6.90	2.12	1.08	3.75	2.90	0	1.22	33.17	28
	555	Streetcar	30th St. to downtown San Diego via North Park/Golden Hill	\$207	\$164	\$371	0.27	1.59	6.00	6.60	6.31	3.48	1.21	1.25	3.44	0	2.46	32.61	29
	553	Streetcar	San Diego Downtown - Little Italy to East Village	\$113	\$81	\$194	0.54	1.97	6.00	4.50	6.48	1.21	0.89	1.25	3.53	0	5.00	31.37	30
	554	Streetcar	Hillcrest/Balboa Park/Downtown San Diego Loop	\$231	\$160	\$391	1.57	1.43	6.00	4.47	5.54	3.86	0.87	1.25	3.19	0	2.55	30.74	31
	564	LRT	Otay Mesa to Chula Vista via Otay Ranch/Millenia	\$668	\$186	\$854	1.82	0.69	10.00	2.43	4.94	2.05	3.16	1.25	3.24	0	0.16	29.73	32
	653	Peak BRT	SE San Diego/Mid-City to Palomar Airport Road Business Park via I-805/I-5	\$10	\$30	\$40	5.92	0.72	4.96	1.91	4.77	2.27	4.86	0	4.00	0	0.21	29.63	33
	41	Rapid	Old Town to UTC via Linda Vista, Clairemont	\$45	\$64	\$109	2.89	1.17	1.77	2.28	7.84	3.33	3.79	1.25	2.85	0	0.54	27.71	34
	2	Rapid	30th Ave to Downtown San Diego via North Park	\$32	\$68	\$100	1.41	2.90	2.00	1.88	7.07	3.41	1.34	1.25	3.44	0	2.63	27.33	35
	940	Peak BRT	Oceanside to Sorrento Mesa via I-5, Carlsbad, Encinitas	\$36	\$14	\$50	5.33	0.82	5.33	1.68	5.03	0.61	2.51	2.5	2.96	0	0.17	26.94	36

Table TA 4.16 – Transit Services Evaluation Rankings (Continued)

TransNet	Route	Mode	Description	Capital Cost (mil)	Operating Subsidy (mil)	Total Costs (mil)	Serves Travel Needs				Develops Network Integration		Addresses Sustainability						2050 RTP Project Rank
							[1] Congested Areas [10]	[2] Peak Period Trips [5]	[3] Time Comp/Rel Transit [10]	[4] Transit Ridership [10]	[5] High Frequency Transit [15]	[6] Smart Growth [10]	[7] Cost-Effectiveness [20]	[8] GHG Emissions [10]	[9] LIM Access [4]	[10] Indian Access [1]	[11] Job Access [5]	Total Score	
	709	Rapid	H St Trolley to Millenia via H St Corridor, Southwestern College	\$30	\$55	\$85	1.07	1.34	3.16	2.76	5.37	2.58	4.90	1.25	3.33	0	0.32	26.07	37
	636	Rapid	SDSU to Spring Valley via East San Diego, Lemon Grove, Skyline	\$32	\$55	\$87	3.40	1.24	2.00	3.32	4.52	2.65	3.56	1.25	3.27	0	0.40	25.60	38
	890	Peak BRT	El Cajon to Sorrento Mesa via Santee, SR 52	\$10	\$23	\$33	5.53	1.20	2.73	1.73	6.99	1.21	2.65	0	2.71	0	0.41	25.16	39
	440	Rapid	Carlsbad to San Marcos via Palomar Airport Road Corridor	\$42	\$57	\$98	1.23	0.89	2.00	4.93	2.73	0.53	6.34	1.25	3.08	0	0.40	23.38	40
	635	Rapid	Millenia to Palomar Trolley via Main St Corridor	\$45	\$70	\$115	3.61	0.69	2.35	1.94	3.84	1.97	2.66	1.25	3.69	0	0.29	22.29	41
	551	Streetcar	Chula Vista Downtown	\$112	\$89	\$201	1.72	0.91	6.00	1.54	3.24	1.14	0.33	2.5	3.61	0	1.16	22.15	42
	637	Rapid	North Park to 32nd St Trolley via Golden Hill, SE San Diego	\$26	\$46	\$72	0.55	1.42	2.00	2.98	4.09	2.95	2.76	1.25	3.37	0	0.58	21.95	43
	557	Streetcar	El Cajon Downtown	\$133	\$98	\$231	0.00	1.04	6.00	3.77	3.66	1.59	0.65	1.25	3.03	0	0.87	21.86	44
	558	Streetcar	Escondido Downtown	\$42	\$33	\$74	0.00	1.09	6.00	1.83	3.24	0.83	0.30	1.25	3.49	0	1.89	19.91	45
	474	Rapid	Oceanside to Vista via Mission Ave/Santa Fe Road Corridor	\$41	\$76	\$117	3.19	1.25	2.00	1.85	3.32	2.05	2.62	0	3.10	0	0.26	19.64	46
	471	Rapid	Downtown Escondido to East Escondido	\$26	\$32	\$58	0.00	0.95	2.00	3.22	3.07	1.44	2.74	1.25	3.61	0	0.86	19.14	47
	638	Rapid	San Ysidro to Otay Mesa via Otay, SR 905 Corridor	\$44	\$67	\$111	0.67	0.61	1.57	3.58	3.41	0.68	4.29	0	3.97	0	0.32	19.10	48
	552	Streetcar	National City Downtown	\$33	\$48	\$81	0.00	1.08	6.00	1.21	4.01	0.83	0.31	0	3.67	0	1.59	18.69	49
	565	Streetcar	Mission Beach to La Jolla via Pacific Beach	\$199	\$154	\$354	2.41	0.54	6.00	1.08	0.85	2.35	0.19	1.25	2.41	0	0.47	17.55	50
	639	Rapid	Otay to North Island via Imperial Beach, Silver Strand, Coronado	\$44	\$65	\$109	0.42	1.17	2.00	2.41	2.81	2.05	3.07	0	2.85	0	0.39	17.18	51
	559	Streetcar	Oceanside Downtown	\$37	\$25	\$62	0.00	0.72	6.00	0.77	3.07	0.61	0.12	1.25	3.01	0	0.93	16.48	52
	477	Rapid	Camp Pendleton to Carlsbad Village via College Blvd, Plaza Camino Real	\$65	\$92	\$156	2.82	0.73	2.00	1.80	2.73	0.76	2.11	0	2.44	0	0.23	15.62	53

Table TA 4.17 – Maritime Project Evaluation Criteria

Criteria	Description
1. Throughput	How much additional freight can be accommodated by the project? Score Description <hr/> Up to 20 The project creates capacity for additional freight <i>Project awarded 0-20 points based on a proportional scaling system.</i>
2. Relieves Freight System Bottlenecks/Capacity Constraints and Reduces Delay	Does the project improve average travel time for freight? Score Description <hr/> Up to 10 The project reduces average idle time for trucks entering or exiting the port Up to 10 Project improves velocity of a cargo unit in the Port or on a connecting road <i>Project awarded 0-20 points based on a proportional scaling system.</i>
3. Improves freight system and/or modal safety	Does the project accommodate features that enhance safety and/or enhance national security? Score Description <hr/> 1 Project increases movement of militarily significant cargo 1 Project provides a buffer between freight and non-freight modes of transportation 3 Project enhances safety of transport function
4. Improves Freight System Management/Efficiency	Does the project include freight management systems, strategies, and/or technologies to improve efficiency, velocity? Score Description <hr/> 10 or 5 Project facilitates information transmittal that improves network integration (i.e. advanced trucker information, improved signage or other information technology)
5. Provides Critical Modal/ Intermodal Link/Connectivity	Does the project integrate the local freight system? Score Description <hr/> 10 or 5 Project completes a regional link = 10 points Project improves a regional link = 5 points

Table TA 4.17 – Maritime Project Evaluation Criteria (Continued)

Criteria	Description						
6. Cost-Effectiveness	How does the project rank against others with respect to cost/project capacity?						
	<table border="1"> <thead> <tr> <th style="border-bottom: 1px solid black;">Score</th> <th style="border-bottom: 1px solid black;">Description</th> </tr> </thead> <tbody> <tr> <td>Up to 10</td> <td>Total capital cost/increased capacity in tons</td> </tr> <tr> <td>Up to 5</td> <td>Outside funding sources are available for project implementation</td> </tr> </tbody> </table>	Score	Description	Up to 10	Total capital cost/increased capacity in tons	Up to 5	Outside funding sources are available for project implementation
Score	Description						
Up to 10	Total capital cost/increased capacity in tons						
Up to 5	Outside funding sources are available for project implementation						
7. Minimizes Community Impacts	Does project minimize/address community impacts?						
	<table border="1"> <thead> <tr> <th style="border-bottom: 1px solid black;">Score</th> <th style="border-bottom: 1px solid black;">Description</th> </tr> </thead> <tbody> <tr> <td>Up to 10</td> <td>Project provides a buffer between freight and residential development</td> </tr> </tbody> </table>	Score	Description	Up to 10	Project provides a buffer between freight and residential development		
Score	Description						
Up to 10	Project provides a buffer between freight and residential development						
8. Minimizes impacts to Environment/Habitat	Does the project minimize/address environmental/habitat impacts?						
	<table border="1"> <thead> <tr> <th style="border-bottom: 1px solid black;">Score</th> <th style="border-bottom: 1px solid black;">Description</th> </tr> </thead> <tbody> <tr> <td>5</td> <td>Project avoids native habitats or preserve areas Avoids preserve areas as defined by habitat conservation plans or other state, federal lands designated for habitat conservation, and native habitats</td> </tr> <tr> <td>5</td> <td>Project reduces externalities to include emissions related to idling, noise and/or visual impacts</td> </tr> </tbody> </table> <p>Note: Preserve areas are defined as habitat preserve planning areas for approved Natural Community Conservation Planning (NCCP) Subregional Plans. Approved NCCP Subregional Plans include: the Multiple Species Conservation Program (MSCP) and the Multiple Habitat Conservation Program (MHCP). Native habitats include all non habitat conservation plan areas within the region.</p>	Score	Description	5	Project avoids native habitats or preserve areas Avoids preserve areas as defined by habitat conservation plans or other state, federal lands designated for habitat conservation, and native habitats	5	Project reduces externalities to include emissions related to idling, noise and/or visual impacts
Score	Description						
5	Project avoids native habitats or preserve areas Avoids preserve areas as defined by habitat conservation plans or other state, federal lands designated for habitat conservation, and native habitats						
5	Project reduces externalities to include emissions related to idling, noise and/or visual impacts						

Table TA 4.18 – Rail and Intermodal Facilities Project Evaluation Criteria

Criteria	Description						
1. Throughput	How much additional freight can be accommodated by the project?						
	<table border="1"> <thead> <tr> <th>Score</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>Up to 20</td> <td>Project provides capacity for additional carloads <i>Project awarded 0-20 points based on a proportional scaling system.</i></td> </tr> </tbody> </table>	Score	Description	Up to 20	Project provides capacity for additional carloads <i>Project awarded 0-20 points based on a proportional scaling system.</i>		
Score	Description						
Up to 20	Project provides capacity for additional carloads <i>Project awarded 0-20 points based on a proportional scaling system.</i>						
2. Relieves Freight System Bottlenecks/Capacity Constraints and Reduces Delay	Does the project improve average travel time for freight?						
	<table border="1"> <thead> <tr> <th>Score</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>5</td> <td>Improves intermodal transfer time</td> </tr> <tr> <td>Up to 15</td> <td>Improves travel time <i>Project awarded 0-15 points based on a proportional scaling system.</i></td> </tr> </tbody> </table>	Score	Description	5	Improves intermodal transfer time	Up to 15	Improves travel time <i>Project awarded 0-15 points based on a proportional scaling system.</i>
Score	Description						
5	Improves intermodal transfer time						
Up to 15	Improves travel time <i>Project awarded 0-15 points based on a proportional scaling system.</i>						
3. Improves freight system and/or modal safety	Does the project accommodate features that enhance safety?						
	<table border="1"> <thead> <tr> <th>Score</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>5</td> <td>Project includes risk abatement features or safety enhancements such as grade separations</td> </tr> </tbody> </table>	Score	Description	5	Project includes risk abatement features or safety enhancements such as grade separations		
Score	Description						
5	Project includes risk abatement features or safety enhancements such as grade separations						
4. Improves Freight System Management/Efficiency	Does the project include freight management systems, strategies, and/or technologies to improve efficiency, velocity?						
	<table border="1"> <thead> <tr> <th>Score</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>10 or 5</td> <td>Project facilitates information transmittal that improves network integration (i.e., variable message signs)</td> </tr> </tbody> </table>	Score	Description	10 or 5	Project facilitates information transmittal that improves network integration (i.e., variable message signs)		
Score	Description						
10 or 5	Project facilitates information transmittal that improves network integration (i.e., variable message signs)						
5. Provides Critical Modal/ Intermodal Link/Connectivity	Does the project integrate the local freight system?						
	<table border="1"> <thead> <tr> <th>Score</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>10 or 5</td> <td>Project completes a regional link = 10 points Project improves a regional link = 5 points</td> </tr> </tbody> </table>	Score	Description	10 or 5	Project completes a regional link = 10 points Project improves a regional link = 5 points		
Score	Description						
10 or 5	Project completes a regional link = 10 points Project improves a regional link = 5 points						

Table TA 4.18 – Rail and Intermodal Facilities Project Evaluation Criteria (Continued)

Criteria	Description
6. Cost-Effectiveness (Project Lifecycle)	How does the project rank against others with respect to cost/project capacity?
	Score Description
	Up to 10 Total capital cost/increased capacity in tons Up to 5 Outside funding sources are available for project implementation
7. Minimizes Community Impacts	Does project minimize/address community impacts?
	Score Description
	Up to 10 Project provides a buffer between freight and residential development
8. Minimizes impacts to Environment/Habitat	Does the project minimize/address environmental/habitat impacts?
	Score Description
	5 Project avoids native habitats or preserve areas Avoids preserve areas as defined by habitat conservation plans or other state, federal lands designated for habitat conservation, and native habitats 5 Project reduces externalities to include emissions related to idling, noise and/or visual impacts Note: Preserve areas are defined as habitat preserve planning areas for approved Natural Community Conservation Planning (NCCP) Subregional Plans. Approved NCCP Subregional Plans include: the Multiple Species Conservation Program (MSCP) and the Multiple Habitat Conservation Program (MHCP). Native habitats include all nonhabitat conservation plan areas within the region.

Table TA 4.19 – Road/Truckway Project Evaluation Criteria

Criteria	Description						
1. Throughput	How much additional freight can be accommodated by the project? <table border="1"> <thead> <tr> <th>Score</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>Up to 20</td> <td>Change in trucks per lane mile (AADT) <i>Project awarded 0-20 points based on a proportional scaling system</i></td> </tr> </tbody> </table>	Score	Description	Up to 20	Change in trucks per lane mile (AADT) <i>Project awarded 0-20 points based on a proportional scaling system</i>		
Score	Description						
Up to 20	Change in trucks per lane mile (AADT) <i>Project awarded 0-20 points based on a proportional scaling system</i>						
2. Relieves Freight System Bottlenecks/Capacity Constraints and Reduces Delay	Does the project improve average travel time for freight (by improving travel time for all vehicles)? <table border="1"> <thead> <tr> <th>Score</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>Up to 20</td> <td>What is the number of daily person-hours saved? This criterion accounts for both current (2008) and 2050 congestion relief. Total daily travel time is computed for a baseline condition that includes all current 2008 fully funded and/or environmentally cleared projects. Travel time is again computed by adding each project, one by one, to the baseline condition. The resulting travel time is then compared to the baseline travel time. The difference is the travel time savings that can be attributed to each project. Higher ranking projects have the largest number of person-hours saved. To incorporate existing congestion, the level of service (LOS) on the existing network was analyzed. The LOS were grouped into categories of F, E-D, and C-A. The 2050 hours were then divided by a factor assigned to these three groups. F = 1, E-D = 1.5 and C-A = 2.</td> </tr> </tbody> </table>	Score	Description	Up to 20	What is the number of daily person-hours saved? This criterion accounts for both current (2008) and 2050 congestion relief. Total daily travel time is computed for a baseline condition that includes all current 2008 fully funded and/or environmentally cleared projects. Travel time is again computed by adding each project, one by one, to the baseline condition. The resulting travel time is then compared to the baseline travel time. The difference is the travel time savings that can be attributed to each project. Higher ranking projects have the largest number of person-hours saved. To incorporate existing congestion, the level of service (LOS) on the existing network was analyzed. The LOS were grouped into categories of F, E-D, and C-A. The 2050 hours were then divided by a factor assigned to these three groups. F = 1, E-D = 1.5 and C-A = 2.		
Score	Description						
Up to 20	What is the number of daily person-hours saved? This criterion accounts for both current (2008) and 2050 congestion relief. Total daily travel time is computed for a baseline condition that includes all current 2008 fully funded and/or environmentally cleared projects. Travel time is again computed by adding each project, one by one, to the baseline condition. The resulting travel time is then compared to the baseline travel time. The difference is the travel time savings that can be attributed to each project. Higher ranking projects have the largest number of person-hours saved. To incorporate existing congestion, the level of service (LOS) on the existing network was analyzed. The LOS were grouped into categories of F, E-D, and C-A. The 2050 hours were then divided by a factor assigned to these three groups. F = 1, E-D = 1.5 and C-A = 2.						
3. Improves freight system and/or modal safety	Does the project improve safety? <table border="1"> <thead> <tr> <th>Score</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>5-4</td> <td>Regional percentage of crash rates that exceed the statewide average</td> </tr> <tr> <td>3-1</td> <td>Regional percentage of crash rates below the statewide average <i>Project scores are based on Caltrans District 11 TASAS Table B report data.</i></td> </tr> </tbody> </table>	Score	Description	5-4	Regional percentage of crash rates that exceed the statewide average	3-1	Regional percentage of crash rates below the statewide average <i>Project scores are based on Caltrans District 11 TASAS Table B report data.</i>
Score	Description						
5-4	Regional percentage of crash rates that exceed the statewide average						
3-1	Regional percentage of crash rates below the statewide average <i>Project scores are based on Caltrans District 11 TASAS Table B report data.</i>						
4. Improves Freight System Management/Efficiency	Does the project include freight management systems, strategies, and/or technologies to improve efficiency, velocity? <table border="1"> <thead> <tr> <th>Score</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>10</td> <td>Project facilitates information transmittal that improves network integration (i.e., advanced trucker information, improved signage or other information technology)</td> </tr> </tbody> </table>	Score	Description	10	Project facilitates information transmittal that improves network integration (i.e., advanced trucker information, improved signage or other information technology)		
Score	Description						
10	Project facilitates information transmittal that improves network integration (i.e., advanced trucker information, improved signage or other information technology)						

Table TA 4.19 – Road/Truckway Project Evaluation Criteria (Continued)

Criteria	Description
5. Provides Critical Modal/ Intermodal Link/Connectivity	Does the project integrate the local freight system?
	Score Description
	10 or 5 Project completes a regional link = 10 points Project improves a regional link = 5 points
6. Cost-Effectiveness	How does the project rank against others with respect to cost/project capacity?
	Score Description
	Up to 10 Total capital cost/increased capacity in tons Up to 5 Outside funding sources are available for project implementation
7. Minimizes Community Impacts	Does project minimize/address community impacts?
	Score Description
	Up to 10 Project provides a buffer between freight and residential development
8. Minimizes impacts to Environment/Habitat	Does the project minimize/address environmental/habitat impacts?
	Score Description
	5 Project avoids native habitats or preserve areas Avoids preserve areas as defined by habitat conservation plans or other state, federal lands designated for habitat conservation, and native habitats 5 Project reduces externalities to include emissions related to idling, noise and/or visual impacts
<p>Note: Preserve areas are defined as habitat preserve planning areas for approved Natural Community Conservation Planning (NCCP) Subregional Plans. Approved NCCP Subregional Plans include: the Multiple Species Conservation Program (MSCP) and the Multiple Habitat Conservation Program (MHCP). Native habitats include all nonhabitat conservation plan areas within the region.</p>	

Table TA 4.20 – Air Cargo Project Evaluation Criteria

Criteria	Description
1. Throughput	How much additional freight volume can be accommodated by the project? Score Description <hr/>
	Up to 20 The project creates capacity for additional freight <i>Project awarded 0-20 points based on a proportional scaling system.</i>
2. Relieves Freight System Bottlenecks/Capacity Constraints and Reduces Delay	Does the project improve average travel time for freight? Score Description <hr/>
	Up to 20 Project improves velocity of a cargo unit in the airport or on a connecting road <i>Project awarded 0-20 points based on a proportional scaling system.</i>
3. Improves freight system and/or modal safety	Does the project accommodate features that enhance safety and/or enhance national security? Score Description <hr/>
	1 Project provides a buffer between freight and non-freight modes of transportation
	1 Project enhances national security
	3 Project enhances safety of transport function
4. Improves Freight System Management/Efficiency	Does the project include freight management systems, strategies, and/or technologies to improve efficiency, velocity? Score Description <hr/>
	10 or 5 Project facilitates information transmittal that improves network integration (i.e., advanced trucker information, improved signage or other information technology)
5. Provides Critical Modal/ Intermodal Link/Connectivity	Does the project integrate the local freight system? Score Description <hr/>
	10 or 5 Project completes a link = 10 points Project improves a link = 5 points

Table TA 4.20 – Air Cargo Project Evaluation Criteria (Continued)

Criteria	Description						
6. Cost-Effectiveness	How does the project rank against others with respect to cost/project capacity?						
	<table border="1"> <thead> <tr> <th>Score</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>Up to 10</td> <td>Total capital cost/increased capacity</td> </tr> <tr> <td>Up to 5</td> <td>Outside funding sources are available for project implementation</td> </tr> </tbody> </table>	Score	Description	Up to 10	Total capital cost/increased capacity	Up to 5	Outside funding sources are available for project implementation
Score	Description						
Up to 10	Total capital cost/increased capacity						
Up to 5	Outside funding sources are available for project implementation						
7. Minimizes Community Impacts	Does project minimize/address community impacts?						
	<table border="1"> <thead> <tr> <th>Score</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>10</td> <td>Project provides a buffer between freight and residential development</td> </tr> </tbody> </table>	Score	Description	10	Project provides a buffer between freight and residential development		
Score	Description						
10	Project provides a buffer between freight and residential development						
8. Minimizes impacts to Environment/Habitat	Does the project minimize/address environmental/habitat impacts?						
	<table border="1"> <thead> <tr> <th>Score</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>5</td> <td>Project avoids native habitats or preserve areas Avoids preserve areas as defined by habitat conservation plans or other state, federal lands designated for habitat conservation, and native habitats</td> </tr> <tr> <td>5</td> <td>Project reduces externalities to include emissions related to idling, noise and/or visual impacts</td> </tr> </tbody> </table> <p>Note: Preserve areas are defined as habitat preserve planning areas for approved Natural Community Conservation Planning (NCCP) Subregional Plans. Approved NCCP Subregional Plans include: the Multiple Species Conservation Program (MSCP) and the Multiple Habitat Conservation Program (MHCP). Native habitats include all nonhabitat conservation plan areas within the region.</p>	Score	Description	5	Project avoids native habitats or preserve areas Avoids preserve areas as defined by habitat conservation plans or other state, federal lands designated for habitat conservation, and native habitats	5	Project reduces externalities to include emissions related to idling, noise and/or visual impacts
Score	Description						
5	Project avoids native habitats or preserve areas Avoids preserve areas as defined by habitat conservation plans or other state, federal lands designated for habitat conservation, and native habitats						
5	Project reduces externalities to include emissions related to idling, noise and/or visual impacts						

Table TA 4.21 – Freight Project Evaluation Criteria and Weighting

Focus Area	Criteria	Description	Max. Score	Total Percent
Serves Freight System Needs	Throughput	How much additional freight can be accommodated by the project?	20	45
	Relieves Freight System Bottlenecks/Capacity Constraints and Reduces Delay	Does the project improve average travel time for freight?	20	
	Improves freight system and/or modal safety	Does the project accommodate features that enhance safety and/or enhance national security?	5	
Develops Freight Network Integration	Improves Freight System Management/Efficiency	Does the project include freight management systems, strategies, and/or technologies to improve efficiency, velocity?	10	20
	Provides Critical Modal/ Intermodal Link/Connectivity	Does the project integrate the local freight system?	10	
Addresses Sustainability	Cost-Effectiveness (Project Lifecycle)	How does the project rank against others with respect to project cost/capacity? Does project have outside funding sources to leverage public funds?	15	35
	Minimizes Community Impacts; Improves Safety, Reduces Hazards	Does the project minimize/address community impacts?	10	
	Minimizes Environmental/Habitat Impacts	Does the project minimize/address environmental/habitat impacts?	10	

Table TA 4.22 - 2050 San Diego Regional Goods Movement Strategy – Project Rankings

System/Project	Estimated Cost (millions)	Throughput	Relieves Freight System Bottlenecks/ Capacity Constraints and Reduces Delay	Improves Freight System and/or Modal Safety	Improves Freight System Management/ Efficiency	Provides Critical Modal/ Intermodal Link/ Connectivity	Cost-Effectiveness	Minimizes Community Impacts	Minimizes Environmental/ Habitat Impacts	Total Points	Modal Ranking
		20	20	5	10	10	15	10	10	Out of 100	Rank
Maritime											
Vesta Street Bridge Mobility Connector over Harbor Drive at Naval Base San Diego	\$60	15	13	5	0	5	4	10	10	62	1
TAMT¹ Enhance Military Project Cargo Capacity, expand open storage	\$19	20	15	2	0	5	12	0	5	59	2
32nd Street Freeway Access Enhancement	\$119	15	16	5	5	5	3	2	5	56	3
TAMT Entrance, Rail Line Grade Separation/ Barrio Logan Enhancement	\$67	5	13	5	5	5	3	10	10	56	3
NCMT² Wharf Extension, Vehicle Processing Facility, Berths 24-10 and 24-11	\$151	20	14	2	0	5	3	0	10	54	5
NCMT Bay Marina Drive, Civic Center Freeway Access Improvements	\$7	10	10	2	5	5	3	2	10	47	6
Rail Mainline Capacity											
LOSSAN³ CP San Onofre to CP Pulgas Double-Track	\$61	20	15	0	5	5	12	0	5	62	1
LOSSAN CP Ponto to CP Moonlight Double-Track	\$28	9	8	0	5	5	9	0	5	41	2
LOSSAN Sorrento to Miramar Phase II Double-Track	\$100	6	15	0	5	5	4	0	5	40	3
LOSSAN CP Moonlight to CP Swami Double-Track	\$20	3	8	0	5	5	6	0	10	37	4
LOSSAN Penasquitos Double-Track	\$80	6	11	0	5	5	4	0	5	36	5
LOSSAN Carlsbad Village Double-Track	\$28	3	9	0	5	5	6	0	5	33	6
LOSSAN San Dieguito Bridge/Double-Track	\$76	4	6	0	5	5	4	0	5	28	7
LOSSAN CP Tecolote to CP Friar Double-Track	\$44	3	4	0	5	5	4	0	5	26	8
Desert Line Basic Service, Rehabilitation	\$182	2	0	0	0	5	3	0	5	15	9
Rail Intermodal Capacity											
National City Rail Yard	\$7	10	5	5	0	10	12	0	5	47	1
Logistics Center South County	\$180	20	5	0	0	10	3	0	5	43	2
Logistics Center Mid County	\$2,130	20	5	0	0	10	3	0	5	43	2
Logistics Center North County	\$166	20	5	0	0	10	3	0	5	43	2

Table TA 4.22 - 2050 San Diego Regional Goods Movement Strategy – Project Rankings (Continued)

					Estimated Cost (millions)	Throughput	Relieves Freight System Bottlenecks/ Capacity Constraints and Reduces Delay	Improves Freight System and/or Modal Safety	Improves Freight System Management/ Efficiency	Provides Critical Modal/ Intermodal Link/ Connectivity	Cost-Effectiveness	Minimizes Community Impacts	Minimizes Environmental/ Habitat Impacts	Total Points	Modal Ranking
System/Project						20	20	5	10	10	15	10	10	Out of 100	Rank
Rail Safety, Tunnels															
LOSSAN Camino Del Mar Tunnel					\$986	0	0	5	5	5	2	10	5	32	1
LOSSAN UTC Tunnel UTC Alignment					\$2,491	0	0	5	5	5	2	10	5	32	1
LOSSAN Del Mar Bluffs Stabilization					\$26	0	0	5	0	0	2	0	5	12	3
Road/Truckway Capacity															
Route	From	To	Existing	Draft 2050 RTP Unconstrained											
I-5	SR 56	Palomar Airport Road	8F/8F+2HOV	10F+4ML	\$2,195	20	20	1	10	5	14	0	5	75	1
I-805	I-8	La Jolla Village Drive	8F/10F	8/10F+4ML	\$594	20	18	2	10	5	15	0	5	75	1
I-5	Palomar Airport Road	Vandegrift Boulevard	8F	10F+4ML	\$1,398	18	18	2	10	5	13	0	5	71	3
I-805	SR 54	I-8	8F	8F+4ML	\$1,800	18	18	1	10	5	13	0	5	70	4
SR 52	I-15	SR 125	4F	6F+3ML/MB	\$440	18	16	1	10	5	14	0	5	69	5
SR 125	SR 94	I-8	8F	10F+2HOV	\$140	18	15	4	10	5	10	0	5	67	6
SR 54	I-5	SR 125	6F	6F+2HOV	\$285	18	16	3	10	5	10	0	5	67	6
I-805	SR 905	Telegraph Canyon Road	8F	8F+4ML	\$440	15	16	1	10	5	13	0	5	65	8
I-805	La Jolla Village Drive	I-5 (North)	8F	8F+4ML	\$90	15	13	2	10	5	15	0	5	65	8
I-805	Telegraph Canyon Road	SR 54	8F	8F+4ML	\$370	15	15	1	10	5	13	0	5	64	10
SR 125	SR 54	SR 94	6F	6F+2HOV	\$303	13	15	2	10	5	13	0	5	63	11

Table TA 4.22 – 2050 San Diego Regional Goods Movement Strategy – Project Rankings (Continued)

System/Project					Estimated Cost (millions)	Throughput	Relieves Freight System Bottlenecks/ Capacity Constraints and Reduces Delay	Improves Freight System and/or Modal Safety	Improves Freight System Management/ Efficiency	Provides Critical Modal/ Intermodal Link/ Connectivity	Cost-Effectiveness	Minimizes Community Impacts	Minimizes Environmental/ Habitat Impacts	Total Points	Modal Ranking
Route	From	To	Existing	Draft 2050 RTP Unconstrained		20	20	5	10	10	15	10	10	Out of 100	Rank
Road/Truckway Capacity (Continued)															
I-5	La Jolla Village Drive	I-5/I-805 Merge	8F/14F	8F/14F+4ML	\$140	15	15	3	10	5	10	0	5	63	11
SR 67	I-8	Mapleview Street	4F/6F	6F/8F	\$180	18	15	4	5	5	10	0	5	62	13
I-805	Mission Valley Viaduct		8F	8F+4ML	\$300	15	15	3	10	5	9	0	5	62	13
SR 94	I-805	College Avenue	8F	8F+2HOV	\$610	13	13	3	10	5	13	0	5	62	13
I-5	I-5/I-805 Merge	SR 56	8F/14F+2 HOV	10F/14F+4ML	\$427	10	13	2	10	5	13	0	5	58	16
SR 52	SR 125	SR 67	4F	6F	\$120	18	15	0	5	5	10	0	5	58	16
SR 94	SR 125	Avocado Boulevard	4F	6F	\$90	13	15	4	5	5	9	0	5	56	18
SR 94	College Avenue	SR 125	8F	8F+2HOV	\$335	15	16	1	5	5	8	0	5	55	19
I-8	2nd Street	Dunbar Road	4F/6F	6F	\$230	10	13	4	10	5	8	0	5	55	19
SR 905	I-805	Mexico	--	8F	\$110	13	15	2	5	5	9	0	5	54	21
SR 94	Jamacha Road	Melody Road	2C	4C	\$205	15	15	0	5	5	9	0	5	54	21
SR 905	I-5	I-805	4F	8F	\$150	15	13	0	5	5	9	0	5	52	23
SR 125	I-8	SR 52	6F	6F+2HOV	\$440	8	13	2	10	5	6	0	5	49	24
I-8	SR 125	2nd Street	6F/8F	6F/8F Operational	\$125	5	13	3	5	5	7	0	10	48	25
I-15	I-5	SR 94	6F	8F+2HOV	\$90	3	13	3	10	5	6	0	5	45	26
SR 94	Avocado Boulevard	Jamacha Road	4C	6C	\$30	8	9	5	5	5	8	0	5	45	26

Table TA 4.22 – 2050 San Diego Regional Goods Movement Strategy – Project Rankings (Continued)

System/Project				Estimated Cost (millions)	Throughput	Relieves Freight System Bottlenecks/ Capacity Constraints and Reduces Delay	Improves Freight System and/or Modal Safety	Improves Freight System Management/ Efficiency	Provides Critical Modal/ Intermodal Link/ Connectivity	Cost-Effectiveness	Minimizes Community Impacts	Minimizes Environmental/ Habitat Impacts	Total Points	Modal Ranking
Road/Truckway Capacity (Continued)					20	20	5	10	10	15	10	10	Out of 100	Rank
Freeway	Intersecting Freeway	Movement												
SR 94	SR 125	West to North		\$180	20	20	4	0	5	9	0	10	68	1
SR 94	SR 125	South to East		\$139	17	16	3	0	5	10	0	10	61	2
Air Cargo														
SDIA ⁴ Access to I-5				\$32	15	15	3	5	5	12	0	10	65	1
SDIA, Aircraft/Ground Access, AC Facilities, Transload				\$111	15	15	3	5	5	5	0	10	58	2
Future Expansion, Freeway/Ground Access N. Field				\$173	15	15	3	5	5	4	0	10	57	3
Projects Of Interest														
Pipeline														
I-15 Access to KM MV Terminal														
KM, New Miramar Junction/Terminal/Tanks														
KM Expand to 16 Pipe/Extend to Mexico														
Border/Local Road/Highway Or Toll Projects														
Otay Mesa East and SR 11 (toll)														
Otay Mesa Southbound Truck Route Improvements (City of San Diego local streets and roads)														
SR 125 from 905 to SR 54														
Mexican Freight Projects														
Mesa de Otay II Port of Entry and Related Roads														
Tijuana Intermodal Terminal/Distribution Center														
Ensenada Port Expansion														
Punta Colonet Port/Rail Plan														
Mex Rail Yard Bicentennial Multi-modal Center in Tijuana														
Tijuana-Tecate Rail Line														
1. Tenth Avenue Marine Terminal				3. Los Angeles-San Diego Rail Corridor										
2. National City Marine Terminal				4. San Diego International Airport										

Table TA 4.23 – Rail Grade Separation Criteria

Project-Specific Criteria

These criteria take into account existing vehicular and train traffic, accident history, cost, noise, access to emergency services, and other factors.

Step 1: Warrants

The following criteria and point system is implemented with a potential maximum of 100 points. The total project-specific criteria score is multiplied by 0.75 to produce a scaled, 75-point score for the total regional rail grade separation project score.

- | | |
|---|-----------------------------------|
| <p>1. Peak-Period Exposure Index (PPEI) Factor,
measured as the product of the existing high directional traffic and the total measured blocking delay during the same three hours of the day experiencing the highest congestion at the crossing.</p> | <p>MAXIMUM POINTS = 20</p> |
|---|-----------------------------------|

$$PPEI = VT3 \times BD3 \times C3$$

Where the score is the product of the above formula, rounded to the next whole number, up to a maximum of 20; and, where

VT3 = Vehicular traffic in high direction during selected three-hour period

BD3 = Total blocking delay during same three-hour period selected

C3 = 1/1,350,000, a mathematical constant used for the three-hour peak-period calculation

Notes

- a. For crossings where two or more streets that are adjacent to each other that are affected simultaneously by the operation of the train, the vehicular traffic volume on those streets is cumulative for purposes of the calculation of this congestion relief factor
- b. Selected three-hour period consists of three one-hour periods which may be consecutive. However, the selected three-hour period shall be the same when counting vehicular and train traffic
- c. Blocking delay shall be measured as the time period beginning when the warning devices are activated to the time when the warning devices are de-activated

Example

At a crossing, there are 5,400 total cars in the high direction counted between 6:30 and 7:30 a.m., 8 and 9 a.m., and 5 and 6 p.m., with eight trains per hour during those same hours and a 60-second delay time per train during those same hours.

VT3 = 5400 cars in high direction-selected, three-hour period

BD3 = 8 trains x 2 directions x 3 hours x 60-second delay = 2880

PPEI = 5400 x 2880 x [1/1,350,000] = 11.52

Rounding up to the next whole number: PPEI score = 12

Table TA 4.23 – Rail Grade Separation Criteria (Continued)

2. **Peak-Day Total Delay Exposure Index (PDEI)** **MAXIMUM POINTS = 20**
Factor, measured as the product of the existing average daily traffic (ADT), the total number of trains, and an average train crossing delay time factor.

$$PDEI = PD-ADT \times PD-NT \times ATCDF \times PD-C$$

Where the score is the product of the above formula, rounded to the next whole number, up to a maximum of 20; and, where

PD-ADT = Peak-Day Average Daily Traffic

PD-NT = Peak-Day Total Number of Trains

ATCDF = Average Train Crossing Delay Factor, corresponds to point scale as shown in table below

PD-C = 1/1,000,000, a mathematical constant used for peak-day period calculation

ATCDF Table		
From (minutes)	To (minutes)	Points
0.00	0.75	1
0.75	1.00	2
1.00	1.25	3
1.25	1.50	4
1.50	2.00	5
2.00	3.00	6
3.00	4.00	7
4.00	6.00	8
6.00	8.00	9
8.00	10.00	10

Notes:

- a. For crossings where two or more streets that are adjacent to each other that are affected simultaneously by the operation of the train, the vehicular traffic volume on those streets is cumulative for purposes of the calculation of this congestion relief factor
- b. Average annual daily traffic can be used for peak-day, but ADT for weekday or weekend day may be used as appropriate, if available. However, the selected day period shall be the same when counting vehicular and train traffic. As an example, if ADT for weekday is available, the highest train traffic of any day between Monday and Friday can be used for the calculations, and not the weekend day train traffic
- c. Blocking delay shall be measured as the time period beginning when the warning devices are activated to the time when the warning devices are de-activated

Table TA 4.23 – Rail Grade Separation Criteria (Continued)

Example

At a crossing, there is an arterial with an ADT of 30,000 vehicles on weekdays, 144 daily trains in both directions also on weekdays, averaging 55 seconds per crossing.

$$PDEI = PD-ADT \times PD-NT \times ATCDF \times PD-C$$

PD-ADT = 30,000 vehicles on weekdays

PD-NT = 144 trains in both directions, on weekdays

ATCDF = 2 points

$$PDEI = 30,000 \times 144 \times 2 \times [1/1,000,000] = 8.64$$

Rounding up to the next whole number: PDEI score = 9

At a crossing, there is an arterial with an ADT of 30,000 vehicles on weekdays, 144 daily trains in both directions also on weekdays, averaging 55 seconds per crossing.

$$PDEI = PD-ADT \times PD-NT \times ATCDF \times PD-C$$

PD-ADT = 30,000 vehicles on weekdays

PD-NT = 144 trains in both directions, on weekdays

ATCDF = 2 points

$$PDEI = 30,000 \times 144 \times 2 \times [1/1,000,000] = 8.64$$

3. **Accident History:** accident history in the past five years involving vehicles, pedestrians, and bicycles with trains, not including accidents involved in attempted suicides.

MAXIMUM POINTS = 25

Assign points according to the following schedule

Number of Qualifying Accidents	1	2	3	4	5+
Points	2	6	10	14	18
Fatal Accidents	Points				
0	0				
1+	5				

Special Conditions (maximum 2 points)

- More than one traffic signal is pre-empted: 1 point
- More than two tracks cross the roadway: 1 point
- The crossing is skewed more than 20 degrees: 1 point
- Offset roadway intersections are present: 1 point

Table TA 4.23 – Rail Grade Separation Criteria (Continued)

4. **Funding Request:** The funding request criterion awards points for the percentage of total project costs contributed by the local agency including funds already committed from state, federal, or other sources. **MAXIMUM POINTS = 15**

Assign points according to the following schedule

Local Contribution	Points
Less than 10%	0
10% to 25%	5
More than 25% to less than 50%	10
50% or more	15

5. **Pedestrian Benefits** **MAXIMUM POINTS = 4**

Assign points according to the following criteria

- a. Grade separation will serve 1-50 pedestrians during top four hours: 1 point
- b. Grade separation will serve 51-100 pedestrians during top four hours: 2 points
- c. Grade separation will serve 101-150 pedestrians during top four hours: 3 points
- d. Grade separation will serve more than 150 pedestrians during top four hours: 4 points

6. **Bus Operations Effects** **MAXIMUM POINTS = 4**

Assign points according to the following criteria

- a. Grade separation will serve up to four buses an hour: 1 point
- b. Grade separation will serve from four to eight buses an hour: 2 points
- c. Grade separation will serve from eight to sixteen buses an hour: 3 points
- d. Grade crossing is adjacent to a transit center: 1 point

7. **Noise Reduction** **MAXIMUM POINTS = 4**

Assign points according to the following criteria

- a. Rail crossing area located within 200 feet of sensitive receptors: 4 points
- b. Rail crossing area located between 200-500 feet of sensitive receptors: 2 points
- c. Rail crossing area located more than 500 feet away from sensitive receptors: 0 points

Sensitive receptors include: residential areas, hospitals, schools, and houses of worship. Rail crossing area includes crossing plus 200 feet along track in either direction away from crossing.

Table TA 4.23 – Rail Grade Separation Criteria (Continued)

8. Benefit to Emergency Services

MAXIMUM POINTS = 4

Assign points according to the following criteria

- a. Rail crossing located within ½ mile of emergency service provider and no alternative grade-separated crossing exists within ½ mile: 4 points
- b. Rail crossing located between ½ and 1 mile of emergency service provider and no alternate grade-separated crossing exists within ½ mile: 2 points
- c. Rail crossing located between 1 and 1½ miles of emergency service provider and no alternate grade-separated crossing exists within ½ mile: 1 point
- d. Rail crossing located further than 1½ miles of emergency service provider and no alternate grade-separated crossing exists within ½ mile: 0 points

Emergency service providers include services such as police, fire, paramedic, ambulance, and hospital services. Distance is measured as driven distance from crossing.

9. Impact to Truck Freight Operations

MAXIMUM POINTS = 4

Assign points according to the following table

% Trucks	Points
Greater than 5	4
2 to 5	2
Less than 2	0

Trucks shall include Class 4 to Class 13 as defined by the Federal Highway Administration.

Step 2: Once the projects have been prioritized according to the criteria above, consideration for funding would include the following project readiness elements

- a. Project feasibility (e.g., physical constraints and reliability of cost estimate)
- b. Environmental document status
- c. Right of Way acquisition status
- d. Permits (e.g., Public Utilities Commission, Coastal Commission, or the Department of Fish and Game)

RHNA Criteria

Please refer to SANDAG Board Policy No. 033. Regional rail grade separation projects must include incentive points (a minimum of 25 points out of 100 possible) based on the number of lower income housing units produced in accordance with RHNA Alternative 3. SANDAG staff will calculate the incentive points for each jurisdiction on an annual basis in accordance with the Board Policy.

Table TA 4.24 – Rail Grade Separation Rankings

At Grade Crossing Location	Rank	Veh. per Day ADT	Trains per Day	Accidents	Total Points	Estimated Cost to Grade Separate (\$2010) (mil)	Assumptions
Washington, Laurel, Hawthorn, Grape, Ash, and Broadway Streets, San Diego	1	263,945	137	8	80.8	\$2,200	see note (1)
Taylor Street, San Diego	2	42,670	195	4	62.8	\$110	see note (4)
Broadway/Lemon Grove Avenue, Lemon Grove	3	40,403	144	2	57.8	\$80	light rail only (4)
Palomar Street, Chula Vista	4	59,337	206	0	55.5	\$40	light rail only (4)
H Street, Chula Vista	5	47,596	206	0	53.3	\$40	light rail only (4)
E Street, Chula Vista	6	45,658	206	1	50.3	\$40	light rail only (4)
Euclid Avenue, San Diego	7	37,000	144	0	46.3	\$40	light rail only (4)
Washington St./Sassafras St., San Diego	8	30,345	206	0	46.3	\$150	light rail only (4)
Vista Village Drive/Main Street, Vista	9	61,698	67	0	46.0	\$60	light rail only (2)
Civic Center Drive, Vista	10	40,782	67	0	46.0	\$40	light rail only
28th Street, San Diego	11	33,225	206	0	44.8	\$40	light rail only (4)
Ash Street, San Diego	12	30,575	206	0	44.0	\$100	light rail only
Broadway, San Diego	13	27,845	144	0	43.3	\$110	light rail only
32nd Street, San Diego	14	32,470	206	0	42.5	\$40	light rail only (4)
Allison Ave/University Ave/La Mesa Blvd, La Mesa	15	24,700	144	0	40.3	\$100	light rail only (4)
Severin Drive, La Mesa	16	13,611	288	2	40.3	\$40	light rail only (4)
Sorrento Valley Blvd., San Diego	17	37,990	51	1	39.5	\$130	
Melrose Drive, Vista	18	25,921	67	0	31.8	\$40	light rail only (2)
El Camino Real, Oceanside	19	35,911	67	0	31.7	\$40	light rail only (2)
North Drive, Vista	20	8,793	67	0	29.5	\$30	light rail only
Mar Vista Drive, Vista	21	9,665	67	0	28.8	\$30	light rail only
Los Angeles Drive, Vista	22	4,291	67	0	28.8	\$30	light rail only
Grand Avenue/Carlsbad Village Drive, Carlsbad	23	21,113	51	0	28.3	\$110	
Guajome Street, Vista	24	4,152	67	0	28.0	\$30	light rail only
Tamarack Avenue, Carlsbad	25	10,568	51	0	23.8	\$90	
Cannon Road, Carlsbad	26	12,434	51	0	22.3	\$90	
Leucadia Blvd., Encinitas	27	34,000	51	1	22.0	\$90	see note (3)
Total						\$3,940	

(1) Heavy rail trench only from Washington St. to Downtown San Diego estimated at \$1.9 billion

(2) Included in the SPRINTER double-track project (West Mission Rd, San Marcos also is included at estimated cost of \$40 million)

(3) Included in the COASTER double-track

(4) Included in Blue/Orange Lines frequency enhancements

Appendix A-4
Regional Arterial System

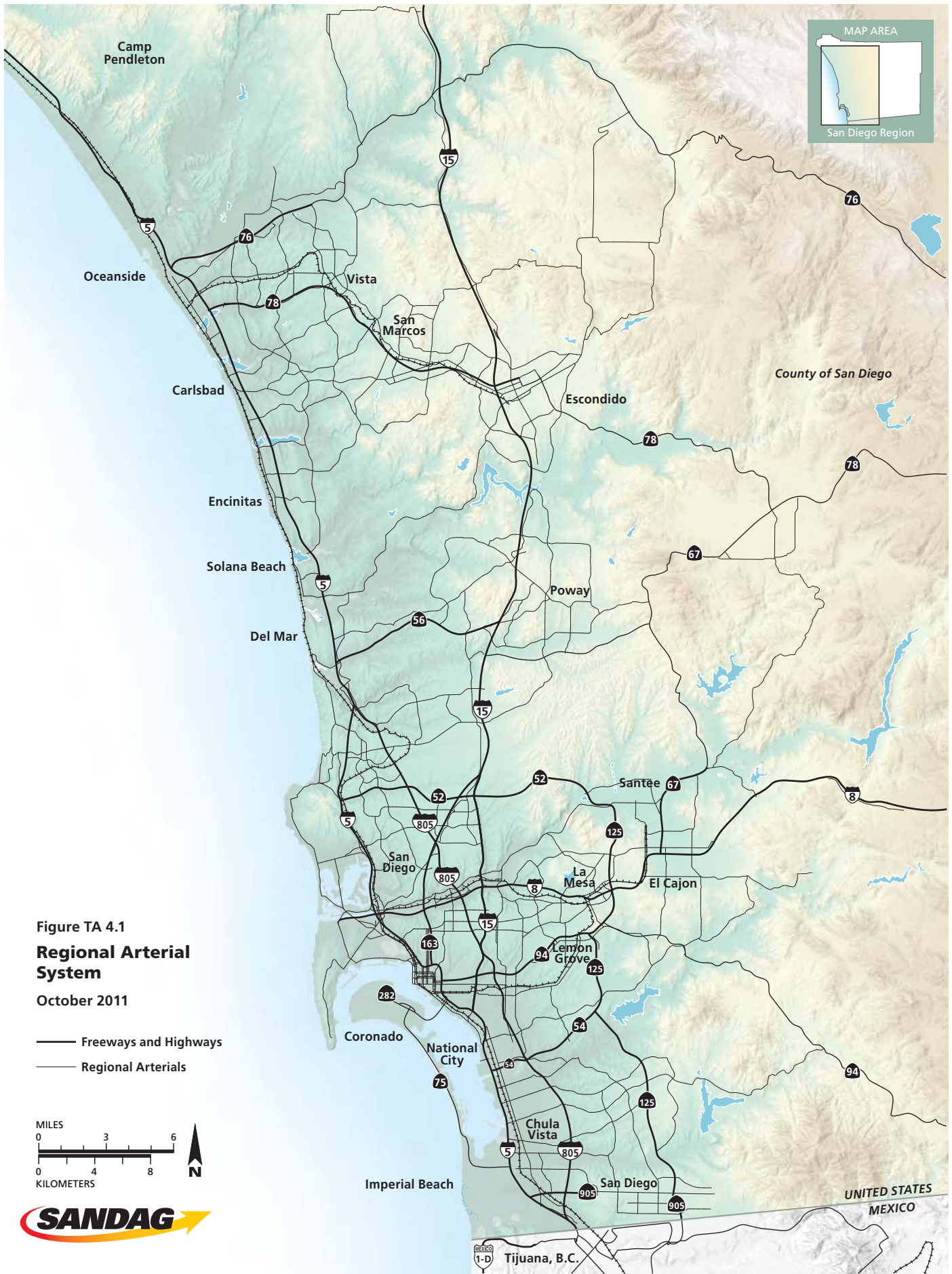


Figure TA 4.1
Regional Arterial
System

October 2011

- Freeways and Highways
- Regional Arterials

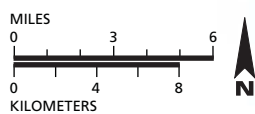


Table TA 4.25 – Regional Arterials by Jurisdiction

Arterial	Limits	Jurisdiction
1 Cannon Road	Carlsbad Boulevard to Buena Vista Drive	Carlsbad
2 Carlsbad Boulevard	Eaton Street to La Costa Avenue	Carlsbad
3 Carlsbad Village Drive	Interstate 5 to Coast Boulevard/Coast Highway	Carlsbad
4 College Boulevard	City of Oceanside to Palomar Airport Road	Carlsbad
5 El Camino Real (S-11)	State Route 78 to Olivenhain	Carlsbad
6 Faraday Avenue	Melrose Drive to College Boulevard	Carlsbad
7 La Costa Avenue	Interstate 5 to El Camino Real	Carlsbad
8 Melrose Drive	City of Vista to Rancho Santa Fe Road	Carlsbad
9 Olivenhain Road	Los Pinos Circle to Rancho Santa Fe Road	Carlsbad
10 Palomar Airport Road	Carlsbad Boulevard to Business Park Drive	Carlsbad
11 Poinsettia Lane	Carlsbad Boulevard to Melrose Drive	Carlsbad
12 Rancho Santa Fe Road	Melrose Drive to Olivenhain Road	Carlsbad
13 Bonita Road	1st Avenue to Interstate 805	Chula Vista
14 Broadway	C Street to Main Street	Chula Vista
15 E Street	Interstate 5 to Bonita Road	Chula Vista
16 East H Street	Hilltop Drive to Mount Miguel Road	Chula Vista
17 H Street	Interstate 5 to Hilltop Drive	Chula Vista
18 Hunte Parkway	Proctor Valley Road to State Route 125	Chula Vista
19 L Street	Interstate 5 to Interstate 805	Chula Vista
20 La Media Road	Telegraph Canyon Road to City of San Diego	Chula Vista
21 Main Street	Interstate 5 to Interstate 805	Chula Vista
22 Olympic Parkway	Interstate 805 to State Route 125	Chula Vista
23 Orange Avenue	Palomar Street to Interstate 805	Chula Vista
24 Otay Lakes Road	Bonita Road to Wueste Road	Chula Vista
25 Otay Valley Road (Main Street)	Interstate 805 to State Route 125	Chula Vista
26 Palomar Street	Interstate 5 to Orange Avenue	Chula Vista
27 Paseo Ranchero (Heritage Road)	East H Street to City of San Diego	Chula Vista
28 Proctor Valley Road	Mt. Miguel Road to Hunte Parkway	Chula Vista
29 Telegraph Canyon Road	Interstate 805 to Otay Lakes Road	Chula Vista
30 Willow Street	Sweetwater Road to Bonita Road	Chula Vista
31 State Route 75	City of San Diego to City of Imperial Beach	Coronado
32 Via de la Valle	Highway 101 to Jimmy Durante Boulevard	Del Mar

Table TA 4.25 – Regional Arterials by Jurisdiction (Continued)

Arterial	Limits	Jurisdiction
33 2nd Street	Greenfield Drive to Main Street	El Cajon
34 Avocado Avenue	Main Street to Chase Avenue	El Cajon
35 Avocado Boulevard	Chase Avenue to Dewitt Court	El Cajon
36 Ballantyne Street	Broadway to Main Street	El Cajon
37 Bradley Avenue	Marshall Avenue to County of San Diego	El Cajon
38 Broadway	State Route 67 to East Main Street	El Cajon
39 Cuyamaca Street	City of Santee to Marshall Avenue	El Cajon
40 E Main Street	Broadway to Greenfield Drive	El Cajon
41 El Cajon Boulevard	Chase Avenue to Washington Avenue	El Cajon
42 Fletcher Parkway	City of La Mesa to State Route 67	El Cajon
43 Greenfield Drive	East Main Street to Interstate 8	El Cajon
44 Jamacha Road	Main Street to Grove Road	El Cajon
45 Marshall Avenue	Cuyamaca to Fletcher Parkway	El Cajon
46 Marshall Avenue	Fletcher Parkway to West Main Street	El Cajon
47 Marshall Avenue	West Main Street to Washington Avenue	El Cajon
48 Navajo Road	Fanita Drive to Fletcher Parkway	El Cajon
49 Washington Avenue	El Cajon Boulevard to Jamacha Road	El Cajon
50 West Main Street	Interstate 8 to Marshall Avenue	El Cajon
51 Coast Highway	City of Carlsbad to City of Solana Beach	Encinitas
52 El Camino Real	Olivenhain to Manchester Avenue	Encinitas
53 Encinitas Boulevard	Coast Highway 101 to El Camino Real	Encinitas
54 La Costa Avenue	Coast Highway 101 to Interstate 5	Encinitas
55 Leucadia Boulevard	Coast Highway 101 to El Camino Real	Encinitas
56 Manchester Avenue	El Camino Real to Interstate 5	Encinitas
57 Olivenhain Road	El Camino Real to Los Pinos Circle	Encinitas
58 Barham Drive	Los Amigos to Mission Road	Escondido
59 Centre City Parkway	Country Club Lane (Interstate 15) to South Escondido Boulevard/South Centre City Parkway (Interstate 15)	Escondido
60 Citracado Parkway	Centre City Parkway to State Route 78	Escondido
61 East Valley Parkway	Broadway to Valley Center Grade Road	Escondido
62 East Via Rancho Parkway	Broadway to Sunset Drive	Escondido

Table TA 4.25 – Regional Arterials by Jurisdiction (Continued)

Arterial	Limits	Jurisdiction
63 El Norte Parkway	Nordahl Road to Washington Avenue	Escondido
64 El Norte Parkway	Woodland Parkway to Rees Road	Escondido
65 Felicita/17th Avenue	Interstate 15 to State Route 78	Escondido
66 Grand Avenue/2nd Avenue/Valley Boulevard	West Valley Parkway to East Valley Parkway	Escondido
67 Hale Avenue	Washington Avenue to Interstate 15	Escondido
68 Lincoln/Ash Parkway	Broadway to Washington Avenue	Escondido
69 Mission Avenue	Andreason Drive to Centre City Parkway	Escondido
70 Mission Road	Barham Drive to Andreason Drive	Escondido
71 Via Rancho Parkway	Del Dios Highway to Sunset Drive	Escondido
72 Washington Avenue	State Route 78 to East Valley Parkway	Escondido
73 West Valley Parkway	Claudan Road to Broadway	Escondido
74 State Route 75	City of Coronado to City of San Diego	Imperial Beach
75 70th Street	University Avenue to Colony Road	La Mesa
76 70th Street	Saranac Street to Interstate 8	La Mesa
77 El Cajon Boulevard	73rd Street to Interstate 8	La Mesa
78 Fletcher Parkway	Interstate 8 to City of El Cajon	La Mesa
79 Grossmont Center Drive	Interstate 8 to Fletcher Parkway	La Mesa
80 Jackson Drive	La Mesa Boulevard to North City limits	La Mesa
81 La Mesa Boulevard	University Avenue to Interstate 8	La Mesa
82 Lake Murray	Interstate 8 to Dallas Street	La Mesa
83 Massachusetts Avenue	State Route 94 to University Avenue	La Mesa
84 Spring Street	Interstate 8 to State Route 125	La Mesa
85 University Avenue	69th Street to La Mesa Boulevard	La Mesa
86 Broadway	Spring Street to Lemon Grove Avenue	Lemon Grove
87 College Avenue	Livingston Street to Federal Boulevard	Lemon Grove
88 Federal Boulevard	College Avenue to State Route 94	Lemon Grove
89 Lemon Grove Avenue	Viewcrest to State Route 94	Lemon Grove
90 Massachusetts Avenue	Broadway to State Route 94	Lemon Grove
91 Massachusetts Avenue	Lemon Grove Avenue to Broadway	Lemon Grove
92 Sweetwater Road	Broadway to Troy Street	Lemon Grove
93 30th Street	National City Boulevard to 2nd Street	National City
94 Euclid Avenue	Cervantes Avenue to Sweetwater Road	National City

Table TA 4.25 – Regional Arterials by Jurisdiction (Continued)

Arterial	Limits	Jurisdiction
95 Harbor Drive	City of San Diego to Interstate 5	National City
96 National City Boulevard	Division Street to 30th Street	National City
97 Palm Avenue	Interstate 805 to 18th Street	National City
98 Paradise Valley Road	8th Street to Plaza Boulevard	National City
99 Plaza Boulevard	National City Boulevard to 8th Street	National City
100 Sweetwater Road	2nd Street to Plaza Bonita Center Way	National City
101 Coast Highway	Interstate 5 to Eaton Street	Oceanside
102 College Boulevard	North River Road to State Route 78	Oceanside
103 El Camino Real	Douglas Drive to State Route 78	Oceanside
104 Melrose Drive	State Route 76 to Rancho Santa Fe Road	Oceanside
105 Mission Avenue	Coast Highway to Frazee Road	Oceanside
106 North River Road	Douglas Drive to State Route 76	Oceanside
107 North Santa Fe Avenue	State Route 76 to Melrose Drive	Oceanside
108 Oceanside Boulevard	Hill Street to Melrose Drive	Oceanside
109 Rancho del Oro Drive	State Route 78 to State Route 76	Oceanside
110 Vandegrift Boulevard	North River Road to Camp Pendleton	Oceanside
111 West Vista Way	Jefferson Street to Thunder Drive	Oceanside
112 Camino del Norte	World Trade Drive to Pomarado Road	Poway
113 Community Road	Twin Peaks Road to Scripps Poway Parkway	Poway
114 Espola Road	Summerfield Lane to Poway Road	Poway
115 Pomerado Road	Stonemill Drive to Gateway Park Road	Poway
116 Poway Road	Springhurst Drive to State Route 67	Poway
117 Scripps Poway Parkway	Springbrook to Sycamore Canyon Road	Poway
118 Ted Williams Parkway	Pomerado Road to Twin Peaks Road	Poway
119 Twin Peaks Road	Pomarado Road to Espola Road	Poway
120 1st Avenue	Harbor Drive to Interstate 5	San Diego City
121 4th Avenue	Market Street to Washington Street	San Diego City
122 5th Avenue	Market Street to Washington Street	San Diego City
123 6th Avenue	Ash Street to State Route 163	San Diego City
124 10th Avenue	State Route 163 to Imperial Avenue	San Diego City
125 11th Avenue	G Street to State Route 163	San Diego City
126 32nd Street	Harbor Drive to Wabash Boulevard	San Diego City

Table TA 4.25 – Regional Arterials by Jurisdiction (Continued)

Arterial	Limits	Jurisdiction
127 47th Street	State Route 94 to Interstate 805	San Diego City
128 54th Street	El Cajon Boulevard to Euclid Avenue	San Diego City
129 70th Street	Colony Road to Saranac Street	San Diego City
130 A Street	11th Avenue to Kettner Boulevard	San Diego City
131 Adams Avenue	Park Boulevard to Interstate 15	San Diego City
132 Aero Drive	State Route 163 to Interstate 15	San Diego City
133 Airway Road	Caliente to State Route 125	San Diego City
134 Ash Street	Harbor Drive to 10th Avenue	San Diego City
135 Auto Circle	Camino del Rio North to Camino del Rio South	San Diego City
136 Balboa Avenue	Mission Bay Drive to Interstate 15	San Diego City
137 Barnett Avenue	Lytton Street to Pacific Highway	San Diego City
138 Bernardo Center Drive	Camino del Norte to Interstate 15	San Diego City
139 Beyer Boulevard	Main Street to East Beyer Boulevard	San Diego City
140 Beyer Way	Main Street to Palm Avenue	San Diego City
141 Britannia Boulevard	Otay Mesa Road to Siempre Viva Road	San Diego City
142 Black Mountain Road	Del Mar Heights to Carroll Canyon Road	San Diego City
143 Broadway	Harbor Drive to 11th Avenue	San Diego City
144 Cabrillo Memorial Drive	Cochran Street to Cabrillo National Monument	San Diego City
145 Camino del Norte	Camino San Bernardo to World Trade Drive	San Diego City
146 Camino del Rio North	Mission Center Road to Mission Gorge Road	San Diego City
147 Camino Ruiz	Mira Mesa Boulevard to Miramar Road	San Diego City
148 Camino Ruiz	State Route 56 to Camino del Norte	San Diego City
149 Camino Santa Fe Avenue	Sorrento Valley Boulevard to Miramar Road	San Diego City
150 Canon Street	Rosecrans Street to Catalina Boulevard	San Diego City
151 Carmel Mountain Road	Camino del Norte to Rancho Peñasquitos Boulevard	San Diego City
152 Carmel Mountain Road	Sorrento Valley Road to El Camino Real	San Diego City
153 Carmel Valley Road	North Torrey Pines Road to El Camino Real	San Diego City
154 Catalina Boulevard	Canon Street to Cochran Street	San Diego City
155 Clairemont Drive	Clairemont Mesa Boulevard to Interstate 5	San Diego City
156 Clairemont Mesa Boulevard	Interstate 15 to Regents Road	San Diego City
157 College Avenue	Navajo Road to Livingston Street	San Diego City
158 Collwood Boulevard	Montezuma Road to El Cajon Boulevard	San Diego City

Table TA 4.25 – Regional Arterials by Jurisdiction (Continued)

Arterial	Limits	Jurisdiction
159 Convoy Street	Linda Vista Road to State Route 52	San Diego City
160 Cesar E. Chavez Parkway	Interstate 5 to Harbor Drive	San Diego City
161 Dairy Mart Road	State Route 905 to Interstate 5	San Diego City
162 Del Dios Highway	Via Rancho Parkway to Claudan Road	San Diego City
163 Del Mar Heights Road	Interstate 5 to Carmel Valley Road	San Diego City
164 El Cajon Boulevard	Park Boulevard to 73rd Street	San Diego City
165 El Camino Real	Via de la Valle to Carmel Mountain Road	San Diego City
166 Euclid Avenue	54th Street to Cervantes Avenue	San Diego City
167 F Street	State Route 94 to 10th Avenue	San Diego City
168 Fairmount Avenue	Interstate 8 to State Route 94	San Diego City
169 Friars Road	Sea World Drive to Mission Gorge Road	San Diego City
170 Front Street	Interstate 5 to Market Street	San Diego City
171 G Street	State Route 94 to 10th Avenue	San Diego City
172 Garnet Avenue	Balboa Avenue to Mission Bay Drive	San Diego City
173 Genesee Avenue	North Torrey Pines Road to State Route 163	San Diego City
174 Gilman Drive	La Jolla Village Drive to Interstate 5	San Diego City
175 Grand Avenue	Mission Boulevard to Mission Bay Drive	San Diego City
176 Governor Drive	Interstate 805 to Regents Road	San Diego City
177 Grape Street	North Harbor Drive to Interstate 5	San Diego City
178 Harbor Drive	Pacific Highway to City of National City	San Diego City
179 Hawthorn Street	Interstate 5 to North Harbor Drive	San Diego City
180 Heritage Road	Otay Mesa Road to Siempre Viva Road	San Diego City
181 Heritage Road	Otay Valley Road to City of Chula Vista	San Diego City
182 Imperial Avenue	Park Boulevard to Lisbon Street	San Diego City
183 Ingraham Street	Sunset Cliffs Boulevard to Grand Avenue	San Diego City
184 Kearny Villa Road	Pomarado Road to Aero Drive	San Diego City
185 Kettner Boulevard	Interstate 5 to India Street	San Diego City
186 La Jolla Boulevard	Pearl Street to Turquoise Street	San Diego City
187 La Jolla Parkway	Torrey Pines Road to Interstate 5	San Diego City
188 La Jolla Shores Drive	Torrey Pines Road to North Torrey Pines Road	San Diego City
189 La Jolla Village Drive	North Torrey Pines Road to Interstate 805	San Diego City
190 La Media Road	Otay Mesa Road to Siempre Viva Road	San Diego City

Table TA 4.25 – Regional Arterials by Jurisdiction (Continued)

Arterial	Limits	Jurisdiction
191 Lake Murray Boulevard	Dallas Street to Navajo Road	San Diego City
192 Laurel Street	North Harbor Drive to Interstate 5	San Diego City
193 Lemon Grove Avenue	Lisbon Street to Viewcrest	San Diego City
194 Linda Vista Road	Morena Boulevard to Convoy Street	San Diego City
195 Lytton Street	Rosecrans Street to Barnett Avenue	San Diego City
196 Market Street	Harbor Drive to Euclid Avenue	San Diego City
197 Mercy Road	Black Mountain Road to Interstate 15	San Diego City
198 Mesa College Drive	Interstate 805 to Marlesta Drive	San Diego City
199 Midway Drive	West Point Loma Boulevard to Barnett Avenue	San Diego City
200 Mira Mesa Boulevard	Interstate 805 to Interstate 15	San Diego City
201 Miramar Road	Interstate 805 to Interstate 15	San Diego City
202 Mission Boulevard	Loring Street to West Mission Bay Drive	San Diego City
203 Mission Bay Drive	Grand Avenue to Interstate 5	San Diego City
204 Mission Center Road	Camino del Rio North to Friars Road	San Diego City
205 Mission Gorge Road	Interstate 8 to Highridge Road	San Diego City
206 Montezuma Road	Fairmount Avenue to El Cajon Boulevard	San Diego City
207 Morena Boulevard	Balboa Avenue to Interstate 8	San Diego City
208 Navajo Road	Waring Road to Fanita Drive	San Diego City
209 Nimitz Boulevard	Interstate 8 to Harbor Drive	San Diego City
210 North Harbor Drive	Rosecrans Street to Grape Street	San Diego City
211 North Torrey Pines Road (S-21)	Carmel Valley Road to La Jolla Village Drive	San Diego City
212 Ocean View Hills Parkway	Interstate 805 to State Route 905	San Diego City
213 Otay Mesa Road	State Route 905 to State Route 125	San Diego City
214 Pacific Highway	Sea World Drive to Harbor Drive	San Diego City
215 Palm Avenue	State Route 75 to Interstate 805	San Diego City
216 Paradise Valley Road	Plaza Boulevard to Meadowbrook Drive	San Diego City
217 Park Boulevard	Imperial Avenue to Adams Avenue	San Diego City
218 Picador Boulevard	Palm Avenue to Interstate 905	San Diego City
219 Pomerado Road	Interstate 15 (north) to Interstate 15 (south)	San Diego City
220 Poway Road	Interstate 15 to Springhurst Drive	San Diego City
221 Qualcomm Way	Interstate 8 to Friars Road	San Diego City
222 Rancho Bernardo Road	Interstate 15 to Summerfield Lane	San Diego City

Table TA 4.25 – Regional Arterials by Jurisdiction (Continued)

Arterial	Limits	Jurisdiction
223 Rancho Carmel Drive	Carmel Mountain Road to Ted Williams Parkway	San Diego City
224 Rancho Peñasquitos Boulevard	State Route 56 to Interstate 15	San Diego City
225 Regents Road	Genesee Avenue to Clairemont Mesa Boulevard	San Diego City
226 Rosecrans Street	Interstate 8 to Canon Street	San Diego City
227 Ruffin Road	Kearny Villa Road to Aero Drive	San Diego City
228 Sabre Springs Parkway	Ted Williams Parkway to Poway Road	San Diego City
229 San Ysidro Boulevard	Dairy Mart Road to East Beyer Boulevard	San Diego City
230 Scripps Poway Parkway	Interstate 15 to Springbrook Drive	San Diego City
231 Sea World Drive	West Mission Bay Drive to Morena Boulevard	San Diego City
232 Siempre Viva Road	Heritage Road to State Route 905	San Diego City
233 Sorrento Valley Boulevard	Sorrento Valley Road to Camino Santa Fe Avenue	San Diego City
234 Sports Arena Boulevard	Interstate 8 to Rosecrans Street	San Diego City
235 Sunset Cliffs Boulevard	Interstate 8 to West Mission Bay Drive	San Diego City
236 Ted Williams Parkway	Interstate 15 to Pomerado Road	San Diego City
237 Texas Street	Interstate 8 to University Avenue	San Diego City
238 Torrey Pines Road	Girard Avenue to La Jolla Parkway	San Diego City
239 University Avenue	State Route 163 to City of La Mesa	San Diego City
240 Valencia Parkway	Market Street to Imperial Avenue	San Diego City
241 Via de la Valle	Jimmy Durante Boulevard to El Camino Real	San Diego City
242 Vista Sorrento Parkway	Sorrento Valley Boulevard to Carmel Mountain Road	San Diego City
243 Wabash Boulevard	32nd Street to Interstate 5	San Diego City
244 Washington Street	Pacific Highway to Park Boulevard	San Diego City
245 Waring Road	College Avenue to Interstate 8	San Diego City
246 West Bernardo Drive	Interstate 15 to Bernardo Center Drive	San Diego City
247 West Mission Bay Drive	Mission Boulevard to Sunset Cliffs Boulevard	San Diego City
248 Woodman Street	State Route 54 to Imperial Avenue	San Diego City
249 Alpine Boulevard	Interstate 8/Dunbar Lane to Interstate 8/Willows Road	San Diego County
250 Avocado Boulevard	Dewitt Court to State Route 94	San Diego County
251 Bear Valley Parkway	City of Escondido (north) to City of Escondido (south)	San Diego County
252 Bonita Road	Interstate 805 to San Miguel Road	San Diego County

Table TA 4.25 – Regional Arterials by Jurisdiction (Continued)

Arterial	Limits	Jurisdiction
253 Borrego Springs/Yaqui Pass Road (S-3)	Palm Canyon Drive (S-22) to State Route 78	San Diego County
254 Bradley Avenue	Wing Avenue to Winter Garden Boulevard	San Diego County
255 Buckman Springs/Sunrise Highway (S-1)	State Route 94 to State Route 79	San Diego County
256 Buena Creek Road	South Santa Fe Avenue to Twin Oaks Valley Road	San Diego County
257 Camino del Norte	Rancho Bernardo Road to City of San Diego	San Diego County
258 Campo Road	Spring Street to Sweetwater Springs/ State Route 54	San Diego County
259 Citracado Parkway	Greenwood Place to Interstate 15	San Diego County
260 Cole Grade Road	State Route 76 to Valley Center Road	San Diego County
261 Deer Springs Road	Twin Oaks Valley Road to Interstate 15	San Diego County
262 Dehesa Road	Jamacha Road to Harbison Canyon Road	San Diego County
263 Dehesa Road*	Harbison Canyon Road to Sycuan Road	San Diego County
264 Del Dios Highway	Via Rancho Parkway to Paseo de Delicias	San Diego County
265 Dye Road	State Route 67 to San Vicente Road	San Diego County
266 Dye Street	State Route 67 to Dye Road	San Diego County
267 East Vista Way	State Route 76 to City of Vista	San Diego County
268 El Norte Parkway	Rees Road to Nordahl Road	San Diego County
269 Euclid Avenue	City of National City to City of National City	San Diego County
270 Gamble Lane	Eucalyptus Avenue to City of Escondido	San Diego County
271 Gopher Canyon Road	East Vista Way to Old Highway 395	San Diego County
272 Jamancha Road	City of El Cajon to State Route 94	San Diego County
273 Jamancha Road	State Route 125 to State Route 94	San Diego County
274 Keyes Road (Southern Traffic Bypass)	San Vicente Road to State Route 78 (Julian Road)	San Diego County
275 Lake Jennings Park Road	State Route 67 to Interstate 8	San Diego County
276 Lake Wohlford Road	Valley Center Road (north) to Valley Center Road (south)	San Diego County
277 Las Posas Road	City of San Marcos to Buena Creek Road	San Diego County
278 Lone Star Road	City of San Diego to Loop Road	San Diego County
279 Mapleview Street	State Route 67 to Lake Jennings Road	San Diego County
280 Mar Vista Drive	City of Oceanside to City of Vsita	San Diego County
281 Melrose Drive	City of Oceanside to City of Vsita	San Diego County
282 Mission Road (S-13)	Interstate 15 to State Route 76	San Diego County

Table TA 4.25 – Regional Arterials by Jurisdiction (Continued)

Arterial	Limits	Jurisdiction
283 Mountain Meadow Road	Interstate 15/Deer Springs Road to Valley Center Road	San Diego County
284 Montezuma Valley/Palm Caynon (S-22)	State Route 79 to Imperial County Line	San Diego County
285 Nordahl Road	El Norte to City of San Marcos	San Diego County
286 Old Highway 80	Buckman Springs Road to Interstate 8 (In-ko-pah)	San Diego County
287 Old Highway 80	State Route 79 to Sunrise Highway	San Diego County
288 Old Highway 395/Champagne/ North Centre City	East Mission Road to City of Escondido	San Diego County
289 Otay Lakes Road	Wueste Road to State Route 94	San Diego County
290 Otay Mesa Road	City of San Diego to Loop Road	San Diego County
291 Paradise Valley Road	City of San Diego to Sweetwater Road	San Diego County
292 Paseo Delicias	El Camino del Norte to Via de la Valle	San Diego County
293 Rancho Bernardo Road	City of San Diego (west) to City of San Diego (east)	San Diego County
294 San Felipe Road/Overland Route (S-2)	County Route S-22 to Imperial County Line	San Diego County
295 San Vicente Road/10th Street	State Route 67 (Main Street) to Wildcat Canyon Road	San Diego County
296 Scripps Poway Parkway	Sycamore Canyon Road to State Route 67	San Diego County
297 Siempre Viva Road	City of San Diego to Loop Road	San Diego County
298 South Santa Fe Avenue	City of Vista to City of San Marcos	San Diego County
299 Sunrise Highway	State Route 79 to Interstate 8	San Diego County
300 Sweetwater Road (Bonita)	Willow Street to City of National City	San Diego County
301 Sweetwater Road (Spring Valley)	Jamacha Boulevard to Broadway	San Diego County
302 Sweetwater Springs Boulevard	Jamacha Boulevard to State Route 94	San Diego County
303 Valley Center Road	State Route 76 to City of Escondido	San Diego County
304 Valley Center New Northern E to W Road	Cole Grade Road to Old Highway 395	San Diego County
305 Via de la Valle	City of San Diego to Paseo Delicias	San Diego County
306 Via Rancho Parkway	Del Dios Highway to City of Escondido	San Diego County
307 Wildcat Canyon Road*	Mapleview Street to San Vicente Road	San Diego County
308 Willow Glen Drive	Jamacha Road to Dehesa Road	San Diego County
309 Willows Road	Interstate 8 to Viejas Casino	San Diego County
310 Winter Gardens Boulevard	State Route 67 to 2nd Street	San Diego County

Table TA 4.25 – Regional Arterials by Jurisdiction (Continued)

Arterial	Limits	Jurisdiction
311 Barham Drive	Twin Oaks Valley Road to Los Amigos	San Marcos
312 Borden Road	Las Posas Road to Woodland Parkway	San Marcos
313 Buena Creek Road	Twin Oaks Valley Road to Sunny Vista Lane	San Marcos
314 Discovery Street	San Marcos Boulevard to Twin Oaks Valley Road	San Marcos
315 Las Posas Road	West San Marcos Boulevard to North City Limits	San Marcos
316 Mission Road	Pacific Street to Barham Drive	San Marcos
317 San Elijo Road	Twin Oaks Valley Road to Rancho Santa Fe Road	San Marcos
318 Rancho Santa Fe Road	Mission Road to Melrose Drive	San Marcos
319 San Marcos Boulevard	Business Park Drive to Mission Road	San Marcos
320 South Santa Fe Avenue	Smilax Road to Pacific Street	San Marcos
321 Twin Oaks Valley Road	Deer Springs Road to Questhaven Road	San Marcos
322 Woodland Parkway	Barham Drive to El Norte Parkway	San Marcos
323 Cuyamaca Street	Mission Gorge Road to City of El Cajon	Santee
324 Magnolia Avenue	Mast Boulevard to Prospect Avenue/State Route 67	Santee
325 Mast Boulevard	State Route 52 to Magnolia Avenue	Santee
326 Mission Gorge Road	City of San Diego to Magonia Avenue	Santee
327 Woodside Avenue	Magnolia Avenue to State Route 67	Santee
328 Coast Highway	City of Encinitas to City of Del Mar	Solana Beach
329 Lomas Santa Fe Avenue	Interstate 5 to Coast Highway	Solana Beach
330 Bobier Drive	North Melrose Drive to East Vista Way	Vista
331 Cannon Road (Mar Vista Drive)	South Melrose Drive to State Route 78	Vista
332 East Vista Way	Escondido Avenue to County of San Diego	Vista
333 Emerald Drive	Sunset Drive to State Route 78	Vista
334 Escondido Avenue	State Route 78 to E. Vista Way	Vista
335 North Melrose Drive	State Route 78 to Bobier Drive	Vista
336 North Santa Fe Avenue	Main Street to North Melrose Drive	Vista
337 Olive Avenue	Emerald Drive to Vista Village Drive	Vista
338 South Melrose Drive	City of Carlsbad to State Route 78	Vista
339 South Santa Fe Avenue	Main Street to County of San Diego	Vista
340 Sycamore Avenue	South Santa Fe Avenue to South Melrose Drive	Vista
341 Thibodo Road	Mar Vista Drive (Cannon Road) to Sycamore Avenue	Vista
342 Vista Village Drive	State Route 78 to Escondido Avenue	Vista
343 West Vista Way	Thunder Drive to Vista Village Drive	Vista

Appendix A-5

Projects Exempt from Air Quality Conformity Determination

APPENDIX A-5

Projects Exempt from Air Quality Conformity Determination*

Project/Program Description	Project/Program Description
Bikeway, Rail Trail, and Pedestrian Projects	
Bayshore Bikeway	Maple Street Pedestrian Plaza
Bay-to-Ranch Bikeway	Mid-County Bikeway
Border Access Bicycle Corridor	Mira Mesa Bicycle Corridor
Camp Pendleton Trail	Mission Valley – Chula Vista Bicycle Corridor
Carlsbad – San Marcos Bicycle Corridor	National City – Highland Avenue Community Corridor
Central Coast Bicycle Corridor	North Park – Centre City Bicycle Corridor
Chula Vista Greenbelt	Oceanside – Bicycle Master Plan
City Heights – Old Town Bicycle Corridor	Otay Mesa Port of Entry Pedestrian/Bicycle Facilities
Clairemont – Centre City Bicycle Corridor	Park Boulevard Bicycle Connector
Coastal Rail Trail	Poway Bicycle Loop
East County Northern Bicycle Loop	San Diego Regional Bicycle Plan
East County Southern Bicycle Loop	San Diego River Multi-Use Bicycle and Pedestrian Path
El Camino Real Bicycle Corridor	San Luis Rey River Trail
Encinitas – San Marcos Bicycle Corridor	Santee – El Cajon Bicycle Corridor
Escondido Creek Bike Path Bridge and Bikeway	State Route 52 Bikeway
Gilman Bicycle Connector	State Route 56 Bikeway
Hillcrest – El Cajon Bicycle Corridor	State Route 56/Black Mountain Road Bikeway Interchange
Imperial Beach Bicycle Connector	State Route 125 Bicycle Corridor
Inland Rail Trail	State Route 905 Bicycle Corridor
Interstate 8 Bicycle Corridor	Sweetwater River Trail
State Route 15 Bikeway	Tecate International Border Crossing Pedestrian Facilities
Interstate 805 Bicycle Corridor	Ted Williams Parkway Pedestrian Bridge at Shoal Creek
Kearny Mesa – Beaches Bicycle Corridor	Third Avenue Bicycle and Pedestrian Access
Kensington – Balboa Park Bicycle Corridor	Vista Way Bicycle Connector
	West Bernardo Bike Path

Project/Program Description (Cont.)	Project/Program Description
Safety Improvement Program	Transportation Systems Management
Bridge Rehabilitation/Preservation/Retrofit	Automated Traveler Information System
Collision Reduction	Bus on Shoulder Service
Emergency Response	Compass Card
Hazard Elimination/Safe Routes to School	FasTrak®
Highway Maintenance	Freeway Service Patrol
Safety Improvement Program	Connected Vehicle Roadside Devices
Roadway/Roadside Preservation	Regional Rideshare Program
Smart Growth Incentive Program	Intermodal Transportation Management System
Transit Terminals	ITS Operations
Airport Intermodal Transit Center/Terminal	Joint Transportation Operations Center
San Ysidro Intermodal Transit Center/Terminal	Trolley Fiber Communication Network
University Town Center Transit Center/Terminal	Universal Transportation Account
	Various Traffic Signal/Prioritization

Appendix A-6

Regional Emissions Analysis and Modeling Procedures

Appendix A-6

Regional Emissions Analysis and Modeling Procedures

Background

The federal Clean Air Act (CAA), which was last amended in 1990, requires the United States Environmental Protection Agency (U.S. EPA) to set National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and the environment. California has adopted state air quality standards that are more stringent than the NAAQS. Areas with levels that violate the standard for specified pollutants are designated as non-attainment areas.

The U.S. EPA requires that each state containing non-attainment areas develop plans to attain the NAAQS by a specified attainment deadline. These attainment plans are called State Implementation Plans (SIP). The San Diego County Air Pollution Control District (APCD) prepares the San Diego portion of the California SIP. Once the standards are attained, further plans – called Maintenance Plans – are required to demonstrate continued maintenance of the NAAQS.

SANDAG and the United States Department of Transportation (U.S. DOT) must make a determination that the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) conform to the SIP for air quality. Conformity to the SIP means that transportation activities will not create new air quality violations, worsen existing violations, or delay the attainment of the national ambient air quality standards.

On October 28, 2011, the SANDAG Board made a finding of conformity of the 2050 San Diego Regional Transportation Plan: Our Region, Our Future (2050 RTP) and the 2010 RTIP Amendment No. 13 and adopted the plan. The U.S. DOT, in consultation with U.S. EPA, made its conformity determination on December 2, 2011.

On September 28, 2012, the SANDAG Board of Directors adopted the final 2012 RTIP and its conformity determination and redetermination of conformity for the 2050 RTP. The U.S. DOT, in consultation with U.S. EPA, made its conformity determination on December 13, 2012.

On May 24, 2013, the SANDAG Board of Directors adopted the 2012 RTIP Amendment No. 2, including the air quality conformity analysis and redetermination of the 2012 RTIP and 2050 RTP. The U.S. DOT, in consultation with U.S. EPA, made its conformity determination on June 28, 2013.

On April 15, 2004, the EPA designated the San Diego air basin as non-attainment for the 1997 Eight-Hour Ozone Standard. This designation took effect on June 15, 2004. However, several areas that are tribal lands in eastern San Diego County were excluded from the non-attainment designation. As shown in Figure A-6.1, La Posta Areas No. 1 and No. 2, Cuyapaipa, Manzanita, and Campo Areas No. 1 and No. 2 are attainment areas for the 1997 Eight-Hour Ozone NAAQS.

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

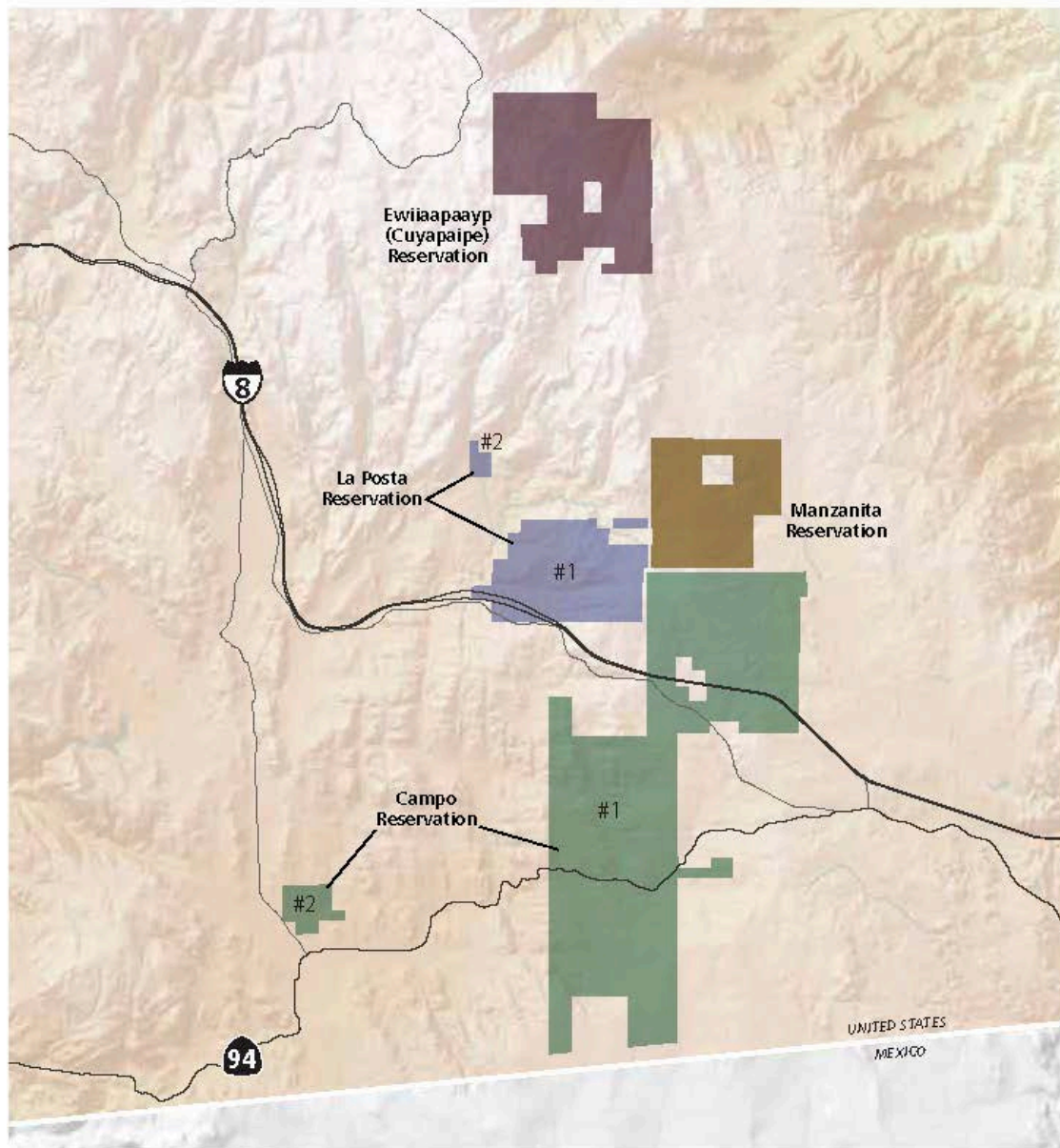
However, on April 27, 2012, in response to a Court decision, U.S. EPA ruled that the San Diego basic non-attainment area be reclassified as a Subpart 2 moderate non-attainment area, with an attainment deadline of June 15, 2010. This reclassification became effective on June 13, 2012. Air quality data for 2009, 2010, and 2011 demonstrated that the San Diego air basin attained the 1997 ozone standard; APCD prepared a Maintenance Plan, with a request for re-designation to attainment/maintenance. On December 6, 2012, the California Air Resources Board (CARB) approved the Redesignation Request and Maintenance Plan for the 1997 National Ozone Standard for San Diego County for submittal to U.S. EPA as a SIP revision. Effective July 5, 2013, U.S. EPA approved California's request to redesignate the San Diego County ozone nonattainment area to attainment for the 1997 8-hour ozone National Ambient Air Quality Standard and their plan for continuing to attain the 1997 ozone standard for ten years beyond redesignation.

On May 21, 2012, the U.S. EPA designated the San Diego air basin as a non-attainment area for the new 2008 Eight-Hour Ozone standard and classified it as a marginal area with an attainment date of December 31, 2015. This designation became effective on July 20, 2012. SANDAG determined conformity to the new standard on May 24, 2013 using the new model approved by the U.S. EPA to forecast regional emissions (EMFAC 2011). The U.S. DOT, in consultation with U.S. EPA, made its conformity determination on June 28, 2013. The U.S. EPA final rule also provides for the revocation of the 1997 Eight-Hour Ozone NAAQS for transportation conformity purposes effective July 20, 2013. For this non-attainment designation, tribal areas that were previously excluded are now included as part of the San Diego region non-attainment designation².

The San Diego region also has been designated by the U.S. EPA as a federal maintenance area for the Carbon Monoxide (CO) standard. On November 8, 2004, CARB submitted the 2004 revision to the California SIP for CO to the U.S. EPA. Effective January 30, 2006, the U.S. EPA has approved this maintenance plan as a SIP revision.

² One small portion (approximately 119 acres) of the Pechanga Band of Luiseno Indians purchased within the north portion of San Diego County piece of tribal land was excluded from the San Diego region 2008 Eight-Hour ozone standard non-attainment designation. All other tribal lands within San Diego County were included in the designation.

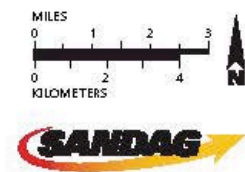
FIGURE A.6-1



**Eastern San Diego County
Attainment Areas
for the Eight-Hour Ozone
NAAQS**

October 2011

Data Source: US EPA, Region 9 GIS Center
1997 Eight-Hour Ozone Standard



Transportation Conformity: Modeling Procedures

Introduction

The 2014 RTIP is consistent with the 2050 RTP. As a financially constrained plan, the 2014 RTIP only contains major transportation projects listed in the Revenue Constrained 2050 RTP that are being implemented in the five-year 2014 RTIP period. Chapter 4 of the 2014 RTIP includes a detailed discussion on fiscal constraint. Conformity of the 2050 RTP expires on December 2, 2015; Tables A-6.2 and A-6.4 include the conformity analysis for both the 2014 RTIP and the conformity redetermination for the 2050 RTP.

Growth Forecasts

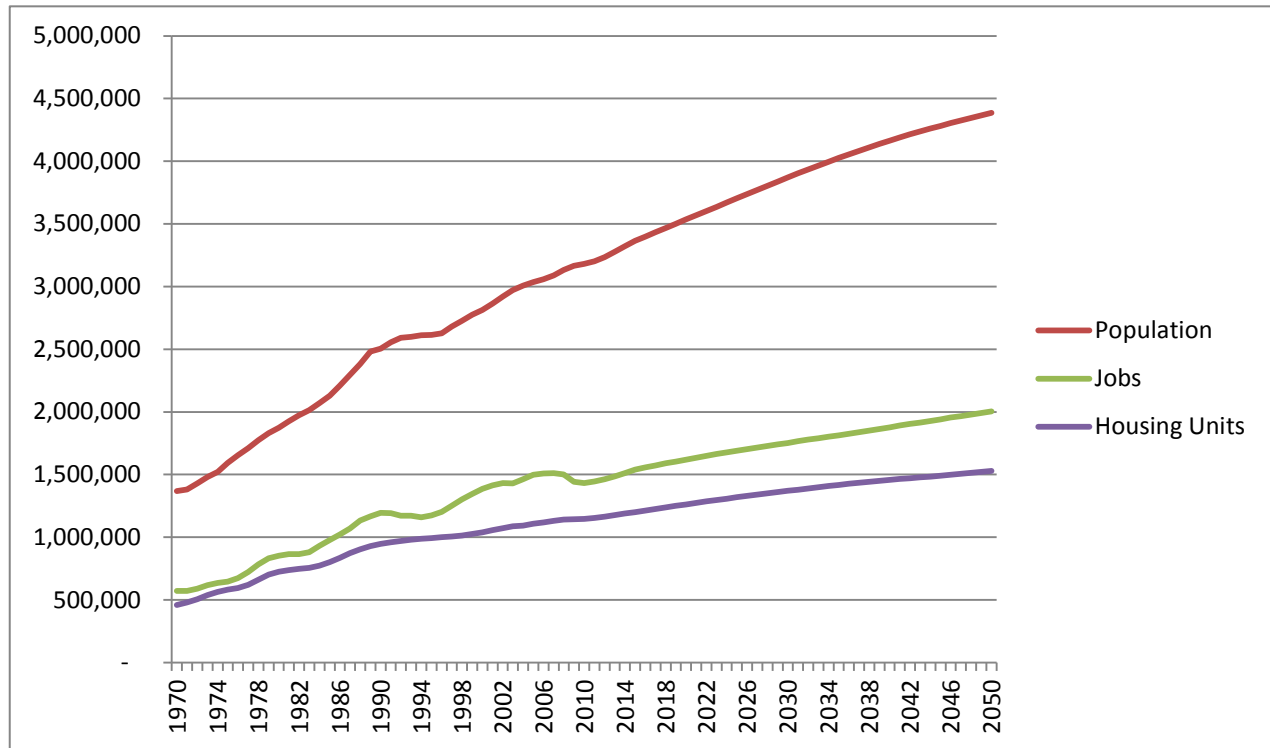
Every three to five years, SANDAG produces a long-range forecast of population, housing, and employment growth for the San Diego region. The most recently adopted forecast is the 2050 Regional Growth Forecast (adopted by the SANDAG Board on October 28, 2011), and was utilized in the development of the 2050 RTP and the 2014 RTIP.

The forecast process relies upon three integrated forecasting models. The first one, the Demographic and Economic Forecasting Model (DEFM), provides a detailed econometric and demographic forecast for the entire region. The second one, the Interregional Commuting Model, provides a forecast of commuting between the San Diego region, Orange County, southwest Riverside County, Imperial County, and Tijuana/Northern Baja California. The third one, the Urban Development Model, allocates the results of the first two models to subregional areas based upon the current plans and policies of the jurisdictions.

On March 5, 2014, SANDAG consulted with the San Diego Region Conformity Working Group (CWG) on the use of the 2050 Regional Growth Forecast (2011) for the air quality conformity analysis of the 2014 RTIP and 2050 RTP conformity redetermination. Previously, both the U.S. DOT and the U.S. EPA concurred that approved plans should be used as input in the air quality conformity process. Figure A-6.2 and Table A-6.1 show the regional population, jobs, and housing growth forecast for the San Diego region through 2050.

FIGURE A-6.2

San Diego Regional Population, Jobs, and Housing Forecast



Source: 2050 Regional Growth Forecast, SANDAG, October 2011

TABLE A-6.1
San Diego Regional Population and Employment Forecast

2050 Regional Growth Forecast

Year	Population	Employment
2008	3,131,552	1,501,080
2020	3,535,000	1,619,615
2030	3,870,000	1,752,630
2040	4,163,688	1,877,668
2050	4,384,867	2,003,038

Source: 2050 Regional Growth Forecast, SANDAG, October 2011

The 2050 Regional Growth Forecast is based largely upon the adopted general plans and community plans and policies of the 18 cities and, in some cases, includes draft plans which are nearing completion. Because many of the local general plans have horizon years of 2030 – twenty years before the 2050 Growth Forecast horizon year- the later part of the forecast was developed in collaboration with each of the local jurisdictions through an iterative process that allowed each city to provide their projections for land uses in those later years. For the unincorporated area, the forecast is based upon the County’s Referral Alternative draft of the General Plan update, with additional constraints included for sensitive habitat areas.

Transportation Modeling

SANDAG follows a widely used, four-step transportation modeling process of trip generation, trip distribution, mode choice, and assignment to forecast travel activity in the San Diego region. After a first pass through the four steps, a feedback process is used to pass congested travel conditions back into trip distribution and through to assignment. After several feedback iterations, a final pass is made through the mode choice and assignment steps to reflect congested travel conditions in mode decision making. Travel model results then are combined with additional post-process input and output functions to form the complete modeling chain. A truck model is run parallel to the four-step model and truck origin-destination trip tables are merged with vehicle trip tables for highway assignment and air quality procedures.

The estimates of regional transportation-related emissions analysis meet the requirements established in the Transportation Conformity Rule, Sections 93.122(b) and 93.122(c). These requirements relate to the procedures to determine regional transportation-related emissions, including the use of network-based travel models, methods to estimate traffic speeds and delays, and the estimation of vehicle miles of travel.

TransCAD 5.0 is the transportation planning computer package used by SANDAG to provide a framework for performing much of the computer processing involved with modeling and is used for the trip distribution and assignment steps. Another software package used extensively in the modeling process is ArcInfo. This Geographic Information System (GIS) maintains, manipulates, and displays transportation, land use, and demographic data. SANDAG has written numerous programs that provide a linkage between TransCAD and ArcInfo. Other custom programs perform some modeling functions such as trip generation and mode choice.

A number of data files and surveys are used to calibrate the transportation models. These include:

- 1991 San Diego Visitor Survey
- 1995 San Diego Region Travel Behavior Study
- 2000 Census Transportation Planning Package
- 2000 Market Research Survey
- 2001 Caltrans Statewide Travel Survey
- 2001-2003 San Diego Regional Transit Survey
- 2002 Freight Analysis Framework
- 2006 San Diego Household Travel Study
- 2010 Freight Gateway Study
- External Trip Surveys (2006 Interregional Travel Behavior Study)
- Traffic Generation Studies

In addition to model parameters derived from these surveys, there are three major inputs to the transportation models:

- Growth forecast inputs used to describe existing and planned land use patterns and demographic characteristics

- Highway networks used to describe existing roadway facilities and planned improvements to the roadway system
- Transit networks used to describe existing and planned public transit service

Highway Networks

The regional highway networks in the 2014 RTIP and 2050 RTP include all roads classified by local jurisdictions in their general plan circulation elements. These roads include freeways, expressways, and the Regional Arterial System (RAS). The RAS consists of all conventional state highways, prime arterials, and selected major streets. In addition, some local streets are included in the networks for connectivity between zones.

The route improvements and additions in the 2014 RTIP and 2050 RTP are developed to provide adequate travel service that is compatible with adopted regional policies for land use and population growth. All regionally significant projects are included in the quantitative emissions analysis. These include all state highways, all national highway system routes, all regionally significant arterials, and all "other principal arterials" functionally classified by the Federal Highway Administration.

The networks also account for programs intended to improve the operation of the highway system, including High Occupancy Vehicle (HOV) lanes, Managed Lanes, and ramp metering. Existing and toll facilities also are modeled to reflect time, cost, and capacity effects of these facilities. State Route (SR) 125 South, SR 11, and SR 241, and additional lanes on Interstate 15 (I-15) north of SR 78 and additional lanes on I-5 north of Vandegrift Boulevard are modeled toll facilities included in the Revenue Constrained Plan for the San Diego region.

In addition, several managed/HOV lanes are included in the Revenue Constrained Plan. Facilities with Managed Lanes include Interstate 5 (I-5), I-15, I-805, and SR 52, SR 54, SR 78, SR 94, and SR 125. Managed Lanes are defined as reversible HOV routes and HOV routes with two or more lanes in the peak direction. Additionally, one-lane HOV facilities that operate as two-person carpool lanes in the earlier years of the plan transition to Managed Lanes by 2035. It is assumed that the excess capacity not utilized by carpools and transit on these facilities would be managed so that single occupant vehicles could use these lanes under a pricing mechanism. Traffic flows would be managed so that the facility would operate at level of service D or better.

Based upon the networks and programs described above, the transportation forecasts of the 2014 RTIP and 2050 RTP differentiate between eight highway modes:

- Drive alone non-toll
- Drive alone toll
- Shared-ride non HOV/non-toll
- Shared-ride HOV/non-toll
- Shared-ride HOV/toll
- Light-heavy-duty

- Medium-heavy-duty
- Heavy-heavy-duty

SANDAG maintains a master highway network from which a specific year network, between the years 2008 (the 2050 Regional Growth Forecast base year) and 2050, can be built. Five networks were built and verified (2015, 2025, 2035, and 2040) for air quality conformity analyses of the 2014 RTIP and 2050 RTP. ROG and NO_x data were interpolated for 2020 and CO data was interpolated for 2018. A network also was built and verified for the year 2050 for an air quality analysis for informational purposes.

A list of the major highway and near-term regional arterial projects included in the conformity analysis, along with information on phasing for their implementation, is included in Tables A-6.6 and A-6.8. Locally funded, regionally significant projects also have been included in the air quality conformity analysis. These projects are funded with *TransNet* funds, a 20-year, half-cent local sales tax for transportation that expired in 2008; *TransNet* Extension funds, a 40-year, half-cent local sales tax extension approved by voters in 2004 that expires in 2048; and other local revenue sources.

Transit Networks

SANDAG also maintains transit network datasets for existing and proposed transit systems. Most transit routes run over the same streets, freeways, HOV lanes, and ramps used in the highway networks. As a result, the only additional facilities that are added to the transportation coverage for transit modeling purposes are:

- Trolley and commuter rail lines
- Streets used by buses that are not part of local general plan circulation elements

Seven transit modes group routes with similar operating characteristics. They are:

- Commuter Rail
- Trolley/Light Rail
- Bus Rapid Transit (BRT)
- Rapid Bus
- Limited-Express Bus
- Express Bus
- Local Bus

BRT service would have stations similar to commuter rail and light rail, and operating characteristics midway between rail and bus service. BRT service would be provided by advanced design buses operating on HOV lanes or Managed Lanes, some grade-separated transit ways, and surface streets with priority transit systems. Once TransCAD transit networks have been built, TransCAD finds minimum time paths between transit access points (TAPs). TAPs are selected transit stops that are used to represent walk and auto access to the transit system.

The following four sets of paths are created for modes:

- A.M. Peak-period local bus
- A.M. Peak-period premium service
- Mid-day local bus
- Mid-day premium service

Bus speeds assumed in the transit networks are derived from modeled highway speeds and reflect the effects of congestion. Regional and express transit routes on surface streets are assumed to operate out of congestion due to priority transit treatments. Higher bus speeds may result for transit vehicles operating on highways with HOV lanes and HOV bypass lanes at ramp meters, compared to those routes that operate on highways where these facilities do not exist.

In addition to transit travel times, transit fares are required as input to the mode choice model. TransCAD procedures replicate the San Diego region’s complicated fare policies which differ among:

- Buses which collect a flat fare of between \$1 and \$4, depending on the type of service
- Trolleys, which charge \$2.50 for all trips
- SPRINTER, which charges \$2
- Commuter rail (COASTER), which has a zone-based fare of between \$5 and \$6.50
- Proposed regional BRT routes, which are assumed to charge \$4
- Proposed Rapid Bus routes, which are assumed to charge \$2.50

Fares are expressed in 1999 dollars (consistent with household incomes from the 2050 Regional Growth Forecast) and are assumed to remain constant in inflation-adjusted dollars over the forecast period.

Near-term transit route changes are drawn from the Coordinated Plan, which was produced in cooperation with the region’s transit agencies. Longer-range improvements are proposed as a part of the RTP development and other transit corridor studies. In addition to federal and state funded projects, locally funded transit projects that are regionally significant have been included in the air quality conformity analysis of the 2014 RTIP and 2050 RTP. These transit projects also are funded with *TransNet* funds or other local revenue sources. Once network coding is completed, the transportation models are run for the applicable scenarios (2015, 2025, 2035, 2040, and 2050 [for informational purposes]). A list of major regional transit projects included in the analysis and their implementation phasing are provided in Table A-6.7.

Trip Generation

A trip generation analysis is the first step in the transportation modeling process. Average weekday trip ends, by all forms of transportation and starting and ending in each zone, are estimated for ten trip types.

- | | |
|-------------------|-----------------|
| • Home-to-work | • Work-to-other |
| • Home-to-college | • Other-other |

- Home-to-school
- Home-to-shop
- Home-to-other
- Serve passenger
- Visitor
- Airport

The model computes person trips, which account for all forms of transportation including automobiles, trucks, taxicabs, motorcycles, public transit, bicycling, and walking.

The trip generation model works by applying trip rates to zone-level growth forecasts. The model calculates each of the trip ends separately as trip productions and attractions. Trip production rates are expressed as trips per household, while trip production rates vary by trip type and structure type. Trip attractions are expressed as trips per acre of nonresidential land use or trips per household. Trip attraction rates vary by trip type and land use category. The 2050 Regional Growth Forecast was used to produce trip generation forecasts for the years 2015, 2025, 2035, 2040, and 2050. Trip generation rates were established by utilizing data from traffic generator studies, as well as expanding rates from the 1995 San Diego Region Travel Behavior Study, the 2006 San Diego Household Travel Study, and the 2001 Caltrans Statewide Travel Survey.

The model reduces future year person-trips by a small amount to reflect increased use of teleworking and e-commerce. Reduction factors of 1, 3, or 5 percent were applied to selected trip purposes and land uses. Telework reduction factors depend on the likelihood the land use type would have employee categories that could feasibly telecommute. Reduction factors start in year 2020.

The truck model follows a process similar to the one followed by the person model. The model computes truck vehicle trips for heavy-duty trucks, including light heavy-duty, medium heavy-duty, and heavy heavy-duty trucks. The truck classifications correspond to the CARB truck classifications used in the air quality model EMFAC 2011. Trip production and attraction rates are expressed as trips per employee and the rates vary by employee industry category.

Trip Distribution

After trip generation analysis is completed, trip movements between zones are determined using a form of the trip distribution models known as the doubly-constrained, gamma-function gravity model. Inputs to the trip distribution model include zone-level trip generation forecasts by trip type, zone-to-zone impedances, and gamma function parameters by trip type and 4D category. 4D index categories attempt to define locations by their density, diversity, distance, and urban design characteristics. A high 4D index value represents areas that would be considered smart growth and would result in shortened trip lengths. In this way, the model is designed to reflect changing trip patterns in response to the types of new development in land use scenarios. The model also modifies trip patterns as new roadways are added.

A truck trip distribution analysis is performed in a similar manner, but is used to distribute vehicle trips rather than person trips by purpose, as in the person model. The truck model also uses different distribution parameters by vehicle type, which are not segmented by 4D category.

The model is calibrated to match observed trip length frequencies from the 2006 Household Travel Study and the 2001 Caltrans Statewide Travel Survey. Zone-to-zone impedances are a composite measure of peak and off-peak travel times and costs by highway, transit, and non-motorized modes.

Mode Choice

At this point in the modeling process, total person-trip movements between zones are split into different forms of transportation by highway, transit, and non-motorized modes (bicycling and walking). Highway modes include drive-alone non-toll, drive-alone toll, shared-ride non HOV/non-toll, shared-ride HOV/non-toll, and shared-ride HOV/toll. Nine transit modes differentiate transit trips by three ride modes (rail, BRT, and bus) and three access modes (walk, drive, and drop-off). The mode choice model is designed to link mode use to demographic assumptions, highway network conditions, transit system configuration, land use alternatives, parking costs, transit fares, and auto operating costs. Trips between zone pairs are allocated to modes based on the cost and time of traveling by a particular mode, compared with the cost and time of traveling by other modes. For example, vehicle trips on a congested route would be more likely to be diverted to light rail than vehicle trips on an uncongested freeway.

Income level also is considered, because lower-income households tend to own fewer automobiles, and therefore make more trips by transit and carpooling. People in higher-income households tend to choose modes based upon time and convenience rather than cost. The mode choice model is calibrated using the 1995 San Diego Region Travel Behavior Study and the 2006 Household Travel Study trip tables by mode and income and 2001-2003 Regional Transit Survey transit trip characteristics. Regional-level Census 2000 work-trip mode shares also were used to fine tune mode-share estimates.

Highway and transit travel times reflect highway congestion effects from the final iteration of the feedback loop. The model produces a.m. peak, p.m. peak, and off-peak period trip tables for vehicles and transit riders. The a.m. peak period is from 6 to 9 a.m. and the p.m. peak period is from 3 to 6 p.m. The off-peak period covers the remaining 18 hours of the day.

Highway and Transit Assignment

Highway assignment produces traffic-volume estimates for all roadway segments in the system. These traffic volumes are an important input to emissions modeling. Similarly, transit trips are assigned to transit routes and segments.

Highway

SANDAG loads traffic using the TransCAD Multimodal Multiclass Assignment function. Before loading the traffic onto the network, the three truck modes are combined with the five passenger vehicle modes. Multi-class assignment allows SANDAG to assign the eight vehicle modes (as defined in the highway network section) in one combined procedure.

The highway assignment model works by finding roads that provide the shortest travel impedance between each zone pair. Trips between zone pairs are then accumulated on road segments making up minimum paths. Highway impedances consider posted speed limits, signal delays, congestion delays, and costs. The model computes congestion delays for each segment based on the ratio of the traffic volume to roadway

capacity. Motorists may choose different paths during peak hours, when congestion can be heavy and off-peak hours, when roadways are typically free flowing. For this reason, traffic is assigned separately for a.m. peak, p.m. peak, and off-peak periods. Vehicle trip tables for each scenario reflect increased trip-making due to population growth and variations in travel patterns due to the alternative transportation facilities/networks proposed.

Model accuracy is assessed by comparing model estimated traffic volumes with actual traffic counts obtained through the SANDAG traffic monitoring program and Highway Performance Monitoring System estimates of Vehicle Miles of Travel (VMT).

After completing the highway assignments, additional processing is needed. Adjustments are made for calibration error volume, HOV/managed lane volume, bus volumes, hourly distribution factors, Level of Service, and travel time.

Transit

For transit assignment, TransCAD software assigns TAP-to-TAP transit trips to the network. Eight separate transit assignments are produced for peak and off-peak periods; walk and auto access; and local bus and premium service. These individual assignments are summed to obtain total transit ridership forecasts.

Before assigning transit trips, external transit trips coming into San Diego from outside the region need to be added to the internal transit trips estimated by the mode choice model. Currently, few transit trips enter from the north or east; however, over 20,000 transit trips cross the United States-Mexico border each day. To account for these trips, an external transit trip table for the base year is developed from on-board transit ridership surveys and factored to future years based upon border crossing trends.

For accuracy, transit ridership forecasts from the transit assignment model are compared with transit counts from the SANDAG transit passenger counting program to determine whether transit modeling parameters need to be adjusted.

Some of these comparisons of model-estimated boardings with actual boardings include:

- System-level boardings, which may reveal transfer rate problems and lead to changes to the transfer wait time factor in the mode choice model
- Boardings by mode, which may reveal modal biases and lead to changes in mode choice modal constants
- Boardings by frequency of service, which may show biases that lead to changes in the first wait factor in the mode choice model
- A Centre City screenline crossings, which may lead to changes in parking costs, and boardings by stop location, which may indicate problems with specific generators such as a university

Post-TransCAD Processing

Standard TransCAD output needs to be reformatted and adjusted to be useful for emissions modeling. Several routines and computer programs have been written to accomplish the following major functions:

- Correcting link-specific traffic volume forecasts for calibration errors
- Adding in estimated travel on roads not in the transportation modeling process
- Computing link speeds based upon corrected link volumes, highway capacity manual relationships between congestion, and speed (or signal delay)
- Splitting link volumes into heavy-duty truck and other traffic to obtain speed distributions by vehicle class
- Preparing a data set that contains total VMT and VMT by speed category by time of day for each vehicle class.

Motor Vehicle Emissions Modeling

Emissions Model

In September 2011, CARB released EMFAC 2011 and the U.S. EPA approved this emissions model for use in conformity determinations on March 6, 2013. EMFAC2011 is an integrated model that combines emission rate data with vehicle activity to calculate regional emissions. EMFAC 2011 reflects recent CARB rulemakings for on-road diesel fleet rules, Pavley Clean Car Standards, and the Low Carbon Fuel Standard (LCFS). EMFAC 2011 is made up of three modules: EMFAC2011-SG (scenario air quality assessment); EMFAC 2011-LDV (passenger vehicle emissions); and EMFAC 2011-HD (diesel trucks and buses). As noted in CARB's EMFAC 2011 Technical Documentation, EMFAC 2011-SG takes the output from EMFAC 2011-LDV and EMFAC 2011-HD and applies scaling factors to estimate emissions consistent with regional vehicle miles of travel (VMT) and speeds. Scaling factors are based on changes in total VMT, VMT distribution by vehicle class, and speed distribution. The SG module reports total emissions as tons per average weekday for each pollutant by vehicle class, and the total vehicle fleet for years between 1990 and 2035.

Using EMFAC 2011-SG, projections of daily regional emissions we prepared for reactive organic gases (ROG), nitrogen oxides (NOx), and CO.

The following process emissions are generated for each pollutant.

- All Pollutants – Running Exhaust, Idling Exhaust, Starting Exhaust, Total Exhaust.
- ROG and total organic gasses (TOG) – Diurnal Losses, Hot-Soak Losses, Running Losses, Resting Losses, Total Losses

EMFAC 2011 models two fuels; gasoline and diesel. Forty-two vehicle classes are modeled in EMFAC 2011, including the following vehicle class categories:

- Passenger cars
- Motorcycles
- Motor homes
- Light-duty trucks
- Medium-duty trucks
- Light-heavy duty trucks

- Medium-heavy duty trucks
- Heavy-heavy duty trucks
- School buses
- Urban buses
- Motor coaches
- Other bus types

The air quality analysis of the 2014 RTIP and 2050 RTP conformity redetermination was conducted using EMFAC 2011-SG.

Regional Emissions Forecasts

Regional transportation forecasts were initiated in April 2014. Output from the TransCAD model was then reformatted and adjusted to be useful for emissions modeling.

Eight-Hour Ozone Standard

Effective April 4, 2013, the U.S. EPA found the Eight-Hour Ozone budgets included in the *Redesignation Request and Maintenance Plan for the 1997 National Ozone Standard for San Diego County* adequate for transportation conformity purposes. Beginning in April 2014, SANDAG prepared countywide forecasts of average weekday ROG and NO_x emissions for 2015, 2020 (interpolated), 2025, 2035, 2040, and 2050 (for informational purposes), using the EMFAC 2011 model. ROG and NO_x emissions are based upon the summer season.

The analysis years were selected to comply with 40 CFR 93.106(a)(1) and 93.118(a) of the Transportation Conformity Rule and the approved methodology for conducting the air quality conformity analyses for the 2014 RTIP and 2050 RTP, which shortened the conformity horizon to 2040 and requires an informational analysis of the plan horizon year (2050). According to these sections of the Conformity Rule, the first horizon year (2015) must be within ten years from the base year used to validate the regional transportation model (2008), the last horizon year must be the last year of the transportation plan's forecast period, or in the case of the 2014 RTIP and 2050 RTP, the last year of the conformity determination (2040), and the horizon years may be no more than ten years apart (2025 and 2035), ROG and NO_x data for the year 2020 were interpolated and included to demonstrate conformity to the budgets included in the Maintenance Plan.

CO Standard

CO regional emissions were projected for 2015, 2018 (interpolated), 2025, 2035, 2040, and 2050 (for informational purposes) for the conformity determination of the 2014 RTIP and 2050 RTP conformity redetermination. CO emissions are based upon the winter season.

Emissions Modeling Results

An emissions budget is the part of the SIP that identifies emissions levels necessary for meeting emissions reduction milestones, attainment, or maintenance demonstrations.

To determine conformity of the 2014 RTIP and redetermine conformity of the 2050 RTP, the plan must comply with the emission analysis described in the Regional Emissions Forecast section. Table A-6.2 shows that the projected ROG and NOx emissions from the 2014 RTIP and 2050 RTP are below the ROG and NOx budgets.

TABLE A-6.2
2014 RTIP and 2050 Revenue Constrained RTP Air Quality
Conformity Analysis for 2008 Eight-Hour Ozone Standard

Year	Average Weekday Vehicle Starts (1,000s)	Average Weekday Vehicle Miles (1,000s)	ROG		NOx	
			SIP Emissions Budget Tons/Day	ROG Emissions Tons/Day	SIP Emissions Budget Tons/Day	NOx Emissions Tons/Day
2015	14,371	84,996	53	24	98	38
2020	15,030	89,270	23	19	38	30
2025	15,689	93,544	21	15	30	21
2035	17,364	103,806	21	14	30	19
2040 ⁽¹⁾	18,131	108,389	21	15	30	20
2050 ⁽²⁾	19,819	118,476	21	16	30	21

⁽¹⁾ The emissions data for 2040 and 2050 was prepared using 2035 emission factors, as emission factors for 2040 and 2050 are not available from CARB. Also, adjustment factors are not available for 2035, 2040, and 2050 years. Modeled emission results for 2035, 2040, and 2050 likely are overestimated due to these two factors.

⁽²⁾ The air quality conformity analysis was conducted for the years 2015 – 2040. Emissions data for 2050 is included for informational purposes only.

Note: Emission budgets from Eight-Hour Ozone Attainment Plan for San Diego County, which were found adequate for transportation conformity purposes by the U.S. EPA effective June 9, 2008 are used for the 2015 analysis year. Emissions budgets from the *Redesignation Request and Maintenance Plan for the 1997 National Ozone Standard for San Diego County*, which were found adequate for transportation conformity purposes by the U.S. EPA, effective April 4, 2013, are used for all other analysis years.

Adjustment factors for ROG and NOx were provided by CARB to account for regulations and minor technical improvements not yet included in the California Emissions Forecasting System inventories at the time of EMFAC 2011 development. Table A-6.3 includes the adjustment factors by category and analysis year. Adjustment factors were provided for the years 2015, 2020, and 2025. Factors for later years were not available from CARB and, therefore, the adjustment factors for 2025 were carried over into later years.

TABLE A-6.3

EMFAC 2011 Adjustment Factors

Category	ROG Adjustment Factor (tons/day)						NOx Adjustment Factor (tons/day)					
	2015	2020	2025	2035	2040	2050	2015	2020	2025	2035	2040	2050
AB 1493	0.12	0.22	0.35	0.35	0.35	0.35	0.01	0.01	0.02	0.02	0.02	0.02
Moyer	-	-	-	-	-	-	-	-	-	-	-	-
Reformulated Gasoline	0.97	0.72	0.54	0.54	0.54	0.54	-	-	-	-	-	-
Prop 1B	-	-	-	-	-	-	0.71	-	-	-	-	-
Smog Check	1.05	0.87	0.50	0.50	0.50	0.50	0.54	0.38	0.20	0.20	0.20	0.20
Advanced Clean Cars	0.04	0.21	0.39	0.39	0.39	0.39	0.08	0.24	0.94	0.94	0.94	0.94
Total*	2.17	2.03	1.78	1.78	1.78	1.78	1.33	0.63	1.16	1.16	1.16	1.16

* Totals represent unrounded adjustment factors.

Note: Adjustment factors were provided by CARB. The tons listed are subtracted from the EMFAC 2011 output of tons per day for ROG and NOx. Adjustment factors were not available for years 2035, 2040, and 2050 and therefore reflect 2025 adjustments for those years.

Table A-6.4 shows that projected CO emissions from the 2014 RTIP and 2050 RTP are below the 2003 CO budget of 730 tons per day.

TABLE A-6.4

2014 RTIP and 2050 Revenue Constrained RTP Air Quality Conformity Analysis for Carbon Monoxide Standard

Year	Average Weekday Vehicle Starts (1,000s)	Average Weekday Vehicle Miles (1,000s)	CO	
			SIP Emissions Budget Tons/Day	CO Emissions Tons/Day
2015	14,371	84,996	730	258
2018	14,766	87,560	730	225
2025	15,689	93,544	730	146
2035	17,364	103,806	730	136
2040 ⁽¹⁾	18,131	108,389	730	142
2050 ⁽²⁾	19,819	118,476	730	155

⁽¹⁾ The emissions data for 2040 and 2050 was prepared using 2035 emission factors, as emission factors for 2040 and 2050 are not available from CARB. Modeled emission results for 2040 and 2050 likely are overestimated due to this factor.

⁽²⁾ The air quality conformity analysis was conducted for the years 2014 – 2040. Emissions data for 2050 is included for informational purposes only.

Note: Emissions budgets for the San Diego region from 2004 Revision to California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for Ten Federal Planning Areas (Approved as SIP revision in January 2006). Emissions results do not reflect CARB adjustment factors.

Exempt Projects

Section 93.126 of the Transportation Conformity Rule exempts certain highway and transit projects from the requirement to determine conformity. The categories of exempt projects include safety, mass transit, air quality (ridesharing and bicycle and pedestrian facilities), and other (such as planning studies).

Table A-6.5 illustrates the exempt projects considered in the 2014 RTIP and 2050 Revenue Constrained RTP. This table shows short-term exempt projects. Additional unidentified projects could be funded with revenues expected to be available from the continuation of existing state and federal programs.

TABLE A-6.5
Exempt Projects

Project/Program Description	Project/Program Description
Bikeway, Rail Trail, and Pedestrian Projects	
Bayshore Bikeway	Maple Street Pedestrian Plaza
Bay-to-Ranch Bikeway	Mid-County Bikeway
Border Access Bicycle Corridor	Mira Mesa Bicycle Corridor
Camp Pendleton Trail	Mission Valley – Chula Vista Bicycle Corridor
Carlsbad – San Marcos Bicycle Corridor	National City – Highland Avenue Community Corridor
Central Coast Bicycle Corridor	North Park – Centre City Bicycle Corridor
Chula Vista Greenbelt	Oceanside – Bicycle Master Plan
City Heights – Old Town Bicycle Corridor	Otay Mesa Port of Entry Pedestrian/Bicycle Facilities
Clairemont – Centre City Bicycle Corridor	Park Boulevard Bicycle Connector
Coastal Rail Trail	Poway Bicycle Loop
East County Northern Bicycle Loop	San Diego Regional Bicycle Plan
East County Southern Bicycle Loop	San Diego River Multi-Use Bicycle and Pedestrian Path
El Camino Real Bicycle Corridor	San Luis Rey River Trail
Encinitas – San Marcos Bicycle Corridor	Santee – El Cajon Bicycle Corridor
Escondido Creek Bike Path Bridge and Bikeway	SR 52 Bikeway
Gilman Bicycle Connector	SR 56 Bikeway
Hillcrest – El Cajon Bicycle Corridor	SR 56/Black Mountain Road Bikeway Interchange
Imperial Beach Bicycle Connector	SR 125 Bicycle Corridor
Inland Rail Trail	SR 905 Bicycle Corridor
Interstate 8 Bicycle Corridor	Sweetwater River Trail
SR 15 Bikeway	Tecate International Border Crossing Pedestrian Facilities
Interstate 805 Bicycle Corridor	Ted Williams Parkway Pedestrian Bridge at Shoal Creek
Kearny Mesa – Beaches Bicycle Corridor	Third Avenue Bicycle and Pedestrian Access
Kensington – Balboa Park Bicycle Corridor	Vista Way Bicycle Connector
	West Bernardo Bike Path

TABLE A-6.5 (continued)

Exempt Projects

Project/Program Description	Project/Program Description
Safety Improvement Program	Transportation Systems Management
Bridge Rehabilitation/Preservation/Retrofit	Automated Traveler Information System (ATIS)
Collision Reduction	Bus on Shoulder Service
Emergency Response	Compass Card
Hazard Elimination/Safe Routes to School	FasTrak®
Highway Maintenance	Freeway Service Patrol
Safety Improvement Program	Connected Vehicle Roadside Devices
Roadway/Roadside Preservation	Regional Rideshare Program
Smart Growth Incentive Program	Intermodal Transportation Management System (IMTMS)
Transit Terminals	ITS Operations
Airport Intermodal Transit Center/Terminal	Joint Transportation Operations Center (JTOC)
San Ysidro Intermodal Transit Center/Terminal	Trolley Fiber Communication Network
University Town Center (UTC) Transit Center/Terminal	Universal Transportation Account
	Various Traffic Signal/Prioritization

Implementation of Transportation Control Measures

There are four federally-approved Transportation Control Measures (TCMs) that must be implemented in San Diego, which the SIP refers to as transportation tactics. They include ridesharing, transit improvements, traffic flow improvements, and bicycle facilities and programs.

These TCMs were established in the 1982 SIP, which identified general objectives and implementing actions for each tactic. The TCMs have been fully implemented. Ridesharing, transit, bicycling, and traffic flow improvements continue to be funded, although the level of implementation established in the SIP has been surpassed.

Interagency Consultation Process and Public Input

The consultation process followed to prepare the Air Quality Conformity Analysis for the 2014 RTIP and 2050 RTP complies with the San Diego Transportation Conformity Procedures adopted in July 1998. In turn, these procedures comply with federal requirements under 40 CFR 93. Interagency consultation involves SANDAG (as the MPO for San Diego County), the APCD, Caltrans, CARB, U.S. DOT, and U.S. EPA.

Consultation is a three-tier process that:

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

SANDAG consulted on the development of the Air Quality Conformity Analysis of the 2014 RTIP and 2050 RTP at meetings of the San Diego Region Conformity Working Group (CWG), as follows:

- On December 4, 2013, SANDAG staff presented the schedule for the preparation of the 2014 RTIP and its air quality conformity analysis. Staff confirmed that a redetermination of conformity would be done for the 2050 RTP, in conjunction with the 2014 RTIP for consistency purposes.
- On March 5, 2014, SANDAG staff presented information about the criteria and procedures to be followed for its conformity analysis. Staff presented information on the 2050 Regional Growth Forecast, Travel Demand Model, Transportation Control Measures, the Revenue Constrained financial assumptions, latest emissions model and emissions budgets, and public involvement and outreach.
- On March 28, 2014, SANDAG staff distributed the draft list of capacity increasing and non-capacity increasing projects to be included in the draft 2014 RTIP for interagency consultation. The project lists were discussed at the April 2, 2014, CWG meeting.
- On May 20, 2014, SANDAG released the draft air quality conformity analysis of the draft 2014 RTIP and 2050 RTP to the CWG for a 30-day review-and-comment period. The draft air quality analysis was discussed at the June 4, 2014, meeting of the CWG. The draft 2014 RTIP was presented to the *TransNet* Independent Taxpayer Oversight Committee (ITOC) on July 9, 2014 for input.
- On July 18, 2014 the SANDAG Transportation Committee recommended to the Board of Directors to release the draft 2014 RTIP and its conformity determination and the 2050 RTP conformity redetermination for a 30-day public review period.
- On July 25, 2014, the Board of Directors released the draft 2014 RTIP and its conformity determination and the 2050 RTP conformity redetermination for public comment, which concluded on August 25, 2014. A public hearing was scheduled for the September 5, 2014, Transportation Committee meeting to discuss the proposed final 2014 RTIP and its conformity determination and the 2050 RTP conformity redetermination.
- On September 5, 2014, the SANDAG Transportation Committee held a public hearing and recommended that the Board of Directors adopt the final 2014 RTIP and its conformity determination and the 2050 RTP conformity redetermination.
- On September 26, 2014, the SANDAG Board adopted the final 2014 RTIP and its conformity determination and the 2050 RTP conformity redetermination.
- Members of the public are welcomed to provide comments at meetings of the CWG, the Transportation Committee, and the SANDAG Board of Directors.

TABLE A-6.6

Phased Highway Projects³ –2014 Regional Transportation Improvement Program

Conformity Analysis Year	Freeway	From	To	Existing	Improvements	(\$ Millions - 2010 Dollars) Cost
2015	I-805	Palomar St	SR 94	8F	8F+2HOV	\$200
2015	I-805	SR 52	Carroll Canyon Rd	8F/10F	8F/10F+2HOV	\$163
2015	I-805	Carroll Canyon Rd	I-5 (north)	8F/10F	8F/10F+2ML	\$87
2015	SR 76	Melrose Drive	I-15	2C	4C	\$404
2015	SR 905	I-805	Mexico	--	6F	\$595
2015	National City Marine Terminal				Bay Marina Drive, Civic Center Freeway Access Improvements	\$7
2025	I-5	Manchester Ave	SR 78	8F	8F+2HOV	\$480
2025	SR 11/ Otay Mesa East POE	SR 905	Mexico	--	4T	\$755
2025	I-15	SR 163	SR 56	8F+2ML(R)	10F+4ML/MB	\$419
2025	I-15	Centre City Parkway	SR 78	8F	8F+4ML	\$210
2025	SR 241	Orange County	I-5	--	4T	\$443
2025	I-15	SR 163	SR 56	8F+2ML(R)	10F+4ML/MB	\$419

³ Projects listed are included in the 2050 Regional Transportation Plan and Sustainable Communities Strategy

TABLE A-6.6 (continued)

Phased Highway Projects – 2014 Regional Transportation Improvement Program

Conformity Analysis Year	Freeway	From	To	Existing	Improvements	(\$ Millions - 2010 Dollars) Cost
2025	I-15	Centre City Parkway	SR 78	8F	8F+4ML	\$210
2025	SR 241	Orange County	I-5	--	4T	\$443
2025	Vesta Street Bridge				Mobility Connector over Harbor Drive at Naval Base San Diego	\$60
2025	32nd Street				Freeway Access Enhancement	\$119
2025	10th Avenue Marine Terminal Entrance				Rail Line Grade Separation/Barrio Logan Enhancement	\$67
2025	I-5	La Jolla Village Drive	I-5/I-805 Merge	8F/14F	8F/14F+2ML	\$250
2025	I-5/I-805				North to North & South to South (HOV Connectors)	\$110
2025	SR 15	I-805	I-8	8F	8F+2TL	\$45
2025	I-15	I-8	SR 163	8F	8F+2ML	\$130
2025	SR 15/ I-805				North to North & South to South (HOV Connectors)	\$90
2025	I-15/SR 78				East to South & North to West (HOV Connectors)	\$105
2025	SR 78	I-5	I-15	6F	6F+2ML/ Operational	\$570

TABLE A-6.6 (continued)

Phased Highway Projects – 2014 Regional Transportation Improvement Program

Conformity Analysis Year	Freeway	From	To	Existing	Improvements	(\$ Millions - 2010 Dollars) Cost	
2025	SR 94	I-5	I-805	8F	8F+2ML	\$480	
2025	SR 94/SR 125			\$139	South to East (Freeway Connector)		
2025	I-805	Palomar St	SR 15	8F/8F+ 2HOV ¹	8F+4ML	\$1,200	
2025	I-805/SR 94	North to West & East to South (HOV Connectors)				\$160	
2025	I-805	SR 52	Carroll Canyon Road	8F/10F+ 2HOV	8F/10F+4ML	\$391	
2025	National City Rail Yard					\$7	
2035	I-5/SR 56					West to North (Freeway Connector)	\$65
2035	I-5/SR 56					South to East (Freeway Connector)	\$120
2035	I-5	Palomar Street	SR 15	8F	8F+2ML	\$200	
2035	I-5	I-5/I-805 Merge	SR 56	8F/14F+2HOV	8F/14F+4ML	\$50	
2035	I-5	SR 56	Manchester Avenue	8F+2HOV	8F+4ML	\$500	
2035	I-5	Manchester Avenue	Palomar Airport Road	8F+2HOV*	8F+4ML	\$950	
2035	SR 67	Mapleview Street	Dye Road	2C/4C	4C	\$570	
2035	SR 94/SR 125					West to North (Freeway Connector)	\$180
2035	SR 125	SR 94	I-8	8F	10F	\$215	
2035	SR 241	Orange County	I-5	4T	6T	\$58	
2035	I-805	SR 905	Palomar Street	8F	8F+4ML	\$350	
2035	I-805	SR 15	Mission Valley Viaduct	8F	8F+4ML	\$230	
2035	I-805	Mission Valley Viaduct	SR 52	8F/10F	8F/10F+4ML	\$637	

TABLE A-6.6 (continued)

Phased Highway Projects – 2014 Regional Transportation Improvement Program

Conformity Analysis Year	Freeway	From	To	Existing	Improvements	(\$ Millions - 2010 Dollars) Cost
2035	I-5	Palomar Airport Road	SR 78	8F+2HOV*	8F+4ML	\$750
2035	I-5	SR 78	Vandegrift Blvd	8F	8F+4ML	\$420
2035	I-5/SR 78				South to East and West to North (HOV Connectors)	\$120
2035	I-5/SR 78				North to East and West to South (HOV Connectors)	\$120
2035	I-5/SR 78				South to East (Freeway Connector)	\$60
2035	I-5/SR 78				West to South (Freeway Connector)	\$46
2035	SR 15	SR 94	I-805	8F	8F+2ML	\$20
2035	SR 15/SR 94				South to West & East to North (HOV Connectors)	\$80
2035	SR 52	I-805	I-15	6F	6F+2ML	\$223
2040	I-8	I-15	SR 125	8F/10F	8F/10F+ Operational	\$125
2040	I-8	SR 125	2nd Street	6F/8F	6F/8F+Operational	\$125
2040	SR 52	I-15	SR 125	4F	6F+2ML(R)	\$325
2040	SR 56	I-5	I-15	4F	6F	\$135
2040	SR 76	I-15	Couser Canyon	2C	4C/6C+ Operational	\$130

TABLE A-6.6 (continued)

Phased Highway Projects – 2014 Regional Transportation Improvement Program

Conformity Analysis Year	Freeway	From	To	Existing	Improvements	(\$ Millions - 2010 Dollars) Cost
2040	SR 94	I-805	College Ave	8F	8F+2ML	\$220
2040	SR 94	College Avenue	SR 125	8F	8F+2ML	\$230
2040	SR 125	SR 94	I-8	10F	10F+2ML	\$70
2040	I-805	Mission Valley Viaduct		8F	8F+4ML	\$610
2040	I-805/SR 52				West to North & South to East (HOV Connectors)	\$90
2050	I-5	SR 905	Palomar Street	8F	8F+2ML	\$95
2050	I-5	SR 54	I-15	8F	10F+2ML	\$165
2050	I-5	I-15	I-8	8F	8F+Operational	\$1,130
2050	I-5	I-8	La Jolla Village Drive	8F/10F	8F/10F+2ML	\$530
2050	I-5	Vandegrift Boulevard	Orange County	8F	8F+4T	\$754
2050	I-8	I-5	I-15	8F	8F+Operational	\$440
2050	I-8	2nd Street	Los Coches	4F/6F	6F	\$54
2050	SR 15	I-5	SR 94	6F	8F+2ML	\$90
2050	I-15	Viaduct		8F	8F+2ML	\$720
2050	I-15	SR 78	Riverside County	8F	8F+4T	\$1,005
2050	I-15/SR 52				West to North and South to East (HOV Connectors)	\$140
2050	I-15/SR 56				North to West (Freeway Connector)	\$100

TABLE A-6.6 (continued)

Phased Highway Projects – 2014 Regional Transportation Improvement Program

Conformity Analysis Year	Freeway	From	To	Existing	Improvements	(\$ Millions - 2010 Dollars) Cost
2050	SR 52	I-5	I-805	4F	6F	\$110
2050	SR 54	I-5	SR 125	6F	6F+2ML	\$100
2050	SR 94	SR 125	Avocado Boulevard	4F	6F	\$90
2050	SR 94	Avocado Boulevard	Jamacha Road	4C	6C	\$30
2050	SR 94	Jamacha Road	Steele Canyon Road	2C/4C	4C	\$20
2050	SR 125	SR 905	San Miguel Road	4T	8F	\$110
2050	SR 125	San Miguel Road	SR 54	4F	8F	\$60
2050	SR 125	SR 54	SR 94	6F	6F+2ML	\$100

Key:

C = Conventional Highway Lanes

F = Freeway Lanes

HOV = High Occupancy Vehicle Lanes

MB = Movable barrier

ML = Managed lanes (HOV & Value Pricing)

ML(R) = Managed lanes (Reversible)

T = Toll Lanes

TL = Transit Lanes

TABLE A-6.7

Phased Transit Services⁴ - 2014 Regional Transportation Improvement Program

Conformity Analysis Year	Service	Route	Description	Peak Headway (Minutes)	Off-Peak Headway (Minutes)
2015	COASTER	398	Double tracking/Increased Frequency between Oceanside and Downtown San Diego with extension to Convention Center/Petco Park	20	Current
2015	Trolley	530	Green Line Extend to downtown – Bayside	15	15
2015	BRT	607	Rancho Bernardo – downtown Express	10	-
2015	BRT	608	Escondido – downtown Express	10	-
2015	BRT	610	Temecula (Peak Only)/Escondido – downtown	10	10
2015	Rapid	15	Mid-City Rapid (SDSU – downtown) via Mid-City, El Cajon Boulevard and Park Boulevard	10	10
2015	Rapid	201/202	UTC Area Super Loop	10	15
2025	BRT	628	South Bay BRT (Otay Mesa – downtown) via Otay Ranch/Millenia	15	-
2025	Trolley	510	Mid-Coast LRT Extension (peak frequencies 7.5 to downtown/15 to UTC)	7.5/15	15
2025	BRT	470	Escondido – UTC/UCSD via Mira Mesa Boulevard	10	-
2025	BRT	680	Otay Mesa to Sorrento Mesa via I-805 Corridor, Otay Ranch/Millenia, National City, Southeastern San Diego, Kearny Mesa	15	15
2025	BRT	688	San Ysidro to Sorrento Mesa Express	15	-
2025	BRT	689	Millenia/Otay Ranch to UTC/Torrey Pines Express	15	-
2025	Rapid	350	Escondido to Del Lago via Escondido Boulevard & Bear Valley	10	10
2025	Streetcar	554	Hillcrest/Balboa Park/downtown San Diego Loop	10	10
2025	BRT	90	Santee/El Cajon Transit Centers to downtown via SR 94	15	-
2025	BRT	640	I-5 - San Ysidro to downtown & Kearny Mesa via I-5 shoulder lanes/HOV lanes, downtown, Hillcrest, Mission Valley	15	15
2025	BRT	870	El Cajon to UTC via Santee, SR 52, I-805 (Peak only)	10	-
2025	Rapid	10	La Mesa to Ocean Beach via Mid-City, Hillcrest, Old Town	10	10
2025	Shuttle	448/449	San Marcos Shuttle	15	15

⁴ Projects listed are included in the 2050 Regional Transportation Plan and Sustainable Communities Strategy

TABLE A-6.7 (continued)

Phased Transit Services - 2014 Regional Transportation Improvement Program

Conformity Analysis Year	Service	Route	Description	Peak Headway (Minutes)	Off-Peak Headway (Minutes)
2025	Airport Express		I-5 from McClellan-Palomar Airport to San Diego International Airport	30	30
2025	Airport Express		I-15 from Escondido Transit Center to San Diego International Airport	30	30
2025	Airport Express		I-15 from Escondido Transit Center to Cross Border Facility	30	30
2025			Local Bus Routes - 15 minutes in key corridors	15	15
2025	SPRINTER	399	Double tracking (Oceanside-Escondido) Increased Frequencies	10	10
2025	SPRINTER	588	SPRINTER Express	10	15
2025	Rapid	2	North Park to downtown San Diego via North Park, Golden Hill	10	10
2025	Rapid	709	H Street Trolley to Otay Ranch/Millenia via H Street Corridor, Southwestern College	10	10
2025	Rapid	910	Coronado to downtown via Coronado Bridge	10	10
2035	COASTER	398	Additional Double tracking/Increased Frequency	20	60
2035	Trolley	561	UTC to Mira Mesa via Sorrento Mesa/Carroll Canyon (extension of route 510)	7.5	7.5
2035	Trolley	520	Orange Line - Increased Frequency (existing 15/15)	7.5	15
2035	Streetcar	553	Downtown San Diego: Little Italy to East Village	10	10
2035	BRT	890	El Cajon to Sorrento Mesa via SR 52, Kearny Mesa	10	-
2035	Rapid	28	Point Loma to Kearny Mesa via Old Town, Linda Vista	10	10
2035	Rapid	30	Old Town to Sorrento Mesa via Pacific Beach, La Jolla, UTC	10	10
2035	Rapid	120	Kearny Mesa to downtown via Mission Valley	10	10
2035	Rapid	473	Oceanside to UTC via Hwy 101 Coastal Communities, Carmel Valley	10	10
2035	Trolley	520	Orange Line - Extend to Airport Intermodal Transit Center	7.5	15
2035	Streetcar	555	30th Street to downtown San Diego via North Park/Golden Hill	10	10
2035	Trolley	560	Mid-City to downtown (Phase 1) via El Cajon and Park Blvds	7.5	7.5
2035	Trolley	563	Pacific Beach to El Cajon via Clairemont, Kearny Mesa, Mission Valley, SDSU	7.5	10

TABLE A-6.7 (continued)

Phased Transit Services - 2014 Regional Transportation Improvement Program

Conformity Analysis Year	Service	Route	Description	Peak Headway (Minutes)	Off-Peak Headway (Minutes)
2035	BRT	653	Mid-City to Palomar Airport Road via Kearny Mesa/I-805/I-5	15	-
2035	Rapid	11	Spring Valley to SDSU via Southeastern San Diego, Downtown, Hillcrest, Mid-City	10	10
2035	Rapid	201/202	UTC Area Super Loop - Increase Frequencies	10	10
2035	Rapid	471	Downtown Escondido to East Escondido	10	10
2035	Rapid	474	Oceanside to Vista via Mission Ave/Santa Fe Road Corridor	10	10
2035	Rapid	635	Eastlake/EUC to Palomar Trolley via Main Street Corridor	10	10
2035	Rapid	636	SDSU to Spring Valley via East San Diego, Lemon Grove, Skyline	10	10
2035	Rapid	637	North Park to 32nd Street Trolley via Golden Hill	10	10
2035	Rapid	638	San Ysidro to Otay Mesa via Otay, SR 905 Corridor	10	10
2035	Shuttle	448/449	San Marcos - Increase Frequencies	10	10
2035			Local Bus Routes - 10 minutes in key corridors	10	10
2040	Trolley	520	Orange Line - Increased Frequencies	7.5	7.5
2040	Trolley	522	Orange Line Express - El Cajon to downtown San Diego	10	10
2040	Trolley	530	Green Line Extend to downtown - Bayside	7.5	7.5
2040	Trolley	540	Blue Line Express - UTC to San Ysidro via downtown	10	10
2050	Trolley	560	SDSU to downtown (Phase 2) via Mid-City, El Cajon Boulevard and Park Boulevard	7.5	7.5
2050	Trolley	562	UTC to San Ysidro via Kearny Mesa, Mission Valley, Mid-City, Southeastern San Diego, National City/Chula Vista via Highland Ave/4th Ave	7.5	10

TABLE A-6.8

Phased Arterial Projects* - 2014 Regional Transportation Improvement Program

Conformity Analysis Year	SANDAG ID	Lead Agency	Project Title	Project Description
2015	CB04A	Carlsbad	El Camino Real Widening - Tamarack Avenue to Chestnut Avenue	In Carlsbad, widen El Camino Real to prime arterial standards with three travel lanes, bike lanes and sidewalks in each direction including intersection improvements at Tamarack Avenue and Chestnut Avenue
2015	CB12	Carlsbad	College Boulevard Reach A - Badger Lane to Cannon Road	In Carlsbad, from Badger Lane to Cannon Road, construct a new segment of College Blvd. to provide 4-lane roadway with raised median, bike lanes and sidewalks/trails in accordance with Major Arterial standards
2015	CB24	Carlsbad	College Boulevard and Palomar Airport Road - Intersection Improvements	In Carlsbad, at the intersection of College Boulevard and Palomar Airport Road, roadway widening along southbound College Boulevard to provide dual left turns, one thru lane, one shared thru/right turn lane and one right turn lane and to lengthen right turn lanes on the other approaches to the intersection
2015	CB26	Carlsbad	Melrose and Palomar Airport Road	In Carlsbad, at the intersection of Palomar Airport Road and Melrose Drive, roadway widening along southbound Melrose to provide an additional right turn lane to westbound Palomar Airport Road
2015	CB30	Carlsbad	El Camino Real – El Camino Real to Tamarack Avenue	In Carlsbad, at the intersection of El Camino Real and Tamarack Avenue construct a second left turn lane from El Camino Real to westbound Tamarack
2015	CB34	Carlsbad	Palomar Airport Road - Palomar Airport Road to Paseo Del Norte	In Carlsbad widening along eastbound Palomar Airport Road to provide a dedicated right turn lane to southbound Paseo Del Norte
2015	CB35	Carlsbad	Palomar Airport Road - Palomar Airport Road to Paseo Del Norte	In Carlsbad lengthen the left turn pocket along eastbound Palomar Airport Road to northbound Paseo Del Norte
2015	CHV08	Chula Vista	Willow Street Bridge Project - Bonita Road to Sweetwater Road	Replace two lane bridge with four lane bridge
2015	CHV20	Chula Vista	North Fourth Avenue and Brisbane Street	Add additional lane on east side of Fourth Avenue
2015	CNTY14	San Diego County	South Santa Fe Avenue North - Montgomery Drive to South of Woodland Drive	Vista City limits to 700 feet south of Woodland - reconstruct and widen from 2 to 4 lanes including bicycle lane

TABLE A-6.8 (continued)

Phased Arterial Projects* - 2014 Regional Transportation Improvement Program

Conformity Analysis Year	SANDAG ID	Lead Agency	Project Title	Project Description
2015	CNTY76	San Diego County	Jamacha Blvd (Phase 1 and 2) - Omega Street to Sweetwater Spring Boulevard	In unincorporated Spring Valley, the current funds programmed are for Phase 1 - between Omega Street and Spring Valley Glen, widen from 2-lane to 4-lane roadway with bicycle and pedestrian improvements
2015	ESC02	Escondido	Bear Valley/East Valley/Valley Center - Citrus Avenue to Beven Drive	Realignment and widening from 2 to 4 lanes
2015	ESC06	Escondido	El Norte Parkway Bridge at Escondido Creek - Kaile Lane to Key Lime Way	Construct missing 2-lane bridge at Escondido Creek
2015	ESC25	Escondido	Citracado/Nordahl - Country Club Lane to SR 78	Widen from 4 lanes to 6 lanes with double left turn lanes and exclusive right turn lanes
2015	LG13	Lemon Grove	Street Improvements (Congestion Relief)	Lemon Grove Avenue Realignment Project: A key project in the redevelopment of the city's downtown Village Specific Plan, this project improves access to and from State Route 94, reducing motorist delays and emissions, while greatly enhancing the visual appeal of the block adjacent to the trolley station.
2015	SD34	San Diego	El Camino Real	In San Diego on El Camino Real from San Dieguito Road to Via de la Valle - reconstruct and widen from 2 to 4 lanes and extend transition lane and additional grading to avoid biological impacts (CIP 52-479.0)
2015	SD102A	San Diego	Otay Truck Route Widening	On Otay Truck Route in San Diego from Drucker Lane to La Media, add one lane (total 3 lanes) for trucks; from Britannia to La Media, add one lane for trucks and one lane for emergency vehicles (Border Patrol/fire department access); along Britannia from Britannia Court to the Otay Truck Route - add one lane for trucks

TABLE A-6.8 (continued)

Phased Arterial Projects* - 2014 Regional Transportation Improvement Program

Conformity Analysis Year	SANDAG ID	Lead Agency	Project Title	Project Description
2015	SD133	San Diego	Mira Sorrento Place	Mira Sorrento Place from Scranton Road to Vista Sorrento Parkway in San Diego widen the existing 2-lane 560-foot portion of Mira Sorrento Place (40-foot road width, 55-foot right-of-way) to a 4-lane collector (72-foot road width, 92-foot right of way), and extend the road to intersect with Vista Sorrento Parkway at the existing on/off ramps to I-805
2015	SM25	San Marcos	Borden Road Street Improvements and Bridge Construction - Twin Oaks to Woodward Street	Construction of approximately 700 lineal feet of a new 4-lane secondary arterial including a bridge
2015	SM44	San Marcos	Eastbound SR 78 Auxiliary lane - Woodland Parkway to Nordahl Road	Construct auxiliary lanes along eastbound State Route 78 between Woodland Parkway Interchange and Nordahl Road Interchange; includes widening of Mission Road undercrossing
2015	VISTA08A	Vista	W. Vista Way - Emerald Drive to Grapevine Road	The scope of this project is to provide right of way acquisition and construction for the widening of W.Vista Way a distance of 1,500 feet from the intersection with Emerald Drive to the intersection with Grapevine Road
2025	CB04B	Carlsbad	El Camino Real and Cannon Road	In Carlsbad, along the eastside of El Camino Real just south of Cannon Road widen to prime arterial standards with three through lanes, a right turn lane and a sidewalk approaching the intersection
2025	CB04C	Carlsbad	El Camino Real - Lisa Street to Crestview Drive	In Carlsbad, along the west side of El Camino Real, roadway widening to provide three southbound through lanes, curb, gutter, and sidewalk per Prime Arterial standards
2025	CB13	Carlsbad	Poinsettia Lane Reach E - Cassia Drive to Skimmer Court	In Carlsbad, from Cassia Drive to Skimmer Court, construct a new 4-lane roadway with median, bike lanes, and sidewalks/trails to major arterial standards
2025	CB22	Carlsbad	Avenida Encinas - Widen from Palomar Airport Road to EWPCF	In Carlsbad, Avenida Encinas from Palomar Airport Road southerly to existing improvements adjacent to the EWPCF, roadway widening to Secondary Arterial standards

TABLE A-6.8 (continued)

Phased Arterial Projects* - 2014 Regional Transportation Improvement Program

Conformity Analysis Year	SANDAG ID	Lead Agency	Project Title	Project Description
2025	CB31	Carlsbad	El Camino Real – La Costa Avenue to Arenal Road	In Carlsbad along El Camino Real from 700 feet north of La Costa Avenue to Arenal Road, widening along the southbound side of the roadway to provide three travel lanes and a bike lane in accordance with Prime Arterial Standards
2025	CB32	Carlsbad	El Camino Real Widening - Cassia to Camino Vida Roble	In Carlsbad, widen El Camino Real from 900 feet north of Cassia Road to Camino Vida Roble, along the northbound side of the roadway to provide three travel lanes and a bike lane in accordance with Prime Arterial standards
2025	CNTY21	San Diego County	Bradley Avenue Overpass at SR 67 - Magnolia Avenue to Mollison Avenue	Widen Bradley Avenue including the State Route 67 overpass from 2 to 4 lanes plus sidewalks
2025	CNTY14A	San Diego County	South Santa Fe Avenue South - South of Woodland Drive to Smilax Road	Widening of South Santa Fe Avenue to a 5-lane major road with a center left turn lane, curb, gutter, sidewalk, bike lanes, and drainage improvements from 700 feet south of Woodland Drive to Smilax Road
2025	CNTY24	San Diego County	Cole Grade Road - North of Horse Creek Trail to South of Pauma Heights Road	Widen to accommodate 14-foot traffic lane in both direction, 12-foot center 2-way left turn, 6-foot bike lane & 10-foot pathway
2025	CNTY34	San Diego County	Dye Road Extension - Dye Road to San Vicente Road	In Ramona, study, design and construct a 2-lane community collector road with intermittent turn lanes, bike lanes, curb, gutter, and pathway/walkway
2025	CNTY35	San Diego County	Ramona Street Extension - Boundary Avenue to Warnock Drive	In the community of Ramona, construct new road extension, 2 lanes with intermittent turn lanes, bike lanes and walkway/pathway
2025	CNTY36	San Diego County	San Vicente Road Improvements - Warnock Drive to Wildcat Canyon Road	In Ramona, design and reconstruct road improvements, including 2-lane community collector road with intermittent turn lanes, bike lanes, asphalt concrete dike, and pathway/walkway
2025	CNTY39	San Diego County	Bear Valley Parkway North - San Pasqual Valley Road to Boyle Avenue	Widen from 2 to 4 lanes, with a center median, a bike lane and shoulder in each direction of travel

TABLE A-6.8 (continued)

Phased Arterial Projects* - 2014 Regional Transportation Improvement Program

Conformity Analysis Year	SANDAG ID	Lead Agency	Project Title	Project Description
2025	ESC02A	Escondido	East Valley/Valley Center	Widen roadway from 4 to 6 lanes with raised medians and left turn pockets; modify signal at Lake Wohlford and Valley Center Road; widen bridge over Escondido Creek
2025	ESC04	Escondido	Citracado Parkway II - West Valley to Harmony Grove	Widen from 2 to 4 lanes with raised medians, construct bridge over Escondido Creek
2025	ESC08	Escondido	Felicita Avenue/Juniper Street - from Escondido Boulevard to Juniper Street and from Juniper Street to Chestnut Street	Widen from 2 to 4 lanes with left turn pockets, raised medians on Felicita; new traffic signals at Juniper and Chestnut, Juniper, and 13th Avenue, Juniper and 15th Avenue; modify traffic signal at Juniper and Felicita
2025	ESC09	Escondido	Ninth Avenue – La Terraza Boulevard to Spruce Street	Widen from 2 to 4 lanes with raised median and modify traffic signals at Ninth Avenue and Tulip Street - design phase
2025	ESC24	Escondido	Centre City Parkway - Mission Road to SR 78	Widen 4 lanes to 6 lanes with intersection improvements
2025	NC01	National City	Plaza Boulevard Widening	Widen from 2 to 3 lanes including a new traffic lane in each direction, new sidewalks, sidewalk widening, traffic signal upgrades and interconnection
2025	O06	Oceanside	Melrose Drive	Extension in Oceanside, future construction of 4-lane arterial highway with medians, sidewalks, and bike lanes
2025	O22	Oceanside	College Boulevard - Vista Way to Old Grove Road	In Oceanside, widen from the existing 4 lanes to 6 lanes with bike lanes and raised median
2025	O23	Oceanside	College Boulevard Bridge - San Luis Rey River	In Oceanside, widen from 4 to 6 lanes plus bike lanes and a striped-only median; widening includes the approach roadway and the bridge deck over the San Luis Rey River - Design Phase
2025	O27	Oceanside	Coast Highway and State Route 76 Roundabout	In Oceanside, construction of a traffic circle at the intersection of North Coast Highway and State Route 76: the traffic circle will be unsignalized; free traffic flow at all approaches
2025	SD70	San Diego	West Mission Bay Drive Bridge	In San Diego, replace bridge and increase from 4- to 6-lane bridge including Class II bike lane (52-643)

TABLE A-6.8 (continued)

Phased Arterial Projects* - 2014 Regional Transportation Improvement Program

Conformity Analysis Year	SANDAG ID	Lead Agency	Project Title	Project Description
2025	SD81	San Diego	Genesee Avenue - Nobel Drive to SR 52	In San Diego, future widening to 6-lane major street north of Decoro Street and to a 6-lane primary arterial south of Decoro Street and included Class II bicycle lanes (CIP 52-458.0)
2025	SD83	San Diego	State Route 163/Friars Road Interchange Modification	Friars Road from Avenida de las Tiendas to Mission Center Road widen and improve Friars Road and overcrossing; reconstruct interchange including improvements to ramp intersections (Phase 1). Construct new connector roadways and structures (Phase 2). Construct auxiliary lanes along northbound and southbound State Route 163 (Phase 3)
2025	SD90	San Diego	SR 163/Clairemont Mesa Boulevard Interchange	In San Diego, widen from 4- to 6-lane prime arterial; Phase II of the project - west ramps (CIP 52-745.0)
2025	SD103	San Diego	I-5/Genesee Avenue Interchange	In San Diego, replace Genesee Avenue over crossing from 4-lane bridge with 6-lane bridge; construct auxiliary lanes and replace Voigt Drive bridge; add additional lane at on/off ramp to Sorrento Valley Road; add one carpool lane and one general purpose lane to on ramp from Sorrento Valley Road to southbound I-5; install ramp meters at on ramp and construct a southbound auxiliary lane between Sorrento Valley Road and Genesee Avenue
2025	SD189	San Diego	Sea World Drive Widening and I- 5 Interchange Improvements	In San Diego, replace existing 4-lane bridge with an 8-lane bridge with new on/off ramps; widen approachways to add right turn lanes to improve access to Interstate 5 (CIP 52-706.0)

TABLE A-6.8 (continued)

Phased Arterial Projects* - 2014 Regional Transportation Improvement Program

Conformity Analysis Year	SANDAG ID	Lead Agency	Project Title	Project Description
2025	SD190	San Diego	Palm Avenue/I-805 Interchange	<p>In San Diego, future widening of Palm Avenue Bridge including providing for repairs to the bridge approaches and abutments, installing sidewalks, signals, and striping</p> <p>Phase I was work pertaining to re-striping to reconfigure travel lanes; no actual modifications to the physical geometry of the bridge took place</p> <p>Phase II of the project will widen the bridge on the north side; in addition to this the scope of work will also contain restriping of the lanes and modifications to the on/off ramps</p> <p>Phase III of the project will widen the bridge on the south side; in addition to this the scope of work will also contain restriping of the lanes and modifications to the on/off ramps</p> <p>Both Phase II and III will have environmental documentation prepared and all technical studies performed before entering into full design signage modifications: also modify freeway on and off ramps (CIP 52-640.0)</p>
2025	SM19	San Marcos	Grand Avenue Bridge	In San Marcos, construct 4-lane arterial; between Bent Avenue to Discovery Street construct 6-lane arterial
2025	SM22	San Marcos	South Santa Fe - Bosstick to Smilax	Widen and realign existing road to 4-lane secondary arterial standards
2025	SM30	San Marcos	San Marcos Boulevard Street Improvements - Rancho Santa Fe to Bent Avenue	Widen road to a 6-lane prime arterial
2025	SM31	San Marcos	Discovery Street Improvements - McMahr Road to Bent Avenue/Craven Road	Widen roadway to 4-lane secondary arterial
2025	SM32	San Marcos	Via Vera Cruz Bridge and Street Improvements - San Marcos Boulevard to Discovery Street	Widen to 4-lane secondary arterial and construct a bridge at San Marcos Creek

TABLE A-6.8 (continued)

Phased Arterial Projects* - 2014 Regional Transportation Improvement Program

Conformity Analysis Year	SANDAG ID	Lead Agency	Project Title	Project Description
2025	SM42	San Marcos	Street Improvements: Discovery Street - Craven Road to West of Twin Oaks Valley Road	In the City of San Marcos, on Discovery Street from Craven Road to west of Twin Oaks Valley Road, construct approximately 5,100 lineal feet of a new 6-lane roadway
2025	SM43	San Marcos	Barham Drive - Twin Oaks Valley Road to La Moree Road	In the City of San Marcos, on Barham Drive between Twin Oaks Valley Road and La Moree Road, widen and reconstruct the north side of Barham Drive to a 6-lane prime arterial and associated work
2025	SM48	San Marcos	Creekside Drive	Construct approximately 3,000 feet of a 2-lane collector road from Via Vera Cruz to Grand Avenue in the City of San Marcos. The road will include two 12-foot lanes, diagonal parking on the north side, and parallel parking on the south side. In addition, the project also will include a 10-foot bike trail meandering along the south side.
2035	SM10	San Marcos	State Route 78/Smilax	Construct new interchange at Smilax Road interchange and State Route 78 improvements

* The arterials listed in this table reflect locally initiated projects that were submitted by local jurisdictions in the 2014 Regional Transportation Improvement Program.

Appendix A-7

Congestion Management Process

Technical Appendix 20

SANDAG Federal Congestion Management Process

Appendix Contents

Introduction	TA 20-2
Background.....	TA 20-2
Regional Transportation System.....	TA 20-2
Performance Monitoring.....	TA 20-2
Multimodal Alternatives and Non-Single Occupancy Vehicle Analysis	TA 20-3
Land Use Impact Analysis.....	TA 20-5
Congestion Management Tools	TA 20-5
Regional/Federal Transportation Improvement Program.....	TA 20-6



2050 Regional Transportation Plan

Introduction

Federal Highway Administration 23 CFR 450.320 requires that each transportation management area (TMA) address congestion management through a process involving an analysis of multimodal metropolitan wide strategies that are cooperatively developed to foster safety and integrated management of new and existing transportation facilities eligible for federal funding. The requirements specifically state that “in TMAs designated as nonattainment for ozone or carbon monoxide, the congestion management process shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for single occupancy vehicles (SOV) is proposed to be advanced with Federal funds.” Additionally the guidelines state that “federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for SOVs (i.e., a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks), unless the project is addressed through a congestion management process meeting the requirements of this section.”

SANDAG was designated as the TMA for the San Diego region. The 2050 RTP meets the requirements of 23 CFR 450.320 by incorporating the following federal congestion management process; performance monitoring and measurement of the regional transportation system, multimodal alternatives and non-SOV analysis, land use impact analysis, the provision of congestion management tools, and integration with the regional transportation improvement program (RTIP) process.

Background

California State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP). The requirements within the State CMP were developed to monitor the performance of the transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. SANDAG provided regular updates for the State CMP from 1991 through 2008. In October 2009, the San Diego region elected to be exempt from the State CMP and, since this decision, SANDAG has been abiding by 23 CFR 450.320 to ensure the region’s continued compliance with the Federal congestion management process.

Regional Transportation System

The 2050 Regional Transportation Plan (2050 RTP) includes a regional transportation system of highways, regional transit service, and regional arterials. Chapter 6 of the 2050 RTP provides a comprehensive overview of the components of systems development for the regional transportation network including the regional transit strategy, flexible roadway system, goods movement strategy, aviation and ground access, active transportation, and planning across borders components.

Performance Monitoring

The 2050 RTP includes a variety of strategies to enhance regional transportation systems management including multimodal traffic management techniques, as well as new techniques related to both improving performance monitoring, and information and services to regional transportation systems users. Chapter 7 of the 2050 RTP provides a comprehensive overview of systems management techniques including

performance monitoring. Performance monitoring reports include the State of Commute Report, Regional Comprehensive Plan (RCP) Monitoring Report, the *TransNet* Independent Taxpayer Oversight Committee (ITOC) Quarterly Corridor Performance Report, as well as the Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan) Quarterly Transit Performance Monitoring Report.

The State of the Commute, RCP Monitoring, and ITOC Quarterly Corridor Performance reports include and are not limited to monitoring:

- Freeway miles traveled per person during weekdays
- Percent of roadways traveled (freeways versus local roads) versus total lane miles (freeways versus local roads)
- Regional travel by transit
- Total transit, rail, and bus ridership
- San Diego regional annual transit boardings
- Transit use in well served areas
- Regional commute mode shares
- Drive alone mode share
- Alternative Transportation Mode share (carpool/vanpool, public transit, walk, bike, telework, other)
- Auto and transit passenger travel times and travel volumes in key corridors
- Annual hours of traffic delay per traveler
- Annual peak period delay during weekends

- Regional bottlenecks determined by annual freeway delay (vehicle hours) per lane mile
- Delay by freeway during commute periods
- Annual freeway delay by major corridor per traveler (estimated)

The State of the Commute Report is updated annually, while the RCP Monitoring Report is updated biennially.

The Quarterly Transit Performance Monitoring Report includes monitoring the efficiency and productivity of transit operating services by service type. These indicators include:

- Operating cost per passenger
- Operating cost per revenue hour
- Passengers per revenue hour
- Passengers per revenue mile
- Revenue hours per employee
- Farebox recovery rate

The Coordinated Plan also includes annual transit performance indicators by service route for both the Metropolitan Transit System (MTS) and North County Transit District (NCTD). This plan is updated annually.

Multimodal Alternatives and Non-Single Occupancy Vehicle Analysis

SANDAG incorporates multimodal alternative and non-SOV analysis throughout all levels of planning and/or programming for transportation project improvements. These forms of analysis are incorporated whether the project improvement relates to an SOV or non-SOV capacity increasing improvement. The three primary areas of project development involved in this analysis include

regionwide study analysis through the RTP and RTIP, corridor study analysis, and local level analysis.

Regionwide Study Analysis

The RTP serves as the long-range transportation plan for the San Diego region. Updated every four years, the RTP incorporates recommendations from various corridor studies, transit studies, and project study reports. All projects, services, and programs are evaluated and prioritized for future funding. The RTP also includes regionwide and corridor level performance indicators that are reflective of a multimodal approach and inform the development and management of the most effective long-term transportation system, as well as demand management strategies for minimizing and/or managing anticipated congestion. Technical Appendices 3 and 4 provide a comprehensive overview of the development of the 2050 RTP transportation project evaluation criteria and plan performance measures and methodologies.

The RTIP serves as the short-term programming document that implements the RTP, and includes projects funded with federal, state, and local transportation funding. These projects include regionally significant capacity increasing projects (as identified in the RTP), minor projects, maintenance and operations projects and other exempt projects. For the regionally significant capacity increasing projects including SOV capacity increasing projects, the RTIP relies on the process implemented through the RTP for the coordination and consultation involved in developing and establishing the congestion management strategies. The projects included in the RTIP are the end result of implementing the process established in the RTP.

Corridor Study Analysis

Corridor studies incorporate RTP long-range multimodal transportation projects including operational improvements, highway capacity increasing improvements, transit service improvements, active transportation, and transportation demand management (TDM) and transportation systems management (TSM), etc. Corridor studies allow for opportunities to highlight the need for additional transportation improvements and/or the future planning development of projects as related to the RTP. Examples of recent SANDAG corridor studies include:

- I-15 Managed Lanes Study
- I-5 South Multimodal Corridor Study
- SR 78 Corridor Study

Other corridor studies include transportation concept summaries (TCS) and project study reports (PSR) developed by Caltrans and corridor system management plans (CSMP) jointly developed by Caltrans and SANDAG. The development of PSRs informs the development of RTP priorities and RTIP programming. As highway projects are further developed through the environmental phase, viable multimodal alternatives are analyzed along with capacity enhancing alternatives.

Local Level Analysis

Local jurisdiction projects that receive federal funds to develop capacity increasing improvements are required to provide sufficient documentation that an appropriate multimodal alternative and non-SOV analysis has been performed. This analysis is required to be completed prior to submitting a project for inclusion within the RTIP.

Land Use Impact Analysis

Regional Models

The 2050 RTP includes the 2050 Regional Growth Forecast which is based on land use inputs gathered from the region's 18 incorporated cities and the County. These inputs include current adopted general and community plans, the County's Referral Map draft land use plan of 2009 with adjustments to reflect habitat constraints, and draft general plan updates, as provided by the local land use authority. In many cases jurisdictions are moving forward with Smart Growth principles as outlined in the Regional Comprehensive Plan (RCP). SANDAG uses four models in its forecasts: (1) the Demographic and Economic Forecasting Model (DEFM), (2) the Interregional Commute Model (IRCM), (3) the Urban Development Model (UDM) and (4) the Transportation Forecasting Model. The 2050 RTP Technical Appendix 15 provides additional information specifically related to the SANDAG transportation modeling process.

Intergovernmental Review

Per state law, SANDAG has the authority to determine whether a project or plan will need to be reviewed for regional significance. SANDAG staff reviews projects and determines if they are regionally significant based on the amount of traffic generated and other regionally significant issues. If significant, environmental review of projects should include consideration of applicable policy objectives contained in the RCP and 2050 RTP.

For projects considered to have significant impacts, SANDAG staff provides comments from a regional perspective that emphasize the need for land use and transportation coordination and are based on policies contained in the RCP and the 2050 RTP. In addition to the RCP and 2050 RTP, SANDAG

provides resources for the evaluation of projects including:

- San Diego Region Aggregate Supply Study
- Designing for Smart Growth, Creating Great Places in the San Diego Region
- Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region
- Trip Generation for Smart Growth
- Parking Strategies for Smart Growth
- Regional Multimodal Analysis Study

Congestion Management Tools

The 2050 RTP provides a variety of congestion management tools. Many of these tools and strategies are included within Chapters 6, 7, and 8 of the 2050 RTP. In addition to the 2050 RTP, the RCP provides incentives and assistance to local member agencies to encourage smart growth development in the areas identified on the Smart Growth Concept Map. The SANDAG "Smart Growth Tool Box" includes both planning and financial tools.

Systems Development Measures

- Improvements to the current system that will improve the convenience and travel speed of bus and rail services
- Implementation of new transit services that will improve transit in more areas and offer new service types designed to attract new riders to transit
- Enhancing the transit customer experience to make transit easier, safer, and more enjoyable to use
- Continue to develop and enhance active transportation through bicycle and

pedestrian facilities and bike lockers, and implementation of Regional Bicycle Plan

- Continue to develop and enhance safe routes to schools plans and strategies

TSM Measures

- Multimodal integration and performance based management including performance monitoring and real time modeling/simulation
- Traveler information
- Arterial management
- Freeway management
- Transit management – bus and light rail including regional scheduling system (RSS), regional transit management system (RTMS), positive train control (PTC), and centralized train control (CTC)
- Electronic payment services including Compass Card, FasTrak® Open Road Tolling, and smart parking systems
- Advanced technologies including wireless detection, real time multimodal modeling and simulation, etc.

TDM Measures

- iCommute – the regional TDM program
- TDM strategy – outreach, education, and financial incentives
- TDM programs including regional vanpool, carpool, buspool, school services (SchoolPool), telework and alternative work schedules, and bicycle encouragement programs, and multimodal solutions including first- and last-mile solutions, Compass Card integration, and 511 advanced traveler information services

- New directions including corridor approach and construction mitigation

- Performance monitoring

RCP Implementation Measures

- Outreach program
- Smart Growth Concept Map
- Visualization tools and photo library
- Smart growth design guidelines
- Smart growth trip generation/parking study
- Research on connections between public health, land use, and transportation
- Planning and designing for pedestrians
- *TransNet* Smart Growth Incentive Program (SGIP)
- TDA/*TransNet* Bicycle, Pedestrian, and Neighborhood Safety Program

Regional/Federal Transportation Improvement Program

The Regional/Federal Transportation Improvement Program (R/FTIP) is a multi-billion dollar, five-year program of major highway, transit, arterial, and nonmotorized projects funded by federal, state, *TransNet* local sales tax, and other local and private funding.

The RTIP serves as a prioritized program designed to implement the region's overall strategy for providing mobility and improving the efficiency and safety of the transportation system, while reducing transportation related air pollution in support of efforts to attain federal and state air quality standards for the region.

Chapters 2 and 3 in the 2010 RTIP provide a description of the development process, including federal, state, and *TransNet* transportation programming requirements and the detailed listings of projects. All local agency SOV capacity increasing projects seeking or that is eligible for federal funds are required to perform a multimodal alternative and non-SOV analysis prior to submitting SOV capacity increasing projects for inclusion in the RTIP. The multimodal alternative and non-SOV analysis must document an SOV capacity increasing project assessment that has considered the components within the congestion management tools section of the SANDAG Federal Congestion Management Process:

- Systems development measures
- TSM measures
- TDM measures
- RCP implementation measures

Each agency is required to assess whether the project has been evaluated for non-SOV capacity improvements. Agency documentation should be provided to SANDAG when submitting the project for inclusion in the RTIP.

Appendix A-8

Public Participation

Appendix A-8

Public Participation

It is the policy of the San Diego Association of Governments (SANDAG) to encourage public participation in the transportation planning and programming processes. The public involvement program consists of (1) participation on various SANDAG working groups, (2) opportunities to comment at SANDAG Board of Directors (Board) meetings and public hearings; (3) through the SANDAG public communications program; and (4) special outreach efforts conducted for the 2050 Regional Transportation Plan (2050 RTP). In an effort to increase the outreach for the Regional Transportation Improvement Program (RTIP), SANDAG distributed the draft 2014 RTIP to groups in the low income/minority areas and tribal groups. SANDAG, as an agency plans to incorporate social equity within its business practice including the RTIP. All of these components were used in the development of the 2014 RTIP.

SANDAG Committees and Working Groups

SANDAG uses policy and advisory committees and technical working groups to provide additional opportunities for involvement in SANDAG transportation planning and programming activities by local agency officials and staff, interested groups, and the general public. The following committees and working groups have participated in the development of the RTIP. Meeting notices and agendas are sent to the committee and working group members and other citizen groups and individuals expressing an interest. All committee and working group meetings are open to the public.

Policy Advisory Committee

Transportation Committee: This committee of SANDAG Board members has been delegated additional authority for numerous transportation related issues, including holding public hearings and approving RTIP amendments in addition to continuing its advisory role to the full SANDAG Board on matters pertaining to major transportation projects and transportation policy-level matters. The Committee provides recommendations to the Board regarding funding of transportation projects included in the RTIP and *TransNet* Program. The Committee includes a subset of the Board, including Metropolitan Transit Systems (MTS) and North County Transit District (NCTD). Additionally, Caltrans and members of the Southern California Tribal Chairmen's Association act as advisory members of the Committee.

Working Groups/Advisory Committees

Active Transportation Working Group: The Active Transportation Working Group makes recommendations and fosters cooperation among the jurisdictions, agencies, and stakeholders within the San Diego region to plan for and support the development of local and regional improvements for active transportation modes (bicycling and walking), including Safe Routes to Transit, Safe Routes to School, facility development, operation and maintenance, education, encouragement, and evaluation.

Cities/County Transportation Advisory Committee: Cities/County Transportation Advisory Committee reviews and provides an advisory role in: (1) transportation fund allocations; (2) local streets and road projects included in the RTP and RTIP; and (3) highway and local streets and road-related SANDAG studies.

Membership includes public works directors or engineers from each city and the County, Caltrans, MTS, NCTD, the Port of San Diego, and Air Pollution Control District (APCD).

Independent Taxpayer Oversight Committee: This advisory committee made up of members of the public was created in FY 2008 with the passage of the *TransNet* extension. Based upon the provisions of the *TransNet* Extension Ordinance, the Independent Taxpayer Oversight Committee (ITOC) is responsible for reviewing projects proposed for funding with *TransNet* funds and providing comments to the SANDAG Transportation Committee and to the Board for consideration when actions are taken on the RTIP. Specifically, the ITOC's role in the RTIP process is provided below:

“Review and comment on the programming of *TransNet* revenues in the RTIP. This provides an opportunity for the ITOC to raise concerns regarding the eligibility of projects proposed for funding before any expenditures are made. In addition to a general eligibility review, this effort should focus on significant cost increases and/or scope changes on the major corridor projects identified in the Ordinance and Expenditure Plan.”

Interagency Technical Working Group on Tribal Transportation Issues: The purpose of the Interagency Technical Working Group on Tribal Transportation Issues is to serve as a forum for regional tribal governments to discuss and coordinate transportation issues of mutual concern with the various public planning agencies in the region, including SANDAG, Caltrans, the County of San Diego, and the transit operators.

San Diego Regional Traffic Engineers' Council: San Diego Regional Traffic Engineers' Council serves as the SANDAG technical advisory committee on regional traffic engineering matters. Membership includes a traffic engineering representative from each city, the County, and Caltrans.

San Diego Region Conformity Working Group: The San Diego Region Conformity Working Group (CWG) provides federal interagency coordination for the transportation/air quality conformity process and advises on regional and statewide air quality matters. The CWG includes representatives from SANDAG, Caltrans, APCD, the California Air Resources Board, Federal Highway Administration, Federal Transit Administration, and United States Environmental Protection Agency.

The Transportation Committee and the various working groups are provided with both written material and staff presentations on the major projects included in the 2014 RTIP. Where appropriate, their comments are noted in staff reports to the SANDAG Board, and may be reflected in the 2014 RTIP or in its subsequent amendments.

SANDAG Board Meetings and Public Hearings

All SANDAG Board meetings are noticed, open to the public, and held in handicapped-accessible meeting rooms served by public transportation. The public hearing notice is published in local newspapers of general circulation as well as in minority newspapers. The SANDAG Board released the draft 2014 RTIP, including its draft air quality conformity analysis, for review and distribution at its meeting on July 25, 2014. A public hearing was scheduled for the Transportation Committee on September 5, 2014, meeting.

In addition, each city and the County of San Diego are responsible for providing adequate notice and holding public meetings and/or public hearings as part of their process to develop and submit transportation projects for inclusion in the 2014 RTIP. Pursuant to federal law, the requirements to hold public hearings/notices for federally funded transit projects for MTS and NCTD are herein incorporated as part of the public hearing process for the 2014 RTIP. The public meetings/hearings held by each member agency provide further opportunities for public involvement and participation on specific projects and programs.

Public Participation Policy and Public Participation Plan

While the Public Participation Policy provides the overall guiding principle to ensure public input and involvement, the Public Participation Plan (PPP) establishes a processes for obtaining input from and providing information to the public concerning agency policies, programs, projects, and program funding in order to ensure the public is informed and has the opportunity for input so plans can reflect the public's vision. The PPP was developed in response to the requirements set forth in Title 23 Code of Federal Regulations Section 450.316. A copy of the PPP, as amended, is available on the SANDAG website at sandag.org/ppp.



PUBLIC PARTICIPATION/PLAN POLICY

Purpose

This policy establishes a process for obtaining input from and providing information to the public concerning agency programs, projects, and program funding in order to ensure the public is informed and has the opportunity to provide SANDAG with input so plans can reflect the public's desire. SANDAG will review and update this plan every three years. Various federal and state laws and regulations require that an agency such as SANDAG conduct and establish a Public Participation Plan to ensure that the public is involved and that community concerns are addressed. For example, planning of mass transit capital projects, development of short range service policies and plans, and fare policy and structure changes to public transportation require public participation. The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) also have public information components that require an agency such as SANDAG to conduct public participation programs to ensure that the public is involved and that community concerns are addressed. A significant component of the SANDAG mission is a strong commitment to public participation and involvement to include all residents and stakeholders in the regional planning process.

The public participation policy is consistent with the requirements of Public Utility Code Section 132360.1 established with the passage of Assembly Bill 361 which reads as follows:

(c) The agency shall engage in a public collaborative planning process; recommendations from that process shall be made available and considered for integration into the plan. A procedure to carry out this process including a method of addressing and responding to recommendations from the public shall be adopted.

Social Equity and Environmental Justice

Ensuring the meaningful involvement of low income, minority, disabled, senior, and other traditionally underrepresented communities is a key component of SANDAG public participation activities. SANDAG policies, procedures, and programs are consistent with federal and state environmental justice laws, regulations, and requirements, Title VI, related nondiscrimination requirements, and reflect the principles of social equity and environmental justice. Social equity means ensuring that all people are treated fairly and are given equal opportunity to participate in the planning and decision-making process, with an emphasis on ensuring that traditionally disadvantaged groups are not left behind. Environmental justice means ensuring that plans, policies, and actions do not disproportionately affect low income and minority communities.

Scope

The policy addresses public participation policies and public information efforts in the following areas:

- A. Overall Public Participation Plan
- B. Short Range Program – Regional Transportation Improvement Program
- C. Development Planning
- D. Design and Construction
- E. Fare Changes
- F. Short Range Transit Planning
- G. Native American Consultation

A. Overall Public Participation Plan -- *Unless otherwise noted or required, the Public Participation Plan provides SANDAG general policies for public participation for major planning initiatives such as the Regional Transportation Plan, Regional Comprehensive Plan, Regional Short Range Transit Plan, and other planning and programming projects, including any tailored public involvement plans associated with them.*

1. The SANDAG Public Participation Plan is designed to inform and involve the region's residents in the decision-making process on issues such as growth, transportation, environmental management, housing, open space, air quality, energy, fiscal management, economic development, and public safety.
2. The Public Participation Plan seeks to involve all citizens, including but not limited to low income households, limited English proficient individuals, Hispanic, African American, Asian, Native American, senior, and other communities, persons with disabilities, as well as community and civic organizations, public agencies, business groups and associations, environmental organizations, and other stakeholders.
3. SANDAG Board meetings provide the public forum and decision point for significant regional issues. SANDAG Directors usually hold one or two Board meetings each month: a Board Policy Meeting the second Friday of each month and a Board Business Meeting the fourth Friday of each month. Meetings held at the SANDAG office are accessible by public transit. During these meetings, Directors adopt plans, allocate transportation funds, approve transit construction plans, approve transit fare changes, and establish policies and develop programs that are used by local governments as well as other public and private organizations.
4. The SANDAG Public Participation/Involvement Program shall comply with the Americans with Disabilities Act (ADA). SANDAG shall hold public meetings in buildings, rooms, or locations that are accessible to persons with disabilities. SANDAG shall provide public meeting information in alternate formats and shall provide special accommodations at public meetings with three business days notice.

5. The SANDAG Public Participation/Involvement Program Plan is carried out as an integrated work element of the agency's Overall Work Program and Budget and as part of other programming, development, and implementation processes such as the Regional Transportation Plan, the Regional Comprehensive Plan, Regional Short Range Transit Plan, Regional Transportation Improvement Program, Environmental Impact Reports, transit capital project development, project construction, transit fare changes, corridor studies, and other projects.
6. SANDAG shall proactively seek and promote public participation in SANDAG workshops and public hearings, as well as participation and attendance at committees, working groups, and task forces. SANDAG shall follow local, state, and federal guidelines for posting public meeting and hearing notices. Depending upon the specific project, SANDAG shall endeavor to hold meetings at times that can attract as many participants as possible, including evenings and weekends and at locations in communities throughout the region. SANDAG shall endeavor to hold these meetings in locations that are accessible by public transit.
7. SANDAG shall inform the public in a timely manner about regional issues, actions, and pending decisions through a number of efforts. As needed or required, SANDAG shall post public notices in newspapers of general circulation for publication of legal notices. Other publication and distribution efforts can include mail distribution to residents, agencies, and city/county governments, the SANDAG website, email lists, and rEgion – the SANDAG monthly electronic newsletter. As needed, SANDAG also shall distribute press releases and media alerts to local, regional, and Mexico border area print and broadcast media.
8. SANDAG shall regularly inform local print and broadcast media about SANDAG decisions, events, research, and other issues. SANDAG shall regularly distribute press releases to County News Service, Daily Transcript, East County Californian, El Latino, La Prensa, Los Angeles Times, North County Times, San Diego Business Journal, San Diego Metropolitan, San Diego Union-Tribune, San Diego Voice & Viewpoint, The Star News, and numerous community newspapers. SANDAG shall also distribute information to local and Mexico radio and television stations.
9. SANDAG shall use its website to provide the public with useful and timely information including meeting schedules and agendas; plans and environmental documents; reports and other publications; demographic profiles and data downloads; and interactive database and mapping applications.
10. As appropriate and as required by local, state, and federal guidelines, SANDAG shall translate into Spanish, and other languages, publications, announcements, and web content. In addition, numerous staff members are bilingual Spanish-English speakers and participate in public outreach and conduct presentations in Spanish. Translators shall be hired as outlined in the SANDAG Language Assistance Plan and as required by local, state, and federal guidelines to provide services in Spanish and other languages as appropriate.

11. SANDAG conducts periodic public opinion surveys as part of the outreach and citizen participation component of the SANDAG work program. These surveys shall be designed to include the San Diego region's residents in the regional planning process and to keep SANDAG officials aware of issues that are of concern to the people who live here.
12. SANDAG will endeavor to respond to general comments received by phone, fax, letter, or email within five (5) business days of receipt. Comments shall be routed to the SANDAG staff person who is responsible for that issue. Comments may be responded to in writing (email or letter) or may be resolved with the initial phone call. Some comments may need to be resolved by another agency or jurisdiction so the customer is referred to the appropriate entity. When a comment is submitted as part of a public review process (e.g., a plan or environmental report) the comment and response is logged into a database. Comments, concerns, and responses received as part of a public review process shall be included in the final plan or report.

B. Short Range Program – Regional Transportation Improvement Program (RTIP) – *document updated every two years outlining major transportation projects to be implemented during a five-year period.*

1. SANDAG shall follow the latest federal and state regulations regarding participation by interested parties.
2. As the document that implements the long range plan, the RTIP shall be incorporated as part of the Board-adopted public involvement process established for the Regional Transportation Plan (October 27, 2006) including participating in public outreach efforts, providing adequate public notice (legal notice publications), employing visualization techniques, holding public meetings at convenient and accessible locations.
3. SANDAG shall respond to any significant public input or comment received during the development of the biennial update and/or during the amendment cycle as part of its report to the Board or Transportation Committee (as appropriate).
4. The biennial RTIP update will be noticed in newspapers of general circulation including in alternate languages and a public hearing shall be held prior to final adoption by the Board of Directors.
5. During the amendment cycle, SANDAG will provide a draft of the amendment to all interested parties for a 15-day comment period.

C. Development Planning – *Planning, environmental, preliminary engineering activities on major capital projects.*

1. SANDAG shall follow current federal and state regulations regarding public involvement processes and procedures. SANDAG shall develop public involvement programs tailored to meet specific project needs which address the unique challenges presented by each project. Programs shall be developed using the joint Federal Highway Administration and Federal Transit Administration (FHWA/FTA) guidelines titled “Public Involvement Techniques for Transportation Decision-Making.”
2. The public involvement program shall set objectives, identify people to be reached, develop public involvement strategy, and define specific outreach techniques.
3. The public involvement program shall be developed so that critical community concerns and technical issues are identified in the study. The issues need to address the engineering, environmental, economic, and financial analyses that respond effectively to community needs and preferences and satisfy local, state, and federal environmental clearance requirements.
4. To facilitate community participation, lists of individuals, agencies, and organizations shall be developed for distribution of agency materials. These lists will include persons who have indicated an interest in transportation planning projects during previous public information efforts and/or focused on the specific project. Project information would be distributed to the persons on this list in conjunction with public meetings and workshops, to solicit comments and recommendations.
5. Environmental documents shall be prepared in accordance with California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as appropriate, and in coordination and consultation with various federal, state, and local agencies, and with elected officials, community leaders, organizations, and other individuals from the neighborhoods and communities potentially affected by the proposed action. Coordination and public involvement shall be achieved through a variety of means, such as formal public hearings and meetings, circulation of draft documents, mailings, focus group meetings, workshops, and individual/group contacts.
6. Formal scoping meetings, public hearings, and/or other meetings during the comment period and environmental document certification shall be held in accordance with the requisite environmental document. As required, meetings shall be announced in the Federal Register, local publications, and on the SANDAG website. Persons and organizations on the project mailing list also will be notified. SANDAG shall endeavor to hold public meetings in locations accessible by public transit.
7. SANDAG shall prepare and distribute appropriate notices and communications to comply with CEQA and NEPA requirements.

8. A public information program shall be developed to inform the community of factors related to the project. The information program may include briefings for the news media, informational meetings, presentations to include community and professional associations and educational institutions, business groups and associations, environmental organizations, and other public forums.
9. A project working group may be organized to review and comment on the project to build understanding and identify support for feasible alternatives. This group may consist of various elected officials/staff, community and neighborhood organizations, business organizations, property owners, and other stakeholders and interested parties. This group would be formed to provide comment and guidance regarding technical issues, review study alternatives and evaluation results, and provide community input regarding the alternatives. This iterative process would allow for identified issues and concerns to receive follow-up responses. Meeting summaries of project working group activities shall be produced. Meeting notices, agendas, and/or other information shall be posted to the SANDAG website.
10. Other public input opportunities include SANDAG Board of Directors meetings and meetings of SANDAG policy committees: Executive, Transportation, Regional Planning, Borders, and Public Safety. Other opportunities for public participation are at working group meetings, general public meetings, and presentations to planning and community groups.

D. Design and Construction – *Design and construction of capital projects.*

1. For all capital improvement projects with significant community impacts, SANDAG shall provide opportunities for members of the public to provide input and express concerns. SANDAG also shall implement a program designed to inform the public of progress, as well as safety and community impacts in the event of construction.
2. SANDAG shall hold publicly noticed meetings at key stages of project development and implementation in the area(s) being impacted. The location of the meetings shall depend upon the geographic location of the project. Meetings concerning projects exclusively within the North County Transit District (NCTD) service area shall be held in North County locations, and if appropriate, at SANDAG offices. Meetings concerning projects exclusively within the Metropolitan Transit System (MTS) service area shall be held in MTS service areas affected, and if appropriate, at SANDAG offices. Meetings concerning all other projects shall be held at SANDAG offices or other locations specified in SANDAG agendas. SANDAG, MTS, and NCTD offices are accessible by public transit. SANDAG shall endeavor to hold off-site public meetings at locations accessible by public transit.
3. SANDAG shall solicit input from the representatives of interest groups of the local population, such as community groups, planning groups, business groups and associations, business improvement districts, environmental organizations, neighborhood associations, limited English proficient populations, and senior and disabled riders. These stakeholders will be consulted during the design and construction of capital projects.

4. SANDAG shall work to advise the public regarding actual and perceived disruption during construction of capital projects by distributing informational, educational, and public information materials, and by using other traditional community relations tools.
5. SANDAG shall endeavor to meet citizen concerns as they arise and attempt to resolve those concerns.
6. For all projects requiring environmental review under CEQA and NEPA, such as major capital improvement projects, SANDAG shall provide opportunities for members of the public to provide input and comply with all related legal requirements.
 - 6.1 SANDAG shall solicit input from the representatives of interest groups of the local population, such as community groups, planning groups, business groups and associations, and neighborhood associations.
 - 6.2 SANDAG shall incorporate public input into project planning and development where practical and feasible.
 - 6.3 SANDAG shall hold a public hearing to seek public comment whenever required under CEQA and/or NEPA.
 - 6.3.1 Published notifications for such hearings shall be published in newspapers of general circulation for publication of legal notices. Notices also may be published in regional, community, or Spanish-language newspapers to reach the affected area.
 - 6.3.2 Any item subject to a public hearing will be listed and described in the Board's published agenda, which shall be posted at least 72 hours in advance of the meeting at the Board's meeting place and on the SANDAG website.
 - 6.3.3 Public hearings shall be conducted by SANDAG at the published date, time, and place. The public hearing will allow for interested parties to be heard. The Board also will consider any written comments that were forwarded to the Board prior to the hearing.

E. Fare Changes

1. SANDAG has adopted Board Policy No. 029 to provide policy guidance for fare changes. This section of this policy is designed to inform and involve public transit riders, stakeholders, and the general public about proposed changes in transit fares. It is not intended to apply to transit route changes within the purview of the transit operators.
 - 1.1 Consistent with Board Policy No. 004, SANDAG staff shall hold one or more public meetings to provide the public an opportunity to comment on proposed fare changes. A minimum of two public meetings shall be held

prior to the first reading of any proposed fare change that affects services operating in both the MTS and NCTD service areas. At least one public meeting shall be held in the MTS service area, and at least one public meeting shall be held in the NCTD service area. If one or more public meetings are conducted by a public meeting officer pursuant to Board Policy No. 004, at least one of the public meetings shall be held with a starting time no earlier than 6:00 p.m. A public meeting for proposed fare changes that do not affect the entire region may be held exclusively within the general geographic area that is being affected by the fare change. Such public meeting shall be held at a time convenient for users and potential users of the affected service. Public meetings at which formal public testimony will be taken shall be held at locations that are accessible by users of public transit. An official transcriber or other means of recording all public input received shall be utilized at all public hearings, meetings, workshops or open-houses at which formal public testimony is taken. A record of the input received shall be provided to the Transportation Committee or Board of Directors at the time of the first and second readings of amendments to the fare ordinance for the purpose of adjusting fare prices.

- 1.2 Public comments on proposed fare changes also shall be accepted at the SANDAG Board or Transportation Committee meeting before any final action is taken.
- 1.3 *Take One*, Rider Alerts, or other public notices in both English and Spanish will be posted on all affected public transit vehicles within the affected area at least 15 calendar days prior to the public hearing and will include a description of the proposed fare change, the date, time, intent and location of the public meeting, and the deadline for written, email and phone comments from the public. The notices will be posted to the SANDAG and Transit Agency website(s).
- 1.4 Print notice of public meetings at which formal public testimony will be taken will be provided at least 15 calendar days prior to the public meeting date in newspapers of general circulation in the affected area(s), including appropriate minority and community publications. Public notices will be printed in Spanish in Spanish-language newspapers. Such public meeting notices will include a description of proposed fare changes, the date, time, intent, and location of the public meeting(s), and the deadline for written, email, and phone comments from the public.
- 1.5 An open phone line will be made available to take public comments at least 15 calendar days prior to adoption of fare changes.
- 1.6 A Transportation Committee and/or Board report (as appropriate) will be completed and available for public review at least 72 hours prior to the public meeting at which the fare changes are proposed for adoption and posted to the SANDAG website(s).

2. After a fare change is approved by SANDAG:
 - 2.1. The public will be notified via news release(s)
 - 2.2. *Take One*, Rider Alerts, or other public notices in both English and Spanish will be posted on all affected transit vehicles at least 15 calendar days prior to changes going into effect and posted to the SANDAG and Transit Agency website(s).
3. SANDAG shall follow federal Title VI and environmental justice requirements when implementing transit fare changes.
 - 3.1. Residential, employment, and transportation patterns of low-income, limited English speaking, and minority populations shall be identified so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed. SANDAG shall endeavor to involve the affected communities in evaluating the benefits and burdens of transportation investments.
 - 3.2. SANDAG shall evaluate and - where necessary - improve the public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

F. Short Range Transit Planning

1. Public information and involvement programs for the Regional Short Range Transit Plan and the Coordinated Human Resources and Public Transit Transportation Plan shall be the responsibility of SANDAG.
2. Public information and involvement programs for transit service changes will fall under adopted policies of MTS and NCTD.

G. Native American Consultation

1. SANDAG shall establish and adhere to government-to-government relationships when interacting with Tribal Governments, acknowledging these tribes as unique and separate governments within the United States.
2. SANDAG shall recognize and respect important California Native American rights, sites, traditions, and practices.
3. SANDAG engages in "consultation" with Tribal Governments prior to making decisions, taking actions, or implementing programs that may impact their communities.
4. To facilitate effective consultation with Tribal Governments, SANDAG has established a Tribal Government Liaison. The Liaison shall serve as an initial contact for Tribal Governments and communicates with tribal governments regarding SANDAG activities.

- 4.1. "Consultation" is the active, affirmative process of: (1) identifying and seeking input from appropriate American Indian government bodies, community groups, and individuals; and (2) considering their interests as a necessary and integral part of the decision-making process.

Adopted March 2005
Amended January 2006
Amended December 2007
Amended December 2008
Amended January 2010
Amended November 2012

Appendix A-9
Public Comments/Responses

2014 Regional Transportation Improvement Program (RTIP)

Public Comments and Responses on Draft 2014 RTIP

Comment No.	Agency	Last Name	First Name	Comment	Response	Comment Date	Form
1.1	Rancho Bernardo Community Planning Board	Dell'Angela	Lou	The Rancho Bernardo Community Planning Board supports the I-15 BRT Stations Enhancements (SAN202), and encourages SANDAG to identify parking areas to support carpooling/ridesharing in proximity to HOV Direct Access Ramps.	As part of the San Diego Forward, the Regional Plan, SANDAG is working to identify lots near Express Lanes to accommodate car/vanpoolers. Since all projects come from the 2050 RTP/Regional Plan, the Rancho Bernardo Community Planning Board should continue to work with SANDAG planning staff to add projects or to incorporate specific features.	8/25/2014	Written Letter transmitted via e-mail
1.2				The Rancho Bernardo Community Planning Board requests additional bus service from the Transit Center to the Rancho Bernardo Industrial Park.	SANDAG will forward this comment to MTS, the agency which operates this local transit service.		
1.3				The Rancho Bernardo Community Planning Board states that they are in opposition of high speed rail via the I-15 corridor.	Comment noted		
1.4				The Rancho Bernardo Community Planning Board is in support of the various Class 1 bikeways, however, feels that connectivity is lacking.	Projects are derived from the Regional Bicycle Plan and Bicycle Early Action Program. Comments have been provided to appropriate staff.		
1.5				The Rancho Bernardo Community Planning Board is in support of the Median Improvements Citywide (SD49) project, especially the section along West Bernardo Dr. between Rancho Bernardo Road and Poblado Road.	Comment noted		
2	Circulate San Diego	Ferrier	Kathleen	Due to the change in the organization of the projects, Circulate San Diego was unable to conduct an analysis to prior RTIPs. This creates a lack of transparency and accessibility to the public. Requesting SANDAG staff to include a type of cross-reference or explanation within the current draft RTIP allowing for comparative analysis of funding with previous RTIPs	Project organization is updated to be consistent with other planning documents and is an evolving process. SANDAG created a public website for the RTIP (referenced as the ProjectTrak website) in order to increase transparency and public involvement. Information regarding this website is available on the 2012 RTIP webpage at www.sandag.org/rtip .	8/25/2014	Written Letter transmitted via e-mail

Appendix A-10
Caltrans 2015 Federal State
Transportation Improvement
Program Checklist

2015 Federal Transportation Improvement Program (FTIP) Checklist and Development Guidance

This checklist will be used by Caltrans to ensure the completeness of FTIP submittals.

I. Timeline:

Each MPO shall;

- Submit the *Draft* 2015 FTIP to Caltrans starting at the beginning of the FTIP public reviews but not later than **September 2, 2014**.
- Submit three copies of the *Final* 2015 FTIP, and any amendments and administrative modifications to the 2015 must be submitted to Caltrans and posted on the Metropolitan Planning Organization's (MPO's) website by **October 1, 2014**.
- Email the link to the 2015 *Final* FTIP by **October 1, 2014**.

II. Checklist for FTIP Package Submittal:

FTIP package shall include the following:

- Project Listings
 - Projects that are Transportation Control Measures (TCMs) are identified
- Detailed listings for highway and transit grouped projects (back-up listings)
- Signed board resolution that addresses the following
 - Consistency with the metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450
 - Consistency with the Regional Transportation Plan (RTP) ____ (e.g. 2030)
 - Financial constraint – the enclosed financial summary affirms availability of funding
 - Meets Air Quality Conformity
 - Does not interfere with the timely implementation of the TCMs contained in the State Implementation Plan (SIP)
 - Completion of the public participation process in accordance with the MPO's Public Participation Plan (PPP)
- Project listings included in the Final 2015 FTIP are available in the California Transportation Improvement Program System (CTIPS)
- Financial Summary (Attachment A)
 - Includes financial information covering the first four years of the FTIP
 - Excel file submitted electronically
- Air quality conformity analysis and determination
- PPP/Interagency Consultation
- Expedited Project Selection Procedures (EPSP) documentation
 - Includes the following statement: *"Projects from the first four years of the 2015 FTIP have been selected using the approved project selection procedures."*
- Three copies of the Final 2015 FTIP mailed to:

California Department of Transportation
Office of Federal Transportation Management Program, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001
Attention: Muhaned Aljabiry

Appendix A-11

Glossary of Terms and Acronyms

Appendix A-11

Glossary of Terms and Acronyms

A

AB	Assembly Bill
AC	Advanced Construction
ADA	Americans with Disabilities Act
APCB	San Diego Air Pollution Control Board
APCD	San Diego Air Pollution Control District
ARRA	American Recovery and Reinvestment Act
ATCDF	Average Train Crossing Delay Factor
ATP	Active Transportation Program
ATWG	Active Transportation Working Group

B

BIA	Bureau of Indian Affairs
Bike EAP	Regional Bike Plan Early Action Program
BIP	Border Infrastructure Program
Board	SANDAG Board of Directors
BPNS	TransNet Bicycle, Pedestrian, and Neighborhood Safety Program
BRT	Bus <i>Rapid</i> Transit
BTA	Bicycle Transportation Account

C

CAA	Clean Air Act
CAAA	1990 Clean Air Act Amendments
CARB	California Air Resources Board
CBI	Corridors and Borders Infrastructure
CBO	Community Based Organizations
CHP	California Highway Patrol
CI	Capacity Increasing
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality Program
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Process
CO	Carbon Monoxide

CON	Construction Phase
CP	Control Point
CPI	Consumer Price Index
CTAC	Cities/County Transportation Advisory Committee
CTC	California Transportation Commission
CTDRI	Caltrans Department of Research and Innovation
CWG	Conformity Working Group

D

DAR	Direct Access Ramp
DEFM	Demographic and Economic Forecasting Model
DEMO	Federal Demonstration Funding

E

EAP	Early Action Program
EMFAC2011	EMissions FACtors 2011
EPSP	Expedited Project Selection Process

F

FE	Fund Estimate
FHWA	Federal Highway Administration
FR	Federal Register
FRA	Federal Railroad Administration
FSP	Freeway Service Patrol or FSP Act
FSTIP	Federal State Transportation Improvement Program
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FWG	Freight Working Group
FY	Fiscal Year

G

GARVEE	Grant Anticipation Revenue Vehicle
GHG	Greenhouse Gas
GIS	Geographic Information System
GROW AMERICA	Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America

H

HBP	Highway Bridge Program
HBRR	Highway Bridge Repair and Replacement (TEA-21)
HCD	Housing and Community Development
HES	Hazard Elimination Safety
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HPP	High Priority Program
HRCSA	Highway-Railroad Crossing Safety Account
HRRR	High Risk Rural Roads
HSIP	Highway Safety Improvement Program
HUD	Housing and Urban Development

I

ITS	Intelligent Transportation System
ICMI	Integrated Corridor Management Initiative
IIP	Interregional Improvement Program
IM	Interstate Maintenance
IRR	Indian Reservation Road
ITOC	Independent Taxpayer Oversight Committee
ITS	Intelligent Transportation System

J

JARC	Job Access Reverse Commute
JTOC	Joint Transportation Operations Center

L

LBRSA	Local Bridge Seismic Retrofit Account (State Prop. 1B)
LIM	Low Income/Minority
LOS	Level of Service
LOSSAN	Los Angeles to San Diego to San Luis Obispo (Rail Corridor Agency)

M

MAP-21	Moving Ahead for Progress in the 21st Century
MPO	Metropolitan Planning Organization
MTS	Metropolitan Transit System

N

NAAQS	National Ambient Air Quality Standards
NCI	Non Capacity Increasing
NCTD	North County Transit District
NEPA	National Environmental Protection Act
NHS	National Highway System
NOx	Nitrogen Oxide

P

P/PE	Preliminary Engineering Phase
PADT	Person Average Daily Traffic
PLH	Public Lands Highway
PM	Particulate Matter
POF	Plan of Finance
POP	Program of Projects
PPEI	Peak-Period Exposure Index
PPNO	Programming Project Number (Caltrans)
PPP	Public Participation Plan
PTA	Public Transportation Account
PTMISEA	Public Transportation Modernization, Improvement, and Service Enhancement Account

R

RAQS	Regional Air Quality Strategy
RAS	Regional Arterial System
RCP	Regional Comprehensive Plan
RHNA	Regional Housing Needs Assessment
RHWG	Regional Housing Working Group
RIP	Regional Improvement Program
ROG	Reactive Organic Gas
ROW	Right-of-Way
RSTP	Regional Surface Transportation Program

RTC	Regional Transportation Commission
RTCIP	Regional Transportation Congestion Improvement Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan or Recreational Trails Program
RTPA	Regional Transportation Planning Agency

S

SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
SANDAG	San Diego Association of Governments
SANTEC	San Diego Regional Traffic Engineers' Council
SB 45	Senate Bill 45
SCAT	Subcommittee for Accessible Transportation
SD&AE	San Diego and Arizona Eastern Railway
SHA	State Highway Account
SHOPP	State Highway Operation and Protection Program
SIP	State Implementation Plan (for air quality)
SLPP	State-Local Partnership Program
SOV	Single Occupant Vehicle
SR	State Route
SR2S	Safe Routes to School Program (federal)
SS	Senior Services
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STIP-IIP	State Transportation Improvement Program – Interregional Improvement Program
STIP-RIP	State Transportation Improvement Program – Regional Improvement Program
STP	Surface Transportation Program
SWG	Stakeholders Working Group (Regional Planning)

T

T-1	Transportation T-tactic: Ridesharing
T-2	Transportation T-tactic: Transit
T-3	Transportation T-tactic: Bicycle
T-4	Transportation T-tactic: Traffic Improvement
TAP	Transit Access Point
TCI	Transit Capital Improvement
TCIF	Trade Corridor Improvement Fund

TCM	Transportation Control Measure
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement
TEA-21	Transportation Equity Act for the 21st Century
TIF	Transportation Investment Fund
TIGER	Transportation Investment Generating Economic Recovery
TIGGER	Transit Investment for Greenhouse Gas Emission Reduction
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPEC	Transportation Project Evaluation Criteria
TransCAD	Transportation Planning Computer Package
<i>TransNet</i>	San Diego Region half-cent Local Transportation Sales Tax Program
TSGP	Transit Security Grant Program
TLSP	Traffic Light Synchronization Program (State Prop. 1B)
TSM	Traffic Systems Management
TWG	Technical Working Group

U

UCSD	University of California – San Diego
U.S. DOT	United States Department of Transportation
U.S. EPA	United States Environmental Protection Agency
UTC	University Town Center

V

VMT	Vehicle Miles of Travel
VOC	Volatile Organic Compounds