

TRANSPORTATION COMMITTEE

Friday, July 17, 2015

ITEM NO.		RECOMMENDATION
+1.	APPROVAL OF MEETING MINUTES +1A. June 5, 2015, Revised Meeting Minutes +1B. June 19, 2015, Meeting Minutes	APPROVE
2.	PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS Members of the public will have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee that is not on this agenda. Anyone desiring to speak shall reserve time by completing a "Request to Speak" form and giving it to the Clerk prior to speaking. Public speakers should notify the Clerk if they have a handout for distribution to Committee members. Public speakers are limited to three minutes or less per person. Committee members also may provide information and announcements under this agenda item.	
CONSENT		
+3.	SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEMBERSHIP APPOINTMENTS (Audrey Porcella) The California Public Utilities Code Section 99238 requires one-third of the members of Social Services Transportation Advisory Council to be appointed each year. The Transportation Committee is asked to approve the appointment of five members to the Social Services Transportation Advisory Council.	APPROVE
+4.	SPECIALIZED TRANSPORTATION GRANT PROGRAMS STATUS UPDATE (Danielle Kochman) SANDAG manages three competitive grant programs for specialized transportation projects: Job Access and Reverse Commute, New Freedom, and <i>TransNet</i> Senior Mini-Grant. This report provides an overview of the progress made to date by the grant recipients for each specialized transportation grant program.	INFORMATION

REPORTS

- +5. ***TransNet* SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM: STATUS UPDATE AND PROPOSED AMENDMENT (Suchi Mukherjee)** **APPROVE**
- This report provides an overview of the progress made by *TransNet* Smart Growth Incentive Program and Active Transportation Grant Program recipients through March 31, 2015. The Transportation Committee is asked to approve a no-cost, time-only Active Transportation Grant Program schedule extension for the City of San Diego's Chollas Creek to Bayshore Bikeway – Multi-Use Path Design project.
- +6. **PROPOSED FY 2016 PROGRAM BUDGET AMENDMENT: CHESTERFIELD DRIVE CROSSING IMPROVEMENTS (Linda Culp)** **RECOMMEND**
- The Transportation Committee is asked to recommend that the Board of Directors approve an amendment to the FY 2016 Program Budget to: (1) create a new Capital Improvement Program (CIP) project 1239817; (2) accept \$2.2 million in railroad crossing grant funds from the Federal Railroad Administration; and (3) transfer project scope and matching funds from the San Elijo Lagoon Double Track (CIP 1239806) and Coastal Rail Trail Encinitas (CIP 1223017) projects.
- +7. **PROPOSED FY 2016 PROGRAM BUDGET AMENDMENTS: INTERSTATE 805/STATE ROUTE 94 BUS ON SHOULDER DEMONSTRATION PROJECT AND SOUTH BAY BUS RAPID TRANSIT (Jennifer Williamson)** **RECOMMEND**
- The Transportation Committee is asked to recommend that the Board of Directors approve an amendment to the FY 2016 Program Budget to: (1) create a new Capital Improvement Program (CIP) project to add the Interstate 805/ State Route 94 Bus on Shoulder Demonstration Project (CIP 1280513); and (2) authorize the Executive Director to accept \$11.0 million in State of California cap-and-trade grant funds for the South Bay Bus Rapid Transit (CIP 1280504).
- +8. ***TransNet* ENVIRONMENTAL MITIGATION PROGRAM: LAND MANAGEMENT GRANT PROGRAM: RECOMMENDED PROJECT AWARDS FOR SEVENTH CYCLE OF GRANT FUNDING (Keith Greer)** **RECOMMEND**
- The Transportation Committee is asked to recommend that the Board of Directors award funding for the Seventh Cycle of the *TransNet* Environmental Mitigation Program Land Management Grants.

- +9. **TransNet SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM: RECOMMENDED PROJECT AWARDS FOR THIRD CYCLE OF GRANT FUNDING (Carolina Gregor)** **RECOMMEND**

The Transportation Committee is asked to recommend that the Board of Directors: (1) approve The *TransNet* Smart Growth Incentive Program and Active Transportation Grant Program project awards for funding; and (2) adopt Resolution 2016-02 Transportation Development Act Article 3 Claims for FY 2014 to FY 2016.

- +10. **2014 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT NO. 5 (Dawn Vettese)** **RECOMMEND**

On September 26, 2014, the Board of Directors adopted the 2014 Regional Transportation Improvement Program (RTIP), the multiyear program of proposed major transportation projects in the San Diego region, covering the period FY 2015 to FY 2019. Amendment No. 5 is a regular quarterly formal amendment and reflects changes to projects as requested by member agencies. The Transportation Committee is asked to recommend that the Board of Directors adopt Resolution 2016-01 approving Amendment No. 5 to the 2014 RTIP.

- +11. **DRAFT REGIONAL TRANSIT ORIENTED DEVELOPMENT STRATEGY (Susan Baldwin)** **DISCUSSION**

The Transportation Committee is asked to discuss the draft Regional Transit Oriented Development (TOD) Strategy, which would be included as an appendix of San Diego Forward: The Regional Plan.

12. CONTINUED PUBLIC COMMENTS

If the five speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

- 13. UPCOMING MEETINGS** **INFORMATION**

The next meeting of the Transportation Committee is scheduled for Friday, August 7, 2015, at 9 a.m.

14. ADJOURNMENT

+ next to an agenda item indicates an attachment



TRANSPORTATION COMMITTEE

JULY 17, 2015

ACTION REQUESTED - APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS

JUNE 5, 2015

The meeting of the Transportation Committee was called to order by Chair Todd Gloria (City of San Diego) at 9:01 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Mayor Mary Sessom (East County), and a second by Chair Harry Mathis (Metropolitan Transit System [MTS]), the Transportation Committee approved the meeting minutes of May 15, 2015. Yes – Chair Gloria, Mayor Sessom, MTS Chair Mathis, Councilmember Mike Nichols (North County Coastal), Supervisor Bill Horn (North County Transit District [NCTD]), and Councilmember David Alvarez (San Diego County Regional Airport Authority [SDCRAA]). No - None. Abstain –None. Absent – North County Inland, County of San Diego, and South County.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

John Wotzka, a member of the public, submitted written comments and spoke about various transportation issues.

REPORT

3. UPTOWN BIKEWAYS PROJECT (DISCUSSION/POSSIBLE ACTION)

Linda Culp, Principal Regional Planner, presented the item.

The Uptown Bikeways Project is a high-priority bikeway in the Regional Bike Plan Early Action Program. The project's 12 miles of on-street bikeways are within the City of San Diego's urban core communities.

Khalisa Bolling, ceded her time to Andy Hanshaw. Mr. Hanshaw, San Diego Bicycle Coalition, spoke in opposition to the proposed constrained option.

Kathleen Ferrier, Circulate San Diego, submitted written comments and spoke in opposition to the proposed constrained option.

Chris Ward, member of the public, spoke in opposition to the proposed constrained option.

Clive Richard, member of the public, ceded his time to Roy Dahl. Mr. Dahl, member of the public, spoke in opposition to the proposed constrained option.

Jim Baross, California Association of Bicycling Organization, spoke in opposition to the proposed constrained option.

Douglas Scott, Bankers Hill Neighborhood Parking Committee, spoke in support of the proposed constrained option.

Andi Kopp, Bike San Diego, submitted written comments and spoke in opposition to the proposed constrained option.

John Percy, Bankers Hill Design Committee, spoke in support of the proposed constrained option.

Robert Heylmun, member of the public, ceded his time to Mat Wahlstrom. Mr. Wahlstrom, member of the public, spoke in support of the proposed constrained option.

Jason Liebrecht, member of the public, spoke in opposition to the proposed constrained option.

Ian Young, member of the public, spoke in opposition to the proposed constrained option.

Elizabeth Hannon, Uptown Community Parking District, spoke in support of the proposed constrained option.

Luke Terpstra, Hillcrest Town Council, spoke in opposition to the proposed constrained option.

Mike Zdon, Mission Hills Town Council, spoke in ~~opposition to support of~~ the proposed constrained option.

Carmen Mitchell, member of the public, spoke in opposition to the proposed constrained option.

Jeff Kucharsky, member of the public, spoke in opposition to the proposed constrained option.

Debbie Ershler, member of the public, spoke in support of the proposed constrained option.

Jim Frost, Bankers Hill Community Group, submitted written comments, and spoke in support of the proposed project in Bankers Hill along 4th and 5th Avenue.

Charles Kaufman, member of the public, spoke in support of the proposed constrained option.

Tim Stempel, member of the public, spoke in support of the proposed constrained option.

Paul Jamason, Bike San Diego, spoke in opposition to the proposed constrained option.

Kathy Keehan, member of the public, spoke in opposition to the proposed constrained option.

Kathy Vandenheuvel, member of the public, spoke in opposition to the proposed constrained option.

Robert Lawson, member of the public, spoke in opposition to the proposed constrained option.

Jack Shu, Cleveland National Forest Foundation, spoke in opposition to the proposed constrained option.

John Anderson, member of the public, spoke in opposition to the proposed constrained option.

Lisi Arana, member of the public, ceded her time to Samantha Ollinger. Ms. Ollinger, Bike San Diego, spoke in opposition to the proposed constrained option.

Joe Ippolito, member of the public, spoke in opposition to the proposed constrained option.

Megan Gamwell, member of the public, ceded her time to Benjamin Nicholls. Mr. Nicholls, Hillcrest Business Association, spoke in support of the proposed constrained option.

Michael Brennan, City of San Diego Bicycle Advisory Committee, spoke in opposition to the proposed constrained option.

Tim Zuspal, member of the public, spoke in opposition to the proposed constrained option.

Joel Flood, member of the public, spoke in opposition to the proposed constrained option.

Andrew Liedholm, member of the public, spoke in opposition to the proposed constrained option.

Aaron Hebshi, member of the public, spoke in opposition to the proposed constrained option.

Kim Edwards, member of the public, submitted written comments, and spoke in opposition to the closure of the Washington Street and University Avenue off-ramps.

Gregg Sadowsky, Regency Centers, spoke in support of the proposed constrained option.

Jennifer Pesqueira, member of the public, ceded her time to Leo Wilson. Mr. Wilson, Metro San Diego Community Development Corporation, spoke in support of the proposed constrained option.

Dana Hook, Bankers Hill Community Group, spoke in support of the proposed constrained option.

Heather Deacon, member of the public, spoke in opposition to the proposed constrained option.

Sharon Gehl, member of the public, spoke in opposition to the proposed constrained option.

Carol Wilson, member of the public, spoke in support of the proposed constrained option.

Nicole Burgess, member of the public, spoke in opposition to the proposed constrained option.

Kellyn Sanderson, member of the public, spoke in opposition to the proposed constrained option.

Hannah Williams, member of the public, spoke in opposition to the proposed constrained option.

Tom Mullaney, member of the public, spoke in opposition to the proposed constrained option.

Hugh Largey, member of the public, spoke in opposition to the closure of the Washington and University ramps and protected bikeways.

Josh Clark, member of the public, spoke in opposition to the proposed constrained option.

Jim Demetrios Mellos III, 5 Points Business & Property Owners Association, spoke in opposition to reduce vehicle lanes and parking spaces.

Randy Van Vleck, City of San Diego Bicycle Advisory Committee, spoke in opposition to the proposed constrained option.

Bill Walton, member of the public, spoke in opposition to the proposed constrained option.

Cynthia Hanson, member of the public, spoke in opposition to the proposed constrained option.

Ian Epley, member of the public, spoke in support of the proposed constrained option.

Kyle Heiskala, member of the public, spoke in opposition to the proposed constrained option.

Monique Lopez, member of the public, spoke in opposition to the proposed constrained option.

Nicole Capretz, Climate Action Campaign, spoke in opposition to the proposed constrained option.

Areta Mackelvie, member of the public, spoke in opposition to the proposed constrained option.

Judi Tentor, member of the public, spoke in opposition to the proposed constrained option.

Nicole Burnett, member of the public, spoke in opposition to the proposed constrained option.

Al Keradian, member of the public, spoke in support of the proposed constrained option.

Laura Largey, member of the public, spoke in support of the proposed constrained option.

Chair Gloria stated 11 members of the public submitted written comments related to this item, but did not wish to speak.

In advance of the meeting, 30 members of the public submitted written comments related to this item.

Action: Upon a motion by Supervisor Ron Roberts (County of San Diego), and a second by Chair Gloria, the Transportation Committee directed staff to continue development of the University Avenue East Improvements from 10th to Normal Street with dedicated bike lanes, in addition to all staff recommended improvements along the Uptown Regional Bike Corridors. Yes – Chair Gloria, Vice Chair Mary Salas (South County), Supervisor Roberts, Mayor Sessom, MTS Chair Mathis, Mayor Judy Ritter (North County Inland), Supervisor Horn (NCTD), and Lloyd Hubbs (SDCRAA). No – Councilmember Nichols. Abstain –None. Absent – None.

4. CONTINUED PUBLIC COMMENTS

There were no additional public comments.

5. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for June 19, 2015, at 9 a.m.

6. ADJOURNMENT

Chair Gloria adjourned the meeting at 11:40 a.m.

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
June 5, 2015**

JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING
North County Coastal	Lisa Shaffer	Member	No
	Mike Nichols	Alternate	Yes
North County Inland	Judy Ritter (Vice Chair)	Member	Yes
	Sam Abed	Alternate	Yes
East County	Mary Sessom	Member	Yes
	Bill Baber	Alternate	Yes
South County	Mary Salas	Member	Yes
	Michael Woiwode	Alternate	No
City of San Diego	Todd Gloria (Chair)	Member	Yes
	Mark Kersey	Alternate	No
County of San Diego	Ron Roberts	Member	Yes
	Bill Horn	Alternate	Yes
	Greg Cox	Alternate	No
Metropolitan Transit System	Harry Mathis	Member	Yes
	Lorie Bragg	Alternate	Yes
North County Transit District	Rebecca Jones	Member	No
	Bill Horn	Alternate	Yes
	John Aguilera	Alternate	No
San Diego County Regional Airport Authority	David Alvarez	Member	Yes
	Lloyd Hubbs	Alternate	Yes
ADVISORY MEMBERS			
Caltrans	Laurie Berman	Member	Yes
	Bill Figge	Alternate	Yes
SCTCA	Raymond Hunter Sr.	Member	Yes
	Allen Lawson	Member	No
Other Attendees	Dahvia Lynch	NCTD	Yes
	Paul Jablonski	MTS	Yes
	Jack Dale	Chairman, SANDAG	No



**TRANSPORTATION COMMITTEE
JULY 17, 2015**

ACTION REQUESTED – APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS

JUNE 19, 2015

The meeting of the Transportation Committee was called to order by Chair Todd Gloria (City of San Diego) at 9:01 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Chair Harry Mathis (Metropolitan Transit System [MTS]), and a second by Chair Gloria, the Transportation Committee approved the meeting minutes of June 5, 2015. Yes – Chair Gloria, Vice Chair Mary Salas (South County), Supervisor Ron Roberts (County of San Diego), Mayor Mary Sessom (East County), MTS Chair Mathis, Mayor Judy Ritter (North County Inland), and Mr. Lloyd Hubbs (San Diego County Regional Airport Authority [SDCRAA]). No - None. Abstain – Councilmember Lisa Shaffer (North County Coastal) and Vice Chair Rebecca Jones (North County Transit District [NCTD]). Absent – None.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

John Wotzka, a member of the public, submitted written comments and spoke about various transportation issues.

Gary Gallegos, Executive Director, announced SANDAG was selected as a recipient of the California Air Resources Board Carshare Grant. Grant funds will be used to develop an electric vehicle carsharing pilot program for the Barrio Logan and Logan Heights communities.

REPORTS

3. PROPOSED FY 2016 TRANSIT AGENCY OPERATING BUDGETS (APPROVE)

André Douzdjian, Director of Finance, introduced the item.

Ryan Bailey, Chief Financial Officer, NCTD, and Larry Marinesi, Chief Financial Officer, MTS, presented summaries of their FY 2016 budgets and a five-year forecast of operations.

Action: Upon a motion by Councilmember Shaffer, and a second by NCTD Vice Chair Jones, the Transportation Committee approved the NCTD and MTS FY 2016 operating budgets for funding. Yes – Chair Gloria, Vice Chair Salas, Supervisor Roberts, Mayor Sessom, MTS Chair Mathis, Councilmember Shaffer, Mayor Ritter, NCTD Vice Chair Jones, and Mr. Hubbs. No - None. Abstain –None. Absent – None.

4. CONSTRUCTION MANAGER/GENERAL CONTRACTOR CONSTRUCTION SERVICES CONTRACT: MID-COAST CORRIDOR TRANSIT AND ELVIRA TO MORENA DOUBLE TRACK PROJECTS (RECOMMEND)

John Haggerty, Division Director of Rail, presented the item.

Action: Upon a motion by Supervisor Roberts, and a second by Mayor Sessom, the Transportation Committee recommended that the Board of Directors authorize the Executive Director to execute a Construction Manager/General Contractor Construction Services Agreement, with Mid-Coast Transit Constructors including Supplement 1 for the construction of utility and rail relocation work for the Mid-Coast Corridor Transit Project and the Elvira to Morena Double Track Project. Yes – Chair Gloria, Vice Chair Salas, Supervisor Roberts, Mayor Sessom, MTS Chair Mathis, Councilmember Shaffer, Mayor Ritter, NCTD Vice Chair Jones, and Mr. Hubbs. No - None. Abstain –None. Absent – None.

5. FY 2016 CLAIMS FOR TRANSPORTATION DEVELOPMENT ACT AND STATE TRANSIT ASSISTANCE (RECOMMEND)

Sookyung Kim, Financial Programming Manager, provided information about the allocation of Transportation Development Act (TDA) funds to the region's 18 cities, the County of San Diego, and transit operators.

Action: Upon a motion by Vice Chair Salas, and a second by Mayor Ritter, the Transportation Committee recommended that the Board of Directors: (1) adopt Resolution Nos. 2015-31 through 2015-36 approving the FY 2016 TDA claims and one State Transit Assistance Claim; and (2) adopt the State Transit Assistance Act findings as certified by the North County Transit District. Yes – Chair Gloria, Vice Chair Salas, Supervisor Roberts, Councilmember Bill Baber (East County), MTS Chair Mathis, Councilmember Shaffer, Mayor Ritter, NCTD Vice Chair Jones, and Mr. Hubbs. No - None. Abstain – None. Absent – None.

6. BAY TO BALBOA SKYWAY – FEASIBILITY STUDY (DISCUSSION)

Richard Chavez, Principal Engineer, introduced the item.

Jeff Howard, Parsons Brinckerhoff, presented the feasibility study and key findings for constructing an aerial gondola (Skyway) between San Diego Bay and Balboa Park.

Kurt Tellefsen, Tellefsen and Associates, spoke about possible alternate alignments and spoke in favor of the item.

Chair Gloria, at the request of the Transportation Committee members, advised that staff would continue to further refine and explore uses for aerial tramways in the San Diego region, including possible funding opportunities.

Action: This item was presented for discussion.

7. 2014 STATE OF THE COMMUTE REPORT (INFORMATION)

Ellison Alegre, Associate Transportation Planner, presented the 2014 State of the Commute Report, which provided data on the region's bus systems, rail services, and urban highways in the San Diego region.

Action: This item was presented for information.

8. *TransNet* ENVIRONMENTAL MITIGATION PROGRAM LAND MANAGEMENT GRANT PROGRAM: DRAFT PROJECT RANKINGS AND FUNDING RECOMMENDATIONS FOR SEVENTH CYCLE OF GRANT FUNDING (INFORMATION)

Keith Greer, Senior Regional Planner, presented the draft project rankings and finding recommendations for the seventh cycle of the *TransNet* Environmental Mitigation Program Land Management Grant Program are now available. Twenty-seven project proposals were received and evaluated using the criteria approved by the Board of Directors in September 2014.

Action: This item was presented for information.

9. *TransNet* SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM: DRAFT PROJECT RANKINGS AND FUNDING RECOMMENDATIONS FOR THIRD CYCLE OF GRANT FUNDING (INFORMATION)

Mayor Abed recused himself from the item.

Carolina Gregor, Senior Regional Planner, presented the draft project rankings and funding recommendations for the third cycle of the *TransNet* Smart Growth Incentive Program and Active Transportation Grant Program. Fifty-six proposals were received and evaluated using the criteria approved by the Board of Directors in December 2014.

Action: This item was presented for information.

10. CONTINUED PUBLIC COMMENTS

There were no additional public comments.

11. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for July 17, 2015, at 9 a.m.

12. ADJOURNMENT

Chair Gloria adjourned the meeting at 11:19 a.m.

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
June 19, 2015**

JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING
North County Coastal	Lisa Shaffer	Member	Yes
	Mike Nichols	Alternate	No
North County Inland	Judy Ritter (Vice Chair)	Member	Yes
	Sam Abed	Alternate	Yes
East County	Mary Sessom	Member	Yes
	Bill Baber	Alternate	Yes
South County	Mary Salas	Member	Yes
	Michael Woiwode	Alternate	Yes
City of San Diego	Todd Gloria (Chair)	Member	Yes
	Mark Kersey	Alternate	Yes
County of San Diego	Ron Roberts	Member	Yes
	Bill Horn	Alternate	Yes
	Greg Cox	Alternate	Yes
Metropolitan Transit System	Harry Mathis	Member	Yes
	Lorie Bragg	Alternate	Yes
North County Transit District	Rebecca Jones	Member	Yes
	Bill Horn	Alternate	Yes
	John Aguilera	Alternate	No
San Diego County Regional Airport Authority	David Alvarez	Member	No
	Lloyd Hubbs	Alternate	Yes
ADVISORY MEMBERS			
Caltrans	Laurie Berman	Member	Yes
	Bill Figge	Alternate	Yes
SCTCA	Raymond Hunter Sr.	Member	No
	Allen Lawson	Member	No
Other Attendees	Dahvia Lynch	NCTD	No
	Paul Jablonski	MTS	No
	Jack Dale	Chairman, SANDAG	No



**TRANSPORTATION COMMITTEE
JULY 17, 2015**

ACTION REQUESTED - APPROVE

**SOCIAL SERVICES TRANSPORTATION
ADVISORY COUNCIL MEMBERSHIP APPOINTMENTS**

File Number 3320100

Introduction

California Public Utilities Code (PUC) Section 99238 requires that a Social Services Transportation Advisory Council (SSTAC) be created and maintained in each county. Based on PUC requirements, the initial appointments to the new SSTAC were set up so that one-third of the members were appointed for a one-year term, one-third for a two-year term, and one-third for a three-year term. After these initial terms, appointments were open for competition.

Recommendation

The Transportation Committee is asked to approve the appointment of five members to the Social Services Transportation Advisory Council, as included in Attachment 1.

Due to expiring terms, this report recommends the appointment of five members to SSTAC as included in Attachment 1.

Discussion

Of the 21 members that are currently appointed to SSTAC, 6 are for member agencies that are permanently assigned and 15 are on the three-year rotation. Five members' terms expire on August 1, 2015. Membership is divided into Citizen Members and Agency Members. Of the five positions set to expire, three positions are Citizen Members and two positions are for Agency Members. Required representation categories for the Council are outlined in the SSTAC charter, which is included as Attachment 2. All five members proposed for appointment represent a diversity of special interests and geographical areas, and have exhibited a continued interest in promoting social service transportation, advocacy for improving the accessibility of the transit system, and a commitment to attending regular meetings.

The expiring positions were advertised through email blasts to the SSTAC mailing list and the larger Social Services mailing list, as well as through public notices online at the SANDAG website and via social media. Seven applications were submitted to SANDAG for review. The applications were reviewed by SANDAG transit planning staff, Caltrans planning staff, and an SSTAC member. The recommended applicants all demonstrated familiarity and strong understanding of SSTAC and its mission.

The five members recommended for appointment are listed below.

1. Clytie Koehler – Special Interest Citizen Member Alternate:

Ms. Koehler is a retired public interest attorney, mediator, arbiter, and negotiator who has served as an SSTAC member for several years. As a disabled senior, she has a strong interest in the quality, variety, accessibility, and reliability of all forms of transportation available. Ms. Koehler also has served as an evaluator for the SANDAG Specialized Transportation Grant Programs competitive process.

2. Sharlene Ornelas – At-Large Citizen Member:

Ms. Ornelas has been a past member and regular contributor to SSTAC. She has extensive knowledge of the American with Disabilities Act of 1990 and keeps up to date on new technologies that assist individuals with disabilities. Ms. Ornelas, now retired, has a background in occupational and physical therapy and frequently uses public transportation to get around San Diego.

3. David Jackson – At-Large Citizen Member Alternate:

Mr. Jackson has served as an SSTAC member for several years. He regularly uses public transit and has served as an evaluator for the SANDAG Specialized Transportation Grant Programs competitive process. Mr. Jackson also is a member of the National Multiple Sclerosis Society and has served on its Board for eight years.

4. Meredith Morgenroth (Jewish Family Service of San Diego) – Agency Member for Social Service Providers for Seniors:

Ms. Morgenroth is a past member of SSTAC. She is the Director of Transportation for *On the Go* Transportation Solutions for Older Adults at Jewish Family Service of San Diego and has extensive knowledge in eldercare services and transportation logistics.

5. Denita Harris (Recovery Innovations) – Representative of Social Service Providers for Persons with Disabilities:

Ms. Harris has been attending SSTAC meetings since the start of 2015. She works for Recovery Innovations as a Peer Liaison to persons with disabilities. In her position, Ms. Harris assists persons with disabilities in advocating for their needs and rights, and provides them with vital information and a connection to the community.

Additionally, there have been staffing changes within several agencies holding positions as SSTAC Agency Members. In accordance with the SSTAC charter, agencies may appoint their own voting members to represent their agency on the Council. Representatives for six Agency Member positions have changed and one Agency Member position is vacant. A summary of these staffing changes are listed below.

1. Kasey Markoski will serve for San Diego Center for the Blind as Representative of Social Service Providers for Seniors.
2. Mary Cory will serve for International Rescue Committee as Representative of Social Service Providers for Persons of Limited Means.
3. Arun Prem and Meagan Schmidt will serve for Full Access & Coordinated Transportation as representatives from the Consolidated Transportation Services Agency.
4. Oswaldo Meneses will serve for Metropolitan Transit System (MTS) as representative of MTS Fixed Route Services.
5. Todd Lordson will serve for MTS as representative of MTS Paratransit Services.
6. Johnny Dunning will serve for North County Transit District (NCTD) as representative of NCTD Fixed Route Services.
7. NCTD is currently recruiting for the position of ADA Coordinator. NCTD's second Agency Member position on SSTAC, representing NCTD Paratransit Services, will remain vacant until the ADA Coordinator position is filled.

Attachment 1 includes the full SSTAC membership list as proposed.

CHARLES "MUGGS" STOLL

Director of Land Use and Transportation Planning

Attachment(s): 1. Proposed Social Services Transportation Advisory Council Membership and Terms
 2. SSTAC Charter

Key Staff Contact: Audrey Porcella, (619) 699-1961, audrey.porcella@sandag.org

Proposed Social Services Transportation Advisory Council Membership and Terms

Member	Term Remaining (yrs.)	Term Exp. (August 1)	Member	Term Remaining (yrs.)	Term Exp. (August 1)
Citizen Members					
Special Interest Voting Members			Special Interest Alternates		
Clive Richard	1	2016	<i>Clytie Koehler</i>	3	2018
Tamara Airhart	1	2016	Jorge Rivas	2	2017
At-Large Voting Members			At-Large Alternates		
Judy Stern	1	2016	Ted Kagan	2	2017
<i>Sharlene Ornelas</i>	3	2018	<i>David Jackson</i>	3	2018
Tony San Nicolas	1	2016	Wayne Landon	2	2017
Agency Members					
Two (2) Representatives of Social Service Providers for Seniors					
<i>Meredith Morgenroth</i>	3	2018	<i>Jewish Family Services</i>		
Kasey Markoski	2	2017	San Diego Center for the Blind		
Two (2) Representatives of Social Service Providers for Persons with Disabilities					
Ruben Ceballos	1	2016	Access to Independence		
<i>Denita Harris</i>	3	2018	<i>Recovery Innovations</i>		
One (1) Representative of Social Service Providers for Persons of Limited Means					
Mary Cory	1	2016	International Rescue Committee		
Two (2) Representatives from the Consolidated Transportation Services Agency					
Arun Prem	NA	NA	Full Access & Coordinated Transportation		
Meagan Schmidt	NA	NA	Full Access & Coordinated Transportation		
Two (2) Representatives from Each of the Transit Operators					
Oswaldo Meneses	NA	NA	Metropolitan Transit System (MTS) Fixed Route		
Todd Lordson	NA	NA	MTS Paratransit		
Johnny Dunning	NA	NA	North County Transit District (NCTD) Fixed Route		
Vacant	NA	NA	NCTD Paratransit		

the *red italics* represents proposed appointees



COMMITTEE/WORKING GROUP CHARTER

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

PURPOSE

The mission of the Social Services Transportation Advisory Council (SSTAC) is to review, recommend, and promote the development and use of accessible transportation services by:

- Promoting the coordination of transportation serving seniors, individuals with disabilities, and persons of limited means;
- Advising on transit facilities compliance with the requirements of the Americans with Disabilities Act (ADA) and Title 24; and
- Advising on the accessibility and usability of transit facilities beyond strict interpretation of regulations based on actual experience and knowledge.

LINE OF REPORTING

SSTAC reports to the SANDAG Transportation Committee, which in turn reports to the SANDAG Board of Directors.

RESPONSIBILITIES

SSTAC advises the SANDAG Board of Directors and its Transportation Committee regarding regional issues of accessible transportation provided by the public and private sector. These activities include the following:

1. Review and comment on accessible transportation issues for SANDAG's Regional Transportation Plan (RTP), and other relevant SANDAG plans and programs;
2. Review and comment for the key activities required for the development of the Coordinated Public Transit Human Services Transportation Plan (Coordinated Plan). This includes assistance with the following activities: assessing current available services; identifying areas of duplicative service and gaps in service; identifying the transportation needs of individuals with disabilities, senior citizens, and persons of limited means; developing strategies for addressing the service gaps, and minimizing the duplication of services; prioritizing transportation services for funding and implementation based on resources, time, and feasibility for implementing the specific strategies identified; and reviewing the draft document for content and language;
3. Serve as the Local Review Committee (LRC) and Appeals Board for the Section 5310 federal grant program administered by the State Department of Transportation (Caltrans), which provides partial funding for vehicles for nonprofit agencies;
4. Serve as the region's Social Service Transportation Advisory Council within the meaning of California Public Utilities Code Section (PUC) Section 99238 to advise SANDAG on the unmet transit needs of

senior citizens and individuals with disabilities, as required by the State's Transportation Development Act (TDA);

5. Fulfill the requirement in PUC Section 99238.5 that SANDAG establish and implement a citizen participation process to solicit the input of transit dependent and transit disadvantaged persons, including the elderly, persons with disabilities, and persons of limited means;
6. Participate in the annual unmet needs process and make a recommendation regarding unmet needs to the Transportation Committee per Public Utilities Code 99238(c)(2) and 99401.5;
7. Review and comment on the progress of the region's transit operators in providing accessible transportation to senior citizens and individuals with disabilities;
8. Review and comment regarding the legal and practical requirements of transit access to be analyzed by staff and as legally required and practically feasible, incorporated into the design and construction of transit facilities;
9. Review and comment on the progress of the region's Consolidated Transportation Services Agency (CTSA) in assisting agencies and organizations to coordinate their transportation services and in implementing other regional mobility management projects;
10. Review and comment on proposed legislation and regulations concerning transportation for seniors and individuals with disabilities;
11. Advise transit operators and other relevant entities regarding programs that promote use of existing transportation programs to better serve seniors and individuals with disabilities; and
12. Advise SANDAG on any other major transit issues, including the coordination and consolidation of specialized transportation services.
13. Review and comment on regional issues brought before the Committee, which are relevant to the implementation of accessible transportation services under federal and state legislation.
14. SSTAC discusses issues of a regional nature, not specific to individual transit operators or to individual events or circumstances. Issues not appropriate to SSTAC discussion are referred to the appropriate transit operator or other organization with authority to resolve the issue.

MEMBERSHIP

Membership on SSTAC is designed to fulfill the requirements of the Public Utilities Code Section 99238, of the State of California. SANDAG shall strive to attain geographic and minority representation among the membership from a broad representation of providers and the public. Membership is divided into two categories:

CITIZEN MEMBERS

1. One citizen representative of potential transit users who is a senior 60 years or older
2. One citizen representative of potential transit users who is disabled
3. Three at-large citizen representatives of the interests of seniors, persons with limited means, or disabled transit users who are well versed in the ADA and Title 24 regulations;

AGENCY MEMBERS

4. Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists;
5. Two representatives of local social service providers for individuals with disabilities, including one representative of a social service transportation provider, if one exists;
6. One representative of a local social service provider for persons of limited means;
7. Two representatives from the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from a transportation service provider, if one exists;
8. One representative from North County Transit District representing fixed-route service;
9. One representative from North County Transit District representing ADA Paratransit service;
10. One representative from Metropolitan Transit System representing fixed-route service; and
11. One representative from Metropolitan Transit System representing ADA Paratransit service.

The term of appointment shall be for three years which may be renewed for an additional three-year term.

ALTERNATES

Each of the first two citizen members shall be appointed as an alternate. For the subcategory of “at-large citizen members,” up to three alternates shall be appointed. Agency members may appoint their own voting members to represent their agency on the council, and may also appoint alternates to fill that role when the primary voting is unable to attend the meeting.

ATTENDANCE

In the circumstance of an absence of a voting citizen member, the Chairperson will choose an alternate to participate as a voting member based on attendance record or the current needs of SSTAC. Any voting or alternate (non-voting) citizen member absent for three (3) consecutive meetings without having such absences excused by the Chairperson, in advance of the meetings, shall have their membership revoked. The Chairperson will choose an alternate to complete the remainder of the revoked member's term. A voting citizen member whose membership is revoked for non-attendance may be reinstated instead as an alternate upon a majority vote of the Council.

If an agency representative of a social service provider is absent for three (3) consecutive meetings without having such absences excused by the Chairperson, in advance of the meetings, the position shall be declared vacant. The Chairperson may then assign an agency within the same category of social service providers to complete the remainder of the term.

MEETING TIME AND LOCATION

Meetings are usually held on the third Monday of every other month from 10 a.m. to 12 noon, in a location that is accessible by public transit and in facilities accessible to individuals with disabilities. Additional

meetings or time and date adjustments may be made by the Chair when necessary in accordance with Brown Act and other statutory requirements.

CITIZEN PARTICIPATION PROCESS

SSTAC shall hold a minimum of one public hearing annually for the purposes of receiving public comment on public transit services from the transit-dependent, elderly, and persons of limited means. The hearing(s) shall be scheduled to ensure broad community participation and should be rotated among the various communities within San Diego County.

UNMET TRANSIT NEEDS FINDING

The Transportation Development Act (TDA) of the State of California requires the SSTAC to hold Public Hearings in any year if any TDA funds for that year are not fully expended on public transit. The purpose of the hearings is to provide an opportunity for the public to identify potential transit needs that are not being met and are reasonable to be met with the unspent TDA funds. If there are TDA funds that are not expended for public transit in San Diego County, the SSTAC shall hold a minimum of one public hearing for the purposes of receiving public comment on unmet transit needs from the transit dependent seniors and persons of limited means.

SELECTION OF THE CHAIR

A Chair and Vice Chair, or Co-Chairs, are nominated and elected annually by the membership to serve one-year terms. The Chair conducts meetings. The Vice Chair shall conduct the meetings in the absence of the Chair. A voting or "alternate at-large citizen" member may be elected Chair or Vice Chair, but would retain their status as a voting or non-voting member during his/her tenure.

STAFF LIAISON

SANDAG shall provide staff support for SSTAC. The services to be provided by SANDAG shall include, but not be limited to, assisting the Chair in preparing the agenda, sending out meeting notices, preparing records of meetings, and providing a summary of actions and SSTAC comments from previous meetings.

DURATION OF EXISTENCE

SSTAC is a standing working group that fulfills a state mandate and shall continue to function unless dissolved by the SANDAG Board of Directors or Transportation Committee.

Revision 1: 8/1/08
Revision 2: 5/17/10
Revision 3: 2/17/12



**TRANSPORTATION COMMITTEE
JULY 17, 2015**

ACTION REQUESTED – INFORMATION

**SPECIALIZED TRANSPORTATION GRANT
PROGRAMS STATUS UPDATE**

File Number 3320200

Introduction

This report provides an update through March 31, 2015, on three competitive grant programs that SANDAG manages for specialized transportation projects and services in the San Diego region: (1) the Job Access and Reverse Commute (JARC) Program; (2) the New Freedom Program; and (3) the Senior Mini-Grant Program. The JARC and New Freedom Programs are funded by the Federal Transit Administration (FTA), and the Senior Mini-Grant Program is funded through the *TransNet* Extension Ordinance.

All three programs require that SANDAG conduct a competitive selection process to distribute the funds. The first set of awards under the JARC and New Freedom projects were made in February 2007, and additional funds have been awarded through five subsequent cycles. The first set of awards under the Senior Mini-Grant program were made in September 2008, and additional funds have been awarded through three subsequent cycles.

Discussion

Grant Programs Overview

The JARC Program provides funding for transportation projects for reverse commuters and employment-related transportation for persons of limited means. Since the program became a formula program required to be distributed through a competitive process in 2006, 46 JARC projects totaling almost \$11 million have been awarded funding. The New Freedom Program provides funding for transportation projects serving individuals with disabilities that go beyond the minimum requirements of the Americans with Disabilities Act of 1990. Since the program began in 2006, 44 projects have been awarded funding, totaling over \$5 million. The Senior Mini-Grant Program funds specialized transportation services for seniors whose special needs cannot be met by conventional transit or paratransit service. Since the Senior Mini-Grant Program began in 2009, 42 projects have been awarded funding, totaling almost \$9 million.

Grant Oversight

SANDAG staff provides ongoing oversight of the three specialized transportation program grantees through review of progress reports and project performance submitted with each invoice. The grantees must maintain documentation of the services provided, and are inspected by SANDAG at regular site visits to ensure compliance with grant agreement service delivery requirements and

SANDAG Board Policy No. 035: Competitive Grant Program Procedures. This information is used to provide regular status updates to the Transportation Committee. The last report was presented at the January 16, 2015, meeting. Staff also provides annual updates to the Social Services Transportation Advisory Council on all specialized transportation grant programs and to the *TransNet* Independent Taxpayer Oversight Committee on the Senior Mini-Grant Program.

Service Delivery Costs

Attachment 1 includes a “cost-efficiency watch list,” which compares the grantees actual cost per unit of service delivery to the original proposal. Grant agreements for these programs executed after January 1, 2012, include a provision where a grantee’s inability to achieve within 130 percent of its proposed cost per unit by the end of the sixth month of the project would trigger a requirement for the grantee to complete a recovery plan. By the end of the first year, if the grantee is still unable to achieve the 130 percent threshold, the grant agreement would be terminated. The cost-efficiency watch list denotes grantees that may be required to complete a recovery plan or are in danger of contract termination because performance is not in line with the level of service delivery included in the original proposal, per the contract requirements. There are currently no grantees on the cost-efficiency watch list. SANDAG staff will continue to monitor all active grant programs closely.

Service Delivery Schedule

Attachment 1 also includes a “schedule watch list,” which denotes those grantees that appear in danger of not being able to fully draw down on funds without requiring the consideration of an extension request by the Transportation Committee. There are two grantees currently on the schedule watch list:

- Senior Mini-Grant with Senior Transportation Network – 5004341
- New Freedom Grant with City of La Mesa – 5004323

Senior Transportation Network would require a nine-month extension. The Senior Transportation Network grant is not set to expire until June 30, 2016, so any action required for extension requests would be taken at the status update presented to the Transportation Committee in spring 2016.

The City of La Mesa grant would require a seven-month extension. The City of La Mesa grant is not set to expire until March 31, 2016, so any action required for extension requests would be taken at the status update presented to the Transportation Committee in winter 2016.

SANDAG will continue to monitor progress on all active grant programs and report on any extension requests in the next quarterly status update.

Pending Grants

Due to the operating nature of specialized transportation grants, when a new grant is awarded to continue a project that already has an existing grant, the start date of that new grant would begin upon termination of the existing grant for that same project. SANDAG staff track anticipated start dates for new grants, which often change as the programs experience growth. Attachment 1 indicates which projects have pending grants and the anticipated start dates. A number of grantees

have pending grants that were recently awarded by the SANDAG Board of Directors. Agreements for these pending grants were executed beginning July 1, 2015. SANDAG developed language in the recently completed competitive selection process, to ensure projects with significant funding remaining under an existing grant would not be eligible to apply for additional funding if a new award would result in a new grant pending for a year or longer. This will ensure that grant funds are being spent in a timely manner.

Next Steps

Staff will continue to monitor grantee progress relative to the grant agreements, proposals, and Board Policy No. 035. The next report will be presented to the Transportation Committee in October 2015.

CHARLES "MUGGS" STOLL

Director of Land Use and Transportation Planning

Attachments: 1. Status of Active and Pending Specialized Transportation Grant Projects Reporting Period through March 31, 2015

Key Staff Contact: Danielle Kochman, (619) 699-1921, danielle.kochman@sandag.org

**Status of Active and Pending Specialized Transportation Grants
JARC Program through March 31, 2015**

Attachment 1

St. Madeleine Sophie's Center (Capital) - #5001342	Contract**	Actual***	Grant Term	Watch List		Comments
	Project Cost*	\$110,944.40	\$110,786.61	05/01/2011 - 12/31/2017	Performance Threshold****	
	Vehicles	4	4	Percent of Funding Expended	Cost Efficiency	
	Cost/Vehicle	\$27,736.10	\$27,696.65	99.86%	Schedule	
St. Madeleine Sophie's Center (Operating)- #5004321	Contract**	Actual***	Grant Term	Watch List		Comments
	Project Cost*	\$383,860.00	\$334,614.06	03/12/2014-9/12/2015	Performance Threshold****	
	Units	270,600	186,955	Percent of Funding Expended	Cost Efficiency	
	Cost/Unit	\$1.42	\$1.79	87.17%	Schedule	
NCTD Route 353	Contract**	Actual***	Grant Term	Watch List		Comments
	Project Cost*	\$60,524.00	\$56,796.59	02/01/2014 - 6/30/15	Performance Threshold****	
	Trips	6,960	6,447	Percent of Funding Expended	Cost Efficiency	
	Cost/Trip	\$8.70	\$8.81	93.84%	Schedule	
MTS Route 905	Contract**	Actual***	Grant Term	Watch List		Comments
	Project Cost*	\$311,032.00	\$297,452.00	01/01/2014 - 6/30/15	Performance Threshold****	
	Trips	637,215	866,095	Percent of Funding Expended	Cost Efficiency	
	Cost/Trip	\$0.49	\$0.34	95.63%	Schedule	
MTS Route 960	Contract**	Actual***	Grant Term	Watch List		Comments
	Project Cost*	\$322,332.00	\$322,332.00	11/01/2013- 6/30/15	Performance Threshold****	
	Trips	98,185	129,224	Percent of Funding Expended	Cost Efficiency	
	Cost/Trip	\$3.28	\$2.49	100.00%	Schedule	
International Rescue Committee (Mobility Management) -5004320	Contract**	Actual***	Grant Term	Watch List		Comments
	Project Cost*	\$121,378.75	\$120,860.29	03/01/2014 - 02/28/2015	Performance Threshold****	
	Individuals Trained	252	417	Percent of Funding Expended	Cost Efficiency	
	Cost/Individual Trained	\$481.66	\$289.83	99.57%	Schedule	
International Rescue Committee (Operating Project) -5004319	Contract**	Actual***	Grant Term	Watch List		Comments
	Project Cost*	\$65,794.00	\$65,794.00	03/01/2014 - 02/28/2015	Performance Threshold****	
	Car Loans	40	41	Percent of Funding Expended	Cost Efficiency	
	Cost/Car Loan	\$1,644.85	\$1,604.73	100.00%	Schedule	

* Project cost includes the JARC amount and the required match amount

** Cost per trip based on first year figures

*** Cumulative to date

**** 130% of proposed first year cost/trip

**Status of Active and Pending Specialized Transportation Grants
New Freedom Program through March 31, 2015**

City of La Mesa Rides4Neighbors -5004323	Contract**		Actual***	Grant Term	Watch List		Comments
	Year 1	Year 2			Performance Threshold****	\$13.71	
	\$104,427.00	\$104,427.00	\$78,088.94	04/01/2014 - 03/31/2016	Cost Efficiency	NO	
	Trips	9,900	12,191	Percent of Funding Expended	Schedule	YES	
	Cost/Trip	\$10.55	\$6.41	37.39%	Pending Grant?	NO	
This project is operating at a level of cost efficiency within the performance threshold but would require a 7 month extension.							
FACT - 5004327	Contract**		Actual***	Grant Term	Watch List		Comments
	Year 1				Performance Threshold****	\$24.73	
	\$525,000.00		\$342,530.46	07/1/2014-12/31/2015	Cost Efficiency	NO	
	Trips	27,600	30,116	Percent of Funding Expended	Schedule	NO	
	Cost/Trip	\$19.02	\$11.37	65.24%	Pending Grant?	NO	
This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold.							
FACT - 5004328	Contract**		Actual***	Grant Term	Watch List		Comments
	Year 1				Performance Threshold****	\$31.86	
	\$250,000.00		\$133,326.72	10/01/2014 - 9/30/2015	Cost Efficiency	NO	
	Trips	10,200	7,108	Percent of Funding Expended	Schedule	NO	
	Cost/Trip	\$24.51	\$18.76	53.33%	Pending Grant?	NO	
This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold.							

* Project cost includes the New Freedom amount and the required match amount

** Cost per trip based on first year figures

*** Cumulative to date

**** 130% of proposed first year cost/trip

**Status of Active and Pending Specialized Transportation Grants
Senior Mini-Grant through March 31, 2015**

ElderHelp - 5004343	Contract		Actual***	Grant Term	Watch List		Comments
	Year 1	Year 2			Performance Threshold****		
	Project Cost*	\$113,725.00	\$123,820.00		Cost Efficiency	NO	
	Trips	6,730	7,475		Schedule	NO	
	Cost/Trip**	\$16.90		37.84%	Pending Grant?	YES	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold. ElderHelp's pending grant is anticipated to start 6/1/2016.
			\$17.06				
City of Vista - 5004336	Contract		Actual***	Grant Term	Watch List		Comments
	Year 1	Year 2			Performance Threshold****	\$13.53	
	Project Cost*	\$127,150.00	\$129,451.25		Cost Efficiency	NO	
	Trips	12,330	12,330		Schedule	NO	
	Cost/Trip**	\$10.41		33.73%	Pending Grant?	YES	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold. City of Vista's pending grant is anticipated to start 7/1/2016.
			\$11.94				
Travelers Aid Society - 5004339	Contract		Actual***	Grant Term	Watch List		Comments
	Year 1	Year 2			Performance Threshold****	\$17.56	
	Project Cost*	\$139,390.00	\$147,262.50		Cost Efficiency	NO	
	Trips	10,320	10,320		Schedule	NO	
	Cost/Trip**	\$13.51		39.17%	Pending Grant?	YES	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold. Traveler's Aid Society's pending grant is anticipated to start 7/1/2016.
			\$3.87				
City of La Mesa - 5004334	Contract		Actual***	Grant Term	Watch List		Comments
	Year 1	Year 2			Performance Threshold****	\$29.01	
	Project Cost*	\$220,889.00	\$220,889.00		Cost Efficiency	NO	
	Trips	9,900	9,900		Schedule	NO	
	Cost/Trip**	\$22.31		44.19%	Pending Grant?	YES	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold. City of La Mesa's pending grant is anticipated to start 4/1/2016.
			\$16.10				
City of Oceanside - 5004489	Contract		Actual***	Grant Term	Watch List		Comments
	Year 1	Year 2			Performance Threshold****	\$20.00	
	Project Cost*	\$59,618.00	\$59,618.75		Cost Efficiency	NO	
	Trips	3,875	4,968		Schedule	NO	
	Cost/Trip**	\$15.39		100.00%	Pending Grant?	YES	This project is complete and has a Cycle 8 Grant that will be executed on 7/1/2015.
			\$12.00				
FACT Mobility Mgmt - 5004326	Contract		Actual***	Grant Term	Watch List		Comments
	Year 1	Year 2			Performance Threshold****	\$7.36	
	Project Cost*	\$116,881.25	\$77,112.69		Cost Efficiency	NO	
	Trips	20,638	30,067		Schedule	NO	
	Cost/Trip**	\$5.66		66%	Pending Grant?	YES	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold. FACT's pending grant is anticipated to start 1/1/2016.
			\$2.56				
FACT RideFACT - 5004338	Contract		Actual***	Grant Term	Watch List		Comments
	Year 1	Year 2			Performance Threshold****	\$19.91	
	Project Cost*	\$156,250.00	\$83,329.20		Cost Efficiency	NO	
	Trips	10,200	7,986		Schedule	NO	
	Cost/Trip**	\$15.32		53.33%	Pending Grant?	YES	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold. FACT's pending grant is anticipated to start 10/1/2015.
			\$10.43				
Friends of Adult Day Health Care Centers - 5004342	Contract		Actual***	Grant Term	Watch List		Comments
	Year 1	Year 2			Performance Threshold****	\$58.08	
	Project Cost*	\$142,968.75	\$143,596.25		Cost Efficiency	NO	
	Trips	3,200	3,200		Schedule	NO	
	Cost/Trip**	\$44.68		55.03%	Pending Grant?	NO	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold.
			\$52.66				
JFS Northern San Diego - 5004335	Contract		Actual***	Grant Term	Watch List		Comments
	Year 1	Year 2			Performance Threshold****	\$28.83	
	Project Cost*	\$188,522.50	\$194,067.50		Cost Efficiency	NO	
	Trips	8,500	9,000		Schedule	NO	
	Cost/Trip**	\$22.18		75.63%	Pending Grant?	YES	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold. Jewish Family Services' pending grant is anticipated to start 10/1/2015.
			\$22.17				
JFS North County Inland - 5004331	Contract		Actual***	Grant Term	Watch List		Comments
	Year 1	Year 2			Performance Threshold****	\$25.00	
	Project Cost*	\$250,000.00	\$250,000.00		Cost Efficiency	NO	
	Trips	13,000	14,000		Schedule	NO	
	Cost/Trip**	\$19.23		58.33%	Pending Grant?	YES	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold. Jewish Family Services' pending grant is anticipated to begin 1/25/2016.
			\$14.81				
Peninsula Shepherd Senior Center - 5004332	Contract		Actual***	Grant Term	Watch List		Comments
	Year 1	Year 2			Performance Threshold****	\$18.70	
	Project Cost*	\$52,971.25	\$58,958.75		Cost Efficiency	NO	
	Trips	3,682	4,047		Schedule	NO	
	Cost/Trip**	\$14.39		60.62%	Pending Grant?	YES	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold. Peninsula Shepherd Senior Center's pending grant is anticipated to begin 02/03/2015.
			\$11.47				
Mountain Health and Community Services - 5004340	Contract		Actual***	Grant Term	Watch List		Comments
	Year 1	Year 2			Performance Threshold****	\$35.17	
	Project Cost*	\$40,581.25	\$42,321.25		Cost Efficiency	NO	
	Trips	1,500	1,500		Schedule	NO	
	Cost/Trip**	\$27.05		80.35%	Pending Grant?	YES	This project is progressing in a timely manner and operating at a level of cost efficiency within the performance threshold. Mountain Health and Community Services's pending grant is anticipated to start 11/1/2015.
			\$24.50				

**Status of Active and Pending Specialized Transportation Grants
Senior Mini-Grant through March 31, 2015**

Senior Transportation Network - 5004341	Contract		Actual***	Grant Term	Watch List		Comments
	Year 1	Year 2			Performance Threshold****	\$27.08	
Project Cost*	\$156,250.00	\$156,250.00	\$81,422.88	7/1/2014-6/30/2016	Cost Efficiency	NO	
Trips	7,500	7,500	3,998	Percent of Funding Expended	Schedule	Yes	
Cost/Trip**	\$20.83		\$20.37	26.06%	Pending Grant?	NO	

* Project cost includes the Senior Mini-Grant amount and the required match amount

** Cost per trip based on first year figures

*** Cumulative to date

**** 130% of proposed first year cost/trip



**TRANSPORTATION COMMITTEE
JULY 17, 2015**

ACTION REQUESTED - APPROVE

***TransNet* SMART GROWTH INCENTIVE PROGRAM
AND ACTIVE TRANSPORTATION GRANT PROGRAM:
STATUS UPDATE AND PROPOSED AMENDMENT**

File Numbers 3300100, 3300300

Introduction

This report provides an update through March 31, 2015, on projects funded by two grant programs included in the *TransNet* Extension Ordinance and Expenditure Plan: (1) the Active Transportation Grant Program (ATGP); and (2) the Smart Growth Incentive Program (SGIP). This report also provides information regarding ongoing oversight efforts and one proposed no-cost, time-only ATGP schedule amendment.

Recommendation

The Transportation Committee is asked to approve a no-cost, time-only Active Transportation Grant Program schedule extension for the City of San Diego's Chollas Creek to Bayshore Bikeway – Multi-Use Path Design project, as detailed in the report.

The Transportation Committee, given its role in transportation policy issues, reviews the progress of and considers amendments to ATGP projects. The Regional Planning Committee, given its role in regional planning policy issues, reviews the progress of and considers amendments to SGIP projects. Because both programs encourage biking, walking, and transit usage and are funded by *TransNet*, progress on the SGIP also is shared for the Transportation Committee's information.

On July 8, 2015, the *TransNet* Independent Taxpayer Oversight Committee (ITOC) reviewed the status report and proposed amendments.

Discussion

This report includes an update on the progress of both grant programs through March 31, 2015 (Attachments 1 – 3), including one ATGP amendment request.

Active Transportation Grant Program

The *TransNet* Extension Ordinance specifies that ATGP funds be used "for bikeway facilities and connectivity improvements, pedestrian and walkable community projects, bicycle and pedestrian safety projects and programs, and traffic calming projects."

In June 2009, SANDAG awarded \$7.8 million in Transportation Development Act (TDA) and *TransNet* funding to 31 projects (12 planning, parking, and education program grants; and 19 capital grants) for the first cycle of this program. Of the 31 projects, 29 have been completed, one was transferred to SANDAG for consolidated implementation with the Regional Bicycle Plan Early Action Program, and one was withdrawn at the grantee's request. This cycle of grant funding is now complete. Information on individual projects is available at KeepSanDiegoMoving.com.

In September 2012, SANDAG awarded \$8.8 million in TDA and *TransNet* funding to 25 projects (14 planning, parking, and education program grants; and 11 capital grants) for the second cycle of this program. Of the 25 projects, 10 have been completed. The remaining 15 projects are scheduled to be completed by the end of FY 2017. At this time, one project is requesting a no-cost, time-only schedule amendment as described below.

In November 2014, the SANDAG Board of Directors approved the exchange of \$11.3 million in *TransNet* funds for several projects awarded state and federal Active Transportation Program grant funds to maximize the effective use of revenues. In December 2014, the California Transportation Commission unanimously approved the funding exchange. Projects receiving *TransNet* funds as a result of the funding swap will be administered by SANDAG through the agency's *TransNet* ATGP. It anticipated that the next quarterly report will include status updates for these projects.

In December 2014, the SANDAG Board of Directors released a call for projects for a third cycle of *TransNet* ATGP funds of approximately \$3 million. Applications were due March 20, 2015. Twenty-eight applications totaling \$9.6 million were received. Eligible projects have been scored and ranked per the criteria approved by the Board of Directors and funding recommendations are scheduled for consideration as part of the July 17, 2015, Transportation Committee and Regional Planning Committee meetings (Agenda Item Nos. 9 and 4, respectively). Pending grant agreement execution with the successful recipients, quarterly status updates for these projects will be included in future quarterly reports.

Proposed Active Transportation Grant Program Amendment

The City of San Diego is requesting a no-cost, time-only schedule amendment of six months for the Chollas Creek to Bayshore Bikeway – Multi-Use Path Design project (Attachment 4). This is the second amendment request for this project. Approval of this request would extend the grantee's agreement expiration date from June 30, 2015, to December 31, 2015. The grantee is requesting additional time to coordinate input from multiple stakeholders and government entities, and to conduct additional environmental review in the project area. The time extension will allow the grant recipient to draft and finalize the plan and environmental document and complete the approval process for the project.

Per Section 3 of SANDAG Board Policy No. 035: Competitive Grant Program Procedures (Attachment 5), the appropriate Policy Advisory Committee, in this case the Transportation Committee, reviews ATGP extension requests and grant amendments for extenuating circumstances that the grantee could not have reasonably foreseen.

On July 8, 2015, the ITOC recommended that the Transportation Committee approve this ATGP amendment request.

Smart Growth Incentive Program

The SGIP was established through the *TransNet* Extension Ordinance “to provide funding for a broad array of transportation-related infrastructure improvements that will assist local agencies in better integrating transportation and land use.”

In May 2009, SANDAG awarded \$9.4 million in funding to 14 projects (six planning grants and eight capital grants) for the first cycle of the SGIP. Of the 13 projects that went forward (one project was withdrawn at the grantee’s request), nine have been completed and two have been transferred to SANDAG for consolidated implementation with the Regional Bicycle Plan Early Action Program. The two remaining projects are scheduled to be completed by the end of FY 2016.

In June 2013, SANDAG awarded \$9.6 million in funding to 13 projects (seven planning grants and six capital grants) for the second cycle of the SGIP. Work on all 13 projects is under way. Currently, all are scheduled to be completed by the end of FY 2017.

In December 2014, the SANDAG Board of Directors released a call for projects for a third cycle of *TransNet* SGIP funds of approximately \$12 million. Applications were due March 20, 2015. Twenty-eight applications totaling \$19 million were received. Eligible projects have been scored and ranked per the criteria approved by the Board of Directors and funding recommendations are being considered at today’s meetings of the Transportation Committee and Regional Planning Committee. Pending grant agreement execution with the successful recipients, quarterly status updates for these projects will be included in future reports.

Grant Monitoring and Oversight

Staff reviews quarterly reports to ensure that grantees are making timely progress with respect to the key milestones identified in Board Policy No. 035: governing the timely use of grant funds and their respective grant agreements. The “Watch List” column in Attachments 1 – 3 is used to identify those grantees in danger of missing their scheduled milestone dates and that have not yet worked with SANDAG staff to take corrective action. Delays in tasks leading up to either the award of a contract or project completion also may result in placement of grantees on the watch list. Currently, no staff-level amendments are being processed for the ATGP. Four amendments for the SGIP are being processed per Board Policy No. 035, as noted in Attachments 1 – 3.

In addition, staff reviews project deliverables for consistency with the agreed upon scopes of work. Status updates are presented to ITOC and the Transportation and Regional Planning Committees on a quarterly basis.

During the past several grants status reports, Regional Planning Committee, Transportation Committee, and ITOC members directed staff to consider process improvements to better ensure that projects are delivered in a timely manner. In response to Recommendation No. 15 included in the FY 2012 *TransNet* Triennial Performance Audit conducted by the ITOC, staff has established a formalized process for site visits with grantees to improve performance over the course of grant implementation. In addition, staff has developed an interactive map

on KeepSanDiegoMoving.com to track the status of ATGP and SGIP grant-funded projects. This map is available to the public and will be updated on a quarterly basis.

Next Steps

Pending approval by the Transportation Committee, staff will execute the proposed ATGP amendment. The next status update on the ATGP and SGIP will be provided in fall 2015.

CHARLES "MUGGS" STOLL

Director of Land Use and Transportation Planning

- Attachments:
1. Status of FY 2011–FY 2012 (Cycle 2) *TransNet*/TDA ATGP Projects
 2. Status of FY 2009–FY 2010 (Cycle 1) *TransNet* SGIP Projects
 3. Status of FY 2011–FY 2012 (Cycle 2) *TransNet* SGIP Projects
 4. City of San Diego Amendment Request for Chollas Creek to Bayshore Bikeway
– Multi-Use Path Design
 5. Board Policy No. 035: Competitive Grant Program Procedures

Key Staff Contact: Suchi Mukherjee, (619) 699-7315, suchi.mukherjee@sandag.org

Status of FY 2011 - FY 2012 (Cycle 2) TransNet /TDA Active Transportation Grant Program Projects
Reporting period through March 31, 2015

Attachment 1

	Grantee	Project	Description of Project Activities	Grant Amount	Contract Execution Date	ORIGINAL Contract Expiration Date	CURRENT Contract Expiration Date*	Watch List**	Status
FY 2011 - FY 2012 Active Transportation Grant Program Projects (In Progress)									
1	Carlsbad	Active Village Campaign	SUPPORT: 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.	\$ 271,211.00	02/14/13	04/30/14	04/30/16	No	Project IS making timely progress toward its revised milestones.
2	Carlsbad	Carlsbad CATS	PLANNING: Develops a comprehensive active transportation implementation strategy (CATS) for livable streets. The plan will be tested by implementing up to five pilot projects.	\$ 150,000.00	02/22/13	12/31/14	05/31/15	No	Project IS making timely progress toward its revised milestones.
3	Chula Vista	Main Street Streetscape Master Plan	PLANNING: Provides a plan using Complete Street principles, and improves access to nearby recreational facilities, and promotes water conservation through improved landscaping features.	\$ 299,981.00	03/28/13	09/30/14	09/30/15	No	Project IS making timely progress toward its revised milestones.
4	National City	4th Street Community Corridor	CAPITAL: 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.	\$ 450,000.00	03/05/13	07/31/16	07/31/16	No	Project IS making timely progress toward its milestones.
5	National City	Bicycle Parking Enhancements	BIKE PARKING: Installs bicycle racks throughout National City's bicycle network, providing cyclists with secure and convenient parking for end-of-trip storage.	\$ 50,000.00	03/05/13	07/31/16	07/31/16	No	Project IS making timely progress toward its milestones.
6	National City	D Avenue Corridor	CAPITAL: 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.	\$ 600,000.00	03/05/13	07/31/16	07/31/16	No	Project IS making timely progress toward its milestones.
7	Oceanside	2 Year Education, Encouragement, and Awareness Project	SUPPORT: Provides adult and student education for active transportation skills and concepts, bilingual Public Service Announcements, and bike route maps of Oceanside bike facilities.	\$ 180,808.00	03/13/13	07/31/15	07/31/16	No	Project IS making timely progress toward its revised milestones.
8	Oceanside	North Coast Transit Station Bike Station	BIKE PARKING: Provides 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.	\$ 100,000.00	03/13/13	10/31/15	10/31/16	No	Project IS making timely progress toward its revised milestones.
9	San Diego	Chollas Creek to Bayshore Bikeway - Multi-Use Path Design	CAPITAL: Provides environmental review and design for an envisioned Class I Multi-Use Path to connect between Southeastern San Diego, Barrio Logan, the San Diego Bay and Downtown San Diego for everyday non-motorized travel.	\$ 441,250.00	02/21/13	12/31/14	06/30/15	No	Grantee is requesting a no-cost, time-only schedule extension of six months to 12/31/15 for the Transportation Committee's approval.

Status of FY 2011 - FY 2012 (Cycle 2) TransNet /TDA Active Transportation Grant Program Projects

Reporting period through March 31, 2015

	Grantee	Project	Description of Project Activities	Grant Amount	Contract Execution Date	ORIGINAL Contract Expiration Date	CURRENT Contract Expiration Date*	Watch List**	Status
10	San Diego	Linda Vista CATS	PLANNING: 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.	\$ 300,000.00	02/21/13	03/31/16	03/31/16	No	Project IS making timely progress toward its milestones.
11	San Diego	San Diego River Bike Path & Mission Center Boulevard Improvement: Pedestrian Hybrid Beacon	CAPITAL: Improves pedestrian safety with the installation of the Pedestrian Hybrid Beacon using the 'Hawk Signal' at the project intersection.	\$ 293,000.00	06/11/13	12/31/14	06/30/15	No	Project IS making timely progress toward its revised milestones.
12	San Diego	Downtown Complete Streets Mobility Plan	PLANNING: Establishes a comprehensive Complete Streets approach for downtown San Diego.	\$ 300,000.00	04/11/13	11/30/14	05/31/16	No	Project IS making timely progress towards its revised milestones.
13	San Marcos	Bicycle and Pedestrian Master Plan	PLANNING: Identifies needed improvements to the existing network and new routes to provide bicycle and pedestrian connectivity.	\$ 80,000.00	02/21/13	12/31/14	06/30/15	No	Project IS making timely progress toward its revised milestones.
14	Santee	San Diego River Trail - South Side of the San Diego River	CAPITAL: Improves trail by installing a Class I bike path with decomposed granite shoulders for pedestrians.	\$ 281,750.00	02/14/13	11/30/14	05/31/15	No	Project IS making timely progress toward its revised milestones.
15	Solana Beach	Comprehensive Active Transportation Strategy (CATS)	PLANNING: Comprehensive update of the bicycle master plan, and consideration of pedestrian facilities and traffic calming needs, especially around schools, transit and commercial neighborhoods.	\$ 136,000.00	02/20/13	06/30/14	06/30/15	No	Project IS making timely progress toward its revised milestones.
FY 2011 - FY 2012 Active Transportation Grant Program Projects (Completed)									
16	Carlsbad	Bike the Village: 100 Racks	BIKE PARKING: 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.	\$ 33,000.00					PROJECT COMPLETE - JULY 2013
17	Carlsbad	Coastal Rail Trail - Reach 1	CAPITAL: 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.	\$ 800,000.00					PROJECT COMPLETE - JANUARY 2015
18	Del Mar	Bike Parking Facilities	BIKE PARKING: Planning and implementation of bike parking facilities, including bike racks and lockers, throughout the city.	\$ 25,000.00					PROJECT COMPLETE - JUNE 2014
19	Imperial Beach	Eco-Bikeway 7th & Seacoast	CAPTIAL: Provides construction of Class II and Class III bikeways, and expands the local pedestrian network along Palm Avenue. Provides an important connection from the Bayshore Bikeway to Seacoast Drive.	\$ 1,500,000.00					PROJECT COMPLETE - NOVEMBER 2013

Status of FY 2011 - FY 2012 (Cycle 2) TransNet /TDA Active Transportation Grant Program Projects

Reporting period through March 31, 2015

	Grantee	Project	Description of Project Activities	Grant Amount	Contract Execution Date	ORIGINAL Contract Expiration Date	CURRENT Contract Expiration Date*	Watch List**	Status
20	Oceanside	Oceanside Boulevard Transit Access & Beautification	CAPITAL: Improves the sidewalk and landscaping along Oceanside Boulevard, facilitating pedestrian access to transit stations and destinations.	\$ 400,000.00					PROJECT COMPLETE - SEPTEMBER 2014
21	Oceanside	Mission Avenue Improvements	CAPITAL: Provides a mix of bicycle, pedestrian, and roadway improvements including: increased sidewalk width with curb bulb-outs, streetscape improvements, and Class III bicycle improvements.	\$ 1,500,000.00					PROJECT COMPLETE - JULY 2014
22	San Diego	Microwave Bicycle Detection (The Intersector)	CAPITAL: Installs microwave-based bicycle detection devices at various intersections that distinguish between bicycles and vehicles and adjusts signal timing to better accommodate cyclists.	\$ 200,000.00					PROJECT COMPLETE - OCTOBER 2014
23	San Marcos	San Marcos Boulevard Complete Street Multi-Way Boulevard	PLANNING: Project creates a multi-modal transportation corridor and prepares a set of Complete Street concepts for the future re-development of San Marcos Boulevard.	\$ 124,000.00					PROJECT COMPLETE - FEBRUARY 2015
24	Santee	Town Center Parkway/ Olive Lane/ Prospect Avenue Bike Project	CAPITAL: 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.	\$ 134,000.00					PROJECT COMPLETE - MARCH 2014
25	Vista	Bicycle Master Plan	PLANNING: Updates 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.	\$ 150,000.00					PROJECT COMPLETE - JANUARY 2015

*Contract Expiration Date = Project Completion Date

**Watch List Projects are those grantees not making timely progress toward their milestones (which are defined in Policy No. 35 and Use-It-or-Lose-It) and not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may place grantees on the watch list.

Status of FY 2009 - FY 2010 (Cycle 1) TransNet Smart Growth Incentive Program Projects
Reporting period through March 31, 2015

Attachment 2

	Grantee	Project	Description of Project Activities	Grant Amount	Contract Execution Date	ORIGINAL Contract Expiration Date	REVISED Contract Expiration Date*	Watch List**	Status
FY 2009 - FY 2010 Smart Growth Incentive Program Projects (In Progress)									
1	National City	8th Street Corridor Smart Growth Revitalization	CAPITAL: Improves bicycle and pedestrian access from the 8th Street Trolley to the National City Town Center and enhances streetscape for public markets and other civic events along the corridor.	\$ 2,000,000.00	01/26/10	02/28/12	06/30/15	No	Project is making timely progress toward its revised milestones.
2	San Diego	Park Boulevard/City College/San Diego High Pedestrian & Transit Access Improvements	CAPITAL: Improves safety and walkability for pedestrians and improves transit access near the entrances for two urban schools: City College and San Diego High.	\$ 300,000.00	05/23/11	02/29/12	02/28/16	No	Project IS making timely progress toward its revised milestones.
FY 2009 - FY 2010 Smart Growth Incentive Program Projects (Completed)									
3	Chula Vista	Industrial Boulevard Bike Lane & Pedestrian Improvements	CAPITAL: Provides sidewalk and bicycle improvements near Harborside School and the Palomar Blue Line Trolley Station.	\$ 283,900.00					PROJECT COMPLETE - JULY 2012
4	Chula Vista	Third Avenue Streetscape Implementation Project	CAPITAL: Implements streetscape enhancements, traffic calming, and improved pedestrian crossings in Chula Vista's Third Avenue Village.	\$ 2,000,000.00					PROJECT COMPLETE - MARCH 2013
5	Chula Vista	Palomar Gateway District Specific Plan & EIR	PLANNING: Plans for smart growth development and the EIR necessary to allow the implementation of transit-oriented development around the Palomar Street Trolley Station.	\$ 399,632.00					PROJECT COMPLETE - JUNE 2013
6	Lemon Grove	Lemon Grove Trolley Plaza	CAPITAL: Improves pedestrian access from buses to the Trolley and integrates planned mixed-use development around the station area.	\$ 1,895,000.00					PROJECT COMPLETE - FEBRUARY 2014
7	San Diego	Mid-City SR 15 BRT Station Area Planning Study	PLANNING: Analyzes the development potential, proposes urban design guidelines, and creates a nonmotorized access plan for the SR 15 BRT station areas in Mid-City.	\$ 225,000.00					PROJECT COMPLETE - FEBRUARY 2013
8	San Diego	Euclid & Market Village Master Plan	PLANNING: Provides a focused mobility and land use master plan for the Orange Line Trolley station area at Market Street.	\$ 400,000.00					PROJECT COMPLETE - MARCH 2013
9	San Diego	Imperial Avenue & Commercial Street Corridor Plan	PLANNING: Produces a new land use and mobility strategy for the corridor with urban design guidelines for streetscape and development projects.	\$ 400,000.00					PROJECT COMPLETE - MARCH 2013
10	San Diego	4th & 5th Avenue/Nutmeg Pedestrian Crossing & Traffic Calming	CAPITAL: Enhances pedestrian crossing with curb extensions and in-pavement flashing crosswalks.	\$ 577,000.00					Project transferred July 2013 to SANDAG for consolidated implementation through the Regional Bicycle Plan Early Action Program.
11	San Diego	4th Avenue/Quince Pedestrian Crossing & Traffic Calming	CAPITAL: Enhances pedestrian crossing with curb extensions and in-pavement flashing crosswalks.	\$ 231,000.00					Project transferred July 2013 to SANDAG for consolidated implementation through the Regional Bicycle Plan Early Action Program.
12	San Diego	Park Boulevard/Essex Street Pedestrian Crossing & Traffic Calming	CAPITAL: Improves safety, walkability, and transit access for the intersection of Park Boulevard and Essex Street by providing pop-outs and an in-pavement lighted crosswalk.	\$ 224,000.00					PROJECT COMPLETE - MARCH 2013
13	San Diego	Chollas Triangle Master Plan	PLANNING: Provides a master plan with specific land use and mobility recommendations to encourage a mixed-use, transit-oriented village supported by park, open space, and creek enhancements.	\$ 275,000.00					PROJECT COMPLETE - DECEMBER 2014

*Contract Expiration Date = Project Completion Date

**Watch List Projects are those grantees not making timely progress toward their milestones (which are defined in Policy No. 35 and Use-It-or-Lose-It) and not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may place grantees on the watch list.

Status of FY 2011 - FY 2012 (Cycle 2) TransNet Smart Growth Incentive Program
Projects Reporting period through March 31, 2015

Attachment 3

	Grantee	Project	Description of Project Activities	Grant Amount	Contract Execution Date	ORIGINAL Contract Expiration Date	CURRENT Contract Expiration Date*	Watch List**	Status
FY 2011 - FY 2012 Smart Growth Incentive Program Projects (In Progress)									
1	Chula Vista	Healthy Communities Program	PLANNING: Develops a city-wide Healthy Communities Program to inform amendments to the General Plan and other key implementation documents. Also includes the preparation of design concepts for a Healthy Corridors Pilot Project.	\$ 100,000.00	01/15/14	01/15/16	01/15/16	No	Project IS making timely progress toward its milestones.
2	Chula Vista	Third Avenue Streetscape Implementation Project Phase 2	CAPITAL: Implements streetscape enhancements, traffic calming, and improved pedestrian crossings in Chula Vista's Third Avenue Village.	\$ 1,344,671.00	01/24/14	09/24/15	09/24/15	No	Board Policy No. 035 allows for staff-approved time extensions of up to six months. Staff is processing a six-month extension for this project to 03/24/16 for to allow the grantee additional time to resolve potential utility conflicts and complete final design.
3	Imperial Beach	Palm Avenue Mixed-Use & Commercial Corridor Master Plan	PLANNING: Proposes the transformation of the Palm Ave/SR-75 corridor into a "Main Street" through public right-of-way improvements, traffic calming, and pedestrian, bicycle, and transit enhancements. Involves the preparation of preliminary designs and environmental documentation.	\$ 400,000.00	01/24/14	07/24/15	07/24/15	No	Board Policy No. 035 allows for staff-approved time extensions of up to six months. Staff is processing a six-month extension for this project to 01/24/16 for to allow the grantee additional time to coordinate with Caltrans and complete the final plan.
4	La Mesa	Downtown Village Streetscape Improvement Project	CAPITAL: Enhances the La Mesa Downtown Village area by constructing a variety of streetscape improvements and a new public plaza.	\$ 2,000,000.00	02/11/14	12/11/15	12/11/15	No	Project IS making timely progress toward its milestones.
5	Lemon Grove	Main Street Promenade Extension Planning Project	PLANNING: Proposes multi-modal enhancements to the Main Street Promenade Extension corridor and creates opportunities for recreation and social gathering. Includes the preparation of preliminary designs and environmental documentation.	\$ 400,000.00	01/08/14	01/08/16	01/08/16	No	Project IS making timely progress toward its milestones.
6	National City	Downtown-Westside Community Connections	CAPITAL: Enhances National City's right-of-way by providing streetscape improvements and incorporating placemaking features such as public art.	\$ 2,000,000.00	08/15/13	08/15/15	08/15/15	No	Board Policy No. 035 allows for staff-approved time extensions of up to six months. Staff is processing a six-month extension for this project to 02/15/16 for to allow the grantee additional time to complete construction.
7	San Diego	East Village Green/14th Street Promenade Master Plan	PLANNING: Develops a master plan for East Village Green, Downtown San Diego's largest proposed open space, and the 14th Street Promenade, a proposed linear park, to provide a safe pedestrian and bicycle connection between City College and Barrio Logan.	\$ 300,000.00	02/11/14	01/11/16	01/11/16	No	Project IS making timely progress toward its milestones.
8	San Diego	Island Avenue Green Street Mobility Improvements	CAPITAL: Constructs a series of widened sidewalks and corner bulb-outs along Island Avenue.	\$ 1,000,000.00	02/11/14	12/11/14	06/11/16	No	Project IS making timely progress towards its revised milestones
9	San Diego	Morena Boulevard Station Area Study Phase 2	PLANNING: Supports mixed-use, transit-oriented development in the Mid-Coast Trolley Line station areas by preparing amendments to Linda Vista and Clairmont Mesa planning documents, processing rezones, and developing a programmatic environmental document.	\$ 400,000.00	01/21/2014	01/21/2016	01/21/2016	No	Project IS making timely progress toward its milestones.
10	San Diego	The Complete Boulevard Planning Study	PLANNING: Studies two primary areas along the Boulevard Rapid Bus line and proposes improvements that can contribute to the sustainability, economic vitality, and well-being of the surrounding communities.	\$ 171,617.00	01/21/14	01/21/17	01/21/17	No	Project IS making timely progress toward its milestones.

Status of FY 2011 - FY 2012 (Cycle 2) TransNet Smart Growth Incentive Program
Projects Reporting period through March 31, 2015

11	San Diego	Wayfinding Signage	CAPITAL: Installs approximately 300 new wayfinding signs throughout Downtown San Diego to direct residents, visitors and workers to popular destinations.	\$ 335,329.00	02/11/14	03/11/15	09/11/15	No	Project IS making timely progress toward its revised milestones.
12	San Marcos	Armorlite Complete Street Corridor	CAPITAL: Constructs multi-modal improvements along Armorlite Drive, a Class I bike path on the North side of the street, and the extension of Class II or III bike facilities to the Mission Sports Park.	\$ 1,000,000.00	12/30/13	08/30/15	08/30/15	No	Board Policy No. 035 allows for staff-approved time extensions of up to six months. Staff is processing a six-month extension for this project to 02/28/16 for to allow the grantee additional time to complete construction.
13	Vista	Vista Downtown Specific Plan Update	PLANNING: Updates the Vista Downtown Specific Plan to support smart growth and multi-modal connections.	\$ 148,383.00	01/24/14	04/24/15	10/24/15	No	Project IS making timely progress toward its revised milestones.

*Contract Expiration Date = Project Completion Date

**Watch List Projects are those grantees not making timely progress toward their milestones (which are defined in Policy No. 35 and Use-It-or-Lose-It) and not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may place grantees on the watch list.

**THE CITY OF SAN DIEGO**

June 15, 2015

Ms. Suchi Mukherjee
Regional Planner/San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Ms. Mukherjee:

In relation to Section 9 (Timely Progress and Right of SANDAG to Terminate) of grant agreement #5001736 between the San Diego Association of Governments and City of San Diego regarding the Chollas Creek to Bayshore Bikeway-Multi-Use Path Design, the City-hired consultant PSOMAS has notified the Project Manager in writing (see attached letter from PSOMAS) of the need to extend the project timeline an additional 6 months to December 31, 2015 in order to comply with the City's technical report requirements. The consultant cited additional requirements of the Public Project Assessment (PPA) process, including the need for a Phase 2 Archaeological Study, additional coordination with jurisdictional agencies, additional coordination from Environmentally Sensitive Lands and review of wetland buffer as reasons for the need for the extension. As a result PSOMAS has requested an extension on their agreement for an additional six months, until December 31, 2015 to complete contracted work.

The original grant funding would not be affected by the need for the additional requirements resulting from the PPA, as the additional studies would be accommodated within the original contract authorization, through a re-allocation of various project line items with remaining budgets. The total for the additional services requested would amount to \$42,845.00. There is a remaining balance in the grant of \$76,710.60.

The proposed multi-use trail is a multi-agency project with participation by the City, SANDAG, along with adjacent property owners, including the U. S. Navy, Burlington Northern Santa Fe Railroad and private businesses. All parties involved have been working diligently in a team effort to move this important project forward.

The project vision is to construct a bike and pedestrian multi-use path along Chollas Creek connecting Southeastern San Diego to Barrio Logan and ultimately providing a trail connection from the Bayshore Bikeway along Harbor Drive to Southcrest Trails Park in Shelltown. The City of San Diego is committed to establishing a citywide system of bikeways, the goal of which is to link all of the community bikeways with the citywide system. The Barrio Logan Community Plan supports the construction of this multiuse trail..

Planning Department

1222 First Avenue, MS 413 • San Diego, California 92101-4106
(619) 235-5200 • (619) 236-6478 (FAX)

Specifically, the project would provide a connection between bike facilities in Southeastern San Diego and along Harbor Drive, improve pedestrian circulation and implement goals establishing a citywide system of bikeways and a goal in the Barrio Logan community plan to, "Establish a multi-modal transportation system throughout the community.....with proper connections with related pedestrian and bicycle circulation networks."

This project is to be transferred to the Department of Public Works in October of 2015 in order to complete Phase II including ROW/Design/Environmental. Caltrans has allocated \$735,000 in funds to complete Phase II. Public Works will also be the lead for construction (Phase III) of the project in 2017.

Please contact me at your earliest convenience with any questions or concerns regarding this request.

Sincerely,


Tony Kempton
Associate Planner
City of San Diego
1222 First Avenue, MS 413
San Diego, CA 92101

TK/tk

Enclosure: 1. Letter from PSOMAS of April 13, 2015

Cc: Lara Gates, Community Development Specialist IV
Bernie Turgeon, Senior Planner
Tait Galloway, Principal Planner
Nancy Bragado, Deputy Director

April 13, 2015

Ms. Tony Kempton, Project Manager
City of San Diego, PNED
1222 First Avenue, Fourth Floor
San Diego, CA 92101

Re: Bike Trail along the Chollas Creek Corridor
Contract RR-308345, H135909, PO 4500046855
Request for Schedule Extension
Psomas WO 5SAN021000


Dear Mr, Kempton:

We are requesting an extension on our contract for the referenced project for and additional six (6) months. A number of unforeseen factors have delayed the progress, including, but not limited to, the following:

- Additional requirements of the PPA process:
 - Phase 2 Archeological Study
- Additional coordination with jurisdictional agencies (USACOE, CAFW, RWQCB);
- Additional coordination from ESL review of wetlands buffer; and
- Coordination for City Site Development Permit process.

Thank you for considering this request. Please contact us if you have any questions.

PSOMAS


Augie Chang
Vice President/Project Manager

AEC/cjc

cc: Leslie Reynolds, Groundwork
Lara Gates, City of San Diego
Julie Fontaine, Groundwork

3111 Camino Del Rio North
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BOARD POLICY No. **035**

COMPETITIVE GRANT PROGRAM PROCEDURES

Applicability and Purpose of Policy

This Policy applies to all grant programs administered through SANDAG, whether from *TransNet* or another source, including but not limited to the Smart Growth Incentive Program, Environmental Mitigation Program, Bike and Pedestrian Program, Senior Mini Grant Program, Federal Transit Administration grant programs, and Active Transportation Grant Program.

Nothing in this Policy is intended to supersede federal or state grant rules, regulations, statutes, or contract documents that conflict with the requirements in this Policy. There are never enough government grant funds to pay for all of the projects worthy of funding in the San Diego region. For this reason, SANDAG awards grant funds on a competitive basis that takes the grantees' ability to perform their proposed project on a timely basis into account. SANDAG intends to hold grantees accountable to the project schedules they have proposed in order to ensure fairness in the competitive process and encourage grantees to get their projects implemented quickly so that the public can benefit from the project deliverables as soon as possible.

Procedures

1. Project Milestone and Completion Deadlines

1.1. When signing a grant agreement for a competitive program funded and/or administered by SANDAG, grant recipients must agree to the project delivery objectives and schedules in the agreement. In addition, a grantee's proposal must contain a schedule that falls within the following deadlines. Failure to meet the deadlines below may result in revocation of all grant funds not already expended. The final invoice for capital, planning, or operations grants must be submitted prior to the applicable deadline.

1.1.1. Funding for Capital Projects. If the grant will fund a capital project, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary construction contract must be awarded within two years following execution of the grant agreement, and construction must be completed within eighteen months following award of the construction contract. Completion of construction for purposes of this policy shall be when the prime construction contractor is relieved from its maintenance responsibilities. If no construction contract award is necessary, the construction project must be complete within eighteen months following execution of the grant agreement.

1.1.2. Funding for Planning Grants. If the grant will fund planning, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary consultant contract must be awarded within one year following execution of the grant agreement, and the planning project must be

complete within two years following award of the consultant contract. Completion of planning for purposes of this policy shall be when grantee approves the final planning project deliverable. If no consultant contract award is necessary, the planning project must be complete within two years of execution of the grant agreement.

1.1.3 Funding for Operations Grants. If the grant will fund operations, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary services contract for operations must be awarded within one year following execution of the grant agreement, and the operations must commence within six months following award of the operations contract. If no services contract for operations is necessary, the operations project must commence within one year of execution of the grant agreement.

1.1.4 Funding for Equipment or Vehicles Grants. If the grant will fund equipment or vehicles, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary purchase contracts for equipment or vehicles must be awarded within one year following execution of the grant agreement, and use of the equipment or vehicles for the benefit of the public must commence within six months following award of the purchase contract.

2. Project Milestone and Completion Deadline Extensions

2.1. Schedules within grant agreements may include project scopes and schedules that will identify interim milestones in addition to those described in Section 1 of this Policy. Grant recipients may receive extensions on their project schedules of up to six months for good cause. Extensions of up to six months aggregate that would not cause the project to miss a completion deadline in Section 1 may be approved by the SANDAG Executive Director. Extensions beyond six months aggregate or that would cause the project to miss a completion deadline in Section 1 must be approved by the Policy Advisory Committee that has been delegated the necessary authority by the Board. For an extension to be granted under this Section 2, the following conditions must be met:

2.1.1. For extension requests of up to six months, the grantee must request the extension in writing to the SANDAG Program Manager at least two weeks prior to the earliest project schedule milestone deadline for which an extension is being requested. The Executive Director or designee will determine whether the extension should be granted. The Executive Director's action will be reported out to the Board in following month's report of delegated actions.

2.1.2. A grantee seeking an extension must document previous efforts undertaken to maintain the project schedule, explain the reasons for the delay, explain why the delay is unavoidable, and demonstrate an ability to succeed in the extended time frame the grantee proposes.

2.1.3. If the Executive Director denies an extension request under this Section 2, the grantee may appeal within ten business days of receiving the Executive Director's

response to the responsible Policy Advisory Committee by sending the appeal to the SANDAG Program Manager.

- 2.1.4. Extension requests that are rejected by the Policy Advisory Committee will result in termination of the grant agreement and obligation by the grantee to return to SANDAG any unexpended funds within 30 days. Unexpended funds are funds for project costs not incurred prior to rejection of the extension request by the Policy Advisory Committee.

3. Project Delays and Extensions in Excess of Six Months

- 3.1. Requests for extensions in excess of six months, or that will cause a project to miss a completion deadline in Section 1 (including those projects that were already granted extensions by the Executive Director and are again falling behind schedule), will be considered by the Policy Advisory Committee upon request to the SANDAG Program Manager.
- 3.2. A grantee seeking an extension must document previous efforts undertaken to maintain the project schedule, explain the reasons for the delay, explain why the delay is unavoidable, and demonstrate an ability to succeed in the extended time frame the grantee proposes. The grantee must provide the necessary information to SANDAG staff to place in a report to the Policy Advisory Committee. If sufficient time is available, and the grant utilized *TransNet* funds, the request will first be taken to the Independent Taxpayer Advisory Committee (ITOC) for a recommendation. The grantee should make a representative available at the meeting to present the information to, and/or answer questions from, the ITOC and Policy Advisory Committee.
- 3.3. The Policy Advisory Committee will only grant an extension under this Section 3 for extenuating circumstances that the grantee could not have reasonably foreseen.

4. Resolution and Execution of the Grant Agreement

- 4.1. Two weeks prior to the review by the Policy Advisory Committee of the proposed grants, prospective grantees must submit a resolution from their authorized governing body that includes the provisions in this Subsection 4.1. Failure to provide a resolution that meets the requirements in this Subsection 4.1 will result in rejection of the application and the application will be dropped from consideration with funding going to the next project as scored by the evaluation committee. In order to assist grantees in meeting this resolution deadline, when SANDAG issues the call for projects it will allow at least 90 days for grant application submission.
 - 4.1.1. Grantee governing body commits to providing the amount of matching funds set forth in the grant application.
 - 4.1.2. Grantee governing body authorizes staff to accept the grant funding and execute a grant agreement if an award is made by SANDAG.
- 4.2. Grantee's authorized representative must execute the grant agreement within 45 days from the date SANDAG presents the grant agreement to the prospective grantee for

execution. Failure to meet the requirements in this Subsection 4.2 may result in revocation of the grant award.

5. Increased Availability of Funding Under this Policy

- 5.1. Grant funds made available as a result of the procedures in this Policy may be awarded to the next project on the recommended project priority list from the most recent project selection process, or may be added to the funds available for the next project funding cycle, at the responsible Policy Advisory Committee's discretion. Any project that loses funding due to failure to meet the deadlines specified in this Policy may be resubmitted to compete for funding in a future call for grant applications.

Adopted: January 2010

Amended: November 2014



**TRANSPORTATION COMMITTEE
JULY 17, 2015**

ACTION REQUESTED – RECOMMEND

**PROPOSED FY 2016 PROGRAM
BUDGET AMENDMENT: CHESTERFIELD DRIVE
CROSSING IMPROVEMENTS**

File Number 1239817

Introduction

In April 2015, Caltrans as the grantee and SANDAG as the subgrantee were awarded \$2.2 million in railroad grade crossing improvement funds from the Federal Railroad Administration (FRA) for multimodal improvements at the Chesterfield Drive railroad crossing in the City of Encinitas. The grant award represents 50 percent of the cost of these improvements. This grant was one of eight totaling \$21 million awarded by FRA nationwide.

This project involves both rail and active transportation improvements at the intersection. Both types of improvements have been designed and funded to this point through existing Capital Improvement Program (CIP) projects. The FRA grant helps leverage local *TransNet* funds for these improvements.

Discussion

Improvements

Chesterfield Drive is the only designated rail crossing for more than one mile to the north or south along the San Diego segment of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor, the nation's second busiest rail corridor. The existing configuration of the intersection creates barriers to people walking and biking with isolated pedestrian islands, narrow sidewalks, steep inclines, and minimal lighting.

This project improves conditions for people walking, biking, and driving by constructing sidewalk curb extensions, a multi-use Class I bikeway and pedestrian path, rail crossing signals and gates, and improved signage. These improvements also provide a direct connection to the Coastal Rail Trail segment from Chesterfield Drive to E Street. Construction will be coordinated with the San Elijo

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors approve an amendment to the FY 2016 Program Budget to: (1) create a new Capital Improvement Program (CIP) project 1239817; (2) accept \$2.2 million in railroad crossing grant funds from the Federal Railroad Administration, in substantially the same form as Attachment 1; and (3) transfer project scope and matching funds from the San Elijo Lagoon Double Track (CIP 1239806) and Coastal Rail Trail Encinitas (CIP 1223017) projects, in substantially the same form as Attachments 2 and 3 respectively.

Lagoon Double Track project to minimize cost and disruptions to the intersection. The double track project construction is scheduled to start in 2016 and take approximately two years. It is expected that the construction related to Chesterfield Drive will occur in early 2017.

Next Steps

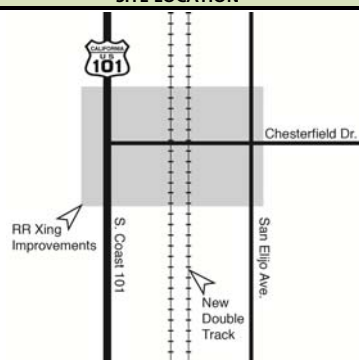
Upon recommendation by the Transportation Committee at the July 17, 2015, meeting, the proposed FY16 budget amendment would be presented for approval at the July 24, 2015, Board of Directors meeting. Staff will work with Caltrans and FRA to finalize the grant agreement documents and detailed work plan and continue to finalize project design and construction plans.

CHARLES "MUGGS" STOLL

Director of Land Use and Transportation Planning

Attachments: 1. Proposed Budget Amendment for CIP 1239817, Chesterfield Drive Crossing Improvements
 2. Proposed Budget Amendment for CIP 1239806, San Elijo Lagoon Double Track
 3. Proposed Budget Amendment for CIP 1223017, Coastal Rail Trail Encinitas: E Street to Chesterfield Drive

Key Staff Contact: Linda Culp, (619) 699-6957; linda.culp@sandag.org

Project Number: 1239817		Corridor Director: Bruce Schmith	
RTIP Number: SAN73A		Project Manager: Danny Veeh	
Project Name: Chesterfield Drive Crossing Improvements		PM Phone Number: (619) 699-7317	
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE	
Complete final design and construct at-grade crossing improvements including all bike and pedestrian facilities, double track rail, signals, and safety improvements at Chesterfield Drive.		New project.	
PROJECT LIMITS		MAJOR MILESTONES	
On Chesterfield Drive in the City of Encinitas, between Coast Highway 101 and San Elijo Avenue, and in the North County Transit District coastal rail corridor.		Draft Environmental Document	Mar-12
		Final Environmental Document	Mar-12
		Ready to Advertise (Initiate GMP)	Oct-15
		Begin Construction	Mar-17
		Open to Public	Dec-17
		Close-Out	Jun-18

SANDAG EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	TOTAL
Administration	\$0	\$0	\$140	\$100	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$340
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	125	0	0	0	0	0	0	0	0	125
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	168	721	222	0	0	0	0	0	0	1,111
Construction Capital	0	0	348	1,507	464	0	0	0	0	0	0	2,319
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	87	376	116	0	0	0	0	0	0	579
Total SANDAG	\$0	\$0	\$868	\$2,704	\$902	\$0	\$0	\$0	\$0	\$0	\$0	\$4,474

CALTRANS EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$0	\$0	\$868	\$2,704	\$902	\$0	\$0	\$0	\$0	\$0	\$0	\$4,474
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	TOTAL
FEDERAL:												
7547001 FRA-PRIIA	\$0	\$0	\$434	\$1,352	\$451	\$0	\$0	\$0	\$0	\$0	\$0	\$2,237
	0	0	0	0	0	0	0	0	0	0	0	0
STATE:												
	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
LOCAL:												
91000100 TransNet-MC	0	0	340	1,058	353	0	0	0	0	0	0	1,751
91000100 TransNet-BPNS	0	0	94	294	98	0	0	0	0	0	0	486
TOTAL:	\$0	\$0	\$868	\$2,704	\$902	\$0	\$0	\$0	\$0	\$0	\$0	\$4,474

Project Number: 1239806		Corridor Director: Bruce Schmith	
RTIP Number: SAN73		Project Manager: Bruce Smith	
Project Name: San Elijo Lagoon Double Track		PM Phone Number: (619) 699-1907	
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE	
Install 1.5 miles of new double track, replace Bridge 240.4 at Control Point (CP) Cardiff, reconfigure Chesterfield Avenue grade crossing, and install new signals. Install 1.5 miles of new double track from Control Point (CP) Cardiff to CP Craven, replace Bridge 240.4 and install double crossover at CP Cardiff, and install new signals.		Design is 90 percent complete.	
PROJECT LIMITS		MAJOR MILESTONES	
On coastal rail corridor, double track from CP Cardiff MP 239.6 near Birmingham Drive to CP Craven MP 241.1 on the south side of San Elijo Lagoon.		Draft Environmental Document	Mar-12
		Final Environmental Document	Mar-12
		Ready to Advertise	Jul-15
		Begin Construction	Jan-16
		Open to Public	Jan-18
		Close-Out	Jan-19

SANDAG EXPENDITURE PLAN (\$000)

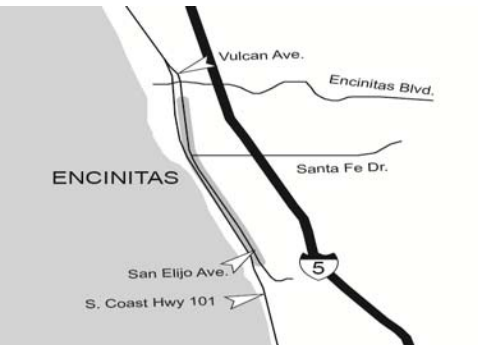
BUDGET PHASE	PRIOR YEARS	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	TOTAL
Administration	\$1,053	\$400	\$400	\$400	\$140	\$100	\$0	\$0	\$0	\$0	\$0	\$2,493
Environmental Document	761	265	0	0	0	0	0	0	0	0	0	1,026
Design	3,248	2,144	680	0	0	0	0	0	0	0	0	6,072
Right-of-Way Support	1	85	14	0	0	0	0	0	0	0	0	100
Right-of-Way Capital	0	800	400	0	0	0	0	0	0	0	0	1,200
Construction Support	0	0	3,200	3,880	950	0	0	0	0	0	0	8,030
Construction Capital	3	0	500	400	97	0	0	0	0	0	0	1,000
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	70	0	0	0	0	0	0	0	0	0	70
Communications	5	102	100	60	0	0	0	0	0	0	0	267
Project Contingency	0	0	6,000	6,000	2,492	0	0	0	0	0	0	14,492
	0	0	5,660	4,942	2,139	0	0	0	0	0	0	12,741
Total SANDAG	\$5,071	\$3,866	\$11,294	\$10,740	\$3,679	\$100	\$0	\$0	\$0	\$0	\$0	\$34,750
			\$10,954	\$9,682	\$3,326							\$32,999

CALTRANS EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	750	950	250	0	0	0	0	0	0	1,950
Construction Capital	0	0	15,000	19,000	5,000	0	0	0	0	0	0	39,000
Total Outside Agency	\$0	\$0	\$15,750	\$19,950	\$5,250	\$0	\$0	\$0	\$0	\$0	\$0	\$40,950
Total SANDAG & Caltrans	\$5,071	\$3,866	\$27,044	\$30,690	\$8,929	\$100	\$0	\$0	\$0	\$0	\$0	\$75,700
			\$26,704	\$29,632	\$8,576							\$73,949
TransNet Pass-Through	\$0	\$0	\$15,750	\$19,950	\$5,250	\$0	\$0	\$0	\$0	\$0	\$0	\$40,950
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	TOTAL
FEDERAL:												
74100001 FTA 5307 CA-95-X129	\$4,490	\$3,402	\$1,521	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,413
LOCAL:												
91000100 TransNet -MC	581	464	25,523	30,690	8,929	100	0	0	0	0	0	66,287
	0	0	25,183	29,632	8,576	0	0	0	0	0	0	64,536
TOTAL:	\$5,071	\$3,866	\$27,044	\$30,690	\$8,929	\$100	\$0	\$0	\$0	\$0	\$0	\$75,700
			\$26,704	\$29,632	\$8,576							\$73,949

Project Number: 1223017		Corridor Director: Linda Culp	
RTIP Number: SAN156 (Part of SAN148)		Project Manager: Chris Carterette	
Project Name: Coastal Rail Trail Encinitas: E Street to Chesterfield Drive		PM Phone Number: (619) 699-7319	
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE	
Prepare final environmental document, design, and construction for approximately 1.7 miles of bicycle facility.		Draft environmental document for NCTD ROW concept is 60 percent complete, and design is 15 percent complete. Draft environmental document for new Coast Highway 101 on-road concepts is 30 percent complete, and design is nearly 15 percent complete.	
PROJECT LIMITS		MAJOR MILESTONES	
North-south project limits are from Chesterfield Drive to E Street and includes the potential for the project to be located on Coast Highway 101 as well as in the North County Transit District (NCTD) Right-of-Way (ROW), and Vulcan Avenue/San Elijo Drive.		Draft Environmental Document	Dec-15
		Final Environmental Document	Mar-16
		Ready to Advertise	Sep-16
		Begin Construction	Dec-16
		Open to Public	Dec-17
		Close-Out	Jun-18

SANDAG EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	TOTAL
Administration	\$101	\$72	\$94	\$100	\$75	\$0	\$0	\$0	\$0	\$0	\$0	\$442
Environmental Document	105	213	122	0	0	0	0	0	0	0	0	440
Design	0	0	470	0	0	0	0	0	0	0	0	470
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	358	120	0	0	0	0	0	0	478
Construction Capital	0	0	0	2,390	797	0	0	0	0	0	0	3,187
	0	0	0	2,100	601	0	0	0	0	0	0	2,701
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	5	0	0	0	0	0	0	0	0	0	5
Communications	0	7	14	10	20	0	0	0	0	0	0	51
Project Contingency	0	30	50	1,466	0	0	0	0	0	0	0	1,546
Total SANDAG	\$206	\$327	\$750	\$4,324	\$1,012	\$0	\$0	\$0	\$0	\$0	\$0	\$6,619
				\$4,034	\$816							\$6,133

CALTRANS EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$206	\$327	\$750	\$4,324	\$1,012	\$0	\$0	\$0	\$0	\$0	\$0	\$6,619
				\$4,034	\$816							\$6,133
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	TOTAL
FEDERAL:												
75370001 TE	\$206	\$28	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$234
	0	0	0	0	0	0	0	0	0	0	0	0
STATE:												
83100001 ATP - R	0	0	0	1,025	0	0	0	0	0	0	0	1,025
	0	0	0	0	0	0	0	0	0	0	0	0
LOCAL:												
91000100 TransNet-BPNS	0	299	750	3,299	1,012	0	0	0	0	0	0	5,360
	0	0	0	3,009	816	0	0	0	0	0	0	4,874
TOTAL:	\$206	\$327	\$750	\$4,324	\$1,012	\$0	\$0	\$0	\$0	\$0	\$0	\$6,619
				\$4,034	\$816							\$6,133



**PROPOSED FY 2016 PROGRAM BUDGET
AMENDMENTS: INTERSTATE 805/
STATE ROUTE 94 BUS ON SHOULDER
DEMONSTRATION PROJECT AND SOUTH BAY
BUS RAPID TRANSIT**

File Number 1280513

Introduction

SANDAG proposes to use a Federal Transit Administration (FTA) Section 5309 grant to demonstrate the application of lane keeping technology for buses operating in the freeway shoulders along segments of the Interstate 805 (I-805) and State Route 94 (SR 94) corridors. A successful demonstration would benefit the South Bay *Rapid*, which is scheduled to begin service in 2018.

The original FTA grant was awarded in 2006 for a similar project; however, that project was not implemented due to contracting issues. A \$30.9 million budget is proposed for this new project (CIP 1280513). Of this amount, \$14 million would be funded with the remaining FTA grant funds and the local match would come from the South Bay Bus Rapid Transit (BRT) Project (CIP 1280504). The proposed revised CIP worksheets are provided in Attachments 1 and 2.

This report also provides an update on the environmental studies for the SR 94 Express Lanes Project, which is a key long-term improvement to facilitate the South Bay *Rapid* service.

Discussion

Bus on Shoulder Demonstration

The South Bay BRT Project will operate between the Otay Mesa Border crossing and Downtown San Diego via Otay Ranch, eastern Chula Vista, and the I-805 and SR 94 corridors (Attachment 3). It will use the new I-805 / Palomar Street Direct Access Ramp to access the I-805 Express Lanes. Until the ultimate HOV-to-HOV connector ramp from the I-805 Express Lanes to the future SR 94 Express Lanes is constructed, the South Bay *Rapid* vehicles will have to exit the I-805 Express Lanes just north

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors approve an amendment to the FY 2016 Program Budget to: (1) create a new Capital Improvement Program (CIP) project to add the Interstate 805/State Route 94 Bus on Shoulder Demonstration Project (CIP 1280513); and (2) authorize the Executive Director to accept \$11.0 million in State of California cap-and-trade grant funds for the South Bay Bus Rapid Transit (CIP 1280504), in substantially the same form as Attachments 1 and 2.

of SR 54 and transition into the main lanes to utilize the existing ramp connecting to SR 94. The proposed Bus on Shoulder Demonstration is intended to improve travel time reliability and *Rapid* operations during this interim period by allowing *Rapid* vehicles to operate in the shoulder along segments of both I-805 and SR 94 during periods of congestion as a bypass of the main lanes (see Attachment 4 map).

The Bus on Shoulder Project proposal includes more than seven miles of shoulder usage along I-805 and SR 94. Based on a prior demonstration project in the San Diego region, it is estimated that during congested periods, use of the shoulders could save South Bay *Rapid* passengers between 5 to 15 minutes per trip and increase peak hour trip reliability from 80 percent to more than 90 percent.

Many lessons were learned on a similar successful demonstration project on SR 52 and I-805 in 2003, which could be applied in this new demonstration. The shoulders would remain available for emergency vehicles, traffic enforcement, and incident management. Buses would enter the shoulder when available and would yield to occupied shoulders by merging into main travel lanes. Bus on shoulder operating rules would be developed in consultation with Caltrans and the California Highway Patrol. This project is proposed to begin in January 2018, concurrent with the start of the South Bay *Rapid* service, and continue for three years. Results of the demonstration project would be shared with the FTA for potential use nationwide.

Along with the shoulder lane improvements, new lane keeping technology would provide additional safety enhancements and blind spot warning that would allow buses to safely navigate between the express lanes and the shoulders – thereby enhancing the overall safety of vehicle operations. The project also proposes to include a ramp signal that would use real time vehicle location to hold approaching vehicles at ramp meters and allow buses to utilize the outside freeway shoulder, resulting in reduced conflicts between buses and merging vehicles.

SR 94 Express Lanes Environmental Studies Update

Caltrans has been studying the environmental impacts of adding Express Lanes along SR 94 between I-805 and Downtown San Diego. The addition of these Express Lanes would support the planned South Bay *Rapid* service, as well as carpools and vanpools along the route. Local representatives and community stakeholders along the project alignment have recently requested that Caltrans and SANDAG consider incorporating community-based alternatives into the SR 94 Express Lanes draft Environmental Impact Report (EIR).

Among the possibilities proposed is a bus on shoulder alternative. While current law does not allow permanent use of a shoulder for buses along SR 94, the proposed Bus on Shoulder Project is an opportunity to employ this strategy in the interim until the permanent improvements can be constructed.

Other feedback from the community is also being considered and as a result Caltrans is evaluating the feasibility of converting existing general purpose lanes into Express Lanes. Another alternative would provide communities along SR 94 with direct access to current and future *Rapid* service, which would require accelerated evaluation of the future SR 15/SR 94 HOV-to-HOV direct connector project. The draft EIR will be released once additional analysis has been completed.

Summary of Proposed Budget Changes

The FTA Section 5309 grant is \$14.084 million and the proposed local match would be from the vehicle budget from South Bay BRT Project (CIP 1280504), for a total project budget of \$30.9 million. A summary of the proposed changes is shown below.

The Final FY 2016 CIP budget for South Bay BRT (CIP 1280504) included \$112.1 million in the expenditure plan and included an unfunded amount of \$11.2 million, in anticipation of the outcome of State of California cap-and-trade grant applications. SANDAG was recently awarded two cap-and-trade grants totaling \$11.0 million; the remaining budget would be funded with \$240,000 in *TransNet* funds.

Project	Current Budget	Proposed Budget	Change
Bus on Shoulder Project	\$0	\$30,900,000	+\$30,900,000
South Bay BRT	\$112,132,000	\$97,137,000	-\$14,995,000

CHARLES "MUGGS" STOLL

Director of Land Use and Transportation

Attachments: 1. Proposed Budget Amendment for CIP 1280513, I-805 / SR-94 Bus on Shoulder Demonstration Project
 2. Proposed Budget Amendment for CIP 1280504, South Bay BRT
 3. South Bay *Rapid* Map
 4. Bus on Shoulder Project Boundaries

Key Staff Contact: Jennifer Williamson, (619) 699-1959, jennifer.williamson@sandag.org

PROPOSED FY 16 BUDGET

Attachment 1

Project Number: 1280513


Corridor Director Gustavo Dallarda

RTIP Number: TBD

Project Manager: Jennifer Williamson

Project Name: I-805 / SR-94 Bus on Shoulder Demonstration Project

PM Phone Number: (619) 699-1959

PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE												
Design and construct new freeway shoulder infrastructure on both Interstate 805 and State Route 94. Implement technology improvements within the corridor to support freeway bus operation. Procurement of 16 new CNG busses.		New project.												
PROJECT LIMITS		MAJOR MILESTONES												
I-805 between SR-54 and SR-95 and SR-95 between I-805 and downtown San Diego.		<table><tr><td>Draft Environmental Document</td><td>N/A</td></tr><tr><td>Final Environmental Document</td><td>Jan-16</td></tr><tr><td>Ready to Advertise</td><td>Sep-16</td></tr><tr><td>Begin Construction</td><td>Jan-17</td></tr><tr><td>Open to Public</td><td>Jan-18</td></tr><tr><td>Close-Out</td><td>Mar-21</td></tr></table>	Draft Environmental Document	N/A	Final Environmental Document	Jan-16	Ready to Advertise	Sep-16	Begin Construction	Jan-17	Open to Public	Jan-18	Close-Out	Mar-21
Draft Environmental Document	N/A													
Final Environmental Document	Jan-16													
Ready to Advertise	Sep-16													
Begin Construction	Jan-17													
Open to Public	Jan-18													
Close-Out	Mar-21													

SANDAG EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	TOTAL
Administration	\$0	\$0	\$150	\$100	\$35	\$5	\$5	\$5	\$0	\$0	\$0	\$300
Environmental Document	0	0	105	0	0	0	0	0	0	0	0	105
Design	0	0	750	350	0	0	0	0	0	0	0	1,100
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	700	800	0	0	0	0	0	0	1,500
Construction Capital	0	0	0	6,000	3,000	0	0	0	0	0	0	9,000
Vehicles	0	0	4,048	14,847	0	0	0	0	0	0	0	18,895
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$0	\$0	\$5,053	\$21,997	\$3,835	\$5	\$5	\$5	\$0	\$0	\$0	\$30,900

CALTRANS EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$0	\$0	\$5,053	\$21,997	\$3,835	\$5	\$5	\$5	\$0	\$0	\$0	\$30,900
TransNet Pass-Through	0	0	0	0	0	0	0	0	0	0	0	0
Caltrans RE Services	0	0	0	0	0	0	0	0	0	0	0	0

FUNDING PLAN (\$000)


FUNDING SOURCE	PRIOR YEARS	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	TOTAL
FEDERAL:												
FTA 5309	\$0	\$0	\$1,005	\$11,050	\$2,014	\$5	\$5	\$5	\$0	\$0	\$0	\$14,084
LOCAL:												
91000100 TransNet-MC	0	0	4,048	10,947	1,821	0	0	0	0	0	0	16,816
TOTAL:	\$0	\$0	\$5,053	\$21,997	\$3,835	\$5	\$5	\$5	\$0	\$0	\$0	\$30,900

PROPOSED FY 16 BUDGET

Attachment 2

Project Number: 1280504
RTIP Number: SAN47
Project Name: South Bay BRT

Corridor Director: Gustavo Dallarda
Project Manager: Bruce Schmith
PM Phone Number: (619) 595-5613

PROJECT SCOPE	SITE LOCATION	
Develop new bus rapid transit service, new stations at I-805/Palomar Street, Heritage, Lomas Verdes, Santa Venetia, and Otay Ranch Town Center, Otay Mesa. Includes dedicated guideway along Palomar Street from Oleander Road to Eastlake Parkway, and procurement of 16 new CNG-busses.		Construction of the first of four phases is expected to begin in summer 2015 January 2016.
PROJECT LIMITS		
From the Otay Mesa Border Crossing to Downtown San Diego along SR 125, Palomar Street, I-805, and SR 94.		<p>Draft Environmental Document Jan-13</p> <p>Final Environmental Document Jul-13</p> <p>Ready to Advertise May-15</p> <p>Begin Construction Oct-15 Jan-16</p> <p>Open to Public Jan-17 Jan-18</p> <p>Close-Out Dec-17 Jun-18</p>

SANDAG EXPENDITURE PLAN (\$000)

TASK	PRIOR YEARS	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Total
Administration	\$3,285	\$300 \$380	\$300 \$246	\$100 \$100	\$15 \$15	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000 \$4,026
Environmental Document	8,559	122 54	0 42	0 0	0 0	0	0	0	0	0	0	\$8,681 8,655
Design	6,390	2,273 1,890	0 1,383	0 0	0 0	0	0	0	0	0	0	\$8,663 9,663
Right-of-Way Support	107	40 26	0 12	0 0	0 0	0	0	0	0	0	0	\$147 145
Right-of-Way Capital	38	3,262 2,324	0 910	0 0	0 0	0	0	0	0	0	0	\$3,300 3,272
Construction Support	0	500 138	4,500 1,962	1,500 3,500	0 3,000	0	0	0	0	0	0	\$6,500 8,600
Construction Capital	295	1,000 1,118	42,584 9,882	17,154 27,154	0 20,584	0	0	0	0	0	0	\$61,033 59,033
Vehicles	5	0 0	4,048 0	10,947 0	0 0	0	0	0	0	0	0	\$15,000 5
Legal Services	1	0 0	49 49	0 0	0 0	0	0	0	0	0	0	\$50 50
Communications	61	150 14	150 136	50 100	0 100	0	0	0	0	0	0	\$411 411
Project Contingency	0	0 0	0 0	10 0	0 10	0	0	0	0	0	0	\$10 10
Total SANDAG	\$18,741	\$7,617 \$5,944	\$61,631 \$14,622	\$29,761 \$30,854	\$15 \$23,709	\$0	\$0	\$0	\$0	\$0	\$0	\$107,765 \$93,870

CALTRANS EXPENDITURE PLAN (\$000)

TASK	PRIOR YEARS	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	TOTAL
Environmental Document	\$834	\$0 \$0	0 \$0	0 \$0	0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$834 \$834
Design	497	676 676	0 0	0 0	0 0	0	0	0	0	0	0	\$1,173 1,173
Right-of-Way Support	500	180 180	0 0	0 0	0 0	0	0	0	0	0	0	\$680 680
Right-of-Way Capital	0	0 0	0 0	0 0	0 0	0	0	0	0	0	0	\$0 0
Construction Support	0	100 100	\$880 280	\$700 200	\$0 0	0	0	0	0	0	0	\$1,680 580
Construction Capital	0	\$0 0	0 0	0 0	0 0	0	0	0	0	0	0	\$0 \$0
Total Caltrans	\$1,831	\$956 \$956	\$880 \$280	\$700 \$200	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,367 \$3,267
Total SANDAG & Caltrans	\$20,572	\$8,573 \$6,900	\$62,511 \$14,902	\$30,461 \$31,054	\$15 \$23,709	\$0	\$0	\$0	\$0	\$0	\$0	\$112,132 \$97,137
TransNet Pass-Through	\$2,255	\$532 \$128	\$880 \$734	\$700 \$150	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,367 \$3,267

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	TOTAL
FEDERAL:												
70240001 FTA 5309 CA-03-0723	\$1,827	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,827 \$1,827
FTA 5307	545	0 0	0 0	0 0	0 0	0	0	0	0	0	0	\$545 545
STATE:												
85170001 TIRCP	0	0 0	0 4,000	0 0	0 0	0	0	0	0	0	0	\$0 4,000
85170002 AHSCP	0	0 0	0 0	0 7,000	0 0	0	0	0	0	0	0	\$0 7,000
LOCAL:												
91030111 City of Chula Vista	25	225 225	0 0	0 0	0 0	0	0	0	0	0	0	\$250 250
92060001 Otay Water District	0	0 0	984 984	0 0	0 0	0	0	0	0	0	0	\$984 984
92060001 Misc Revenue	155	0 0	0 0	0 0	0 0	0	0	0	0	0	0	\$155 155
91000100 TransNet-MC	17,872	8,348 6,675	43,659 9,918	27,089 24,054	15 23,709	0	0	0	0	0	0	\$96,983 82,228
91000100 TransNet-T	148	0 0	0 0	0 0	0 0	0	0	0	0	0	0	\$148 148
TOTAL:	\$20,572	\$8,573 \$6,900	\$44,643 \$14,902	\$27,089 \$31,054	\$15 \$23,709	\$0	\$0	\$0	\$0	\$0	\$0	\$100,892 \$97,137

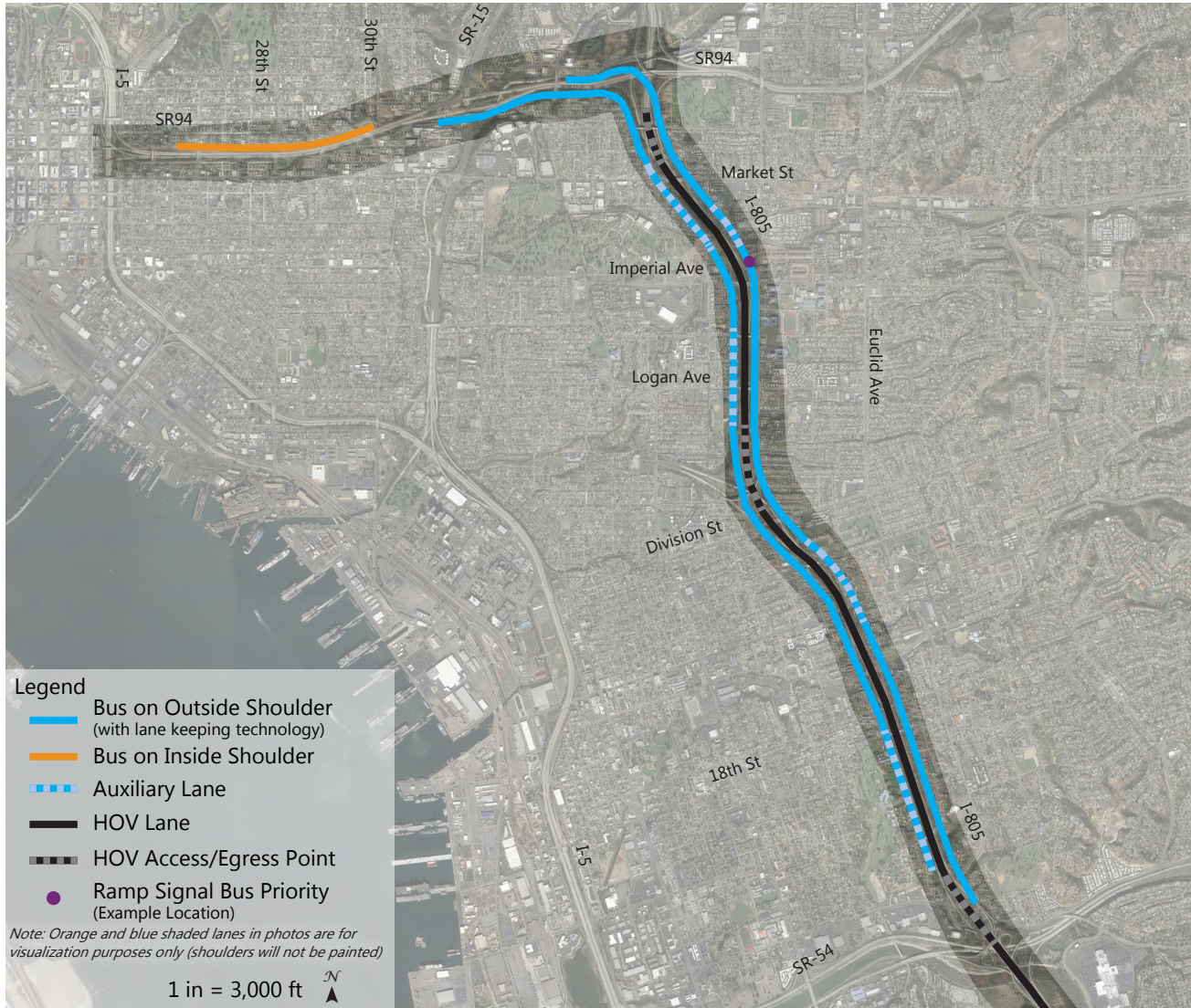
South Bay Rapid



*Construction will be scheduled pending funding.

Bus on Shoulder Project Boundaries

I-805 and SR94 Corridor Map





**TRANSPORTATION COMMITTEE
JULY 17, 2015**

ACTION REQUESTED – RECOMMEND

***TransNet* ENVIRONMENTAL MITIGATION PROGRAM:
LAND MANAGEMENT GRANT PROGRAM: RECOMMENDED
PROJECT AWARDS FOR SEVENTH CYCLE OF GRANT FUNDING**

File Number 1200300

Introduction

The *TransNet* Extension Ordinance and Expenditure Plan, approved by the voters in November 2004, includes the Environmental Mitigation Program (EMP), which provides funding to mitigate habitat impacts from regional and local transportation projects, and provides funding for regional land management and biological monitoring. The EMP is a unique component of the *TransNet* Extension Ordinance in that it goes beyond traditional mitigation for transportation projects by including a funding allocation for habitat acquisition, management, and monitoring activities to help implement the regional habitat conservation plans.

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors award funding for the Seventh Cycle of the *TransNet* Environmental Mitigation Program land management grants as shown in Attachment 1.

Each year the SANDAG Board of Directors allocates \$4 million toward implementation of regional land management and biological monitoring pursuant to a Memorandum of Agreement with state and federal agencies on the implementation of the EMP.

For FY 2015, the Board of Directors allocated \$1.5 million of the \$4 million for a competitive land management grant program. A competitive selection process is used to award funding to successful applicants. Eligible applicants include land managers from private nonprofit organizations, local jurisdictions, and other governmental agencies. The purpose of this report is to provide information to the Committee on the project rankings for the Seventh Cycle of Grant Funding: FY 2015 Call for Projects for the *TransNet* EMP Land Management Grant Program. This report provides the results of the project rankings and staff's recommendation for funding.

Discussion

Competitive Selection Process

On September 26, 2014, the Board of Directors approved the release of the Seventh Cycle of Grant Funding: FY 2015 Call for Projects for the *TransNet* EMP Land Management Grants Program. A total of \$1.5 million was available to address land management activities related to: (1) Maintenance and Enhancement of Extant Populations of Management Strategic Plan (MSP) for Conserved Lands in Western San Diego Species and their Habitats (approximately 40% of available funds); (2) Threat

Reduction to MSP Species and their Habitats from Invasive Species and Wildfires (approximately 40% of available funds); and (3) Habitat Maintenance, Access Control/Management and Volunteer Coordination (approximately 20% of available funds). The Board of Directors also approved the evaluation criteria and weighting for each of the three categories of eligible activities, which was included as part of the call for projects and shown at sandag.org/empgrants.

The Seventh Cycle FY 2015 Call for Projects was issued on October 1, 2014. At its January 13, 2015, meeting, the EMP Working Group appointed an evaluation committee to review the land management grant proposals received by SANDAG under the call for projects. The final evaluation committee consisted of EMP Working Group members who were not competing for funds and included staff from the County of San Diego, U.S. Geological Survey, California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, the Habitat Alliance, and SANDAG.

The call for projects closed on January 6, 2015, and SANDAG received 27 proposals and distributed them to each evaluation committee member to rank and evaluate independently.

On April 2, 2015, the evaluation committee met to review their individual rankings, which were compiled and cumulatively ranked (sum of ranks) prior to the meeting by SANDAG staff for each of the three categories of eligible activities. The proposals were then collectively discussed regarding merit, shortcomings and conditions, and/or reductions in project funding based upon available funding.

As with the past six grant cycles, the evaluation committee made recommendations for full or partial funding for projects based upon its discussions and expertise to determine if overall intended goals of project proposals could be achieved. Moreover, grant applicants were available by phone to address questions on their proposals and confirmed whether they would accept reduced funding that could still result in a successful project.

Evaluation Ranking Results

The project evaluation rankings are reflected in the *TransNet* EMP Land Management Grant Program Draft Project Rankings for Seventh Cycle of Grant Funding (Attachment 1). The evaluators' raw scores, individual rankings, and the combined rankings by grant project are available for review at sandag.org/uploads/projectid/projectid_447_19263.pdf.

The SANDAG Technical Services Department performed an independent review, checking for consistency with the evaluation committee score sheets, and correct formulas and calculations used for scores. No errors were found during this independent review. In addition, staff performed a social equity analysis, which resulted in the projects proposed for grant funding being distributed, such that, low-income and minority communities receive an equitable proportion of the benefits.

For the Maintenance and Enhancement of Extant Populations of MSP Species and their Habitats category, a total of 13 proposals were received requesting funding totaling approximately \$2.6 million. The evaluation committee recommended funding for four projects totaling approximately \$600,000. The top ranked projects recommended for funding are highlighted in green in Attachment 1.

For the Threat Reduction to MSP Species and their Habitats from Invasive Species and Wildfires category, a total of seven proposals were received requesting funding totaling approximately \$2.4 million. The evaluation committee recommended funding for four projects totaling \$600,000. The top-ranked projects recommended for funding are highlighted in pink in Attachment 1.

For the Habitat Maintenance, Access Control/Management and Volunteer Coordination category, a total of seven proposals were received requesting funding totaling approximately \$700,000. The evaluation committee recommended funding for three projects totaling \$300,000. The top ranked projects recommended for funding are highlighted in yellow in Attachment 1.

The EMP Working Group reviewed the evaluation committee's recommendations on April 14, 2015, and unanimously recommended approval to the Transportation and Regional Planning Committees. On June 19, 2015, the draft project rankings and funding recommendations were presented to the Transportation Committee for information. The results and recommendations were presented to the *TransNet* Independent Taxpayer Oversight Committee for discussion at its July meeting, and it was confirmed that the grant funding recommendations are consistent with *TransNet* Extension Ordinance funding eligibility requirements.

Next Steps

The Regional Planning Committee also will be asked to recommend that the Board of Directors approve the proposed grant funding at its July 17, 2015, meeting. If approved by the Board of Directors, Notices of Award will be sent for the eleven recommended projects and grant agreements will be executed in fall 2015.

CHARLES "MUGGS" STOLL

Director of Land Use and Transportation Planning

Attachments: 1. *TransNet* Environmental Mitigation Program Land Management Grant
Program Project Rankings for Seventh Cycle of Grant Funding

Key Staff Contact: Keith Greer, (619) 699-7390, keith.greer@sandag.org

**TransNet ENVIRONMENTAL MITIGATION PROGRAM LAND MANAGEMENT GRANT PROGRAM:
PROJECT RANKINGS FOR SEVENTH CYCLE OF GRANT FUNDING
MAINTENANCE AND ENHANCEMENT OF EXTANT POPULATIONS OF MSP SPECIES AND THEIR HABITATS**

Attachment 1

PRJ #	Project Title	Applicant	Project Summary from Proposal	Requested Grant Amount	Proposed Match Amount	Recommended Grant Funding	SUM of Ranks	Overall Rank	Discussion/Conditions
4	Cactus Wren	Zoological Society of San Diego	Implement active restoration of critical cactus wren habitat in the Lake Hodges area and developing a North County Cactus Nursery that will supply local native cacti to restoration projects throughout the region for 2 years.	\$ 230,721.00	\$ 52,446.00	\$ 230,721.00	12	1	Fully fund. Coordinate with South San Diego County Coastal Cactus Wren Conservation Implementation Plan.
26	Nuttall's Lotus	San Diego Audubon Society	Maintain and expand certain extant small and large populations of Nuttall's Lotus within Mission Bay Park.	\$ 110,017.00	\$ 54,120.00	\$ 110,017.00	29	2	Fully fund. If translocating plants, use materials as close to translocation spot as possible.
18	Otay RV Cactus Wren	County of San Diego-Dept of Parks & Rec	Increase the amount of suitable habitat and improve connectivity for the coastal cactus wren along Otay River Valley through restoration and enhancement of degraded habitat areas.	\$ 66,840.00	\$ 3,600.00	\$ 66,840.00	33	3	Fully fund. Coordinate with South San Diego County Coastal Cactus Wren Conservation Implementation Plan.
19	Otay RV & Salt Creek Cactus Wren 3	City of Chula Vista	Increase the amount of suitable habitat and improve connectivity for the coastal cactus wren along Otay River Valley and Salt Creek through restoration and enhancement of degraded habitat areas.	\$ 189,836.00	\$ 3,744.00	\$ 189,836.00	34	4	Fully fund. Coordinate with South San Diego County Coastal Cactus Wren Conservation Implementation Plan.
22	Nuttall's Acmispon	Los Penasquitos Lagoon Foundation	Maintain, restore, and enhance existing populations of Nuttall's acmispon located within Torrey Pines State Natural Reserve.	\$ 120,000.00	\$ 246,000.00	\$ -	36	5	Funding not available.
8	Otay Mesa	Chapparal Lands Conservancy	Implement a two year project to restore 7.3 acres of vernal pools and maritime succulent scrub in northwestern Otay Mesa.	\$ 211,515.16	\$ 255,931.39	\$ -	39	6	Funding not available.
13	South County Grasslands P3	Land IQ Restoration	Phase 3 will complete grasslands restoration experiment and lead to development of restoration Best Management Practices.	\$ 587,583.00	\$ -	\$ -	40	7	Funding not available.
9	Dennery Canyon	Chapparal Lands Conservancy	Implement a two year project to restore 10.25 acres of maritime succulent scrub and native grassland in northwestern Otay Mesa.	\$ 200,350.17	\$ 298,860.93	\$ -	40	7	Funding not available.
23	Hermes Copper	Back Country Land Trust	Enhance and stabilize small Hermes copper populations in western San Diego County and establish them as refugia in case of catastrophic wildfires.	\$ 361,160.00	\$ 14,420.00	\$ -	41	9	Funding not available.
6	Orcutt's Hazardia	Center for Natural Lands Management	Protect, maintain and enhance Orcutt's hazardia plant species located at the Manchester Habitat Conservation Area.	\$ 210,724.46	\$ 29,384.92	\$ -	43	10	Funding not available.
7	Acanthomintha 2	Center for Natural Lands Management	Protect, maintain, and enhance San Diego thormmint plant species through development of Best Management Practices.	\$ 119,416.51	\$ 33,768.92	\$ -	43	10	Funding not available.
5	SW Pond Turtle	Otay Water District	Introduce southwestern pond turtle into 2.1 acres of pond habitat and associated uplands in the Otay Water District San Miguel Habitat Management Area and enhance the value of riparian habitat in the two ponds for southwestern willow flycatcher and yellow-breasted chat.	\$ 181,700.00	\$ 19,000.00	\$ -	66	12	Funding not available.
3	Patch-Nosed Snake	Zoological Society of San Diego	Track patch-nosed snakes over two years at the San Diego Zoo Safari Park Biodiversity Reserve to instruct strategic planning toward sustainable populations.	\$ 39,772.00	\$ -	\$ -	76	13	Funding not available.
TOTAL				\$ 2,629,635.30	\$ 1,011,276.16	\$ 597,414.00			

**TransNet ENVIRONMENTAL MITIGATION PROGRAM LAND MANAGEMENT GRANT PROGRAM:
PROJECT RANKINGS FOR SEVENTH CYCLE OF GRANT FUNDING
THREAT REDUCTION TO MSP SPECIES AND THEIR HABITATS FROM INVASIVE SPECIES AND WILDFIRES**

PRJ #	Project Title	Applicant	Project Summary from Proposal	Requested Grant Amount	Proposed Match Amount	Recommended Grant Funding	SUM of Ranks	Overall Rank	Discussion/Conditions
2	San Luis Rey, Santa Margarita & San Dieguito Watersheds	Mission Resource Conservation District	Re-treatment of Arundo and maintenance of the right-of-entry (ROE) database, to allow re-treatments to occur on over 350 public and private properties in these watersheds.	\$ 306,000.00	\$ 306,000.00	\$ 300,000.00	10	1	Partially fund \$300,000. Coordinate with SD River Partners to ensure work is not duplicated in SD River Valley; any cut or chipped material to be removed from site; and include City of San Diego property as part of re-treatment area. Applicant to submit revised Scope of Work, Budget & Schedule.
20	Sweetwater Reservoir Wetland	Sweetwater Authority	Purchase of plant materials and seed as part of a large-scale wetland riparian adaptive management - Sweetwater Reservoir Wetland Habitat Recovery Project.	\$ 250,000.00	\$ 4,691,967.00	\$ 100,000.00	14	2	Partially fund \$100,000. Applicant to submit revised Scope of Work, Budget & Schedule.
21	Carlsbad Hydrologic Unit 2	San Elijo Lagoon Conservancy	Invasive plant re-treatments, limited new treatments, revegetation and habitat restoration, detailed mapping of invasive plants throughout the Carlsbad Hydrologic Unit.	\$ 190,804.50	\$ 143,880.00	\$ 100,000.00	24	3	Partially fund \$100,000. Applicant to submit revised Scope of Work, Budget & Schedule for 2 years.
12	Brachypodium P2	Conservation Biology Institute	Control invasive grass, Brachypodium distachyon, in 4 locations by refining existing Brachypodium Best Management Practices, expanding treatment into new areas using proven BMPs, and developing new BMPs for landscape-level application.	\$ 426,364.00	\$ 24,016.00	\$ 100,000.00	27	4	Partially fund \$100,000 for Task 1 only. Objective of funding this project proposal is to complete Best Management Practices. Applicant to submit revised Scope of Work, Budget & Schedule for 2 years.
10	Arroyo Toad	City of San Diego- Public Utilities Department	Enhance 231 acres of arroyo toad riparian habitat in the San Pasqual Valley through removal of dead invasive plant biomass from stream corridors.	\$ 110,992.00	\$ 38,992.00	\$ -	28	5	Funding not available.
14	Hermes, Encinitas Baccharis, & Sticky Dudleya	Escondido Creek Conservancy	Survey, reduce threats, enhance, restore, and monitor at three project sites and one match area site for Hermes copper, Encinitas baccharis and Sticky dudleya.	\$ 992,611.00	\$ 84,909.00	\$ -	29	6	Funding not available.
17	Lusardi Creek 2	County of San Diego- Dept of Parks & Rec	Restore a portion of the 223.78-acre Lusardi Creek Preserve as almost the entire Preserve burned in 2007 and again in 2014.	\$ 142,900.00	\$ 32,700.00	\$ -	33	7	Funding not available.
TOTAL				\$ 2,419,671.50	\$ 5,322,464.00	\$ 600,000.00			

**TransNet ENVIRONMENTAL MITIGATION PROGRAM LAND MANAGEMENT GRANT PROGRAM:
PROJECT RANKINGS FOR SEVENTH CYCLE OF GRANT FUNDING
HABITAT MAINTENANCE, ACCESS CONTROL/MANAGEMENT AND VOLUNTEER COORDINATION**

PRJ #	Project Title	Applicant	Project Summary from Proposal	Requested Grant Amount	Proposed Match Amount	Recommended Grant Funding	SUM of Ranks	Overall Rank	Discussion/Conditions
24	Mother Miguel Mountain	U.S. Fish & Wildlife Service-SD National Wildlife Refuge	Protect sensitive species, including Mexican flannelbush and critical habitat on the southwestern slope of Mother Miguel Mountain, while managing public access and awareness.	\$ 21,454.00	\$ 80,185.00	\$ 21,454.00	9	1	Fully fund.
15	S. San Diego County Community 3	Earth Discovery Institute	Extend conservation outreach and environmental education through interpretive and habitat conservation events, student involvement, and volunteer patrols.	\$ 159,500.00	\$ 52,964.00	\$ 159,500.00	16	2	Fully fund. Partner with San Ysidro School District and County to educate students regarding Furby-North protected/restricted access.
16	Furby-North Preserve	County of San Diego-Dept of Parks & Rec	Addition of signage, fencing and gates on the Furby-North Property to prevent unauthorized access into and across the Property and allow for future active restoration of the unauthorized trails as outlined in the Resource Management Plan.	\$ 110,968.00	\$ 10,327.00	\$ 119,046.00	23	3	Fully fund and additional \$8,078 to install additional gate. Install fencing where most appropriate and add on-site monitoring for post-installation of fencing and gates with matching funds/County staff time.
27	River Park Watch 2	San Diego River Park Foundation	Engage the community in stewardship of critical habitat areas along the San Diego River through systematic survey, clean-up and monitoring.	\$ 132,852.00	\$ 54,650.00	\$ -	25	4	Lack of available funding.
11	Enforcement	City of San Diego-Park and Recreation Department	Funding for 3750 hours of overtime patrols by SD Police Department officers and Rangers to decrease habitat destruction through expanded enforcement capacity at illegal use hotspots.	\$ 200,000.00	\$ 36,000.00	\$ -	27	5	Lack of available funding.
25	Silverwood Wildlife Sanctuary	San Diego Audubon Society	Day-to-day management activities to support the expansion of invasive control efforts to 65 acres of priority habitat areas within the preserve, including clearance of brush and understory, maintenance of trails, and management of invasive plant species.	\$ 54,451.00	\$ 42,794.00	\$ -	27	5	Lack of available funding.
1	Durling Preserve	Fallbrook Lands Conservancy	Create a safe and "habitat friendly" access for maintenance and monitoring, and perform an overall reconnaissance for sensitive and endangered species for the purpose of determining appropriate public access, and the effects of such access on these species.	\$ 22,500.00	\$ 2,500.00	\$ -	39	7	Lack of available funding.
TOTAL				\$ 701,725.00	\$ 279,420.00	\$ 300,000.00			



**TRANSPORTATION COMMITTEE
JULY 17, 2015**

ACTION REQUESTED – RECOMMEND

***TransNet* SMART GROWTH INCENTIVE
PROGRAM AND ACTIVE TRANSPORTATION
GRANT PROGRAM: RECOMMENDED PROJECT
AWARDS FOR THIRD CYCLE OF GRANT FUNDING**

File Numbers 3300100/3300300

Introduction

Last December, the SANDAG Board of Directors approved the criteria and released the call for projects for the *TransNet* Smart Growth Incentive Program (SGIP) and Active Transportation Grant Program (ATGP). This is the third cycle of funding available for these two grant programs. In total, \$15 million is available for this grant cycle: \$12 million for the SGIP and \$3 million for the ATGP.¹

SANDAG received 28 applications for each program in March, for a combined sum of 56 applications. One application was found to be ineligible, reducing the total eligible applications to 55. Two applications were submitted under both programs. The applications are listed in Attachment 1 by jurisdiction and by program.

Eligible applicants include the local cities and the County of San Diego. A competitive selection process, described below, is used to award funding. During July, the report was provided to the Regional Planning Technical Working Group, the Cities/County Transportation Advisory Committee (CTAC), and the Active Transportation Working Group (ATWG) for information and review, and to the *TransNet* Independent Taxpayer Oversight Committee to confirm that the grant funding recommendations are consistent with *TransNet* Extension Ordinance funding eligibility requirements.

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors: (1) approve the *TransNet* Smart Growth Incentive Program and Active Transportation Grant Program project awards for funding as shown in Attachment 2; and (2) adopt Resolution 2016-02 Transportation Development Act Article 3 Claims for FY 2014 to FY 2016 in substantially the same form as shown in Attachment 5.

¹ As approved in the FY 2016 Program Budget, Cycle 3 for the SGIP and ATGP includes funding from three fiscal years (FY 2014 through FY 2016).

Discussion

Competitive Selection Process

On December 19, 2014, the Board of Directors approved the criteria and call for projects for the *TransNet* SGIP and ATGP. Staff posted the call for projects for each program onto the SANDAG website at sandag.org/cycle3grants.

As with prior calls for projects, evaluation panels were assembled to assist in the review of grant applications. The SGIP Evaluation Panel consisted of one member of the Regional Planning Technical Working Group (TWG) and two members of the CTAC that did not compete for funds, an academic representative, and staff from SANDAG, Caltrans, and the North County Transit District. The ATGP Evaluation Panel consisted of two members of the ATWG that did not compete for funds, an academic representative, and staff from SANDAG and Caltrans.

The application period closed on March 20, 2015. Staff provided the proposals electronically to each evaluation panel member to evaluate independently.

On April 16 and April 20, 2015, SGIP and ATGP applicants presented summaries of their projects to the SGIP and ATGP Evaluation Panels, respectively. On April 24, 2015, each evaluation panel met individually to review and discuss the applications. Per the approved criteria for both programs, a "Sum of Ranks"² scoring approach was used. Project rankings and funding recommendations for each program are shown in Attachment 2. Detailed spreadsheets showing the quantitative and qualitative scores for each project are available on the grant website at sandag.org/cycle3grants.

In cases where partial funding is recommended, SANDAG staff spoke to the grant applicants by phone to confirm whether they would be able to accept reduced funding and still complete their projects successfully.

Smart Growth Incentive Program

Under the *TransNet* Extension Ordinance, the SGIP provides funding for local transportation-related infrastructure and planning efforts that support smart growth development in the region. Applicants may submit funding requests for two types of projects: capital and planning. Per the criteria approved by the Board of Directors, 80 percent of funding is allocated to capital projects, and the remaining 20 percent is designated for planning projects. As referenced above, \$12 million is available for this cycle.

Of the 28 SGIP applications received, one in National City was deemed ineligible because it did not sufficiently relate to transportation-related infrastructure, as required by the *TransNet* Extension Ordinance. The remaining 27 applications (13 capital projects and 14 planning projects) were scored and ranked according to the approved criteria. Descriptions of all eligible SGIP project applications are included in Attachment 3.

² Project rankings were produced using a "Sum of Ranks" approach. Using this approach, projects received two scores: one based on objective, formula-based points calculated by SANDAG staff, and another based on subjective, quality-based points awarded by each evaluation panel member. The objective points earned were added to the subjective points awarded by each evaluator on the panel, and then translated into project rankings for each evaluator. The rankings from each individual evaluator were then summed for each project to produce a "Sum of Ranks." The Sum of Ranks was then translated into an overall project ranking. The top-ranking projects (or the projects with the lowest overall sum of ranks) are those recommended for funding.

The projects recommended for funding are summarized below. The SANDAG Technical Services Department performed an independent review, checking for consistency with the evaluation panel score sheets, and correct formulas and calculations used for scores. The independent review confirmed the accuracy of the formulas, calculations, scores, and project rankings. In addition, staff performed a social equity analysis to ensure that the funding for projects recommended for award would be distributed such that low-income and minority communities would receive an equitable proportion of the benefits. The analysis confirmed that the SGIP funds would be distributed in an equitable manner based on the recommended funding allocations.

SGIP Project Rankings and Funding Recommendations

In total, 17 SGIP projects are recommended to receive funding as described below.

Capital Projects

Local jurisdictions submitted 13 eligible capital grant project applications requesting approximately \$13 million in SGIP funding. There is \$9.6 million (representing 80% of the total SGIP funding) available to fund capital projects for this cycle. Based on the project rankings and available funding, eight capital projects are recommended to receive full funding (shown in green) and one project is recommended to receive partial funding (shown in orange).

SGIP Capital Projects Recommended for Funding:

Rank	Jurisdiction	Project Title – SGIP Capital	Funding Request	Funding Recommendation
1	National City	Downtown-Westside Wayfinding and Community Gateways	Request: \$825,000 Match: \$200,000 Total: \$1,025,000	\$825,000
2 (tie)	Oceanside	Seagaze Drive Downtown Mobility Project	Request: \$357,497 Match: \$63,000 Total: \$420,497	\$357,497
2 (tie)	National City	Westside Mobility Improvement Project	Request: \$2,000,000 Match: \$200,000 Total: \$2,200,000	\$2,000,000
4	Civic San Diego/City of San Diego	14th Street Pedestrian Promenade Demonstration Block	Request: \$1,000,000 Match: \$250,000 Total: \$1,250,000	\$1,000,000
5	Lemon Grove	Lemon Grove Avenue Realignment Project	Request: \$805,000 Match: \$4,200,000 Total: \$5,005,000	\$805,000
6	City of San Diego	San Ysidro Wayfinding Signs	Request: \$350,000 Match: \$0 Total: \$350,000	\$350,000
7	Escondido	Escondido Transit Center Active Transportation Connections	Request: \$1,270,000 Match: \$0 Total: \$1,270,000	\$1,270,000
8	Vista	Paseo Santa Fe Phase II	Request: \$2,000,000 Match: \$5,000,000 Total: \$7,000,000	\$2,000,000
9	La Mesa	North Spring Street Smart Growth Corridor (Partial Funding)	Request: \$1,300,000 Match: \$606,000 Total: \$1,906,000	\$992,503
Total Funding Recommended for SGIP Capital Projects:				\$9,600,000

Discussions have been held with the City of La Mesa regarding the North Spring Street Project recommended for partial funding. La Mesa has indicated that it is willing to accept partial funding and can complete the project as proposed in the application.

Planning Projects

Local jurisdictions submitted 14 eligible planning grant applications requesting approximately \$4.2 million in SGIP funding. There is \$2.4 million (representing 20% of the total SGIP funding) available to fund planning projects for this cycle. Based on the project rankings, seven planning projects are recommended to receive full funding and one project is recommended to receive partial funding.

SGIP Planning Projects Recommended for Funding:

Rank	Jurisdiction	Project Title – SGIP Planning	Funding Request	Funding Recommendation
1	National City	Downtown Specific Plan Update	Request: \$320,000 Match: \$50,000 Total: \$370,000	\$320,000
2	City of San Diego	Grantville Trolley Station/Alvarado Creek Enhancement Project	Request: \$400,000 Match: \$100,000 Total: \$500,000	\$400,000
3	El Cajon	El Cajon Transit Center Transit-Supportive Land Use and Mobility Plan	Request: \$400,000 Match: \$70,000 Total: \$470,000	\$400,000
4	Civic San Diego/City of San Diego	6th Avenue Bridge Promenade Feasibility and Conceptual Design	Request: \$200,000 Match: \$50,000 Total: \$250,000	\$200,000
5	Lemon Grove	Broadway Downtown Village Specific Plan (DVSP) Expansion	Request: \$175,000 Match: \$50,000 Total: \$225,000	\$175,000
6	Imperial Beach	Palm Avenue Mixed-Use and Commercial Corridor Master Plan	Request: \$400,000 Match: \$100,000 Total: \$500,000	\$400,000
7	City of San Diego	Pacific Beach Greenways, Parks and Transit	Request: \$400,000 Match: \$40,000 Total: \$440,000	\$400,000
8	Oceanside	Coastal Rail Trail Extension (Partial Funding)	Request: \$340,000 Match: \$60,000 Total: \$400,000	\$105,000 (partial funding declined)
9 (tie)	El Cajon	Gillespie Field/Aerotropolis (Partial Funding)	Request: \$400,000 Match: \$65,600 Total: \$465,600	\$105,000 (partial funding declined)
9 (tie)	City of San Diego	Kearny Mesa Smart Growth Employment Area Plan (Partial Funding)	Request: \$400,000 Match: \$200,000 Total: \$600,000	\$105,000
Total Funding Recommended for SGIP Planning Projects:				\$2,400,000

Discussions were held with the City of Oceanside regarding the Coastal Rail Trail Extension project recommended for partial funding. The City of Oceanside declined the partial funding. Because the next two projects were tied, partial funding was offered to both the City of El Cajon for the Gillespie Field/Aerotropolis project and the City of San Diego for the Kearny Mesa Smart Growth Employment Area Plan. The City of El Cajon declined the partial funding; the City of San Diego

indicated that it would be willing to accept the partial funding and could complete the project as proposed in the application. As a result, \$105,000 is recommended as partial funding for the City of San Diego Kearny Mesa project.

Active Transportation Grant Program

Under the *TransNet* Extension Ordinance, the ATGP provides funding for infrastructure improvements related to active transportation; planning programs related to active transportation; and for programs that seek to educate, encourage, and/or raise awareness about bicycle and pedestrian oriented facilities. Applicants may submit requests for funding for two types of projects: capital and non-capital. Per the criteria approved by the Board of Directors, 75 percent of funding is allocated to capital projects, with a maximum of 60 percent for large projects over \$500,000. The remaining 25 percent is designated for non-capital projects. The non-capital projects fall into three subcategories: Planning (15%); Education/Encouragement/Awareness (5%); and Bicycle Parking (5%). A total of \$3 million is available for this cycle.

All 28 applications (16 capital projects and 12 non-capital projects) were deemed eligible, and were scored and ranked according to the approved criteria. Descriptions of all ATGP project applications are included in Attachment 4.

The projects recommended for funding are summarized below. Based on a recommendation by the ATGP Evaluation Panel, the funding recommendation varies slightly from the 75/25 percent allocation called for in the criteria. The Evaluation Panel's funding recommendation reflects a 77/23 percent allocation, and is explained further below in the non-capital projects section of the report. At its June 19, 2015 meeting, the Transportation Committee expressed support for the Evaluation Panel's recommendation.

The SANDAG Technical Services Department performed an independent review of the Panel's funding recommendation, checking for consistency with the Evaluation Panel score sheets, and correct formulas and calculations used for scores. The independent review confirmed the accuracy of the formulas, calculations, scores, and project rankings. In addition, staff performed a social equity analysis to ensure that the funding for projects recommended for award would be distributed such that low-income and minority communities would receive an equitable proportion of the benefits. The analysis confirmed that the ATGP funds would be distributed in an equitable manner based on the recommended funding allocations.

ATGP Project Rankings and Funding Recommendations

In total, 12 ATGP projects are recommended to receive funding. There is \$3 million in Transportation Development Act (TDA) funding available for this call for projects.

Capital Projects

Local jurisdictions submitted 16 eligible capital grant project applications requesting approximately \$8.1 million in ATGP funding. There is \$2.25 million (representing 75% of the total ATGP funding) available to fund large and small-category capital projects for this cycle. Large category projects are those over \$500,000. Based on the project rankings, four capital projects are recommended to receive full funding and two projects are recommended to receive partial funding.

One project, the Oceanside Seagaze Drive Downtown Mobility Project, was submitted under both the SGIP and ATGP capital programs (the ATGP “Small-Category” Program). This project ranked high in both grant programs. Since it ranked well enough to be recommended for funding under the SGIP, it was removed from the ATGP Small-Category Projects, thus freeing up funding for other ATGP Small-Category Projects.

ATGP “Large Category” Capital Projects Recommended for Funding:

Rank	Jurisdiction	Project Title – ATGP Capital – Large Category	Funding Request	Funding Recommendation
1	National City	Sweetwater River Bikeway/ 30th Street Bicycle Facility Improvements	Request: \$1,000,000 Match: \$55,000 Total: \$1,055,000	\$1,000,000
2	Solana Beach	Stevens/Valley Avenue Corridor – Bicycle and Pedestrian Improvement Project (Partial Funding)	Request: \$500,000 Match: \$100,000 Total: \$600,000	\$420,000
Total Funding Recommended for ATGP “Large Category” Capital Projects:				\$1,420,000

ATGP “Small Category” Capital Projects Recommended for Funding:

Rank	Jurisdiction	Project Title – ATGP Capital – Small Category	Funding Request	Funding Recommendation
1	Escondido	Escondido Creek Trail Signalized Bike/Ped Crossing at El Norte Parkway Project	Request: \$335,000 Match: \$340,000 Total: \$675,000	\$335,000
2	Oceanside*	Seagaze Drive Downtown Mobility Project	Request: \$357,497 Match: \$63,000 Total: \$420,497	\$0
3	Santee	Riverwalk Drive Crossing Project	Request: \$216,900 Match: \$24,100 Total: \$241,000	\$216,900
4	Santee	Citywide Bike Lanes Project	Request: \$156,000 Match: \$0 Total: \$156,000	\$156,000
5	Carlsbad	Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project (Partial Funding)	Request: \$270,000 Match: \$726,000 Total: \$996,000	\$192,100
Total Funding Recommended for ATGP “Small Category” Capital Projects:				\$900,000
Total Funding Recommended for All ATGP Capital Projects:				\$2,320,000

* The Seagaze Drive Downtown Mobility Project is being recommended for funding through the SGIP Capital Grant Program, and is therefore recommended to be removed from the ATGP competition.

Discussions have been held with the Cities of Solana Beach and Carlsbad regarding the Stevens/Valley Avenue Corridor and Carlsbad Boulevard/Tamarack Avenue projects recommended for partial funding. Both cities have indicated that they would be willing to accept partial funding and could complete their projects as proposed.

Non-Capital Projects

Local jurisdictions submitted 12 eligible planning grant applications requesting approximately \$1.5 million in ATGP funding. A total of \$750,000 (representing 25% of the total ATGP funding) is available to fund non-capital projects for this cycle. Based on the project rankings and recommendations of the ATGP Evaluation Panel, six projects in the non-capital categories are recommended to receive full funding.

ATGP Planning Projects Recommended for Funding:

Rank	Jurisdiction	Project Title – ATGP Non-Capital – Planning	Funding Request	Funding Recommendation
1	Coronado	Comprehensive Active Transportation Strategy	Request: \$90,000 Match: \$90,000 Total: \$180,000	\$90,000
2	Civic San Diego/ City of San Diego	Euclid and Market Complete Streets Master Plan	Request: \$300,000 Match: \$100,000 Total: \$400,000	\$300,000
Total Funding Recommended for ATGP “Planning” Projects:				\$390,000

ATGP Education, Encouragement, Awareness Programs (EEA) Recommended for Funding:

Rank	Jurisdiction	Project Title – ATGP Non-Capital – EEA	Funding Request	Funding Recommendation
1	El Cajon	Be Safe, El Cajon	Request: \$50,000 Match: \$5,000 Total: \$55,000	\$50,000
2	Chula Vista	Walk + Bike Chula Vista Education Encouragement Awareness Campaign	Request: \$100,000 Match: \$20,000 Total: \$120,000	\$100,000
3	Oceanside	Bike/Bus Safety Public Outreach Project	Request: \$90,000 Match: \$10,000 Total: \$100,000	\$90,000
Total Funding Recommended for ATGP “EEA” Programs:				\$240,000

ATGP Bike Parking Projects Recommended for Funding:

Rank	Jurisdiction	Project Title – ATGP Non-Capital – Bike Parking	Funding Request	Funding Recommendation
1	National City	National City Bicycle Parking Enhancements	Request: \$50,000 Match: \$10,000 Total: \$60,000	\$50,000
Total Funding Recommended for ATGP “Bike Parking” Projects:				\$50,000
Total Funding Recommended for All ATGP <u>Non-Capital</u> Projects:				\$680,000

The ATGP Evaluation Panel recommended only \$680,000 (23%) for non-capital projects based on the following reasons. The Bike Parking category allows for up to \$150,000 (or 5% of the non-

capital funds). However, only one bike parking application was submitted for a total of \$50,000 (representing 1.7% of the funds). As a result, the Evaluation Panel recommended rolling the remaining \$100,000 of bike parking funding into the EEA category to fully fund the three EEA applications for a total of \$240,000. This increased the EEA category from 5 percent of the non-capital funds to 8 percent of the funds. This left a remaining balance of \$10,000 in the EEA program. In addition, the two top-ranked projects in the Planning category summed up to \$390,000. As noted above, \$450,000 was available in the Planning category. The Panel recommended funding only 13 percent (versus 15%) of the Planning category; therefore, combining the remaining \$60,000 from the Planning category with the remaining \$10,000 from the EEA category, and rolling a total of \$70,000 back into the Capital Large-Category Projects to fund a greater percentage of the Solana Beach project, which was recommended for partial funding. With this recommended rollover, the overall ATGP funding allocations represent 77 percent for capital projects and 23 percent for non-capital projects.

Next Steps

Today, the Transportation Committee is asked to recommend that the SANDAG Board of Directors approve the SGIP and ATGP project awards and adopt Resolution 2016-02 TDA Article 3 Claims for FY 2014 to FY 2016. At its July 17, 2015, meeting, the Regional Planning Committee will be asked to recommend that the SANDAG Board approve the SGIP project awards. Pending the Committees' recommendations, the Board will be asked to approve the funding awards on July 24, 2015.

Upon approval by the Board, the SGIP projects would be amended into the 2014 Regional Transportation Improvement Program at its earliest opportunity, and SANDAG will prepare a TDA claim for the ATGP projects. The selected grantees will be issued a Notice to Award and will be invited to participate in a kick-off meeting with SANDAG staff to initiate the process of executing grant agreements. If the Board takes action at its July meeting, grant agreement executions are anticipated in fall 2015.

CHARLES "MUGGS" STOLL

Director, Land Use and Transportation Planning

- Attachments:
1. Cycle 3 Applications Submitted by Jurisdiction – SGIP and ATGP
 2. Project Rankings and Funding Recommendations
 - 2a. SGIP Capital Grants
 - 2b. SGIP Planning Grants
 - 2c. ATGP Capital Grants
 - 2d. ATGP Non-Capital Grants
 3. SGIP Project Application Descriptions (in order of ranking)
 4. ATGP Project Application Descriptions (in order of ranking)
 5. Resolution 2016-02 Article 3 Claims for FY 2014 to FY 2016

Key Staff Contact: Carolina I. Gregor, (619) 699-1989; carolina.gregor@sandag.org

Cycle 3 Applications Submitted by Jurisdiction
TransNet Smart Growth Incentive Program and Active Transportation Grant Program

Jurisdiction	Smart Growth Incentive Program	Capital	Planning	Active Transportation Grant Program	Capital	Non-Capital
Carlsbad	N/A			Carlsbad Blvd and Tamarack Ave Pedestrian Improvement Project (\$270,000)	•	
Chula Vista	N/A			Industrial Boulevard Pedestrian and Bicycle Improvements (\$544,500)	•	
				Main Street Corridor Pedestrian Improvements (\$497,000)	•	
				Multi-Modal Pedestrian / Bikeway Master Plan (\$250,000 – Planning)		•
				Walk+Bike Chula Vista Education Encouragement Awareness Campaign (\$100,000 – EEA)		•
Coronado	N/A			Coronado Comprehensive Active Transportation Strategy (\$90,000 – Planning)		•
Del Mar	N/A			Coast to Crest Trail Railroad Underpass Design Study (\$70,000 – Planning)		•
				Comprehensive Active Transportation Master Plan (\$85,000 – Planning)		•
El Cajon	Gillespie Field Aerotropolis (\$400,000)		•	City of El Cajon Pedestrian Undercrossing Improvements at I-8 (\$1,049,220)	•	
	El Cajon Transit Center Transit-Supportive Land Use and Mobility Plan (\$400,000)		•	Be Safe, El Cajon (\$50,000 – EEA)		•
Encinitas	N/A			N/A		
Escondido	Escondido Transit Center Active Transportation Connections (\$1,270,000)	•		Escondido Creek Trail Signalized Bike/Ped Crossing at El Norte Parkway Project (\$335,000)	•	
Imperial Beach	Palm Avenue Mixed Use and Commercial Corridor Plan West End Sector (\$400,000)		•	Bernardo Shores Bayshore Bikeway to Rainbow Avenue Class I Bicycle Link (\$700,000)	•	
				Fern Avenue Pedestrian and Mobility Improvement Project (\$400,000)	•	
La Mesa	North Spring Street Smart Growth Corridor (\$1,300,000)	•		N/A		
Lemon Grove	Construct Connect Main Street Segment (\$409,700)	•		ADA Transition Plan (\$150,000 – Planning)		•

Jurisdiction	Smart Growth Incentive Program	Capital	Planning	Active Transportation Grant Program	Capital	Non-Capital
Lemon Grove (cont.)	Broadway / Olive Street Intersection Improvements (\$200,000)	•				
	Lemon Grove Avenue Realignment (\$805,000)	•				
	ADA Transition Plan (\$150,000 – Planning)		•			
	Broadway Downtown Village Specific Plan (DVSP) Expansion (\$175,000)		•			
	Trolley Grade Separation Study (\$175,000)		•			
	Massachusetts Station Specific Plan (\$175,000)		•			
	Complete Streets Mobility Plan (Mobility Element Update) (\$225,000)		•			
National City	Downtown Specific Plan Update (\$320,000)		•	Sweetwater River Bikeway/30th Street Bicycle Facility Improvements (\$1,000,000)	•	
	Downtown - Westside Wayfinding and Community Gateways (\$825,000)	•		Citywide Midblock Crossing Enhancements Project (\$625,000)	•	
	Kimball Park Smart Growth Improvements (\$2,000,000) (Deemed Ineligible)	<i>(Deemed Ineligible)</i>		National City Bicycle Parking Enhancements (\$50,000 – Bike Parking)		•
	N Avenue Improvements (\$500,000)	•				
	Westside Mobility Improvement Project (\$2,000,000)	•				
Oceanside	Seagaze Drive Downtown Mobility Project (\$357,497)	•		Seagaze Drive Downtown Mobility Project (\$357,497)	•	
	Coastal Rail Trail Extension (Oceanside Blvd Across Loma Alta Marsh) (\$340,000)		•	Bike/Bus Safety Public Outreach Project (\$90,000 – EEA)		•
Poway	N/A			Comprehensive Active Transportation Strategy (\$160,000 – Planning)		•
City of San Diego	14th Street Pedestrian Promenade Demonstration Block (\$1,000,000 – Civic San Diego)	•		Euclid and Market Complete Streets Master Plan (\$300,000 – Planning)		•
	San Ysidro Wayfinding Signs (\$350,000 – Civic Center)	•				
	Sixth Avenue Bridge Promenade Feasibility and Conceptual Design (\$200,000)		•			

Jurisdiction	Smart Growth Incentive Program	Capital	Planning	Active Transportation Grant Program	Capital	Non-Capital
City of San Diego (cont.)	Pacific Beach Greenways, Parks and Transit (\$400,000)		●			
	Grantville Trolley Station/Alvarado Creek Enhancement Project (\$400,000)		●			
	Kearny Mesa Smart Growth Employment Area Plan (\$400,000)		●			
County of San Diego	N/A			San Diego Coastal Bike Path Safety Improvements - Las Flores Creek Constriction (\$576,240)	●	
	N/A			San Diego Coastal Bike Path Safety Improvements - Stuart Mesa/41 Area Constriction (\$477,640)	●	
San Marcos	N/A			N/A		
Santee	N/A			Citywide Bike Lanes Project (\$156,000)	●	
				Riverwalk Drive Crossing Project (\$216,900)	●	
				San Diego River Trail Design Project (\$414,000)	●	
				Santee Bicycle Master Plan Update (\$125,000 – Planning)		●
Solana Beach	Traffic Calming & Active Transportation Facilities for the Solana Beach Transit Station Transit-Oriented Development (\$1,900,000)	●		Stevens/Valley Ave Corridor-Bicycle & Pedestrian Improvements (\$500,000)	●	
Vista	Paseo Santa Fe - Phase II (\$2,000,000)	●		N/A		
TOTAL ELIGIBLE APPLICATIONS SUBMITTED	27 SGIP Total	13	14	28 ATGP Total	16	12
TOTAL ELIGIBLE FUNDING REQUESTS BY CATEGORY		\$12,917,197	\$4,160,000		\$8,118,997	\$1,520,000
TOTAL ELIGIBLE FUNDING REQUEST BY PROGRAM		\$17,077,197			\$9,638,997	
TOTAL ELIGIBLE FUNDING REQUEST FOR BOTH PROGRAMS	55 Total Eligible Applications	\$26,716,194 Total Eligible Funding Request				

SGIP CAPITAL GRANTS
PROJECT RANKINGS AND FUNDING RECOMMENDATIONS

Applicant	Project Title	SGIP Funds Requested	Cumulative Funds Requested	Recommended Project Funding	Sum of Ranks	Overall Rank
National City	Downtown Westside Wayfinding and Community Gateways	\$825,000	\$825,000	\$825,000	25	1
Oceanside	Seagaze Drive Downtown Mobility Project	\$357,497	\$1,182,497	\$357,497	28	2
National City	Westside Mobility Improvements	\$2,000,000	\$3,182,497	\$2,000,000	28	2
Civic San Diego/City of San Diego	14th Street Pedestrian Promenade Demonstration Block	\$1,000,000	\$4,182,497	\$1,000,000	35	4
Lemon Grove	Lemon Grove Avenue Realignment	\$805,000	\$4,987,497	\$805,000	36	5
City of San Diego	San Ysidro Wayfinding Signs	\$350,000	\$5,337,497	\$350,000	61	6
Escondido	Transit Center Active Transportation Connections	\$1,270,000	\$6,607,497	\$1,270,000	69	7
Vista	Paseo Santa Fe Phase II	\$2,000,000	\$8,607,497	\$2,000,000	71	8
La Mesa	North Spring Street Smart Growth Corridor	\$1,300,000	\$9,907,497	\$992,503	80	9
Lemon Grove	Broadway/Olive Street Intersection Improvements	\$200,000	\$10,107,497	\$0	92	10
National City	N Avenue Improvements	\$500,000	\$10,607,497	\$0	93	11
Lemon Grove	Construct Connect Main Street Segment	\$409,700	\$11,017,197	\$0	98	12
Solana Beach	Traffic Calming & AT Facilities for SB Transit Station TOD	\$1,900,000	\$12,917,197	\$0	103	13
Total Available Funding		\$9,600,000	Total Recommended Funding		\$9,600,000	
Total Funding Requested		\$12,917,197	Percent of Total SGIP Fund (12M)		80%	
Funding Deficit		(\$3,317,197)				
FULL FUNDING RECOMMENDED						
PARTIAL FUNDING RECOMMENDED						
FUNDING NOT RECOMMENDED						

SGIP PLANNING GRANTS**PROJECT RANKINGS AND FUNDING RECOMMENDATIONS**

Applicant	Project Title	SGIP Funds Requested	Cumulative Funds Requested	Recommended Project Funding	Sum of Ranks	Overall Rank
National City	Downtown Specific Plan Update	\$320,000	\$320,000	\$320,000	24	1
City of San Diego	Grantville Trolley Station/Alvarado Creek Enhancement Project	\$400,000	\$720,000	\$400,000	32	2
El Cajon	El Cajon Transit Center Transit-Supportive Land Use and Mobility Plan	\$400,000	\$1,120,000	\$400,000	37	3
Civic San Diego/ City of San Diego	Sixth Avenue Bridge Promenade Feasibility and Conceptual Design	\$200,000	\$1,320,000	\$200,000	45	4
Lemon Grove	Broadway Downtown Village Specific (DVSP) Expansion	\$175,000	\$1,495,000	\$175,000	64	5
Imperial Beach	Palm Avenue Mixed Use and Commercial Corridor Plan West End Sector	\$400,000	\$1,895,000	\$400,000	66	6
City of San Diego	Pacific Beach Greenways, Parks and Transit	\$400,000	\$2,295,000	\$400,000	68	7
Oceanside	Coastal Rail Trail Extension (Oceanside Blvd across Loma Alta Marsh)	\$340,000	\$2,635,000	\$0 (Partial Funding Declined)	71	8
El Cajon	Gillespie Field Aerotropolis	\$400,000	\$3,035,000	\$0 (Partial Funding Declined)	73	9
City of San Diego	Kearny Mesa Smart Growth Employment Area Plan	\$400,000	\$3,435,000	\$105,000	73	9
Lemon Grove	Complete Streets Mobility Plan (Mobility Element Update)	\$225,000	\$3,660,000	\$0	75	11
Lemon Grove	Massachusetts Station Specific Plan	\$175,000	\$3,835,000	\$0	85	12
Lemon Grove	Trolley Grade Separation Study	\$175,000	\$4,010,000	\$0	113	13
Lemon Grove	ADA Transition Plan	\$150,000	\$4,160,000	\$0	116	14
FULL FUNDING RECOMMENDED PARTIAL FUNDING RECOMMENDED FUNDING NOT RECOMMENDED	Total Available Funding	\$2,400,000	Total Recommended Funding		\$2,400,000	
	Total Funding Requested	\$4,160,000	Percent of Total SGIP Fund (12M)		20%	
	Funding Deficit	(\$1,760,000)				

ATGP CAPITAL GRANTS
PROJECT RANKINGS AND FUNDING RECOMMENDATIONS

Percent of Total ATGP Fund Allocated to Capital Projects (3M) 77%

Capital ATGP Grant Proposals Requesting \$500,000 Or More

Applicant	Project Title	ATGP Funds Requested	Cumulative Funds Requested	Recommended Project Funding	Sum of Ranks	Overall Rank
National City	Sweetwater River Bikeway/30th Street Bicycle Facility Improvements	\$1,000,000	\$1,000,000	\$1,000,000	19	1
Solana Beach	Stevens/Valley Avenue Corridor - Bicycle and Pedestrian Improvement Project	\$500,000	\$1,500,000	\$420,000	29	2
National City	Citywide Midblock Crossing Enhancements Project	\$625,000	\$2,125,000	\$0	34	3
Imperial Beach	Bernardo Shores Bayshore Bikeway to Rainbow Avenue Class I Bicycle Link	\$700,000	\$2,825,000	\$0	52	4
Chula Vista	Industrial Boulevard Pedestrian and Bicycle Improvements	\$544,500	\$3,369,500	\$0	62	5
El Cajon	El Cajon Pedestrian Under Crossing Improvements at I-8	\$1,049,220	\$4,418,720	\$0	74	6
County of San Diego	San Diego Coastal Bike Path Safety Improvements - Las Flores Creek Constriction	\$576,240	\$4,994,960	\$0	108	7
*Total Available Funding		\$1,420,000	Total Recommended Funding		\$1,420,000	
Total Funding Requested		\$4,994,960	Percent of Capital Funds		61%	
Funding Deficit		(\$3,574,960)				
*Total Available Funding includes \$70,000 rollover from Non-Capital projects.						
FULL FUNDING RECOMMENDED						
PARTIAL FUNDING RECOMMENDED						
FUNDING NOT RECOMMENDED						

Capital ATGP Grant Proposals Requesting Less Than \$500,000

Applicant	Project Title	ATGP Funds Requested	Cumulative Funds Requested	Recommended Project Funding	Sum of Ranks	Overall Rank
Escondido	Escondido Creek Trail Signalized Bike/Pedestrian Crossing at El Norte Parkway Project	\$335,000	\$335,000	\$335,000	23	1
* Oceanside	Seagaze Drive Downtown Mobility Project	\$357,497	—	\$0	31	2
Santee	Riverwalk Drive Crossing Project	\$216,900	\$551,900	\$216,900	41	3
Santee	Citywide Bike Lanes Project	\$156,000	\$707,900	\$156,000	60	4
Carlsbad	Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project	\$270,000	\$977,900	\$192,100	67	5
Chula Vista	Main Street Corridor Pedestrian Improvements	\$497,000	\$1,474,900	\$0	75	6
Santee	San Diego River Trail Design Project	\$414,000	\$1,888,900	\$0	76	7
Imperial Beach	Fern Avenue Pedestrian and Mobility Improvement Project	\$400,000	\$2,288,900	\$0	92	8
County of San Diego	San Diego Coastal Bike Path Safety Improvements - Stuart Mesa/41 Area Constriction	\$477,640	\$2,766,540	\$0	109	9
Total Available Funding		\$900,000	Total Recommended Funding		\$900,000	
Total Funding Requested		\$3,124,037	Percent of Capital Funds		39%	
Funding Deficit		(\$2,224,037)				

FULL FUNDING RECOMMENDED

PARTIAL FUNDING RECOMMENDED

FUNDING NOT RECOMMENDED

* The Seagaze Drive Downtown Mobility Project is being recommended for funding through the SGIP Capital Grant Program, and is therefore recommended to be removed from the ATGP competition

ATGP NON-CAPITAL GRANTS PROJECT RANKINGS AND FUNDING RECOMMENDATIONS

Percent of Total ATGP Funds Allocated to Non-Capital Projects	23%
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ATGP Planning Proposals

Applicant	Project Title	ATGP Funds Requested	Cumulative Funds Requested	Recommended Project Funding	Sum of Ranks	Overall Rank
Coronado	Coronado Comprehensive Active Transportation Strategy	\$90,000	\$90,000	\$90,000	7	1
Civic San Diego/ City of San Diego	Euclid and Market Complete Streets Master Plan	\$300,000	\$390,000	\$300,000	16	2
Chula Vista	Multi-Modal Pedestrian / Bikeway Master Plan	\$250,000	\$640,000	\$0	21	3
Santee	Santee Bike Master Plan Update	\$125,000	\$765,000	\$0	31	4
Lemon Grove	ADA Transition Plan	\$150,000	\$915,000	\$0	35	5
Del Mar	Coast to Crest Trail Railroad Underpass Design Study	\$70,000	\$985,000	\$0	39	6
Del Mar	Del Mar Comprehensive Active Transportation Master Plan	\$85,000	\$1,070,000	\$0	51	7
Poway	Poway Comprehensive Active Transportation Strategy	\$160,000	\$1,230,000	\$0	52	8
<div>FULL FUNDING RECOMMENDED</div> <div>PARTIAL FUNDING RECOMMENDED</div> <div>FUNDING NOT RECOMMENDED</div>	*Total Available Funding	\$460,000	Total Recommended Funding		\$390,000	
	Total Funding Requested	\$1,230,000	Percent of Non-Capital Funds		57%	
	Funding Deficit	(\$770,000)				
	**Funding Rollover	\$70,000				

*Total Available Funding includes \$10,000 rollover from EEA Program category.

**Assumes \$70,000 rollover into ATGP Large Capital category.

ATGP Education, Encouragement, Awareness Program Proposals

Applicant	Project Title	ATGP Funds Requested	Cumulative Funds Requested	Recommended Project Funding	Sum of Ranks	Overall Rank
El Cajon	Be Safe, El Cajon	\$50,000	\$50,000	\$50,000	9	1
Chula Vista	Walk+Bike Chula Vista Education Encouragement Awareness Campaign	\$100,000	\$150,000	\$100,000	16	2
Oceanside	Bike/Bus Safety Public Outreach Project	\$90,000	\$240,000	\$90,000	17	3
<div>FULL FUNDING RECOMMENDED</div> <div>PARTIAL FUNDING RECOMMENDED</div> <div>FUNDING NOT RECOMMENDED</div>	*Total Available Funding	\$250,000	Total Recommended Funding		\$240,000	
	Total Funding Requested	\$240,000	Percent of Non-Capital Funds		35%	
	**Funding Rollover	\$10,000				
	*Total Available Funding includes \$100,000 rollover from Parking category.					

*Total Available Funding includes \$100,000 rollover from Parking category.

**Assumes \$10,000 rollover into Planning category.

ATGP Bike Parking Proposals

Applicant	Project Title	ATGP Funds Requested	Cumulative Funds Requested	Recommended Project Funding	Sum of Ranks	Overall Rank
National City	National City Bicycle Parking Enhancements (Bike Parking)	\$50,000	\$50,000	\$50,000	7	1
<div>FULL FUNDING RECOMMENDED</div> <div>PARTIAL FUNDING RECOMMENDED</div> <div>FUNDING NOT RECOMMENDED</div>	Total Available Funding	\$150,000	Total Recommended Funding		\$50,000	
	Total Funding Requested	\$50,000	Percent of Non-Capital Funds		7%	
	*Funding Rollover	\$100,000				
	*Assumes \$100,000 rollover into EEA Program category.					

*Assumes \$100,000 rollover into EEA Program category.

**Smart Growth Incentive Program Project Application Descriptions
(for Eligible Cycle 3 Applications in Order of Project Rankings)**

RECOMMENDED FOR FULL FUNDING
RECOMMENDED FOR PARTIAL FUNDING
NOT RECOMMENDED FOR FUNDING

Capital Projects

Rank	Jurisdiction	Project Title	Funding	Project Description
1	National City	Downtown-Westside Wayfinding and Community Gateways	Request: \$825,000 Match: \$200,000 Total: \$1,025,000	The project includes the installation of new wayfinding/gateway signs throughout the Downtown and Westside Communities. The goal of the primarily pedestrian-oriented signs is to direct area residents, visitors, and workers to popular destinations, schools, transit stations, and parks. Sign system types include gateway, orientation, decision point, banners, education/interpretive, historic, and arrival. This project will create a more lively, pedestrian-friendly environment, encouraging community members to travel via foot or bicycle, reducing greenhouse gas emissions. The visually unified street space will attract and support future development and serve as a model example for smart growth in the region.
2 - tied	Oceanside	Seagaze Drive Downtown Mobility Project	Request: \$357,497 Match: \$63,000 Total: \$420,497	As part of the Mission Avenue Project, Mission Avenue and Seagaze Drive were converted to one-way streets. Raised channelizers have been recently installed on Seagaze Drive as a temporary measure for the curb bulb-outs with success. This project will make the temporary improvements permanent. This project will enhance the quality of Seagaze Drive and provide much needed continuity with Mission Avenue through innovative smart growth supporting infrastructure including: pedestrian bulb-outs, ADA ramps with truncated domes, rectangular rapid flashing beacons, enhanced crosswalks, and a raised pork-chop median.
2 - tied	National City	Westside Mobility Improvement Project	Request: \$2,000,000 Match: \$200,000 Total: \$2,200,000	The proposed project enhances bicycling and pedestrian connections in the Downtown and Westside Specific Plan areas and encourages smart growth development through the following improvements: completing the missing Class II bicycle facilities, bicycle racks, trash/recycling receptacles, intersection curb bulb-outs at key intersections, ADA-compliant curb ramps at intersections with improved crosswalks, traffic circles at ten intersections, public art within the traffic circles, decorative street lighting along the Wilson Avenue and 14th Street community corridors, and communications support system. All improvements are consistent with the build out of the Westside Specific Plan, which will support the future mixed-use developments in the area through the redevelopment process.

RECOMMENDED FOR FULL FUNDING
RECOMMENDED FOR PARTIAL FUNDING
NOT RECOMMENDED FOR FUNDING

Rank	Jurisdiction	Project Title	Funding	Project Description
4	Civic San Diego/ City of San Diego	14th Street Pedestrian Promenade Demonstration Block	Request: \$1,000,000 Match: \$250,000 Total: \$1,250,000	Design and construction of the first block of the 14th Street Promenade adjacent to the San Diego Police Headquarters. The promenade would create an approximately 30-foot wide pedestrian promenade/linear park by eliminating a parking lane and narrowing two travel lanes. It will link City College to Barrio Logan through East Village, including connecting several existing and future park sites. The pilot block continues the work of a previous SGIP planning grant, the 14th Street Promenade Master Plan, by implementing its first segment. In addition, this project would be the first portion of a proposed conversion of approximately four miles of existing downtown rights-of-way and traffic lanes into a 10-acre public open space network. This network is aptly nicknamed "G.R.O.W." (Green Rights of Way) and will serve to connect Downtown's densely populated neighborhoods with enhanced landscaped corridors focused on improving pedestrian and other non-vehicular circulation.
5	Lemon Grove	Lemon Grove Avenue Realignment Project	Request: \$805,000 Match: \$4,200,000 Total: \$5,005,000	The "Project" realigns and reconstructs segments of Lemon Grove (LGA) and North Avenues, trolley/railroad crossing and the LGA State Route 94 (SR 94) entrance/exit. The Project will construct the following: LGA from North Avenue to SR 94; reconstruct North Avenue between Olive Street and LGA; install new striping on Olive Street between North Avenue and Broadway; install traffic signals at the intersections of North Avenue and LGA, North Avenue and Olive Street; upgrade existing substandard improvements at the trolley/railroad crossing; water and storm drains; and underground SDG&E, Cox and AT&T transmission and/or distribution overhead lines.
6	City of San Diego	San Ysidro Wayfinding Signs	Request: \$350,000 Match: \$0 Total: \$350,000	The project includes the design and installation of wayfinding signs in the San Ysidro Port of Entry District to improve the area's mobility and respond to changes in the configuration of the Port of Entry. Signs will help visitors easily locate public services, popular destinations, and transportation options. The project will build on the current Community Plan Update with additional opportunities for focused public involvement, and it will serve as a pilot project for planned signage unifying the entire community. The City of San Diego will implement the project through an innovative public-private partnership supporting at-risk youth in the Urban Corps of San Diego County's workforce development program.
7	Escondido	Escondido Transit Center Active Transportation Connections	Request: \$1,270,000 Match: \$0 Total: \$1,270,000	The project fills important gaps in the Active Transportation network immediately adjacent to the Escondido Transit Center (ETC) where active transportation demand is the highest. The project connects the ETC to grocery, commercial, residential and office centers to the west by constructing a bridge for pedestrians over the Spruce Street Creek and by providing bike lanes between Tulip and Quince Street. The project connects the ETC to the Mercado/Grand Avenue Smart Growth Project Area to the southeast with bike lanes along Quince Street.
8	Vista	Paseo Santa Fe Phase II	Request: \$2,000,000 Match: \$5,000,000	Paseo Santa Fe Phase II is an infrastructure and street scape project located in Vista's Town Center on South Santa Fe Avenue. It is a complete and livable streets revitalization project that includes a road diet that will reduce the street width

RECOMMENDED FOR FULL FUNDING
RECOMMENDED FOR PARTIAL FUNDING
NOT RECOMMENDED FOR FUNDING

Rank	Jurisdiction	Project Title	Funding	Project Description
			Total: \$7,000,000	from five lanes to two lanes; install new curbs, gutters, and enhanced sidewalks; construction of roundabouts at key intersections; and, install decorative elements such as landscaping, street lights, street signs, and pedestrian furniture. The project will slow traffic and improve multi-modal mobility within the Town Center. The project will transform mobility within the Town Center by addressing the needs of pedestrians and bicyclists to access downtown and the improved amenities in retail, housing, recreation, and transportation.
9	La Mesa	North Spring Street Smart Growth Corridor	Request: \$1,300,000 Match: \$606,000 Total: \$1,906,000	<p>North Spring Street is a four-lane arterial connecting Downtown La Mesa, a regional transit center, a proposed private development and a major commercial/industrial center north of Interstate 8 (I-8). The project will enhance public infrastructure, encourage/support future private development, contribute to the reduction of greenhouse gases, and serve as a model smart growth project for the region. Enhancements include:</p> <ul style="list-style-type: none"> • A vital pedestrian connection at I-8 with ADA ramps, high visibility cross walks, lighting, & safety fencing. • A Class III bicycle route with sharrows markings along the corridor. • A pedestrian railroad crossing connecting Spring Street to a proposed private development, new sidewalk along Nebo Drive, and a new pedestrian crossing at Nebo Drive and University Avenue - providing a linkage to the regional transit center and civic services located downtown. <p>A portion of the project is funded with State Highway Safety Improvement Program funds; however, completion of the project is contingent upon securing additional funds.</p>
10	Lemon Grove	Broadway Olive Street Improvement	Request: \$200,000 Match: \$50,000 Total: \$250,000	The recent opening of two popular retail stores in existing buildings and the new Farmer's Market in the Main Street Promenade has highlighted a need to improve pedestrian access across Broadway, a four-lane arterial. The design of the intersection will include signalization, a ladder crosswalk, and additional pedestrian and bicycle friendly design features.
11	National City	N Avenue Improvements	Request: \$500,000 Match: \$50,000 Total: \$550,000	This project will enhance city right-of-way and encourage smart growth principles by completing a system gap in the City's roadway network. The project will install a pedestrian pathway and emergency vehicle access on a portion of N Avenue that is currently inaccessible. The improvements will create access to a vacant parcel that is currently unreachable due to the roadway gap. The improvements will also provide direct pedestrian access from an existing residential community north of the gap, to the existing commercial area located to the south along Plaza Boulevard.
12	Lemon Grove	Construct Connect Main Street Segment	Request: \$409,700 Match: \$50,000 Total: \$459,700	The Connect Main Street Trail is intended to connect Lemon Grove neighborhoods through a park and trail system. This segment of the project includes developing a combination of paved multi-use paths and decomposed granite trails, active park area, bollard barriers, lighting, landscaping, and creek restoration along a street

RECOMMENDED FOR FULL FUNDING
RECOMMENDED FOR PARTIAL FUNDING
NOT RECOMMENDED FOR FUNDING

Rank	Jurisdiction	Project Title	Funding	Project Description
				and undeveloped property. Ultimately, the project connects the three Smart Growth areas in the City of Lemon Grove (LG-1, LG-2 and LG-3).
13	Solana Beach	Cedros Ave Traffic Calming/Train Station Development	Request: \$1,900,000 Match: \$200,000 Total: \$2,100,000	The proposed project is a transit-oriented development at the Solana Beach Transit Station within the heart of downtown Solana Beach. It is within a Smart Growth Opportunity Area and will facilitate buildout to the 2050 Regional Plan by creating a new mixed-use center and providing parking to meet the 2030 transit parking demand projected by SANDAG at this site, which is the third busiest station along the Los Angeles-San Diego-San Luis Obispo Rail Corridor (980 boardings/day) due to its central location. This site will continue to be a key transit hub, particularly with development of the planned special events platform at the Del Mar Fairgrounds. Project will also create a Mobility Hub at the site. Grant funds will be applied specifically toward traffic calming, sidewalks and active transportation facilities on North Cedros as integral components of this development. Public contribution will help create a viable, well-designed place that efficiently supports transit. It will also leverage significant private sector dollars.

SGIP Planning Projects

Rank	Jurisdiction	Project Title	Funding	Project Description
1	National City	Downtown Specific Plan Update	Request: \$320,000 Match: \$50,000 Total: \$370,000	The Downtown Specific Plan Update will provide an overall update to the original plan adopted in 2005. The plan will incorporate new elements related to Smart Growth, specifically Transportation Demand Management and parking policies. These elements are crucial to the success of the community as increased redevelopment opportunities increase transportation and parking demands Downtown. Overall, the Specific Plan Update will revise land use zones, urban design standards and recommend future implementation programs/projects in a manner that will provide direction for development that will create a unique sense of place in National City's vibrant Downtown core.

RECOMMENDED FOR FULL FUNDING
RECOMMENDED FOR PARTIAL FUNDING
NOT RECOMMENDED FOR FUNDING

Rank	Jurisdiction	Project Title	Funding	Project Description
2	City of San Diego	Grantville Trolley Station/Alvarado Creek Enhancement Project	Request: \$400,000 Match: \$100,000 Total: \$500,000	Alvarado Creek in its current condition is a barrier to smart growth in the Grantville Community because it limits connectivity to the Grantville Trolley Station. The creek is highly channelized, subject to regular flooding, and often used as a storage yard. The City of San Diego has made significant strides in improving the area by creating an overlay zone to foster mixed-use transit oriented development (TOD) in close proximity to the station. However, an injection of grant funds into the area can speed up the recovery of the creek by transforming it into an amenity that serves as a catalyst project to spark redevelopment. By restoring the channel to a naturalized creek with bridges and walking/cycling trails, the pedestrian and bicycle experience between future TODs and the transit stop will be greatly enhanced. SANDAG has made a significant investment in the development of the Grantville Trolley Station. The station's full potential cannot be fully realized without supporting amenities such as a restored creek.
3	El Cajon	El Cajon Transit Center Transit-Supportive Land Use and Mobility Plan	Request: \$400,000 Match: \$70,000 Total: \$470,000	The project would comprehensively analyze the study area surrounding the El Cajon Transit Center to plan a new vision for the area to include transit-supportive land use, improved mobility options, and an enhanced public realm. The project will result in a general plan amendment, rezone, and specific plan to facilitate smart growth development, mobility improvements, and public facilities.
4	Civic San Diego/City of San Diego	6th Avenue Bridge Promenade Feasibility and Conceptual Design	Request: \$200,000 Match: \$50,000 Total: \$250,000	The project will complete a Feasibility and Conceptual Design study for an enhanced pedestrian connection between Downtown and Bankers Hill/Balboa Park. The preliminary concept for this project includes an enhanced pedestrian pathway or promenade from Downtown to Balboa Park with treatments such as widened sidewalks, landscaping, benches, and trellises, which will be accomplished by removing a northbound parking lane and travel lane along Sixth Avenue. The elimination of a hazardous free left-turn from the northbound Interstate 5 off-ramp onto southbound Sixth Avenue also will be considered.
5	Lemon Grove	Broadway Downtown Village Specific Plan (DVSP) Expansion	Request: \$175,000 Match: \$50,000 Total: \$225,000	SANDAG has identified the area around the existing Downtown Village Specific Plan (DVSP) as a part of the Smart Growth Opportunity Area LG-2. Because the interest in redevelopment around the DVSP (planned Town Center) continues to grow, expansion of the Downtown Village Specific Plan or similar is warranted. The expansion would consider promoting mixed-use with increased residential densities and commercial intensities within the proposed boundaries consistent with the adopted Downtown Village Specific Plan. However, the proposed project will also consider a form-based code for the expansion as well as areas of the existing DVSP. This area falls within a walkable distance to the Lemon Grove Trolley Depot and several bus stops.

RECOMMENDED FOR FULL FUNDING
RECOMMENDED FOR PARTIAL FUNDING
NOT RECOMMENDED FOR FUNDING

Rank	Jurisdiction	Project Title	Funding	Project Description
6	Imperial Beach	Palm Avenue Mixed-Use & Commercial Corridor Master Plan - Rainbow to Delaware Construction Drawings	Request: \$400,000 Match: \$100,000 Total: \$500,000	Building upon the 2009 Palm Avenue Master Plan and the ongoing design and development of street improvement plans (funded by previously-awarded SGIP grant) for the Palm Avenue Mixed Use and Commercial Corridor Master Plan Project, this project will take the plans from 30 percent level to 100 percent construction drawings for the project area (West End Sector). Project details include public right of way improvements, traffic calming measures, and significant pedestrian, bicycle, and transit improvements.
7	City of San Diego	Pacific Beach Greenways, Parks and Transit	Request: \$400,000 Match: \$40,000 Total: \$440,000	The Pacific Beach Greenways, Parks and Transit Plan proposes to engage the community to expand community open space and improve multi-modal circulation by identifying new public spaces, improve mobility, support transit and foster development in an existing smart growth area. The study effort will include the creation of public open spaces, multi-modal infrastructure improvements that improve safety for all modes of travel and expand beach access, improvements to the beach boardwalk, and integration of arts and culture in urban design.
8	Oceanside	Coastal Rail Trail Extension	Request: \$340,000 Match: \$60,000 Total: \$400,000	The Coastal Rail Trail Extension between Oceanside Boulevard and across Alta Loma Marsh connecting with Morse Street will extend the Coastal Rail Trail limits in the City of Oceanside by creating a Class I bicycle/pedestrian path and span across Alta Loma Marsh. This will enhance the north/south movement of bicyclists and pedestrians. This project will promote adjacent transit oriented development near the existing Sprinter Station and contribute to the cultural and economic viability for the City. This project will prepare the associated environmental document necessary to take the project into final design and will be one step closer in closing the gaps of the 44-mile Coastal Rail Trail project. (Partial funding declined.)
9-tied	El Cajon	Gillespie Field/ Aerotropolis	Request: \$400,000 Match: \$65,600 Total: \$465,600	The proposed project will be a coordinated tri-jurisdictional effort to develop a transportation and land use plan that provides additional employment and development opportunities. The plan will promote mobility, access and linkage of the Gillespie Field Airport employment centers, airway system, and transportation facilities with the industrial and commercial land uses within the Cities of Santee, El Cajon, and County of San Diego. It will enhance and leverage the existing Gillespie Field Light Rail Transit station for improved mobility, and identify multi-modal improvements needed to connect the area in a comprehensive manner and provide equitable access to the labor base in the surrounding area. Furthermore, it will streamline the project review and permitting process. (Partial funding declined.)

RECOMMENDED FOR FULL FUNDING
RECOMMENDED FOR PARTIAL FUNDING
NOT RECOMMENDED FOR FUNDING

Rank	Jurisdiction	Project Title	Funding	Project Description
9-tied	City of San Diego	Kearny Mesa Smart Growth Employment Area Plan	Request: \$400,000 Match: \$200,000 Total: \$600,000	The Kearny Mesa Smart Growth Employment Area Plan will produce an updated land use and zoning strategy to expand employment potential of the project area and allow complimentary residential uses in a mixed use context. The project area is ideally located in central San Diego for redevelopment as a culturally integrated biotech, startup, and small/medium business focused employment center. The Project Area includes the KM-1 and KM-2 smart growth areas and numerous existing and planned bus, bus rapid transit, and light rail routes. The Plan also will employ community outreach to develop streetscape concepts and development criteria for new development as well as prioritized multi-mobility improvements focused on transit stations and corridors in the Project Area, in order to increase the potential for the Project Area to develop as multi-culturally sensitive, transit-oriented mixed-use employment center.
11	Lemon Grove	Complete Streets Mobility Plan	Request: \$225,000 Match: \$50,000 Total: \$275,000	Preparation of a Complete Streets Mobility Plan (updating the City's Mobility Element) and applicable California Environmental Quality Act document, including a street design manual, a master street tree plan, an ADA transition plan, a traffic analysis (based on revised Level of Service standards), and a noise analysis. The Plan will establish a comprehensive complete streets approach for the City of Lemon Grove, including the reduction of vehicular lanes to enable the installation of enhanced pedestrian and bicycle facilities both within the City as well as connecting to surrounding neighborhoods.
12	Lemon Grove	Massachusetts Station Specific Plan	Request: \$175,000 Match: \$50,000 Total: \$225,000	A Specific Plan to guide the redevelopment of the site (with or without MTS property) with a mix of residential and neighborhood commercial to achieve two primary goals: (1) Increase the number of residents that can walk to the trolley station and use the trolley to commute, and (2) Provide neighborhood shopping opportunities to reduce driving and encourage walking and bicycling. The Specific Plan must include: site plan, building sizes, residential densities, design concepts, grading plan, infrastructure improvements and landscaping. A form based code may best support these requirements and will be considered as a part of the Specific Plan.

RECOMMENDED FOR FULL FUNDING
RECOMMENDED FOR PARTIAL FUNDING
NOT RECOMMENDED FOR FUNDING

Rank	Jurisdiction	Project Title	Funding	Project Description
13	Lemon Grove	Trolley Grade Separation Study	Request: \$175,000 Match: \$15,000 Total: \$190,000	The at-grade trolley line bisects the historic downtown area of the City of Lemon Grove and creates significant traffic and pedestrian circulation issues that impact the ability for the downtown businesses to succeed. The Downtown Village Specific Plan includes policies to investigate grade separation of the trolley at three intersections in the existing Smart Growth Opportunity Areas LG-1 and LG-2. The next step includes an Engineering Concept Study to analyze the feasibility and range of costs of proposed overhead and underpass trolley alignments at Lemon Grove Avenue, Broadway, and Central Avenue.
14	Lemon Grove	ADA Transition Plan	Request: \$150,000 Match: \$10,000 Total: \$160,000	The project consists of a comprehensive evaluation and documentation of City policies, programs and facilities to determine the extent to which individuals with disabilities may be restricted in their access to City services, activities and facilities (sidewalks, plazas, City Hall, Recreation Center, Community Center, parks). A document will be produced to provide guidance for the implementation of necessary program and facility modifications over the next several years. The City's assessment will identify and correct those policies and practices that are inconsistent with the requirements of Title II of the ADA. The City will institute a number of programs to increase pedestrian accessibility via street-related Capital Improvement Projects (CIP) and will continue to monitor these programs in order to meet its overall goals based upon a priority system. The plan will include cost estimates for implementation. The plan will be integrated into the CIP with the timeline for implementation.

**Active Transportation Grant Program Project Application Descriptions
(For Eligible Cycle 3 Applications in Order of Project Rankings)**

RECOMMENDED FOR FULL FUNDING
RECOMMENDED FOR PARTIAL FUNDING
NOT RECOMMENDED FOR FUNDING

Capital ATGP Grant Proposals Requesting \$500,000 or More (Large Category)

Rank	Jurisdiction	Project Title	Funding	Project Description
1	National City	Sweetwater River Bikeway/ 30th Street Bicycle Facility Improvements	Request: \$1,000,000 Match: \$55,000 Total: \$1,055,000	30th Street is a four-lane east-west arterial with a center two way left-turn lane. The project will provide nearly one mile of Class II and Class III bicycle facilities, per the City's Bicycle Master Plan. The project will include bicycle detector loops, bicycle boxes, and decreased lane widths for vehicles. The bicycle facilities will complete a system gap in National City's bicycle network, directly linking the bike network to the regional Sweetwater River Bikeway. The project will also include gateway enhancements at two Sweetwater River Bikeway entryways located at 2nd Street and Hoover Avenue.
2	Solana Beach	Stevens/Valley Avenue Corridor – Bicycle and Pedestrian Improvement Project	Request: \$500,000 Match: \$100,000 Total: \$600,000	This project will enhance the use of the existing roadway for all users by reducing the number of lanes on Stevens/Valley Avenue in order to provide for bike lanes along all of Stevens/Valley Avenue; to construct sidewalks in missing locations; to provide enhanced crosswalks; to construct curb ramps consistent with current standards; and to provide traffic calming features to slow down traffic. There are two schools (an elementary school and a middle school) immediately adjacent to the project location and several other schools within a half mile of the project. In addition, there is a city park, a community center, a public library, a church, offices and several retail centers within the project corridor. These improvements will directly improve the ability of all forms of active transportation to access these places by walking, bicycling or by public transit.
3	National City	Citywide Midblock Crossing Enhancements Project	Request: \$625,000 Match: \$25,000 Total: \$650,000	The project provides additional pedestrian level lighting enhancements at 14 existing mid-block pedestrian crossing locations throughout the City. The project meets the Active Transportation objectives of creating a safe environment for pedestrians through complete street design principles and encourages the development of Complete Streets for a well-connected pedestrian network. Specific improvements will include new solar-powered lights, curb bulb-outs, enhanced crosswalk striping, and ADA-compliant upgrades to curb ramps.

RECOMMENDED FOR FULL FUNDING
RECOMMENDED FOR PARTIAL FUNDING
NOT RECOMMENDED FOR FUNDING

Rank	Jurisdiction	Project Title	Funding	Project Description
4	Imperial Beach	Bernardo Shores Bayshore Bikeway to Rainbow Drive Bikeway Link	Request: \$700,000 Match: \$220,000 Total: \$920,000	This Class I Bikeway Link will connect a Regional Bikeway Facility (the Bayshore Bikeway) to a Class II Bike Path facility in Rainbow Drive (soon to be implemented) and a dedicated element of the Ecoroute Bikeway connecting to the proposed Class II facility in Palm Avenue/ State Route 75 (which is included as part of the SGIP planning grant application). This essential Link will provide a direct connection to the City's coastline, beaches, and estuary. This Bikeway Link will also become an important part of the California Coastal Trail.
5	Chula Vista	Industrial Boulevard Improvements	Request: \$544,500 Match: \$215,400 Total: \$759,900	Construct PCC sidewalks, curb & gutters, ADA pedestrian ramps, PCC driveways, bike lanes, signing, striping and legends, AC pavement work, and traffic control. Along both sides of Industrial Boulevard from approximately Ada Street to Anita Street. This project would fill in the gap in pedestrian/bicycle improvements between Ada Street and Anita Street.
6	El Cajon	El Cajon Underpasses	Request: \$1,049,220 Match: \$116,580 Total: \$1,165,800	Construct improvements that include new sidewalk, ADA compliant curb ramps, high-visibility crosswalks with active flashing beacons, pedestrian warning signs, and pedestrian lighting.
7	County of San Diego	San Diego Coastal Bike Path Safety Improvements - Las Flores Creek Constriction	Request: \$576,240 Match: \$0 Total: \$576,240	This project constructs a dedicated bike lane on each side of an existing 100-foot bridge crossing Las Flores Creek on Stuart Mesa Road in Camp Pendleton. The existing 24-foot wide pavement area with guard rails on both sides creates a dangerous conflict between bicyclists and vehicles on this busy roadway which is used by large military vehicles as well as the public NCTD Breeze bus line.

RECOMMENDED FOR FULL FUNDING
RECOMMENDED FOR PARTIAL FUNDING
NOT RECOMMENDED FOR FUNDING

Capital ATGP Grant Proposals Requesting Less Than \$500,000 (Small Category)

Rank	Jurisdiction	Project Title	Funding	Project Description
1	Escondido	Escondido Creek Trail Signalized Bike/Ped Crossing at El Norte Parkway Project	Request: \$335,000 Match: \$340,000 Total: \$675,000	Provide active transportation connectivity for the Escondido Creek Trail by installing a pedestrian signal and pedestrian refuge across El Norte Parkway, including a decorative trail overhead signage structure in accordance with the Escondido Creek Trail Master Plan. The project also includes a bridge that will provide a sidewalk, decorative fencing, safety barrier, bike lanes and buffers across the Escondido Creek. Provide active transportation connectivity for the Escondido Creek Trail by installing a pedestrian signal and pedestrian refuge across El Norte Parkway, including a decorative trail overhead signage structure in accordance with the Escondido Creek Trail Master Plan. The project also includes a bridge that will provide a sidewalk, decorative fencing, safety barrier, bike lanes and buffers across the Escondido Creek.
2	Oceanside*	Seagaze Drive Downtown Mobility Project	Request: \$357,497 Match: \$63,000 Total: \$420,497	As part of the Mission Avenue Improvements Project, Mission Avenue and Seagaze Drive were converted to one-way streets. The new circulation has increased multi-modal traffic activity including pedestrians, bicyclists, and motorists on Seagaze Drive. In an effort to increase pedestrian safety and slow vehicular traffic, raised channelizers were recently installed as a temporary measure, with success and this project will make the temporary improvements permanent. This project will enhance the mobility of Seagaze Drive for pedestrians and bicyclists, and provide much needed continuity with Mission Avenue through active transportation infrastructure improvements including: pedestrian curb bulb-outs, ADA ramps with truncated domes, rectangular rapid flashing beacons (RRFBs), enhanced crosswalks, and a raised median.

RECOMMENDED FOR FULL FUNDING
RECOMMENDED FOR PARTIAL FUNDING
NOT RECOMMENDED FOR FUNDING

Rank	Jurisdiction	Project Title	Funding	Project Description
3	Santee	Riverwalk Crossing	Request: \$216,900 Match: \$24,100 Total: \$241,000	The project will install new concrete bulbouts, pedestrian ramps, pedestrian warning signage, a new ladder crosswalk and enhanced area lighting. It will also add parking lanes to narrow the lanes and add sharrows down the length of the project. The feasibility study, environmental and preliminary design have been completed.
4	Santee	Citywide Bike Lanes	Request: \$156,000 Match: \$0 Total: \$156,000	Fanita Parkway from Mast Boulevard to Carlton Oaks Boulevard; Cuyamaca Street from Riverpark Drive to Mast Boulevard; El Nopal from Magnolia Avenue to eastern City limits; Fanita Drive from Prospect Avenue to southern City limits; Riverview Parkway from Mission Gorge Road to Town Center Boulevard; Woodside Avenue North from State Route 67 offramp to eastern City limits.
5	Carlsbad	Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project	Request: \$270,000 Match: \$726,000 Total: \$996,000	Provide enhanced facilities for pedestrians, transit users and bicyclists. The sidewalk on the west side of Carlsbad Boulevard will be widened from less than 4 feet to about 8 feet from the intersection to the south side of the bridge. The proposed project will establish a new standard for a pedestrian scramble, provide and demand actuated NTOR blank out signs, modify traffic detection to count cyclists and provide unique clearance times. The southbound bus stop will be relocated to the near side of the intersection to be closer to the controlled pedestrian crossings, the path/stairs to Carlsbad State Beach and the bathrooms. Bicyclists will be provided with northbound and southbound bike boxes.
6	Chula Vista	Main Street Corridor Pedestrian Improvements	Request: \$497,000 Match: \$288,000 Total: \$785,000	In March 2013, the City received SANDAG Active Transportation funds to develop a Main Street Master Plan to create a multi-modal transportation network to improve safety, access, and mobility for all travelers and recognize pedestrian, bicycle, and transit modes as integral elements of the transportation system. The Main Street Master Plan is in its final stages of completion and City staff plans to present it to City Council for approval in April/May 2015. This project proposes to design and construct pedestrian improvements based on the Main Street Master Plan, such as, crosswalks, sharrows, bus shelters, bike racks, a comprehensive wayfinding sign program, and a traffic signal.
7	Santee	San Diego River Trail Design Project	Request: \$414,000 Match: \$0 Total: \$414,000	The project will provide design and environmental review to construct a Class I bike trail along the north side of San Diego River.

RECOMMENDED FOR FULL FUNDING
RECOMMENDED FOR PARTIAL FUNDING
NOT RECOMMENDED FOR FUNDING

Rank	Jurisdiction	Project Title	Funding	Project Description
8	Imperial Beach	Fern Avenue Pedestrian and Mobility Improvement Project	Request: \$400,000 Match: \$200,000 Total: \$600,000	The Project is located on a narrow and highly used residential collector street containing a preschool, and single and multi-family homes. The sidewalks and Fern Avenue have utility poles located within the sidewalk on both sides of the street, which impede wheelchair/handicap accessibility and pedestrian flow. The City of Imperial Beach proposes to widen the sidewalks, add Class III bike lane markings, relocate fences, construct curb pop-outs and enhanced pedestrian crossings, install school zone signs/safety lights, curb markings and pedestrian crosswalks at intersections and at mid-block location and install safety lighting. This work will be followed by resurfacing of street, with a 2 inch minimum overlay.
9	County of San Diego	San Diego Coastal Bike Path Safety Improvements – Stuart Mesa / 41 Area Constriction	Request: \$477,640 Match: \$0 Total: \$477,640	This project constructs a dedicated bike lane on each side of an existing 250-foot earthen bridge on Stuart Mesa Road in Camp Pendleton. The existing 24-foot wide pavement area with guard rails on both sides creates a dangerous conflict between bicyclists and vehicles on this busy roadway which is used by large military vehicles as well as the public NCTD Breeze bus line.

* The Seagaze Drive Downtown Mobility Project is being recommended for funding through the SGIP Capital Grant Program, and is therefore recommended to be removed from the ATGP competition

Non-Capital ATGP Grant Proposals – Planning Projects

Rank	Jurisdiction	Project Title	Funding	Project Description
1	Coronado	Comprehensive Active Transportation Strategy	Request: \$90,000 Match: \$90,000 Total: \$180,000	The Coronado Comprehensive Active Transportation Strategy (CATS) will help develop a complete multi-modal transportation network in Coronado that accommodates the needs of all users and modes. Specifically, the CATS will include a pedestrian master plan component, an updated bicycle master plan component, and the development of Safe Routes to School and traffic calming recommendations for the City of Coronado. The planning process will include robust public involvement components to engage Coronado's active citizenry, including stakeholder interviews, a Stakeholder Advisory Committee, public workshops, and on-line questionnaires. The final adopted CATS will include prioritized project recommendations for pedestrian, bicycle, traffic calming, and Safe Routes to School improvements.

RECOMMENDED FOR FULL FUNDING
RECOMMENDED FOR PARTIAL FUNDING
NOT RECOMMENDED FOR FUNDING

Rank	Jurisdiction	Project Title	Funding	Project Description
2	Civic San Diego/ City of San Diego	Euclid and Market Complete Streets Master Plan	Request: \$300,000 Match: \$100,000 Total: \$400,000	The project will produce, with community involvement, a Complete Streets Master Plan for the Euclid and Market Community Center (a priority Transit oriented Development/smart growth area) that is ready for implementation in 2017. The plan includes at least 30 percent design drawings detailing complete streets to improve pedestrian and bicycle connectivity and facilities, safety, and equitable access to transit and amenities so that they are ready for capital funding and implementation. The project location on Market and Euclid overlays a planned Community Facilities District, implementing the Complete Streets Master Plan and transportation infrastructure needed to attract businesses, improve safety, boost economic development and fulfill the smart growth vision for the neighborhood. The project will build upon the Market + Euclid Land Use and Mobility Plan (2013), the Encanto Community Plan Update and Mobility Element, the City's Bicycle and Pedestrian Master Plan, and SANDAG Regional Bicycle Plan.
3	Chula Vista	Multi Modal Plan	Request: \$250,000 Match: \$100,000 Total: \$350,000	The purpose of the Multi-Modal Pedestrian / Bikeway is to promote and upgrade pedestrian and bicycle transportation and connectivity within the City in accordance with complete streets principles. Current bicycle and pedestrian plans will be updated and include the Complete Streets Policy as a technical appendix, as well as other city policies and studies.
4	Santee	Bicycle Master Plan	Request: \$125,000 Match: \$0 Total: \$125,000	The project will update the existing Bicycle Master Plan that was adopted in 2009. The update will reflect changes in the last six years and help guide future improvements, projects, programs and policies that will improve mobility for bicyclists around Santee. The updated plan will incorporate new proposed complete streets policies and goals currently being developed for the Santee Circulation Plan Update.

RECOMMENDED FOR FULL FUNDING
RECOMMENDED FOR PARTIAL FUNDING
NOT RECOMMENDED FOR FUNDING

Rank	Jurisdiction	Project Title	Funding	Project Description
5	Lemon Grove	ADA Transition Plan	Request: \$150,000 Match: \$10,000 Total: \$160,000	The project consists of a comprehensive evaluation and documentation of City policies, programs and facilities to determine the extent to which individuals with disabilities may be restricted in their access to City services, activities and facilities. A document will be produced to provide guidance for the implementation of necessary program and facility modifications over the next several years. The City's assessment will identify and correct those policies and practices that are inconsistent with the requirements of Title II of the ADA. The City will institute a number of programs to increase pedestrian accessibility via street-related capital improvement projects and will continue to monitor these programs in order to meet its overall goals based upon a priority system. The plan will include cost estimates for implementation. The plan will be integrated into the CIP with a timeline for implementation.
6	Del Mar	Coast to Crest Trail Railroad Underpass Design Study	Request: \$70,000 Match: \$11,000 Total: \$81,000	The project is to design a multi-user trail underpass as part of the future double tracking of the San Dieguito railroad bridge that currently blocks the ability to complete the Coast to Crest Trail to the beach. The trail underpass design plan would be developed to be consistent with and incorporated into the design plans for the San Dieguito River Bridge Replacement, Double Track and Special Events Platform project. The underpass is a component of the Reach the Beach segment of the Coast to Crest Trail at the San Dieguito Lagoon, but is not currently part of the railroad double tracking project.
7	Del Mar	Comprehensive Active Transportation Master Plan	Request: \$85,000 Match: \$15,000 Total: \$100,000	The Comprehensive Active Transportation Master Plan will guide future improvements, projects, programs and policies that will improve mobility of non-motorized transportation, by facilitating the development of a comprehensive network of complete streets that are accommodating, attractive, and safe for all users.

RECOMMENDED FOR FULL FUNDING
RECOMMENDED FOR PARTIAL FUNDING
NOT RECOMMENDED FOR FUNDING

Rank	Jurisdiction	Project Title	Funding	Project Description
8	Poway	Comprehensive Active Transportation Strategy	Request: \$160,000 Match: \$0 Total: \$160,000	City of Poway will use the ATGP funds to complete a Comprehensive Active Transportation Strategy (CATS) for the City. The purpose of the CATS is to develop a transportation network that provides direct and convenient connections for residential areas, schools, employment centers, transit centers, transit stations, public places, retail, and community destinations. Development of the plan will include an analysis of Poway's existing pedestrian and bicycle conditions and needs, barriers, and opportunities to provide and improve walking and biking in the community. The plan will ultimately identify mobility improvements and provide a prioritization of projects for implementation.

Non-Capital ATGP Grant Proposals – Education/Encouragement/Awareness (EEA) Projects

Rank	Jurisdiction	Project Title	Funding	Project Description
1	El Cajon	Be Safe, El Cajon	Request: \$50,000 Match: \$5,000 Total: \$55,000	Circulate San Diego and the City of El Cajon will initiate a multi-media, multi-lingual, multi-modal, and multi-faceted education, encouragement and awareness campaign to encourage active transportation and pedestrian safety for residents.
2	Chula Vista	Walk + Bike Chula Vista Education Encouragement Awareness Campaign	Request: \$100,000 Match: \$20,000 Total: \$120,000	The Walk + Bike Chula Vista Education Encouragement Awareness Campaign creates a unique partnership between the City of Chula Vista, Circulate San Diego, and the San Diego County Bicycle Coalition to help build a positive multimedia campaign, coordinate and promote new walking and biking infrastructure projects to increase awareness on bicycle and pedestrian access, educate businesses and residents, and promote alternative transportation choices and improved safety in Chula Vista.

RECOMMENDED FOR FULL FUNDING
RECOMMENDED FOR PARTIAL FUNDING
NOT RECOMMENDED FOR FUNDING

Rank	Jurisdiction	Project Title	Funding	Project Description
3	Oceanside	Bike/Bus Safety Public Outreach Project	Request: \$90,000 Match: \$10,000 Total: \$100,000	Create and install public service messages (aka bus wraps) on 15 buses to: (1) educate the public on the meaning of "Sharrows" and (2) alert cyclists to the danger of attempting to pass buses on the right side. Ten buses will have the "Sharrow" messages and five buses will have the danger of passing on the right side message. Program funding will allow wraps on 15 buses for six months and reach approximately 600,000 people per month.

Non-Capital ATGP Grant Proposals – Bike Parking Projects

Rank	Jurisdiction	Project Title	Funding	Project Description
1	National City	National City Bicycle Parking Enhancements	Request: \$50,000 Match: \$10,000 Total: \$60,000	The National City Bicycle Parking Enhancement Project will install bicycle racks throughout National City's bicycle network. The bicycle racks will provide cyclists with safe, secure, and convenient parking for end-of-trip storage and enhance regional and local bicycle networks. A Reason To Survive (A.R.T.S.), a nonprofit organization which uses art to benefit youth facing major life challenges, collaborated with Sweetwater Union High School's welding academy to design and construct the bike racks that will be placed around National City for public use.



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RESOLUTION NO. 2016-02

APPROVING THE ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT FUNDS ARTICLE 3 BICYCLE AND PEDESTRIAN FACILITIES AND PROGRAMS

WHEREAS, the Transportation Development Act (TDA) claims listed below are submitted for Fiscal Year 2016 TDA funds pursuant to Chapter 4, Article 3, Section 99234 of the California Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the California Government Code (CGC), SANDAG has analyzed these claims and determined that it conforms substantially to the provisions of the Transportation Development Act of 1971, as amended; and

WHEREAS, SANDAG finds the claim to be consistent with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. That the Board, pursuant to CGC 29532 and PUC 99234, does hereby approve the allocation of TDA funds for the following projects in the amounts specified below:

Claim No.	Claimant	Allocation
16011002	City of National City Sweetwater Bikeway	\$1,000,000
16011003	Bike Parking	<u>\$50,000</u>
	Total	\$1,050,000
16011004	City of Solana Beach	\$420,000
16011005	City of Escondido	\$335,000
	City of Santee	
16011006	Riverwalk Drive Crossing	\$216,900
16011007	Citywide Bike Lanes	<u>\$156,000</u>
	Total	\$372,900
16011008	City of Carlsbad	\$192,100
16011009	City of Coronado	\$90,000
16011010	City of San Diego	\$300,000
16011011	City of El Cajon	\$50,000
16011012	City of Chula Vista	\$100,000

2. That the Board does hereby authorize the Executive Director to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 24th day of July 2015.

CHAIRPERSON

ATTEST:

SECRETARY

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

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



**TRANSPORTATION COMMITTEE
JULY 17, 2015**

ACTION REQUESTED – RECOMMEND

**2014 REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM: AMENDMENT NO. 5**

File Number 1500300

Introduction

On September 26, 2014, the Board of Directors adopted the 2014 Regional Transportation Improvement Program (RTIP), the multiyear program of proposed major transportation projects in the San Diego region covering the period FY 2015 to FY 2019. The 2014 RTIP is a multibillion dollar program of projects funded by federal, state, *TransNet* local sales tax, and other local funding sources. The 2015 Federal Statewide Transportation Improvement Program (FSTIP), which incorporates the SANDAG 2014 RTIP, received federal approval on December 15, 2014.

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors adopt Resolution No. 2016-01, in substantially the same form as shown in Attachment 1, approving Amendment No. 5 to the 2014 Regional Transportation Improvement Program.

Background

SANDAG processes amendments to the RTIP generally on a quarterly basis and occasionally on a more frequent basis as circumstances arise. SANDAG is processing Amendment No. 5 to the 2014 RTIP as part of its quarterly amendment cycle to include requests for changes by member agencies. The SANDAG Board has delegated the approval of RTIP amendments to the Transportation Committee. However, since this amendment includes the proposed budget amendments to FY 2016 Budget (Agenda Item No. 6) and proposed Smart Growth Incentive Program and Active Transportation Grant Program projects, requiring approval by the Board, Amendment No. 5 also must be approved by the Board.

TransNet Independent Taxpayer Oversight Committee

The *TransNet* Independent Taxpayer Oversight Committee (ITOC), the independent citizen oversight committee, reviewed the *TransNet*-funded projects included in Amendment No. 5 on July 8, 2015; there were no comments.

Public Notice/Resolutions

SANDAG transmitted the draft Amendment No. 5 to interested parties for a 15-day public review period on June 18, 2015, and is scheduled to close July 10, 2015. As of the writing of this report, one comment was received for a project that is nearing completion. The description for SD153 was updated to remove a reference to a roundabout that was not included in the final project.

Discussion

The following summarizes the changes proposed in this amendment, with additional details included in Table 1 (Attachment 2).

California Department of Transportation

State Route 905 New Freeway (CAL38) - This amendment proposes to carry this project into the 2014 RTIP and revise funding between fiscal years in order to close-out the project. Total programming remains at \$419,916,000.

Highway Bridge Program (CAL44) - This amendment proposes to increase funding for this program. Total programming increases by \$3,449,000 bringing the new total to \$209,187,000.

Grouped Projects for Safety Improvements - State Highway Operation and Protection Program (SHOPP) Mobility Program (CAL46A) - This amendment proposes to increase funding for this program. Total programming increases by \$2,414,000 bringing the new total to \$57,666,000.

Grouped Projects for Safety Improvements - SHOPP Collision Reduction (CR) Program (CAL46B) - This amendment proposes to increase funding for this program. Total programming increases by \$15,735,000 bringing the new total to \$206,644,000.

Grouped Projects for Bridge Preservation (CAL46D) - This amendment proposes to increase funding for this program. Total programming increases by \$1,337,000 bringing the new total to \$74,921,000.

Grouped Projects for Pavement Resurfacing and/or Rehabilitation - SHOPP Roadway Preservation Program (CAL46E) - This amendment proposes to increase funding for this program. Total programming increases by \$1,604,000 bringing the new total to \$97,935,000.

Grouped Projects for Safety Improvements - SHOPP Mandates Program (CAL46I) - This amendment proposes to increase funding for this program. Total programming increases by \$1,258,000 bringing the new total to \$32,228,000.

Grouped Projects for Highway Safety Improvement - HSIP Program (CAL105) - This amendment proposes to increase funding for this program. Total programming increases by \$117,000 bringing the new total to \$19,965,000.

San Diego County in San Marcos on State Route 78 - Construct Auxiliary Lanes (CAL402) – This amendment proposes to add this new project with total programming at \$3,310,000.

Mission Avenue and Union Pacific Rail Road in the City of Oceanside (CAL403) – This amendment proposes to add this new project with total programming at \$999,000.

The remaining changes to Caltrans projects reflect approval of the 2016 Program Budget by the SANDAG Board on May 22, 2015, Agenda Item No. 11 and are proposed to be added to the 2014 RTIP through this amendment. These amendments can be found on pages 1 through 22 in Table 1 (Attachment 2).

City of Chula Vista

Interstate 5 Multi-Modal Corridor Improvement Study (CHV30) - This amendment proposes to increase funding for this project. Total programming increases by \$125,000 bringing the new total to \$2,874,000.

Traffic Signing, Studies and Signal Upgrade (CHV35) - This amendment proposes to increase funding for this project. Total programming increases by \$27,000 bringing the new total to \$3,976,000.

Traffic Signal System Optimization (CHV39) - This amendment proposes to increase funding for this project. Total programming increases by \$18,000 bringing the new total to \$1,357,000.

Pavement Major Rehabilitation (CHV48) - This amendment proposes to decrease funding for this project. Total programming decreases by \$200,000 bringing the new total to \$32,991,000.

South Broadway Improvements South of Main Street (CHV54) - This amendment proposes to increase funding for this project. Total programming increases by \$168,000 bringing the new total to \$2,963,000.

New Sidewalk Construction (CHV58) - This amendment proposes to increase funding for this project. Total programming increases by \$75,000 bringing the new total to \$1,818,000.

Naples Street New Sidewalk Construction (CHV59) - This amendment proposes to decrease funding for this project. Total programming decreases by \$15,000 bringing the new total to \$668,000.

Bikeway Design and Construction (CHV70) - This amendment proposes to increase funding for this project. Total programming increases by \$15,000 bringing the new total to \$265,000.

Third Avenue Streetscape Project Phase III (CHV80) – This amendment proposes to add this new project with total programming of \$300,000.

City of Escondido

Bear Valley/East Valley/Valley Center (ESC02) - This amendment proposes to show this project as complete with total programming of \$12,132,000.

East Valley/Valley Center (ESC02A) - This amendment proposes to decrease funding for this project. Total programming decreases by \$412,000 bringing the new total to \$10,566,000.

Citracado Parkway II (ESC04) - This amendment proposes to decrease funding for this project. Total programming decreases by \$614,000 bringing the new total to \$21,794,000.

Felicita Avenue/Juniper Street (ESC08) - This amendment proposes to carry this project into the 2014 RTIP. Total programming is \$3,665,000.

Centre City Parkway (ESC24) - This amendment proposes to revise funding between fiscal years. Total programming remains at \$2,209,000.

Pavement Maintenance (ESC37) - This amendment proposes to decrease funding for this project. Total programming decreases by \$181,000 bringing the new total to \$14,409,000.

Pavement Rehabilitation/Reconstruction (ESC38) - This amendment proposes to increase funding for this project. Total programming increases by \$181,000 bringing the new total to \$13,791,000.

Traffic Signals (ESC39) - This amendment proposes to decrease funding for this project. Total programming decreases by \$50,000 bringing the new total to \$200,000.

City of Imperial Beach

Street Maintenance Operations (IB02) - This amendment proposes to increase funding for this project. Total programming increases by \$30,000 bringing the new total to \$4,228,000.

Major Street Improvements (IB12) - This amendment proposes to decrease funding for this project. Total programming decreases by \$641,000 bringing the new total to \$5,673,000.

San Diego Association of Governments

This amendment proposes to show the following two projects as complete:

Bus/Rail Signal and Communications Equipment (SAN36) - Final programming of \$15,693,000.

Fixed Guideway Transitways/Lines 122-00 (SAN57) - Final programming of \$9,869,000.

The following three projects are being amended to transfer project scope and funding into a new project pending Board of Directors approval at the July 24, 2015, meeting:

San Elijo Lagoon Double Track (SAN73) - This amendment proposes to decrease funding for this project. Total programming decreases by \$2,751,000 bringing the new total to \$73,949,000.

Chesterfield Drive Crossing Improvements (SAN73A) - This amendment proposes to add this new project with total programming of \$4,475,000.

Grouped Projects for Bicycle and Pedestrian Facilities - Coastal Rail Trail (SAN148) - This amendment proposes to increase funding for this project. The Coastal Rail Trail (Encinitas) project within this grouped project will decrease by \$486,000, and is proposed to be moved to SAN73A along with associated project scope related to the Chesterfield Drive railroad crossing. Total programming increases by \$4,844,000 bringing the new total to \$11,382,000.

The remaining projects included in Table 1, Attachment 2 (pages 35 – 54), reflect changes in the FY 2016 Program Budget approved by the SANDAG Board of Directors on May 22, 2015, Agenda Item No. 11. These also include Biological Mitigation Program (V07) and Regional Habitat Conservation Fund (V08) projects as they are implemented by SANDAG (page 92).

San Diego Metropolitan Transit System

Bus and Rail Rolling Stock Purchases and Rehabilitations (MTS28) - This amendment proposes to decrease funding for this project and revise fund sources. Total programming decreases by \$900,000 bringing the new total to \$216,186,000.

Bus and Fixed Guideways Station Stops and Terminals (MTS29) - This amendment proposes to increase funding for this project. Total programming increases by \$630,000 bringing the new total to \$12,915,000.

Preventive Maintenance (MTS32A) - This amendment proposes to increase funding for this project. Total programming increases by \$133,938 bringing the new total to \$380,712,000.

Senior Disabled Program (MTS33A) - This amendment proposes to increase funding for this project. Total programming increases by \$3,364 bringing the new total to \$6,908,000.

Fixed Guideway Transitways/Lines (MTS35) - This amendment proposes to increase funding and add a new funding source for this project. Total programming increases by \$1,364,000 bringing the new total to \$24,114,000.

City of San Diego

Projects included in this amendment as shown in Table 1, Attachment 2 (pages 59-83), reflect the City of San Diego's fiveyear Capital Improvement Program.

This amendment proposes to increase funding for the following projects:

Street Lights (SD15) – Total programming increases \$7,000 bringing the new total to \$1,212,000.

El Camino Real (SD34) - Total programming increases \$301,000 bringing the new total to \$34,620,000.

North Torrey Pines Road Bridge (SD51) - Total programming increases \$19,000 bringing the new total to \$2,347,000.

West Mission Bay Drive Bridge (SD70) - Total programming increases \$22,063,000 bringing the new total to \$111,083,000.

State Route 163/Friars Road Interchange Modification (SD83) - Total programming increases \$6,016,000 bringing the new total to \$49,646,000.

Street Resurfacing Citywide (SD96) - Total programming increases \$18,061,000 bringing the new total to \$59,780,000.

Otay Truck Route Widening (Ph. 4) (SD102A) - Total programming increases \$316,000 bringing the new total to \$20,401,000.

Bayshore Bikeway (SD108) - Total programming increases \$200,000 bringing the new total to \$5,536,000.

Ted Williams Parkway Pedestrian Bridge at Shoal Creek - Phase 1 (SD127) - Total programming increases \$220,000 bringing the new total to \$5,439,000.

Talbot Street Slope (SD175) - Total programming increases \$333,000 bringing the new total to \$3,406,000.

Maintenance and Non Congestion Relief Efforts (SD176) - Total programming increases \$950,000 bringing the new total to \$102,035,000.

Linda Vista Road at Genesee Avenue (SD179) - Total programming increases \$8,000 bringing the new total to \$888,000.

Congestion Relief/Traffic Operations (SD188) - Total programming increases \$3,943,000 bringing the new total to \$22,302,000.

Old Otay Mesa Road Improvements (SD226) - Total programming increases \$5,814,000 bringing the new total to \$17,101,000.

This amendment proposes to reduce funding for the following projects:

Sidewalks - Citywide (SD09) - Total programming decreases \$1,564,000 bringing the new total to \$11,303,000.

Traffic Signals Citywide (SD16A) – Total programming decreases \$1,954,000 bringing the new total to \$19,911,000.

Traffic Control Measures (SD18) - Total programming decreases \$2,585,000 bringing the new total to \$7,347,000.

Storm Drains - Roadway Drainage Improvements (SD23) - Total programming decreases \$541,000 bringing the new total to \$11,135,000.

43rd/Logan/National Avenues (SD29) - Total programming decreases \$100,000 bringing the new total to \$8,665,000.

Georgia Street Bridge Improvements (SD38) - Total programming decreases \$451,000 bringing the new total to \$2,991,000.

Median Improvements Citywide (SD49) - Total programming decreases \$773,000 bringing the new total to \$3,893,000.

School Traffic Safety Improvements (SD97) - Total programming decreases \$300,000 bringing the new total to \$2,508,000.

Bridge Rehabilitation (SD99) - Total programming decreases \$784,000 bringing the new total to \$3,084,000.

Interstate 5/Sorrento Valley Road (SD113) - Total programming decreases \$214,000 bringing the new total to \$4,011,000.

San Diego River Multi-Use Bicycle and Pedestrian Path (SD120) - Total programming decreases \$140,000 bringing the new total to \$1,679,000.

University Avenue Mobility Project Phase 1 (SD129) - Total programming decreases \$199,000 bringing the new total to \$5,156,000.

Laurel Street Bridge over Highway 163 (SD139) - Total programming decreases \$145,000 bringing the new total to \$576,000.

25th Street Renaissance (SD153) - Total programming decreases \$259,000 bringing the new total to \$2,266,000.

34th and 35th at Madison Avenue Improvements (SD156) - Total programming decreases \$38,000 bringing the new total to \$1,431,000.

Minor Bicycle Facilities (SD166) - Total programming decreases \$1,775,000 bringing the new total to \$3,487,000.

38th Street Improvements (SD173) - Total programming decreases \$250,000 bringing the new total to \$1,480,000.

Administrative Expenses (SD186) - Total programming decreases \$16,000 bringing the new total to \$3,185,000.

Torrey Pines Road Improvements, Phase 1 (SD196) - Total programming decreases \$1,500,000 bringing the new total to \$900,000.

Juan Street Reconstruction (SD208) - Total programming decreases \$605,000 bringing the new total to \$6,943,000.

Torrey Pines Road Slope Restoration (SD209) - Total programming decreases \$326,220 bringing the new total to \$3,360,000.

In addition to the programming increases and decreases shown above, this amendment proposes the following changes:

Mission Beach Bulkhead Preservation (SD106) - This amendment proposes to carry this project into the 2014 RTIP and revise funding between fiscal years. Total programming is \$1,370,000.

Mira Sorrento Place (SD133) – This amendment proposes to show this project as complete with total programming of \$12,755,000.

Holly Drive (SD212) - This amendment proposes to carry the following project into the 2014 RTIP. Total programming is \$2,075,000.

FY 2012 Asphalt Overlay Group I (SD215) – This amendment proposes to show this project as complete with total programming of \$9,400,000.

Complete Streets Transportation Enhancements (SD232) – This amendment proposes to delete this project which had programming of \$23,450,000.

Torrey Pines Road Improvement Phase 2 (SD235) - This amendment proposes to add this new project with total programming of \$1,500,000.

Pedestrian Improvements on Texas Street (SD236) – This amendment proposes to add this new project with total programming of \$726,000.

Coastal Rail Trail (SD237) - This amendment proposes to add this new project with total programming of \$1,500,000.

City of San Marcos

South Santa Fe from Bosstick to Smilax - #88179 (SM22) - This amendment proposes to increase funding and revise funding between fiscal years for this project. Total programming increases by \$317,000 bringing the new total to \$6,602,000.

Woodland Parkway Interchange Improvements - #88005 (SM24) - This amendment proposes to increase funding, add a new fund source, and revise funding between fiscal years for this project. Total programming increases by \$13,338,000 bringing the new total to \$36,338,000.

Borden Road Street Improvements and Bridge Construction - #88165 (SM25) - This amendment proposes to show this project as complete with total programming of \$10,693,000.

Discovery Street Improvements - #88265 (SM31) - This amendment proposes to increase funding, add a new fund source, and revise funding between fiscal years for this project. Total programming increases by \$1,372,000 bringing the new total to \$10,154,000.

Via Vera Cruz Bridge and Street Improvements - #88264 (SM32) - This amendment proposes to increase funding and revise funding between fiscal years for this project. Total programming increases by \$2,703,000 bringing the new total to \$21,846,000.

Street Maintenance Operations - #545000 (SM38) - This amendment proposes to increase funding for this project. Total programming increases by \$987,000 bringing the new total to \$6,963,000.

Street Improvements and Widening on Barham Drive - #88177 (SM43) - This amendment proposes to increase funding and revise funding by fiscal years and phases for this project. Total programming increases by \$2,521,000 bringing the new total to \$6,310,000.

Creekside Drive - #88505 (SM48) - This amendment proposes to decrease funding and revise funding between fiscal years for this project. Total programming decreases by \$3,998,000 bringing the new total to \$11,078,000.

Citywide Traffic Signals (SM54) - This amendment proposes to increase funding for this project. Total programming increases by \$43,000 bringing the new total to \$65,000.

Borden Road Widening and Improvements - #88542 (SM55) - This amendment proposes to decrease funding revise funding by phases, and reduce the project scope for this project. Total programming decreases by \$600,000 bringing the new total to \$625,000.

Bent Avenue Bridge (SM56) - This amendment proposes to increase funding, revise fund sources, and revise funding between fiscal years for this project. Total programming increases by \$1,124,000 bringing the new total to \$2,649,000.

Sidewalk Repair and Replacement (SM58) – This amendment proposes to add this new project with total programming of \$211,000.

City of Solana Beach

Traffic Calming Improvements (SB11) - This amendment proposes to revise funding between fiscal years. Total programming remains at \$345,000.

Various Agencies

Grouped Projects for TransNet Smart Growth Incentive Program (V10) - This amendment proposes to add new projects to this group listing pending SANDAG Board of Directors approval to

award additional grants in the *TransNet* Smart Growth Incentive Program on July 24, 2015. Total programming increases by \$23,531,000 bringing the total to \$37,360,000.

State Route 11 (V11) - This amendment proposes to decrease funding and revise funding between phases for this project. Total programming decreases by \$9,200,000 bringing the new total to \$704,426,000.

Grouped Projects for Bicycle and Pedestrian Facilities (V12) - This amendment proposes to add funds to an existing project in this group listing pending Board of Directors approval to award grants in the *TransNet* Active Transportation Grant Program on July 24, 2015. Total programming increases by \$1,121,000 bringing the total to \$42,832,000.

Grouped Project Listing for Active Transportation Grant Program (ATGP) (V17) – This amendment proposes to add a new grouped project pending Board of Directors approval to award grants in the *TransNet* Active Transportation Grant Program on July 24, 2015, with total programming of \$4,638,000

City of Vista

Bobolink Street Improvements, CIP 8197 (VISTA45) - This amendment proposes to show this project as delayed with total programming of \$495,000.

Annual Street Construction and Overlay, CIP 8225 (VISTA46) - This amendment proposes to decrease funding for this project. Total programming decreases by \$2,912,000 bringing the new total to \$10,523,000.

Paseo Santa Fe Streetscape Improvements - Phase 1, CIP 8232 (VISTA50) - This amendment proposes to increase funding for this project. Total programming increases by \$3,452,000 bringing the new total to \$9,518,000.

Fiscal Constraint Analysis

Federal regulations require the 2014 RTIP to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Funding assumptions 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.

Tables 2a through 2c (Attachment 3) provide updated program summaries, including a comparison from the prior approved version. (Chapter 4 of the Final 2014 RTIP discusses, in detail, the financial capacity analysis of major program areas including discussion of available revenues.) Based upon the analysis, the projects contained within the 2014 RTIP, including Amendment No. 5, are reasonable when considering available funding sources.

Air Quality Analysis

On September 26, 2014, SANDAG found the 2014 RTIP in conformance with the Regional Air Quality Strategy/State Implementation Plan (SIP) for the San Diego region. All of the required regionally significant capacity increasing projects were included in the quantitative emissions analysis

conducted for the 2050 San Diego Regional Transportation Plan: Our Region Our Future (2050 RTP) and the 2014 RTIP. The Federal Highway Administration and the Federal Transit Administration jointly approved the conformity determination for the 2014 RTIP and the conformity redetermination for the 2050 RTP on December 15, 2014.

The proposed amendment does not reflect a change in the design, concept, or scope of the project or the conformity analysis years as modeled for the regional emissions analysis of the 2014 RTIP and 2050 RTP. Projects in the 2014 RTIP Amendment No. 5 meet the conformity provisions of the Transportation Conformity Rule (40 CFR §93.122(g)). All capacity increasing projects in Amendment No. 5 were included in the quantitative emissions analysis conducted for the 2050 RTP and 2014 RTIP. All other projects not included in the air quality conformity analysis are either non-capacity increasing or are exempt from the requirement to determine conformity according to the Transportation Conformity Rule (40 CFR §93.126). SANDAG followed interagency consultation procedures to determine which projects are exempt. Amendment No. 5 does not interfere with the timely implementation of Transportation Control Measures. The 2014 RTIP, including Amendment No. 5, remains in conformance with the SIP.

JOSÉ A. NUNCIO
TransNet Department Director

Attachments: 1. Resolution No. 2016-01: Approving Amendment No. 5 to the 2014 RTIP
2. Table 1: 2014 Regional Transportation Improvement Program - Amendment No. 5
3. Tables 2a-2c: Fiscal Constraint Analysis

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RESOLUTION NO. 2016-01

APPROVING AMENDMENT NO. 5 TO THE 2014 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, on September 26, 2014, SANDAG adopted the 2014 Regional Transportation Improvement Program (RTIP) and found the 2014 RTIP in conformance with the applicable State Implementation Plans (SIPs), and with the 2009 Regional Air Quality Strategy (RAQS), in accordance with California law; and

WHEREAS, on December 15, 2014, the United States Department of Transportation determined the 2014 RTIP and 2050 San Diego Regional Transportation Plan: Our Region Our Future (2050 RTP) in conformance to the applicable SIPs in accordance with the provisions of 40 Code of Federal Regulations (CFR) Parts 51 and 93; and

WHEREAS, member agencies have requested various changes to existing projects for inclusion into the 2014 RTIP; and

WHEREAS, this amendment is consistent with the metropolitan transportation planning regulations per 23 CFR Part 450; and

WHEREAS, this amendment is consistent with the 2050 RTP, which conforms to the 2002 and 2004 SIPs and to the emissions budgets from the *Eight-Hour Ozone Attainment Plan for San Diego County*, which were found adequate for transportation conformity purposes by the U.S. Environmental Protection Agency in 2008; and

WHEREAS, the regionally significant, capacity increasing projects have been incorporated into the quantitative air quality emissions analysis and conformity findings conducted for the 2050 RTP and the 2014 RTIP; and

WHEREAS, Amendment No. 5 to the 2014 RTIP continues to provide for timely implementation of transportation control measures contained in the adopted RAQS/SIP for air quality and a quantitative emissions analysis demonstrates that the implementation of the RTIP projects and programs meet all the federally required emissions budget targets; and

WHEREAS, projects in Amendment No. 5 satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, all other projects in Amendment No. 5 are either non-capacity increasing or exempt from the requirements to determine conformity; and

WHEREAS, the projects in 2014 RTIP Amendment No. 5 are fiscally constrained, as shown in Tables 2a through 2c; and

WHEREAS, the projects in 2014 RTIP Amendment No. 5 are consistent with the Public Participation Policy adopted by the SANDAG Board of Directors;

NOW THEREFORE

BE IT RESOLVED, that the SANDAG Board of Directors does hereby approve Amendment No. 5 to the 2014 RTIP; and

BE IT FURTHER RESOLVED, that SANDAG finds the 2014 RTIP, including Amendment No. 5, is consistent with the 2050 RTP, is in conformance with the applicable SIPs, and with the 2009 RAQS for the San Diego region, is consistent with SANDAG Intergovernmental Review Procedures, and is consistent with SANDAG Public Participation Policy, as amended.

PASSED AND ADOPTED this 24th day of July, 2015.

DRAFT

CHAIRPERSON

ATTEST:

SECRETARY

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

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

Table 1
2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)

Caltrans

MPO ID: CAL09								RTIP #:14-05		
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 \$3,098 will be used to match federal funds for the ROW phase, Toll Credits of \$15,239 will be used to match federal funds for the CON phase							PPNO: 0615, 0615A RTP PG NO: A-5 SANDAG ID: 1200501, 1200504		
Change Reason:	Reduce funding, Revise funding between fiscal years, Revise funding between phases									
RT:5	Capacity Status:CI		Exempt Category:Non-Exempt							
Est Total Cost: \$546,586			Open to Traffic: Phase 1: Sep 2020			Phase 2: Sep 2020				
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$143,087	\$53,427	\$25,281	\$44,172	\$13,123	\$3,225	\$3,859	\$100,390	\$36,286	\$6,411
TransNet - MC AC	\$0		\$144,674		\$(49,810)	\$(54,407)	\$(40,457)			
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	\$30,357	\$30,357						\$30,357		
RSTP - Conversion	\$81,957				\$27,172	\$36,966	\$17,820	\$26,364	\$23,910	\$31,683
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	\$540,963	\$91,296	\$177,685	\$166,776	\$49,123	\$52,225	\$3,860	\$172,353	\$60,196	\$308,414

* \$5.324M programmed in CAL46A; \$299K provided outside of the RTIP

PROJECT LAST AMENDED 14-04										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$151,843	\$53,427	\$25,273	\$45,271	\$13,123	\$3,225	\$11,524	\$99,526	\$37,366	\$14,951
TransNet - MC AC	\$0		\$120,779		\$(22,638)	\$(54,407)	\$(43,735)			
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	\$55,719	\$30,357			\$25,362			\$55,719		
RSTP - Conversion	\$58,063					\$36,966	\$21,098	\$1,002	\$23,910	\$33,151
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	\$551,187	\$91,296	\$153,782	\$167,875	\$74,485	\$52,225	\$11,525	\$171,489	\$61,276	\$318,422

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL09A								RTIP #:14-05		
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		
Change Reason: Revise funding between fiscal years, Revise funding between phases								RTP PG NO: A-5		
RT:5 Capacity Status:CI Exempt Category:Non-Exempt								SANDAG ID: 1200502		
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	\$19,612	\$1,160	\$152	\$152	\$487	\$1,158	\$2,899	\$99	\$19,723
Prop 1B - CMIA	\$24,500	\$24,500								\$24,500
TCRP	\$6,000	\$6,000								\$6,000
TOTAL	\$53,221	\$50,112	\$1,160	\$152	\$152	\$487	\$1,158	\$2,899	\$99	\$50,223

* State contribution of \$16.204M outside of the RTIP in prior years

PROJECT LAST AMENDED 14-00										
	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

MPO ID: CAL09C								RTIP #:14-05		
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		
Change Reason: Revise funding between fiscal years, Revise funding between phases								RTP PG NO: A-10, A-15, A-17		
RT:805 Capacity Status:CI Exempt Category:Non-Exempt								SANDAG ID: 1280505		
Est Total Cost: \$84,239								Open to Traffic: Apr 2014		
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$32,422	\$26,557	\$3,276	\$725	\$615	\$519	\$730	\$16,642	\$2,753	\$13,027
Other Fed - ARRA-RSTP	\$51,817	\$51,817								\$51,817
TOTAL	\$84,239	\$78,374	\$3,276	\$725	\$615	\$519	\$730	\$16,642	\$2,753	\$64,844

* Additional local contribution of \$11.491M programmed in SD32

PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL18							RTIP #:14-05			
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			
Change Reason:		Revise funding between fiscal years								
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	\$30,825	\$3,594	\$222	\$34			\$2,218	\$126	\$32,331
CMAQ	\$27,761	\$27,761							\$247	\$27,514
DEMO - Sec 115	\$1,000	\$1,000								\$1,000
HPP	\$5,000	\$5,000								\$5,000
RSTP	\$64,720	\$64,720								\$64,720
SHOPP-State Cash-Operations	\$5,205	\$5,205						\$1,069		\$4,136
STIP-IIP NHS	\$36,032	\$36,032								\$36,032
STIP-IIP NHS GARVEE	\$49,250	\$49,250								\$49,250
STIP-IIP State Cash	\$4,668	\$4,668								\$4,668
STIP-RIP NHS	\$3,984	\$3,984						\$3,984		
STIP-RIP NHS GARVEE	\$147,750	\$147,750								\$147,750
STIP-RIP State Cash	\$516	\$516						\$516		
TCRP	\$64,300	\$64,300						\$24,963	\$9,337	\$30,000
Local Funds	\$15,954	\$15,954								\$15,954
TOTAL	\$460,815	\$456,965	\$3,594	\$222	\$34			\$32,750	\$9,710	\$418,355

* State contributed \$5.954M in additional funds outside of the RTIP

PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL18A							RTIP #:14-05			
Project Title:		I-15 Managed Lanes-North Segment						EA NO: 081001		
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, Toll Credits of \$176 will be used to match federal funds for the CON phase						PPNO: 0672F RTP PG NO: A-9 SANDAG ID: 1201503		
Change Reason:		Reduce funding, Revise funding between fiscal years								
RT:15		Capacity Status:CI		Exempt Category:Non-Exempt						
Est Total Cost: \$164,787			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	\$42,433	\$37,676	\$2,187	\$1,015	\$1,555			\$16,227	\$524	\$25,682
CMAQ	\$60,700	\$60,700						\$4,050	\$572	\$56,078
RSTP	\$56,654	\$56,654						\$1,505		\$55,149
STIP-RIP NHS	\$4,426	\$4,426						\$4,426		
STIP-RIP State Cash	\$574	\$574						\$574		
TOTAL	\$164,787	\$160,030	\$2,187	\$1,015	\$1,555			\$26,782	\$1,096	\$136,909

* \$20.995M of SHOPP funds programmed outside of the RTIP

PROJECT LAST AMENDED 14-03										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$42,933	\$37,676	\$1,718	\$1,348	\$2,191			\$16,343	\$443	\$26,147
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	\$160,630	\$1,718	\$1,348	\$2,191			\$26,898	\$1,015	\$137,974

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL18B								RTIP #:14-05		
Project Title:		I-15 Managed Lanes- South Segment and Mira Mesa Transit Center					EA NO: 081501			
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.					PPNO: 0672G RTP PG NO: A-9 SANDAG ID: 1201501, 1201506			
Change Reason:		Reduce funding, Revise funding between fiscal years								
RT:15	Capacity Status:CI	Exempt Category:Non-Exempt								
Est Total Cost: \$409,245		Open to Traffic: Jun 2011								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$87,571	\$67,723	\$5,083	\$8,207	\$3,181	\$3,378		\$36,482	\$27,548	\$23,541
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	\$4,539	\$3,728	\$692			\$119			\$692	\$3,847
TOTAL	\$409,245	\$388,586	\$5,775	\$8,207	\$3,181	\$3,497		\$58,226	\$28,240	\$322,779
PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL26								RTIP #:14-05		
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		
Change Reason: Reduce funding										
RT:52		Capacity Status:CI		Exempt Category:Non-Exempt						
Est Total Cost: \$464,431								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	\$70,429	\$65,545	\$2,736	\$2,138	\$10			\$14,118	\$36,050	\$20,261
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	\$177,501	\$177,501						\$10,825	\$19,274	\$147,402
TCRP	\$43,700	\$43,700							\$43,700	
Local Funds	\$233	\$233							\$233	
TOTAL	\$456,039	\$451,155	\$2,736	\$2,138	\$10			\$38,319	\$209,241	\$208,479

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

PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL29							RTIP #:14-05			
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			
Change Reason: Revise funding between fiscal years										
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	\$51,987	\$46,072	\$3,169	\$384	\$211	\$2,151		\$9,750	\$29,535	\$12,702
TransNet - REMP	\$5,966	\$5,966								\$5,966
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	\$151,792	\$142,962	\$6,084	\$384	\$211	\$2,151		\$17,035	\$36,215	\$98,542

* State contribution of \$13.452M outside of RTIP

PROJECT LAST AMENDED 14-03										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$50,540	\$46,072	\$1,722	\$384	\$1,658	\$704		\$9,750	\$29,535	\$11,255
TransNet - REMP	\$7,413	\$7,000	\$413							\$7,413
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	\$151,792	\$143,996	\$5,050	\$384	\$1,658	\$704		\$17,035	\$36,215	\$98,542

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL29B								RTIP #:14-05		
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								RTP PG NO: A-6		
Change Reason: Revise funding between fiscal years								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	\$58,545	\$12,896	\$5,358	\$9,825	\$7,575	\$3,171	\$19,720	\$26,948	\$20,757	\$10,840
TransNet - MC AC	\$0	\$26,062	\$4,940	\$(4,843)	\$(5,034)		\$(21,125)			
TransNet - REMP	\$6,034		\$2,000	\$2,250	\$1,784					\$6,034
RSTP	\$80,560	\$80,560						\$7,436		\$73,124
RSTP - Conversion	\$9,876			\$4,843	\$5,034					\$9,876
TPFP	\$300	\$300								\$300
Prop 1B - CMIA	\$29,387	\$29,387								\$29,387
Local Funds	\$22,962	\$1,837					\$21,125			\$22,962
TOTAL	\$207,664	\$151,042	\$12,298	\$12,075	\$9,359	\$3,171	\$19,720	\$34,384	\$20,757	\$152,523
PROJECT LAST AMENDED 14-03										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$60,079	\$20,434	\$11,542	\$9,215	\$9,201	\$3,171	\$6,516	\$26,948	\$20,757	\$12,374
TransNet - MC AC	\$0	\$18,524		\$(5,000)	\$(4,876)		\$(8,648)			
TransNet - REMP	\$4,500		\$3,017	\$1,483						\$4,500
RSTP	\$80,560	\$80,560						\$7,436		\$73,124
RSTP - Conversion	\$9,876			\$5,000	\$4,876					\$9,876
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	\$150,805	\$14,559	\$10,698	\$9,201	\$3,171	\$19,230	\$34,384	\$20,757	\$152,523

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL38								RTIP #:14-05			
Project Title:		SR-905 New Freeway						EA NO: 093160, 28880			
Project Description:		From I-805 to Otay Mesa Port of Entry - construct 6-lane freeway (Phase 1). Toll Credits of \$513 will be used to match federal funds for the CON phase						PPNO: 0374K RTP PG NO: A-6 SANDAG ID: 1390501 EARMARK NO: CA281, CA297, CA612, HPP 2813			
Change Reason:		Carry over from 12-30									
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	\$1,574	\$5	\$3						\$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	\$419,908	\$5	\$3				\$24,352	\$228,337	\$167,227	
PROJECT LAST AMENDED 12-30											
	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	

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL44								RTIP #:14-05		
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)							
Change Reason:			Increase funding							
Capacity Status:NCI			Exempt Category:Safety - Non capacity widening or bridge reconstruction							
Est Total Cost: \$209,187										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
HBP	\$203,066	\$47,790	\$12,855	\$13,574		\$11,503	\$117,344			\$203,066
Prop 1B - LBSRA	\$1,007						\$1,007			\$1,007
Local Funds	\$5,114	\$1,592		\$458		\$567	\$2,496			\$5,114
TOTAL	\$209,187	\$49,382	\$12,855	\$14,032		\$12,070	\$120,847			\$209,187

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

PROJECT LAST AMENDED 14-01										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
HBP	\$199,617	\$47,790	\$858	\$13,798	\$9,300	\$10,527	\$117,344			\$199,617
Prop 1B - LBSRA	\$1,007						\$1,007			\$1,007
Local Funds	\$5,114	\$1,592	\$97	\$389		\$539	\$2,496			\$5,114
TOTAL	\$205,738	\$49,382	\$955	\$14,187	\$9,300	\$11,066	\$120,847			\$205,738

MPO ID: CAL46A								RTIP #:14-05				
Project Title:	Grouped Projects for Safety Improvements - SHOPP Mobility Program							SANDAG ID: 1200507				
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											
Change Reason:	Increase funding											
Capacity Status:		NCI		Exempt Category:							Safety - Shoulder Improvements	
Est Total Cost: \$57,666												
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON		
SHOPP (AC)-Mobility	\$57,666		\$14,036	\$42,630	\$1,000					\$57,666		
TOTAL	\$57,666		\$14,036	\$42,630	\$1,000					\$57,666		
PROJECT LAST AMENDED 14-01												
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON		
SHOPP (AC)-Mobility	\$55,252		\$14,036	\$40,216	\$1,000					\$55,252		
TOTAL	\$55,252		\$14,036	\$40,216	\$1,000					\$55,252		

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL46B								RTIP #:14-05		
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									
Change Reason:	Increase funding									
	Capacity Status:NCI		Exempt Category:Safety - Pavement marking demonstration							
Est Total Cost: \$206,644										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP - CR - NHS (AC)	\$40,399			\$11,499	\$15,718	\$13,182				\$40,399
SHOPP - CR - STP (AC)	\$153,480		\$28,790	\$108,354	\$8,614	\$7,722				\$153,480
SHOPP STP - Collision Reduction	\$12,765				\$12,765					\$12,765
TOTAL	\$206,644		\$28,790	\$119,853	\$37,097	\$20,904				\$206,644
PROJECT LAST AMENDED 14-03										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP - CR - NHS (AC)	\$61,899			\$14,129	\$35,186	\$12,584				\$61,899
SHOPP - CR - STP (AC)	\$129,010		\$28,620	\$100,390						\$129,010
TOTAL	\$190,909		\$28,620	\$114,519	\$35,186	\$12,584				\$190,909

MPO ID: CAL46D								RTIP #:14-05		
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)							
Change Reason:			Increase funding							
Capacity Status:			NCI		Exempt Category:			Safety - Non capacity widening or bridge reconstruction		
Est Total Cost: \$74,921										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Brdg Presrv (HBP)	\$74,921		\$39,798	\$6,009	\$29,114					\$74,921
TOTAL	\$74,921		\$39,798	\$6,009	\$29,114					\$74,921
PROJECT LAST AMENDED 14-01										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Brdg Presrv (HBP)	\$73,584		\$39,518	\$5,659	\$28,407					\$73,584
TOTAL	\$73,584		\$39,518	\$5,659	\$28,407					\$73,584

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL46E			RTIP #:14-05							
Project Title:	Grouped Projects for Pavement Resurfacing and/or Rehabilitation - SHOPP Roadway Preservation Program									
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories – pavement resurfacing and/or rehabilitation, emergency relief (23 USC 125), widening narrow pavements or reconstructing bridges (no additional travel lanes)									
Change Reason:	Increase funding									
Capacity Status:NCI			Exempt Category:Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$97,935										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Rdside Preserv NHS	\$23,567			\$9,541	\$14,026					\$23,567
SHOPP (AC)-Rdway Presrv NHS	\$60,420		\$20,654	\$17,569	\$22,197					\$60,420
SHOPP Roadway Pres. Emrgny	\$13,948				\$13,948					\$13,948
TOTAL	\$97,935		\$20,654	\$27,110	\$50,171					\$97,935
PROJECT LAST AMENDED 14-03										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Rdside Preserv NHS	\$23,091				\$23,091					\$23,091
SHOPP (AC)-Rdway Presrv NHS	\$59,292		\$20,320	\$17,569	\$21,403					\$59,292
SHOPP Roadway Pres. Emrgny	\$13,948				\$13,948					\$13,948
TOTAL	\$96,331		\$20,320	\$17,569	\$58,442					\$96,331

MPO ID: CAL46I								RTIP #:14-05		
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									
Change Reason:	Increase funding									
Capacity Status:		NCI		Exempt Category:		Safety - Safety Improvement Program				
Est Total Cost: \$32,228										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Mandates	\$32,228		\$14,377		\$4,896	\$12,955				\$32,228
TOTAL	\$32,228		\$14,377		\$4,896	\$12,955				\$32,228
PROJECT LAST AMENDED 14-03										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Mandates	\$30,970		\$14,019		\$4,678	\$12,273				\$30,970
TOTAL	\$30,970		\$14,019		\$4,678	\$12,273				\$30,970

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL67			RTIP #:14-05							
Project Title:	SR 94 Managed Lanes							EA NO: 28710 PPNO: T0770 RTP PG NO: A-9 SANDAG ID: 1280508		
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									
Change Reason:	Revise funding between fiscal years									
RT:94	Capacity Status:NCI	Exempt Category:Other - Engineering studies								
Est Total Cost: \$32,600										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$12,600	\$8,584	\$2,674	\$1,342				\$12,600		
TCRP	\$20,000	\$10,000			\$10,000			\$20,000		
TOTAL	\$32,600	\$18,584	\$2,674	\$1,342	\$10,000			\$32,600		
PROJECT LAST AMENDED 14-00										
	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		

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL75								RTIP #:14-05		
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		
Change Reason:		Increase funding								
RT:5		Capacity Status:CI		Exempt Category:Non-Exempt						
Est Total Cost: \$116,400			Open to Traffic: Jun 2017							
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$19,392	\$5,337	\$2,868	\$2,732	\$1,406	\$4,607	\$2,442	\$1,365	\$5,283	\$12,744
HPP	\$1,600	\$1,600								\$1,600
RSTP	\$49,112	\$32,487	\$15,157				\$1,468			\$49,112
Prop 1B - SLPP	\$8,000	\$8,000								\$8,000
SHOPP (AC)-Mobility	\$12,987	\$12,987						\$2,467	\$500	\$10,020
Local Funds	\$10,198	\$10,198						\$10	\$1,688	\$8,500
TOTAL	\$101,289	\$70,609	\$18,025	\$2,732	\$1,406	\$4,607	\$3,910	\$3,842	\$7,471	\$89,976

* \$14.4M of City of San Diego contribution programmed under SD103; additional state funds of \$ 711K outside the RTIP

PROJECT LAST AMENDED 14-03										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$10,360	\$5,337	\$2,528	\$1,429	\$433	\$472	\$161	\$901	\$5,273	\$4,186
TransNet - MC AC	\$0	\$13,347		\$(8,430)	\$(4,917)					
HPP	\$1,600	\$1,600								\$1,600
RSTP	\$34,297	\$32,487	\$1,810							\$34,297
RSTP - Conversion	\$13,347			\$8,430	\$4,917					\$13,347
Prop 1B - SLPP	\$8,000	\$8,000								\$8,000
SHOPP (AC)-Mobility	\$12,987	\$12,987						\$2,467	\$500	\$10,020
Local Funds	\$10,198	\$10,198						\$10	\$1,688	\$8,500
TOTAL	\$90,789	\$83,956	\$4,338	\$1,429	\$433	\$472	\$161	\$3,378	\$7,461	\$79,950

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL78B							RTIP #:14-05			
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			
Change Reason:		Reduce funding, Revise funding between phases								
RT:805		Capacity Status:CI		Exempt Category:Non-Exempt						
Est Total Cost: \$130,609		Open to Traffic: Jul 2016								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$24,968	\$8,673	\$3,444	\$3,634	\$9,217			\$11,259	\$3,728	\$9,981
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	\$130,609	\$114,314	\$3,444	\$3,634	\$9,217			\$14,034	\$3,728	\$112,847
PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL78C								RTIP #:14-05			
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 \$1,225 will be used to match federal funds for the PE phase, Toll Credits of \$268 will be used to match federal funds for the ROW phase						PPNO: 0730 RTP PG NO: A-17 SANDAG ID: 1280501, 1280510, 1280514, 1280515			
Change Reason:		Increase funding, Revise funding between fiscal years									
RT:805	Capacity Status:CI	Exempt Category:Non-Exempt									
Est Total Cost: \$236,564		Open to Traffic: Dec 2019									
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - MC	\$157,307	\$88,461	\$45,006	\$19,073	\$4,729	\$21	\$18	\$58,779	\$8,136	\$90,392	
TransNet - MC AC	\$0	\$4,829	\$ (4,829)								
TransNet - Transit	\$42	\$42						\$42			
IM	\$975	\$975						\$975			
RSTP	\$16,350	\$13,406	\$2,944					\$14,877	\$1,473		
RSTP - Conversion	\$4,829		\$4,829					\$4,236	\$593		
Prop 1B - CMIA	\$56,763	\$56,763								\$56,763	
Local Funds	\$298	\$180	\$118					\$180		\$118	
TOTAL		\$236,564	\$164,656	\$48,068	\$19,073	\$4,729	\$21	\$18	\$79,089	\$10,202	\$147,273
PROJECT LAST AMENDED 14-03											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - MC	\$148,542	\$97,732	\$36,245	\$7,686	\$6,879			\$53,320	\$11,733	\$83,489	
TransNet - MC AC	\$0	\$4,671	\$ (4,671)								
TransNet - Transit	\$42	\$42						\$42			
IM	\$975	\$975						\$975			
RSTP	\$16,507	\$13,406	\$3,102					\$15,034	\$1,473		
RSTP - Conversion	\$4,671		\$4,671					\$4,078	\$593		
Prop 1B - CMIA	\$56,763	\$56,763								\$56,763	
Local Funds	\$298	\$180	\$118					\$180		\$118	
TOTAL		\$227,798	\$173,769	\$39,465	\$7,686	\$6,879			\$73,629	\$13,799	\$140,370

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL105								RTIP #:14-05			
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										
Change Reason:	Increase funding										
	Capacity Status:NCI		Exempt Category:Safety - Safety Improvement Program								
Est Total Cost: \$19,965											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
HSIP	\$17,482	\$1,003	\$3,143	\$9,937	\$3,399					\$17,482	
Local Funds	\$2,483	\$193	\$350	\$643	\$1,297					\$2,483	
TOTAL	\$19,965	\$1,196	\$3,493	\$10,580	\$4,696					\$19,965	
PROJECT LAST AMENDED 14-01											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
HSIP	\$16,111	\$1,003	\$3,143	\$8,906	\$3,059					\$16,111	
Local Funds	\$3,737	\$261	\$350	\$1,530	\$1,597					\$3,737	
TOTAL	\$19,848	\$1,264	\$3,493	\$10,436	\$4,656					\$19,848	

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL114			RTIP #:14-05							
Project Title:	I-5/SR 56 Interchange							EA NO: 17790		
Project Description:	At I-5/SR 56 interchange - in San Diego, construct freeway to freeway interchange, associated operational improvements, and the relocation of the fiber optic cable line; future phases are outside of TIP cycle but included in the long range plan. Phase I – To construct one additional general purpose in the east and westbound directions on SR-56 from El Camino Real to Carmel Country Rd. Phase II – Construct the west to north connector, extend the NB I-5 local bypass, and reconstruct the Del Mar Heights O.C. Phase III - Construct the south to east connector, extend the SB I-5 local bypass, and construct the Carmel Creek Dr. slip ramp							RTP PG NO: A-5 SANDAG ID: 1200503		
Change Reason:	Increase funding, Revise funding between phases									
RT:5	Capacity Status:CI	Exempt Category:Non-Exempt								
Est Total Cost: \$18,963			Open to Traffic: Jan 2026							
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$1,729	\$320	\$62	\$75	\$158	\$357	\$757	\$1,729		
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	\$633		\$5,026				\$5,659		
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	\$16,890	\$10,455	\$62	\$5,101	\$158	\$357	\$757	\$16,890		

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

PROJECT LAST AMENDED 14-03										
	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	

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL120							RTIP #:14-05			
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 SANDAG ID: 1201510			
Change Reason:	Reduce funding, Revise funding between fiscal years									
Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: \$18,109		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	\$12,099	\$11,696	\$89	\$107	\$68	\$139		\$1,666		\$10,433
DEMO - TEA 21	\$578	\$578								\$578
HSIP	\$827	\$827								\$827
TCSP	\$500	\$500								\$500
SHOPP Augmentation - Mobility	\$3,905	\$3,905							\$90	\$3,815
SHOPP-State Cash-Mobility	\$200	\$200							\$200	
TOTAL	\$18,109	\$17,706	\$89	\$107	\$68	\$139		\$1,666	\$290	\$16,153

* Joint project with the cities of San Marcos (SM47) and Escondido (ESC13)

PROJECT LAST AMENDED 14-00												
	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		

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL277										RTIP #:14-05	
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		
Change Reason:		Revise funding between fiscal years							SANDAG ID: 1207802		
RT:15		Capacity Status:NCI		Exempt Category:Other - Engineering studies							
Est Total Cost: \$850											
		TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC		\$850	\$497	\$299	\$54				\$850		
TOTAL		\$850	\$497	\$299	\$54				\$850		
PROJECT LAST AMENDED 14-01											
		TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC		\$850	\$497	\$353					\$850		
TOTAL		\$850	\$497	\$353					\$850		

MPO ID: CAL278										RTIP #:14-05	
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			
Change Reason: Revise funding between fiscal years								SANDAG ID: 1207801			
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	\$1,399		\$251				\$1,650			
TOTAL	\$1,650	\$1,399		\$251				\$1,650			
PROJECT LAST AMENDED 14-00											
	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: CAL325A								RTIP #:14-05			
Project Title:		State Routes 905/125/11 Southbound Connectors.						EA NO: 28882			
Project Description:		Southbound SR-125 to southbound SR 905 and southbound SD 125 to eastbound SR-11 - in San Diego County, in and near San Diego at Route 905/125/11 separation, construct southbound connectors from State Route 125 to SR 905 and SR 11						SANDAG ID: 1390505			
Change Reason:		New project									
RT:905		Capacity Status:NCI		Exempt Category:Other - Engineering studies							
Est Total Cost: \$7,200											
		TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Loc Funds - Toll Funds		\$7,200		\$7,200					\$7,200		
TOTAL		\$7,200		\$7,200					\$7,200		

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL369								RTIP #:14-05		
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, reconstruct Voigt bridge over I-5, realign both Campus Point Dr. and Voigt Dr. between Lyman Lane and Genesee Avenue							SANDAG ID: 1200507		
Change Reason:	Revise funding between fiscal years, Update description									
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		\$898	\$2,251	\$851			\$4,000		
TOTAL	\$4,000		\$898	\$2,251	\$851			\$4,000		
* \$1 million in SHOPP funds programmed in CAL398										
PROJECT LAST AMENDED 14-00										
	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		

MPO ID: CAL399								RTIP #:14-05		
Project Title:		I-5/Gilman Drive Bridge						EA NO: 2T175		
Project Description:		From Gilman Dr. to Medical Center Dr. - In San Diego, construct new overcrossing over I-5 between Gilman Dr. and Medical Center Dr. Toll Credits of \$1,709 will be used to match federal funds for the CON phase						SANDAG ID: 1200508		
Change Reason:		Revise funding between fiscal years								
		Capacity Status:CI		Exempt Category:Non-Exempt						
Est Total Cost: \$15,000										
Open to Traffic: Jun 2017										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$1,810		\$101	\$901	\$803	\$5		\$300		\$1,510
TransNet - MC AC	\$0			\$4,760	\$(4,760)					
RSTP	\$8,430			\$8,430						\$8,430
RSTP - AC Conversion	\$4,760				\$4,760					\$4,760
TOTAL	\$15,000		\$101	\$14,091	\$803	\$5		\$300		\$14,700
PROJECT LAST AMENDED 14-03										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$1,810		\$101	\$901	\$803	\$5		\$300		\$1,510
RSTP	\$13,190		\$13,190							\$13,190
TOTAL	\$15,000		\$13,291	\$901	\$803	\$5		\$300		\$14,700

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL402								RTIP #:14-05			
Project Title:		San Diego County in San Marcos on Route 78 - Construct Auxiliary Lanes						EA NO: 42160			
Project Description:		From Twin Oaks Valley OC to West of Woodland Parkway UC - In San Diego County in San Marcos on Route 78 from Twin Oaks Valley overcrossing to 0.1 mile west of Woodland Parkway undercrossing. Construct eastbound and westbound auxiliary lanes.						PPNO: 1170			
Change Reason:		New project									
RT:78		Capacity Status:NCI		Exempt Category:Other - Engineering studies							
Est Total Cost: \$3,310											
		TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
SHOPP (AC)-Mobility		\$3,310			\$3,310				\$3,310		
TOTAL		\$3,310			\$3,310				\$3,310		

MPO ID: CAL403								RTIP #:14-05			
Project Title:		Mission Avenue and UPRR in the City of Oceanside									
Project Description:		Mission Avenue and UPRR tracks - In the City of Oceanside at the intersection of Mission Avenue and UPRR tracks. Eliminate hazards at railroad grade crossing									
Change Reason:		New project									
		Capacity Status:NCI		Exempt Category:Safety - Railroad/highway crossing							
Est Total Cost: \$999											
		TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
STP-RL		\$999		\$999							\$999
TOTAL		\$999		\$999							\$999

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Chula Vista, City of

MPO ID: CHV30			RTIP #:14-05							
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		
Change Reason:	Increase funding							TransNet - LSI: CR		
	Capacity Status:NCI		Exempt Category:Other - Engineering studies							
Est Total Cost: \$2,874										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$50	\$50						\$50		
TransNet - LSI	\$225	\$100		\$125				\$225		
TransNet - LSI Carry Over	\$390	\$260	\$131					\$390		
HPP	\$1,987	\$1,987						\$1,987		
TCSP	\$222	\$222						\$222		
TOTAL	\$2,874	\$2,619	\$131	\$125				\$2,874		
PROJECT LAST AMENDED 14-00										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$50	\$50						\$50		
TransNet - LSI	\$100	\$100						\$100		
TransNet - 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		

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Chula Vista, City of

MPO ID: CHV35								RTIP #:14-05		
Project Title:	Traffic Signing, Studies and Signal Upgrade							TransNet - 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									
Change Reason:	Increase funding									
	Capacity Status:NCI		Exempt Category:Other - Intersection signalization projects							
Est Total Cost: \$3,976										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$135	\$135						\$135		
TransNet - LSI	\$1,077	\$152		\$325	\$200	\$200	\$200	\$302		\$775
TransNet - LSI (Cash)	\$27		\$27							\$27
TransNet - LSI Carry Over	\$2,166	\$1,293	\$873					\$903		\$1,263
Local Funds	\$571	\$571						\$571		
TOTAL	\$3,976	\$2,151	\$900	\$325	\$200	\$200	\$200	\$1,911		\$2,065
PROJECT LAST AMENDED 14-03										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$135	\$135						\$135		
TransNet - LSI	\$1,077	\$152		\$325	\$200	\$200	\$200	\$302		\$775
TransNet - LSI Carry Over	\$2,166	\$1,293	\$873					\$903		\$1,263
Local Funds	\$571	\$571						\$571		
TOTAL	\$3,949	\$2,151	\$873	\$325	\$200	\$200	\$200	\$1,911		\$2,038

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Chula Vista, City of

MPO ID: CHV39			RTIP #:14-05							
Project Title:	Traffic Signal System Optimization							TransNet - LSI: CR		
Project Description:	Palomar Street from I-5 to Orange Ave.; Broadway from Palomar Street to C Street; H Street from I-805 to I-5; Heritage Rd. from Telegraph Canyon Rd. to Palomar St.; Paseo Ranchero from E. J Street to Telegraph Canyon Rd.; Otay Lakes Rd. from Telegraph Canyon Rd. to E. H Street; E. H Street from I-805 to Hidden Vista; E. Orange/ Olympic Pkwy. at I-805; Telegraph Canyon Rd. at I-805; additional locations as included in the Regional Arterial Management System - upgrade traffic signal coordination at locations identified by the City's Traffic Monitoring Program in order to reduce congestion and intersection delays, coordinate regional traffic through the Regional Arterial Management System. TransNet - LSI RAMS of \$16 is programmed in FY 2015									
Change Reason:	Increase funding									
Capacity Status:NCI			Exempt Category:Other - Traffic signal synchronization projects							
Est Total Cost: \$1,357										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$150	\$150						\$150		
TransNet - LSI	\$764	\$150	\$91	\$75	\$148	\$150	\$150	\$764		
TransNet - LSI Carry Over	\$443	\$260	\$184					\$443		
TOTAL	\$1,357	\$560	\$275	\$75	\$148	\$150	\$150	\$1,357		
PROJECT LAST AMENDED 14-03										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$150	\$150						\$150		
TransNet - LSI	\$764	\$150	\$91	\$75	\$148	\$150	\$150	\$764		
TransNet - LSI Carry Over	\$425	\$260	\$166					\$425		
TOTAL	\$1,339	\$560	\$257	\$75	\$148	\$150	\$150	\$1,339		

MPO ID: CHV48								RTIP #:14-05		
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								
Change Reason:		Reduce funding								
Capacity Status:		NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation						
Est Total Cost: \$32,991										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$17,470		\$2,151	\$2,619	\$4,000	\$4,200	\$4,500	\$3,100		\$14,370
TransNet - LSI Carry Over	\$15,521	\$9,514	\$6,007					\$2,064		\$13,457
TOTAL	\$32,991	\$9,514	\$8,158	\$2,619	\$4,000	\$4,200	\$4,500	\$5,164		\$27,827
PROJECT LAST AMENDED 14-03										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$17,670		\$2,151	\$2,819	\$4,000	\$4,200	\$4,500	\$3,100		\$14,570
TransNet - LSI Carry Over	\$15,521	\$9,514	\$6,007					\$2,064		\$13,457
TOTAL	\$33,191	\$9,514	\$8,158	\$2,819	\$4,000	\$4,200	\$4,500	\$5,164		\$28,027

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

Chula Vista, City of

MPO ID: CHV54								RTIP #:14-05		
Project Title:	South Broadway Improvements South of Main Street							RAS (TA4-70)		
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							TransNet - LSI: CR		
Change Reason:	Increase funding									
	Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$2,963										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$168		\$168							\$168
TransNet - LSI	\$1,650		\$1,600	\$50				\$100		\$1,550
TransNet - LSI Carry Over	\$1,050	\$192	\$858					\$450		\$600
Local RTCIP	\$95		\$95					\$95		
TOTAL	\$2,963	\$192	\$2,721	\$50				\$645		\$2,318
PROJECT LAST AMENDED 14-03										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$1,650		\$1,600	\$50				\$100		\$1,550
TransNet - LSI Carry Over	\$1,050	\$192	\$858					\$450		\$600
Local RTCIP	\$95		\$95					\$95		
TOTAL	\$2,795	\$192	\$2,553	\$50				\$645		\$2,150

MPO ID: CHV58			RTIP #:14-05							
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 of sidewalk and other pedestrian improvements in areas without existing sidewalk									
Change Reason:	Increase funding									
Capacity Status:		NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities						
Est Total Cost: \$1,818										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$1,125	\$70	\$980	\$75				\$250		\$875
TransNet - LSI Carry Over	\$693	\$300	\$393					\$100		\$593
TOTAL	\$1,818	\$370	\$1,373	\$75				\$350		\$1,468
PROJECT LAST AMENDED 14-03										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$1,050	\$70	\$980					\$250		\$800
TransNet - LSI Carry Over	\$693	\$300	\$393					\$100		\$593
TOTAL	\$1,743	\$370	\$1,373					\$350		\$1,393

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

Chula Vista, City of

MPO ID: CHV59								RTIP #:14-05		
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 and construction of missing curb, gutter, sidewalk and other pedestrian infrastucture on Naples Street									
Change Reason:	Reduce funding									
	Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$668										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$87	\$87						\$87		
TransNet - LSI	\$402	\$52	\$350					\$87		\$315
TransNet - LSI (Cash)	\$3	\$3						\$3		
TransNet - LSI Carry Over	\$176	\$83	\$92					\$176		
TOTAL	\$668	\$225	\$442					\$353		\$315
PROJECT LAST AMENDED 14-03										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$87	\$87						\$87		
TransNet - LSI	\$417	\$52	\$365					\$102		\$315
TransNet - LSI (Cash)	\$3	\$3						\$3		
TransNet - LSI Carry Over	\$176	\$83	\$92					\$176		
TOTAL	\$683	\$225	\$457					\$368		\$315

MPO ID: CHV70								RTIP #:14-05		
Project Title:		Bikeway Design and Construction						TransNet - 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								
Change Reason:		Increase funding								
Capacity Status:		NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities						
Est Total Cost: \$265										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$215		\$15	\$50	\$50	\$50	\$50	\$215		
TransNet - LSI Carry Over	\$50		\$50					\$50		
TOTAL	\$265		\$65	\$50	\$50	\$50	\$50	\$265		
PROJECT LAST AMENDED 14-03										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$200			\$50	\$50	\$50	\$50	\$200		
TransNet - LSI Carry Over	\$50		\$50					\$50		
TOTAL	\$250		\$50	\$50	\$50	\$50	\$50	\$250		

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Chula Vista, City of

MPO ID: CHV80								RTIP #:14-05			
Project Title:		Third Avenue Streetscape Project Phase III						TransNet - LSI: CR			
Project Description:		Third Avenue from F Street to E Street - continuation of pedestrian and bicycle enhancement facilities along Third Avenue north of Phase II									
Change Reason:		New project									
		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		\$150			\$150				\$150		
TransNet - LSI Carry Over		\$150		\$150					\$150		
TOTAL		\$300		\$150	\$150				\$300		

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Escondido, City of

COMPLETED

MPO ID: ESC02								RTIP #:14-05			
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			
Change Reason:	Complete project										
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
PROJECT LAST AMENDED 14-00											
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Escondido, City of

MPO ID: ESC02A								RTIP #:14-05		
Project Title:	East Valley/Valley Center							EA NO: 260		
Project Description:	East Valley Pkwy/Valley Center Rd from Bevin Dr to northern City limits - Widen roadway from 4 to 6 lanes with raised medians, left turn pockets, and dedicated right turn lanes; modify signals at Lake Wohlford Rd/Valley Center Rd and Beven Dr/Valley Center Rd; widen bridge over Escondido Creek							EARMARK NO: CA332/260 RAS (TA 4-67) <i>TransNet</i> - LSI: CR		
Change Reason:	Reduce funding									
Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: \$10,566			Open to Traffic: Dec 2017							
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - LSI	\$520			\$520						\$520
<i>TransNet</i> - LSI (Cash)	\$632	\$346		\$287						\$632
<i>TransNet</i> - LSI Carry Over	\$4,006		\$3,570	\$436					\$400	\$3,606
HPP	\$1,600	\$1,600							\$1,600	
Local Funds	\$3,445	\$1,973	\$373	\$194	\$905			\$500		\$2,945
Local RTCIP	\$363		\$363							\$363
TOTAL	\$10,566	\$3,919	\$4,306	\$1,437	\$905			\$500	\$2,000	\$8,066
PROJECT LAST AMENDED 14-00										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - LSI (Cash)	\$346	\$346								\$346
<i>TransNet</i> - 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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Escondido, City of

MPO ID: ESC04								RTIP #:14-05		
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			
Change Reason:	Reduce funding									
Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: \$21,794			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	\$145					\$13	\$132			\$145
TransNet - LSI (Cash)	\$988	\$988								\$988
TransNet - LSI Carry Over	\$1,700		\$1,700							\$1,700
HUD	\$908	\$908						\$908		
Local Funds	\$17,472	\$16,025				\$734	\$713	\$839	\$1,000	\$15,633
TOTAL	\$21,794	\$18,502	\$1,700			\$747	\$845	\$1,747	\$1,581	\$18,466
PROJECT LAST AMENDED 14-00										
	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

MPO ID: ESC08								RTIP #:14-05		
Project Title:		Felicitia Ave/Juniper Street						TransNet - LSI: CR		
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 Felicitia; 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 Felicitia								
Change Reason:		Carry over from 12-30								
Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: \$3,665			Open to Traffic: May 2020							
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$115	\$115							\$115	
TransNet - LSI	\$50			\$50				\$50		
Local Funds	\$3,500	\$3,500							\$3,500	
TOTAL	\$3,665	\$3,615		\$50				\$50	\$3,615	
PROJECT LAST AMENDED 12-30										
	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	

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

Escondido, City of

MPO ID: ESC24								RTIP #:14-05		
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		
Change Reason:		Revise funding between fiscal years								
	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)	\$374	\$374								\$374
TransNet - LSI Carry Over	\$589		\$589							\$589
Local Funds	\$272	\$272						\$272		
TOTAL	\$2,209	\$1,620	\$589					\$272		\$1,937
PROJECT LAST AMENDED 14-00										
	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

MPO ID: ESC37								RTIP #:14-05		
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 CS, FY16 - Maintenance Zone EN, FY17 - Maintenance Zone NE - this is an annual project that includes maintenance (crackseal, chipseal, slurry, sidewalk repairs) of various street elements city-wide									
Change Reason:	Reduce funding									
Capacity Status:		NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation						
Est Total Cost: \$14,409										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$5,546		\$1,002	\$1,068	\$1,121	\$1,174	\$1,182			\$5,546
TransNet - LSI Carry Over	\$978		\$978							\$978
Local Funds	\$7,885	\$2,200	\$1,463	\$1,870	\$804	\$787	\$760			\$7,885
TOTAL	\$14,409	\$2,200	\$3,443	\$2,938	\$1,925	\$1,961	\$1,942			\$14,409
PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Escondido, City of

MPO ID: ESC38								RTIP #:14-05		
Project Title:	Pavement Rehabilitation/Reconstruction							TransNet - LSI: CR		
Project Description:	Includes rehabilitation of various streets primarily in the maintenance zone of focus, and those classified as Collector and above throughout the City; the City's maintenance zones can be identified in the uploaded Maintenance Zone Map, 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									
Change Reason:	Increase funding									
	Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$13,791										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$1,350		\$1,350							\$1,350
TransNet - LSI	\$12,269		\$2,235	\$1,923	\$2,614	\$2,739	\$2,758			\$12,269
TransNet - LSI Carry Over	\$172		\$172							\$172
TOTAL	\$13,791		\$3,757	\$1,923	\$2,614	\$2,739	\$2,758			\$13,791
PROJECT LAST AMENDED 14-00										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$12,088		\$2,235	\$2,417	\$2,433	\$2,483	\$2,521			\$12,088
TransNet - LSI Carry Over	\$1,522		\$1,522							\$1,522
TOTAL	\$13,610		\$3,757	\$2,417	\$2,433	\$2,483	\$2,521			\$13,610

MPO ID: ESC39								RTIP #:14-05		
Project Title:	Traffic Signals							TransNet - LSI: CR		
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									
Change Reason:	Reduce funding									
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 - LSI	\$50						\$50			\$50
TransNet - LSI Carry Over	\$150		\$150					\$30		\$120
TOTAL	\$200		\$150				\$50	\$30		\$170
PROJECT LAST AMENDED 14-00										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$100					\$50	\$50			\$100
TransNet - LSI Carry Over	\$150		\$150					\$30		\$120
TOTAL	\$250		\$150			\$50	\$50	\$30		\$220

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Imperial Beach, City of

MPO ID: IB02								RTIP #:14-05		
Project Title: Street Maintenance Operations								TransNet - LSI: Maint		
Project Description: Various locations - street maintenance										
Change Reason: Increase funding										
Capacity Status:NCI Exempt Category:Safety - Pavement resurfacing and/or rehabilitation										
Est Total Cost: \$4,228										
	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	\$2,115	\$1,020	\$197	\$209	\$219	\$229	\$240			\$2,115
TransNet - LSI Carry Over	\$458	\$458								\$458
TOTAL	\$4,228	\$3,133	\$197	\$209	\$219	\$229	\$240			\$4,228
PROJECT LAST AMENDED 14-00										
	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: IB12								RTIP #:14-05				
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 , 19 Fern Ave (9th to 11th St) - work includes but not limited to overlay, new sidewalks, curbs and gutters, ramps, and storm drain											
Change Reason:	Reduce funding, Revise project description											
Capacity Status:		NCI		Exempt Category:							Safety - Pavement resurfacing and/or rehabilitation	
Est Total Cost: \$5,673												
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON		
TransNet - L (Cash)	\$200	\$200								\$200		
TransNet - LSI	\$4,000	\$1,446	\$461	\$488	\$510	\$535	\$560	\$1,054		\$2,946		
TransNet - LSI (Cash)	\$0											
TransNet - LSI Carry Over	\$1,473	\$952	\$259	\$262				\$465		\$1,008		
TOTAL	\$5,673	\$2,598	\$720	\$750	\$510	\$535	\$560	\$1,519		\$4,154		
PROJECT LAST AMENDED 14-00												
	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		

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN04								RTIP #:14-05		
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		
Change Reason:		Revise funding between fiscal years								
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	\$24,864	\$508	\$229				\$6,046		\$19,555
Value Pricing Program	\$45	\$45						\$45		
FSP	\$812	\$812								\$812
Local Funds	\$8	\$8								\$8
TOTAL	\$26,466	\$25,729	\$508	\$229				\$6,091		\$20,375
PROJECT LAST AMENDED 14-00										
	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: SAN23								RTIP #:14-05		
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							RTP PG NO: A-5 SANDAG ID: 1257001		
Change Reason:	Revise funding between fiscal years									
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	\$843,864	\$15,464		\$100,000	\$100,000	\$100,000	\$528,400	\$15,464		\$828,400
TransNet - MC AC	\$0	\$52,573	\$69,803	\$122,779	\$256,228	\$13,911	\$(515,294)	\$166,434	\$55,970	\$(222,404)
FTA 5307	\$129	\$129						\$129		
FTA 5309 (NS)	\$843,730			\$100,000	\$100,000	\$100,000	\$543,730	\$100,000		\$743,730
TOTAL		\$1,687,723	\$68,166	\$69,803	\$322,779	\$456,228	\$213,911	\$556,836	\$282,027	\$55,970 \$1,349,726
* Full Funding Grant Agreement Anticipated										
PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN26C								RTIP #:14-05		
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										
Change Reason: Revise funding between fiscal years										
Capacity Status:CI Exempt Category:Non-Exempt										
Est Total Cost: \$61,255								Open to Traffic: Dec 2016		
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$38,105	\$9,975	\$1,956	\$7,131	\$17,347	\$1,696		\$9,347		\$28,758
CMAQ	\$21,428		\$21,428							\$21,428
FTA 5307	\$1,722	\$1,722						\$761		\$961
TOTAL	\$61,255	\$11,697	\$23,384	\$7,131	\$17,347	\$1,696		\$10,108		\$51,147
PROJECT LAST AMENDED 14-03										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$38,105	\$9,975	\$1,186	\$7,454	\$17,954	\$1,536		\$7,916		\$30,189
CMAQ	\$21,428		\$21,428							\$21,428
FTA 5307	\$1,722	\$1,722						\$761		\$961
TOTAL	\$61,255	\$11,697	\$22,614	\$7,454	\$17,954	\$1,536		\$8,677		\$52,578

MPO ID: SAN27								RTIP #:14-05		
Project Title: San Ysidro Intermodal Freight Facility/South Line Rail								RTP PG NO: A-5		
Project Description: On trolley system from Palomar Street station to San Ysidro station - SD&AE freight facility and South Line Mainline in San Ysidro - expansion of freight yard including adding storage racks and construction of truck-loading staging area; upgrading of freight railway including crossovers and signals								SANDAG ID: 1300601, 1300602		
Change Reason: Revise funding between fiscal years										
Capacity Status:NCI Exempt Category:Mass Transit - Track rehabilitation in existing right of way										
Est Total Cost: \$89,775										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - Border	\$13,647	\$6,439	\$1,365	\$5,628	\$215			\$4,937	\$961	\$7,749
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
State Cash	\$575	\$575						\$575		
TOTAL	\$89,386	\$82,177	\$1,365	\$5,628	\$215			\$9,344	\$3,041	\$77,000

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

PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN29								RTIP #:14-05		
Project Title:	Sorrento to Miramar Double Track/Realign							EA NO: R690SA		
Project Description:	Phase 1: Control Point (CP) Pines (Mile Post (MP) 249.8) to CP Miramar (MP 251), Phase 2: CP Miramar (MP 251) to CP Cumbres (MP 252.9) - realign curve and construct second main track; fully funds PE and design for both Phase 1 and Phase 2; construction for Phase 1 only							PPNO: 7301 RTP PG NO: A-5 SANDAG ID: 1239801, 1239812		
Change Reason:	Increase funding									
	Capacity Status:NCI		Exempt Category:Mass Transit - Track rehabilitation in existing right of way							
Est Total Cost: \$56,742										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$37,640	\$28,499	\$5,791	\$3,349				\$5,091	\$1,476	\$31,073
TransNet - MC AC	\$0	\$1,240	\$(1,240)							
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	\$56,742	\$48,841	\$4,551	\$3,349				\$13,393	\$1,476	\$41,873
PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Association of Governments

COMPLETED

MPO ID: SAN36								RTIP #:14-05		
Project Title:	Bus/Rail Signal & Communications Equipment							SANDAG ID: 1145100, 1144000		
Project Description:	Countywide - bid display module, dispatch software, fixed guideway electrification/power distribution projects such as catenary replacement, Feeder Cable, SCADA, DC Breaker Repl.									
Change Reason:	Complete project									
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
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	\$785	\$785								\$785
TOTAL	\$15,693	\$15,693								\$15,693
PROJECT LAST AMENDED 14-00										
	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

MPO ID: SAN46								RTIP #:14-05		
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		
Change Reason: Increase funding										
Capacity Status:CI								Exempt Category:Non-Exempt		
Est Total Cost: \$37,034								Open to Traffic: Jun 2012		
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$35,718	\$25,962	\$4,695	\$4,211	\$850			\$10,682	\$485	\$24,551
TransNet - Transit	\$699	\$699						\$699		
FTA 5309 (NS)	\$617	\$617						\$617		
TOTAL	\$37,034	\$27,278	\$4,695	\$4,211	\$850			\$11,998	\$485	\$24,551
PROJECT LAST AMENDED 14-00										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$35,033	\$26,582	\$2,911	\$5,540				\$11,036	\$785	\$23,212
TransNet - Transit	\$699	\$699						\$699		
FTA 5309 (NS)	\$617	\$617						\$617		
TOTAL	\$36,349	\$27,898	\$2,911	\$5,540				\$12,352	\$785	\$23,212

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN47								RTIP #:14-05		
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									
Change Reason:	Increase funding, Revise funding between fiscal years, Revise funding between phases									
Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: \$100,892			Open to Traffic: Jan 2017							
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$96,983	\$17,872	\$8,348	\$43,659	\$27,089	\$15		\$20,863	\$4,097	\$72,023
TransNet - Transit	\$148	\$148						\$148		
FTA 5307	\$545	\$545						\$545		
FTA 5309 (Bus)	\$1,827	\$1,827						\$1,827		
Local Funds	\$1,389	\$180	\$225	\$984				\$180		\$1,209
TOTAL	\$100,892	\$20,572	\$8,573	\$44,643	\$27,089	\$15		\$23,563	\$4,097	\$73,232
PROJECT LAST AMENDED 14-00										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$96,983	\$19,931	\$22,102	\$48,974	\$5,976			\$16,401	\$4,143	\$76,439
TransNet - 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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN52								RTIP #:14-05		
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								
Change Reason:		Revise funding between fiscal years								
	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	\$9,629	\$9,630						\$4,910		\$4,719
FTA 5309 (Bus)	\$4,385	\$4,385								\$4,385
FTA 5311	\$200	\$200								\$200
FTA 5339	\$7,285	\$7,285								\$7,285
STA	\$20,904	\$5,063	\$15,840							\$20,904
Local Funds	\$2,310	\$2,310						\$1,628		\$682
TDA	\$194	\$194								\$194
TOTAL	\$44,957	\$29,117	\$15,840					\$6,538		\$38,419
PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Association of Governments

COMPLETED

MPO ID: SAN57								RTIP #:14-05		
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									
Change Reason:	Complete project									
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
FTA 5307	\$7,795	\$7,795								\$7,795
FTA 5309 (FG)	\$100	\$100								\$100
Local Funds	\$893	\$893								\$893
TDA	\$1,081	\$1,081								\$1,081
TOTAL	\$9,869	\$9,869								\$9,869
PROJECT LAST AMENDED 14-00										
	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

MPO ID: SAN64								RTIP #:14-05		
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		
Change Reason:		Revise funding between fiscal years								
		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	\$2,390	\$213	\$397			\$3,000		
Fed Rail Admin (FRA-PRIIA)		\$3,920	\$3,920					\$3,920		
TOTAL		\$6,920	\$6,310	\$213	\$397			\$6,920		
PROJECT LAST AMENDED 14-03										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC		\$3,000	\$2,390	\$477	\$133			\$3,000		
Fed Rail Admin (FRA-PRIIA)		\$3,920	\$3,920					\$3,920		
TOTAL		\$6,920	\$6,310	\$477	\$133			\$6,920		

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN66			RTIP #:14-05							
Project Title:	Grouped 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, 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)									
Change Reason:	Increase funding									
	Capacity Status:NCI	Exempt Category:Mass Transit - Reconstruction or renovation of transit structures								
Est Total Cost: \$298,699										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$116,302	\$77,720	\$30,612	\$7,970						\$116,302
TransNet - MC AC	\$0	\$19,711	\$(19,711)							
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	\$298,699	\$258,669	\$32,060	\$7,970						\$298,699
PROJECT LAST AMENDED 14-03										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$116,213	\$75,556	\$35,640	\$5,017						\$116,213
TransNet - MC AC	\$0	\$28,352	\$(28,352)							
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	\$46,221	\$46,221								\$46,221
Local Funds	\$21,759	\$970	\$20,789							\$21,759
TOTAL	\$298,610	\$265,516	\$28,077	\$5,017						\$298,610

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN73								RTIP #:14-05		
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								
Change Reason:		Reduce funding								
Capacity Status:		NCI		Exempt Category:Mass Transit - Track rehabilitation in existing right of way						
Est Total Cost: \$73,949										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$64,536	\$795	\$464	\$25,183	\$29,418	\$8,576	\$100	\$1,835	\$878	\$61,823
RSTP	\$9,413	\$9,413						\$5,263	\$422	\$3,728
TOTAL	\$73,949	\$10,208	\$464	\$25,183	\$29,418	\$8,576	\$100	\$7,098	\$1,300	\$65,551
PROJECT LAST AMENDED 14-00										
	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: SAN73A			RTIP #:14-05							
Project Title:		Chesterfield Drive Crossing Improvements						SANDAG ID: 1239817		
Project Description:		North County Transit District San Diego Subdivision approximately milepost 240, on Chesterfield Drive between Coast Highway 101 and San Elijo Avenue in the City of Encinitas - complete final design and construct at-grade crossing improvements including bike and pedestrian facilities, double track rail, signals, and safety improvements at Chesterfield Drive								
Change Reason:		New project								
		Capacity Status:NCI		Exempt Category:Safety - Railroad/highway crossing						
Est Total Cost: \$4,475										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - BPNS	\$486			\$94	\$294	\$98		\$41		\$445
TransNet - MC	\$1,751			\$340	\$1,058	\$353		\$41		\$1,710
Fed Rail Admin (FRA-PRIIA)	\$2,238		\$2,237					\$83		\$2,155
TOTAL	\$4,475		\$2,237	\$434	\$1,352	\$451		\$165		\$4,310

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN78								RTIP #:14-05		
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									
Change Reason:	Revise funding between fiscal years									
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	\$21,655	\$14,059	\$5,558	\$1,012	\$975	\$50		\$3,672	\$214	\$17,769
TransNet - Transit	\$173	\$173						\$173		
FTA 5307	\$320	\$320						\$320		
FTA 5309 (NS)	\$22,379	\$22,379						\$729		\$21,650
TOTAL	\$44,526	\$36,931	\$5,558	\$1,012	\$975	\$50		\$4,894	\$214	\$39,419
PROJECT LAST AMENDED 14-01										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$21,654	\$13,832	\$7,658		\$164			\$3,442	\$267	\$17,945
TransNet - Transit	\$173	\$173						\$173		
FTA 5307	\$320	\$320						\$320		
FTA 5309 (NS)	\$22,379	\$22,379						\$729		\$21,650
TOTAL	\$44,526	\$36,704	\$7,658		\$164			\$4,664	\$267	\$39,595

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN94								RTIP #:14-05		
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 ICM initiative; I-15 ICM project establishes an operational platform that will allow the transportation network to be operated in a more coordinated and integrated manner; project includes the integration of existing Intelligent Transportation System (ITS) platforms, development of a Decision Support System, and upgrades to the traffic signal synchronization network to a responsive system ; provide for better management of traffic conditions along the I-15 corridor								
Change Reason:		Increase funding								
RT:15		Capacity Status:NCI		Exempt Category:Other - Non construction related activities						
Est Total Cost: \$10,041										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$853			\$627	\$177	\$49		\$853		
USDOTs	\$9,084	\$9,084								\$9,084
ST-CASH - Other State	\$104	\$104						\$104		
TOTAL	\$10,041	\$9,188		\$627	\$177	\$49		\$957		\$9,084
PROJECT LAST AMENDED 14-00										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - 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		

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN114								RTIP #:14-05		
Project Title:	Grouped Projects for Rehabilitation or Reconstruction of Track Structures , Track, and Trackbed in Exisiting Rights-of-Way: Coastal Rail Corridor							SANDAG ID: 1239803, 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									
Change Reason:	Reduce funding									
Capacity Status:		NCI		Exempt Category:Mass Transit - Track rehabilitation in existing right of way						
Est Total Cost: \$207,526										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$107,800	\$10,769	\$2,361	\$7,783	\$20,905	\$45,205	\$20,778			\$107,800
CMAQ	\$64,154	\$64,154								\$64,154
FTA 5307	\$945		\$945							\$945
FTA 5339	\$5,720		\$5,720							\$5,720
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		\$207,526	\$103,830	\$9,026	\$7,783	\$20,905	\$45,205	\$20,778		\$207,526
PROJECT LAST AMENDED 14-02										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$146,036	\$11,566	\$6,769	\$17,586	\$38,295	\$45,777	\$26,043			\$146,036
CMAQ	\$27,419	\$27,419								\$27,419
FTA 5307	\$945		\$945							\$945
FTA 5339	\$5,720		\$5,720							\$5,720
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		\$209,027	\$67,892	\$13,434	\$17,586	\$38,295	\$45,777	\$26,043		\$209,027

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN119								RTIP #:14-05		
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 248.9, platform extension, and additional parking capacity - does not add additional transit service									
Change Reason:	Increase funding									
Capacity Status:		NCI		Exempt Category:Mass Transit - Track rehabilitation in existing right of way						
Est Total Cost: \$31,789										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$2,067	\$1,048		\$1,009	\$10			\$1,212		\$855
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	\$31,789	\$30,770		\$1,009	\$10			\$6,368		\$25,421
PROJECT LAST AMENDED 14-00										
	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								RTIP #:14-05		
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)									
Change Reason:	Revise funding between fiscal years									
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	\$29	\$231	\$525	\$4,915			\$520		\$5,180
TOTAL	\$5,700	\$29	\$231	\$525	\$4,915			\$520		\$5,180
PROJECT LAST AMENDED 14-01										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$5,700	\$29	\$55	\$349	\$4,735	\$532		\$29		\$5,671
TOTAL	\$5,700	\$29	\$55	\$349	\$4,735	\$532		\$29		\$5,671

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN129								RTIP #:14-05		
Project Title: Downtown BRT Layover Facility								SANDAG ID: 1201514		
Project Description: Downtown San Diego - construct bus layover facility to accommodate BRT, Rapid Bus and local transit vehicles										
Change Reason: Revise funding between phases										
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	\$728	\$240	\$400	\$14,452	\$110	\$45	\$1,573	\$14,402	
TOTAL	\$15,975	\$728	\$240	\$400	\$14,452	\$110	\$45	\$1,573	\$14,402	
PROJECT LAST AMENDED 14-00										
	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	\$687	\$1,903	\$9,012	\$5,060

MPO ID: SAN132								RTIP #:14-05		
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										
Change Reason: Revise funding between fiscal years										
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	\$1,719	\$2,286	\$6,372	\$21,720	\$16,071	\$4,594	\$2,992	\$1,434	\$48,336
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	\$41,205	\$2,286	\$9,124	\$21,720	\$16,071	\$4,594	\$16,538	\$1,434	\$77,028
PROJECT LAST AMENDED 14-01										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$52,762	\$1,722	\$1,978	\$2,488	\$15,837	\$25,992	\$4,745	\$6,741		\$46,021
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	\$41,208	\$1,978	\$5,240	\$15,837	\$25,992	\$4,745	\$20,287		\$74,713

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN133								RTIP #:14-05		
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								
Change Reason:		Revise funding between fiscal years								
	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	\$31,503	\$25,129	\$5,481	\$893				\$507		\$30,996
FTA 5307	\$8,797	\$8,797						\$2,996	\$4,791	\$1,010
FTA 5339	\$3,122	\$3,122								\$3,122
STA	\$5,250	\$5,250						\$1,052	\$2,300	\$1,898
Local Funds	\$9,658	\$9,658								\$9,658
TDA	\$2,205	\$2,204						\$629	\$1,190	\$386
TOTAL	\$60,535	\$54,160	\$5,481	\$893				\$5,184	\$8,281	\$47,070
PROJECT LAST AMENDED 14-00										
	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								RTIP #:14-05		
Project Title:		I-805 Imperial BRT Station						SANDAG ID: 1280512		
Project Description:		On I-805, north of Imperial Avenue - project study report and preliminary environmental assessment for BRT station and pedestrian access with connection to 47th Street trolley station								
Change Reason:		Reduce funding, Revise project description, Revise project scope								
Capacity Status:		NCI		Exempt Category:Other - Engineering studies						
Est Total Cost: \$1,673										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC		\$1,673	\$511	\$535	\$627			\$1,673		
TOTAL		\$1,673	\$511	\$535	\$627			\$1,673		
PROJECT LAST AMENDED 14-00										
	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		

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN147								RTIP #:14-05		
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)									
Change Reason:	Increase funding									
Capacity Status:		NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities						
Est Total Cost: \$17,493										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - BPNS	\$11,820	\$1,011	\$1,678	\$4,114	\$2,800	\$2,204	\$13			\$11,820
Coastal Conservancy	\$2,500	\$2,500								\$2,500
STIP-RIP Prior State Cash	\$219	\$219								\$219
STIP-RIP STP TE	\$1,389	\$1,389								\$1,389
STIP-RIP State Cash	\$44	\$44								\$44
STPE-S RIP Prior	\$1,450	\$1,450								\$1,450
Local Funds	\$71	\$71								\$71
TOTAL	\$17,493	\$6,684	\$1,678	\$4,114	\$2,800	\$2,204	\$13			\$17,493
PROJECT LAST AMENDED 14-03										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - BPNS	\$7,546	\$1,819	\$2,343	\$3,384						\$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	\$7,381	\$2,343	\$3,384						\$13,108

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN148								RTIP #:14-05		
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)									
Change Reason:	Revise funding between fiscal years									
	Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$11,382										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - BPNS	\$8,206	\$746	\$1,056	\$2,333	\$3,157	\$914				\$8,206
ATP - R	\$1,025			\$1,025						\$1,025
STIP-RIP STP TE	\$2,104	\$2,104								\$2,104
STIP-RIP State Cash	\$47	\$47								\$47
TOTAL	\$11,382	\$2,897	\$1,056	\$3,358	\$3,157	\$914				\$11,382
PROJECT LAST AMENDED 14-01										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - BPNS	\$4,387	\$832	\$1,680	\$1,824	\$51					\$4,387
STIP-RIP STP TE	\$2,104	\$2,104								\$2,104
STIP-RIP State Cash	\$47	\$47								\$47
TOTAL	\$6,538	\$2,983	\$1,680	\$1,824	\$51					\$6,538

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN153							RTIP #:14-05				
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			
Change Reason:	Revise funding between fiscal years										
	Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$32,796											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - BPNS	\$4,963	\$2,391	\$1,008	\$1,564				\$1,692	\$1,010	\$2,261	
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	\$2,025		\$4,694				\$2,025		\$4,694	
TOTAL	\$32,796	\$6,013	\$20,525	\$6,258				\$6,394	\$1,010	\$25,392	

* \$1.461M of BTA programmed under County of San Diego CNTY78

PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN163								RTIP #:14-05		
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									
Change Reason:	Increase funding									
	Capacity Status:NCI		Exempt Category:Mass Transit - Reconstruction or renovation of transit structures							
Est Total Cost: \$30,602										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5307	\$6,853	\$6,853								\$6,853
TIGER13	\$14,000	\$14,000								\$14,000
STA	\$3,049	\$3,049								\$3,049
TDA	\$6,700	\$6,168	\$532							\$6,700
TOTAL	\$30,602	\$30,070	\$532							\$30,602
PROJECT LAST AMENDED 14-00										
	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								RTIP #:14-05		
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities - San Diego River Trail							SANDAG ID: 1223052, 1223053		
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized)									
Change Reason:	Increase funding									
Capacity Status:		NCI	Exempt Category:Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$2,154										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - BPNS	\$1,654	\$38	\$313	\$775	\$528					\$1,654
Coastal Conservancy	\$500	\$500								\$500
TOTAL	\$2,154	\$538	\$313	\$775	\$528					\$2,154
PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN202								RTIP #:14-05		
Project Title:		I-15 BRT Station Improvements						SANDAG ID: 1201516		
Project Description:		At Del Lago and Mira Mesa Transit Stations - preliminary engineering for parking access control to ensure parking availability for transit riders								
Change Reason:		Increase funding								
		Capacity Status:NCI		Exempt Category:All Projects - Bus terminal and transfer points						
Est Total Cost: \$95										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC		\$95	\$1	\$44	\$50			\$95		
TOTAL		\$95	\$1	\$44	\$50			\$95		
PROJECT LAST AMENDED 14-03										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC		\$60	\$1	\$27	\$32			\$60		
TOTAL		\$60	\$1	\$27	\$32			\$60		

MPO ID: SAN208								RTIP #:14-05		
Project Title:		Clairemont Mesa Blvd BRT Stations						SANDAG ID: 1201515		
Project Description:		Clairemont Mesa Boulevard from State Route 163 to Interstate 15 - Traffic Signal Priority on Clairemont Mesa Boulevard and transit station improvements at eastbound Ruffin Road stop								
Change Reason:		Increase funding								
		Capacity Status:NCI		Exempt Category:Other - Engineering studies						
Est Total Cost: \$1,125										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$1,125		\$475	\$350	\$300			\$575		\$550
TOTAL	\$1,125		\$475	\$350	\$300			\$575		\$550
PROJECT LAST AMENDED 14-00										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$500		\$500					\$500		
TOTAL	\$500		\$500					\$500		

MPO ID: SAN212								RTIP #:14-05		
Project Title: BRT Wi-Fi Phase 1								SANDAG ID: 1201517		
Project Description: MTS Rapid Bus Routes 235, 237 and 215 - Wi-Fi on BRT Routes										
Change Reason: Revise funding between fiscal years										
Capacity Status:NCI Exempt Category:Other - Non construction related activities										
Est Total Cost: \$654										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$654		\$90	\$348	\$216			\$180		\$474
TOTAL	\$654		\$90	\$348	\$216			\$180		\$474
PROJECT LAST AMENDED 14-01										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$654		\$135	\$323	\$196			\$195		\$459
TOTAL	\$654		\$135	\$323	\$196			\$195		\$459

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS28								RTIP #:14-05		
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								
Change Reason:		Reduce funding, Revise Fund Source								
	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: \$216,186										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$3,544		\$3,544							\$3,544
TransNet - TSI Carry Over	\$2,247		\$2,247							\$2,247
FTA 5307	\$58,304		\$13,428	\$11,219	\$11,219	\$11,219	\$11,219			\$58,304
FTA 5309 (Bus)	\$18,054		\$18,054							\$18,054
STA	\$9,100		\$9,100							\$9,100
Local Funds	\$1,461		\$1,461							\$1,461
TDA	\$123,476		\$29,039	\$10,618	\$15,675	\$35,322	\$32,822			\$123,476
TOTAL	\$216,186		\$76,873	\$21,837	\$26,894	\$46,541	\$44,041			\$216,186
PROJECT LAST AMENDED 14-02										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - MC	\$3,544		\$3,544							\$3,544
TransNet - TSI Carry Over	\$2,247		\$2,247							\$2,247
FTA 5307	\$58,110		\$13,234	\$11,219	\$11,219	\$11,219	\$11,219			\$58,110
FTA 5309 (Bus)	\$18,054		\$18,054							\$18,054
STA	\$10,000		\$10,000							\$10,000
Local Funds	\$1,461		\$1,461							\$1,461
TDA	\$123,670		\$29,233	\$10,618	\$15,675	\$35,322	\$32,822			\$123,670
TOTAL	\$217,086		\$77,773	\$21,837	\$26,894	\$46,541	\$44,041			\$217,086

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS29								RTIP #:14-05		
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								
Change Reason:		Increase funding								
Capacity Status:		NCI		Exempt Category:Mass Transit - Reconstruction or renovation of transit structures						
Est Total Cost: \$12,915										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5307	\$1,644	\$944	\$700							\$1,644
FTA 5309 (Bus)	\$347	\$347								\$347
FTA 5309 (FG)	\$528	\$528								\$528
FTA 5311	\$39	\$39								\$39
Prop 1B Transit Sec Grant Prg	\$1,008	\$1,008								\$1,008
STA	\$1,010	\$1,010								\$1,010
Local Funds	\$1,240	\$137	\$1,103							\$1,240
TDA	\$7,099	\$2,673	\$776	\$3,650						\$7,099
TOTAL	\$12,915	\$6,686	\$2,579	\$3,650						\$12,915
PROJECT LAST AMENDED 14-02										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
FTA 5307	\$1,838	\$944	\$894							\$1,838
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	\$610	\$137	\$473							\$610
TDA	\$6,905	\$2,673	\$582	\$3,650						\$6,905
TOTAL	\$12,285	\$6,686	\$1,949	\$3,650						\$12,285

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS32A								RTIP #:14-05		
Project Title: Preventive Maintenance										
Project Description: MTS service area - maintenance of equipment, rolling stock, and facilities for bus and rail systems										
Change Reason: Increase funding										
Capacity Status:NCI		Exempt Category:Mass Transit - Transit operating assistance								
Est Total Cost: \$380,712										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - TSI	\$140,578		\$12,344	\$30,692	\$31,157	\$32,379	\$34,006	\$140,578		
TransNet - TSI Carry Over	\$134		\$134					\$134		
FTA 5307	\$131,248		\$25,976	\$26,318	\$26,318	\$26,318	\$26,318	\$131,248		
FTA 5337	\$108,752		\$22,024	\$21,682	\$21,682	\$21,682	\$21,682	\$108,752		
TOTAL	\$380,712		\$60,478	\$78,692	\$79,157	\$80,379	\$82,006	\$380,712		
PROJECT LAST AMENDED 14-02										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - TSI	\$140,578		\$12,344	\$30,692	\$31,157	\$32,379	\$34,006	\$140,578		
FTA 5307	\$131,248		\$25,976	\$26,318	\$26,318	\$26,318	\$26,318	\$131,248		
FTA 5337	\$108,752		\$22,024	\$21,682	\$21,682	\$21,682	\$21,682	\$108,752		
TOTAL	\$380,578		\$60,344	\$78,692	\$79,157	\$80,379	\$82,006	\$380,578		

MPO ID: MTS33A								RTIP #:14-05		
Project Title: Senior Disabled Program										
Project Description: MTS service area - subsidy for senior and disabled as required by TransNet										
Change Reason: Increase funding										
Capacity Status:NCI			Exempt Category:Mass Transit - Transit operating assistance							
Est Total Cost: \$6,908										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - ADA	\$6,872	\$2,704	\$766	\$814	\$827	\$859	\$902	\$6,872		
TransNet - ADA Carryover	\$36	\$33	\$3					\$36		
TOTAL	\$6,908	\$2,737	\$769	\$814	\$827	\$859	\$902	\$6,908		
PROJECT LAST AMENDED 14-02										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - ADA	\$6,872	\$2,704	\$766	\$814	\$827	\$859	\$902	\$6,872		
TransNet - ADA Carryover	\$33	\$33						\$33		
TOTAL	\$6,905	\$2,737	\$766	\$814	\$827	\$859	\$902	\$6,905		

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS35								RTIP #:14-05			
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										
Change Reason:	Add new funding source, Increase funding										
Capacity Status:NCI		Exempt Category:Mass Transit - Track rehabilitation in existing right of way									
Est Total Cost: \$24,114											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
FTA 5307	\$622	\$622								\$622	
Prop 1B - PTMISEA	\$464		\$464								\$464
Prop 1B Transit Sec Grant Prg	\$800	\$800								\$800	
STA	\$3,065	\$2,165	\$900								\$3,065
Local Funds	\$1,000		\$1,000								\$1,000
TDA	\$18,163	\$1,653	\$2,707	\$6,110	\$5,693	\$1,000	\$1,000			\$18,163	
TOTAL	\$24,114	\$5,240	\$5,071	\$6,110	\$5,693	\$1,000	\$1,000			\$24,114	
PROJECT LAST AMENDED 14-02											
	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	
Local Funds	\$1,000		\$1,000								\$1,000
TDA	\$18,163	\$1,653	\$2,707	\$6,110	\$5,693	\$1,000	\$1,000			\$18,163	
TOTAL	\$22,750	\$5,240	\$3,707	\$6,110	\$5,693	\$1,000	\$1,000			\$22,750	

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD09			RTIP #:14-05							
Project Title:	Sidewalks - Citywide							RAS (TA 4-71)		
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), RTCIP funding for Genesee Ave-Chateau to Sauk Sidewalk - install new sidewalks (CIP 52-700/715, 59-002.0,37-064.0/ABE00001, AIK00001, AIK00003)							TransNet - LSI: CR		
Change Reason:	Add new funding source, Reduce funding									
	Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$11,303										
	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	\$6,668	\$2,874	\$1,065		\$729	\$1,000	\$1,000			\$6,668
TransNet - LSI Carry Over	\$2,385	\$910	\$1,475							\$2,385
Local RTCIP	\$100		\$100							\$100
TOTAL	\$11,303	\$5,934	\$2,640		\$729	\$1,000	\$1,000			\$11,303
PROJECT LAST AMENDED 14-00										
	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: SD15								RTIP #:14-05		
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)								
Change Reason:		Increase funding								
Capacity Status:		NCI		Exempt Category:Safety - Lighting improvements						
Est Total Cost: \$1,212										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$527		\$527							\$527
TransNet - LSI	\$300		\$100			\$100	\$100			\$300
TransNet - LSI Carry Over	\$385		\$385							\$385
TOTAL	\$1,212		\$1,012			\$100	\$100			\$1,212
PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD16A										RTIP #:14-05	
Project Title:		Traffic Signals Citywide						RAS (TA 4-72)			
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 , , Mira Mesa Interconnect:, Mira Mesa Blvd, Camino Santa Fe, Camino Ruiz, Black Mountain Rd - 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; Mira Mesa Interconnect and upgrades Citywide (CIP A-IL.00003, A-IL.00002, A-IL.00004, A-IL.00005). <i>TransNet</i> - LSI RAMS of \$68 is programmed in FY 2015						<i>TransNet</i> - LSI: CR			
Change Reason:		Add new funding source, Reduce funding									
		Capacity Status:NCI		Exempt Category:Other - Intersection signalization projects							
Est Total Cost: \$19,911											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
<i>TransNet</i> - L	\$4,280	\$4,280								\$4,280	
<i>TransNet</i> - LSI	\$8,411	\$1,558	\$1,433	\$1,417	\$68	\$1,968	\$1,968			\$8,411	
<i>TransNet</i> - LSI Carry Over	\$5,320	\$2,189	\$3,131							\$5,320	
Local RTCIP	\$1,900		\$1,900							\$1,900	
TOTAL	\$19,911	\$8,027	\$6,464	\$1,417	\$68	\$1,968	\$1,968			\$19,911	
PROJECT LAST AMENDED 14-00											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
<i>TransNet</i> - L	\$4,280	\$4,280								\$4,280	
<i>TransNet</i> - LSI	\$11,441	\$3,138	\$1,433	\$1,170	\$1,900	\$1,900	\$1,900			\$11,441	
<i>TransNet</i> - 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	

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD18								RTIP #:14-05		
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)									
Change Reason:	Reduce funding									
	Capacity Status:NCI		Exempt Category:Safety - Non signalization traffic control and operating							
Est Total Cost: \$7,347										
	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)	\$587		\$587							\$587
TransNet - LSI	\$3,405	\$405	\$1,000			\$1,000	\$1,000			\$3,405
TransNet - LSI Carry Over	\$1,384	\$416	\$968							\$1,384
Local Funds	\$371	\$371								\$371
TOTAL	\$7,347	\$2,792	\$2,555			\$1,000	\$1,000			\$7,347
PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD23			RTIP #:14-05							
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)									
Change Reason:	Reduce funding									
	Capacity Status:NCI		Exempt Category:Other - Intersection channelization projects							
Est Total Cost: \$11,135										
	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	\$3,443	\$472	\$2,971							\$3,443
Local Funds	\$1,605	\$1,605								\$1,605
TOTAL	\$11,135	\$7,864	\$3,271							\$11,135
PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD29								RTIP #:14-05			
Project Title:		43rd/Logan/National Avenues						TransNet - LSI: CR			
Project Description:		43rd Street from Logan to National - intersection realignments (CIP 52-409/S00845))									
Change Reason:		Reduce funding									
Capacity Status:		NCI		Exempt Category:Other - Intersection channelization projects							
Est Total Cost: \$8,665											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - L	\$550	\$550						\$550			
TransNet - LSI Carry Over	\$2,575	\$2,442	\$133						\$2,575		
Local Funds	\$5,540	\$5,540						\$50	\$5,490		
TOTAL	\$8,665	\$8,532	\$133						\$50	\$550	\$8,065
PROJECT LAST AMENDED 14-00											
	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

MPO ID: SD34								RTIP #:14-05		
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		
Change Reason:	Increase funding, Revise Fund Source									
	Capacity Status:CI		Exempt Category:Non-Exempt							
Est Total Cost: \$34,620 Open to Traffic: Dec 2015										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$491	\$491						\$491		
TransNet - LSI Carry Over	\$434	\$134	\$300					\$434		
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	\$25,811	\$1,915	\$20,696		\$3,200			\$1,804	\$630	\$23,377
TOTAL	\$34,620	\$10,424	\$20,996		\$3,200			\$8,409	\$2,834	\$23,377
PROJECT LAST AMENDED 14-01										
	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		\$3,200	\$20,696			\$8,108	\$2,834	\$23,377

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD38			RTIP #:14-05							
Project Title:	Georgia Street Bridge Improvements							TransNet - LSI: CR		
Project Description:	On Georgia Street over University Avenue - in San Diego, provides for the rehabilitation and seismic retrofitting of the bridge and retaining walls (CIP 52-555; S00863). Toll Credits of \$1,000 will be used to match federal funds for the CON phase									
Change Reason:	Reduce funding									
	Capacity Status:NCI		Exempt Category:Safety - Non capacity widening or bridge reconstruction							
Est Total Cost: \$2,991										
	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	\$1,701		\$1,701					\$262	\$40	\$1,399
Local Funds	\$421	\$421						\$421		
TOTAL	\$2,991	\$1,290	\$1,701					\$1,552	\$40	\$1,399

* Local Matching funds for Highway Bridge Program funding as part of CAL44

PROJECT LAST AMENDED 14-00										
	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

MPO ID: SD49			RTIP #:14-05							
Project Title:		Median Improvements Citywide						TransNet - LSI: CR		
Project Description:		Current locations: , Morena Bl - Ashton St to Littlefield St, W. Bernardo Rd – Rcho. Bernardo Rd to Poblado Rd, Florida Drive Median (S11057) - safety improvements and/or left turn movements (AIG00001)								
Change Reason:		Reduce funding								
Capacity Status:		NCI		Exempt Category:Safety - Safety Improvement Program						
Est Total Cost: \$3,893										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$641	\$641								\$641
TransNet - LSI	\$600	\$300	\$100			\$100	\$100			\$600
TransNet - LSI Carry Over	\$1,325	\$375	\$950							\$1,325
Local Funds	\$1,327	\$1,327						\$1,102		\$225
TOTAL	\$3,893	\$2,643	\$1,050			\$100	\$100	\$1,102		\$2,791
PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD51								RTIP #:14-05			
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			
Change Reason:	Increase funding, Revise funding between fiscal years										
	Capacity Status:NCI		Exempt Category:Safety - Non capacity widening or bridge reconstruction								
Est Total Cost: \$2,347											
	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	\$427	\$427								\$427	
TransNet - LSI Carry Over	\$642		\$642								\$642
Local Funds	\$243	\$243								\$243	
TOTAL	\$2,347	\$1,705	\$642						\$100		\$2,247
PROJECT LAST AMENDED 14-00											
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD70								RTIP #:14-05		
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 I bike lane (52-643/S00871)						TransNet - LSI: CR		
Change Reason:		Increase funding								
Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: \$111,083		Open to Traffic: Mar 2019								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$650	\$650						\$650		
TransNet - LSI	\$173	\$173						\$100		\$73
TransNet - LSI Carry Over	\$1,095	\$356	\$739						\$356	\$739
HBP	\$94,089	\$4,040	\$1,549				\$88,500	\$4,040	\$1,549	\$88,500
HBRR	\$2,600	\$2,600						\$2,600		
Local Funds	\$12,476	\$1,010	\$6,400	\$5,066				\$1,010		\$11,466
Local Funds AC	\$0			\$88,500			\$(88,500)			
TOTAL	\$111,083	\$8,829	\$8,688	\$93,566				\$8,400	\$1,905	\$100,778
PROJECT LAST AMENDED 14-01										
	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	\$12,476	\$1,010		\$11,466				\$1,010		\$11,466
Local Funds AC	\$0			\$62,187			\$(62,187)			
TOTAL	\$89,020	\$8,829	\$6,538	\$73,653				\$8,400	\$1,905	\$78,715

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD83			RTIP #:14-05							
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) TransNet - LSI: CR		
Change Reason:	Increase funding									
	Capacity Status:CI		Exempt Category:Non-Exempt							
Est Total Cost: \$49,646			Open to Traffic: Mar 2018							
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$2,207	\$2,207						\$2,207		
TransNet - LSI	\$14,227	\$2,227		\$12,000				\$2,227		\$12,000
TransNet - LSI Carry Over	\$3,069	\$94	\$2,975					\$2,609		\$460
RSTP	\$2,240	\$2,240						\$2,240		
Local Funds	\$23,273	\$4,273		\$14,000	\$5,000			\$1,153	\$3,120	\$19,000
Local RTCIP	\$4,630	\$980	\$3,650						\$980	\$3,650
TOTAL	\$49,646	\$12,021	\$6,625	\$26,000	\$5,000			\$10,436	\$4,100	\$35,110
PROJECT LAST AMENDED 14-00										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$2,207	\$2,207						\$2,207		
TransNet - LSI	\$12,227	\$2,227		\$10,000				\$2,227		\$10,000
TransNet - 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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD96								RTIP #:14-05		
Project Title: Street Resurfacing Citywide								TransNet - LSI: CR		
Project Description: Citywide - in San Diego, resurface/overlay city streets (AID00005)										
Change Reason: Increase funding										
Capacity Status:NCI Exempt Category:Safety - Pavement resurfacing and/or rehabilitation										
Est Total Cost: \$59,780										
	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	\$40,218		\$7,825			\$15,578	\$16,815			\$40,218
TransNet - LSI (Cash)	\$1,175		\$1,175							\$1,175
TransNet - LSI Carry Over	\$4,118		\$4,118							\$4,118
Local Funds	\$10,269	\$10,269								\$10,269
TOTAL	\$59,780	\$14,269	\$13,118			\$15,578	\$16,815			\$59,780
PROJECT LAST AMENDED 14-00										
	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								RTIP #:14-05		
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)								
Change Reason:		Reduce funding								
Capacity Status:		NCI		Exempt Category:Other - Intersection signalization projects						
Est Total Cost: \$2,508										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$620	\$620								\$620
TransNet - LSI	\$960	\$360	\$200			\$200	\$200			\$960
TransNet - LSI Carry Over	\$778	\$133	\$645							\$778
Local Funds	\$150	\$150								\$150
TOTAL	\$2,508	\$1,263	\$845			\$200	\$200			\$2,508
PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD99								RTIP #:14-05					
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)												
Change Reason:	Reduce funding												
	Capacity Status:	NCI	Exempt Category:								Safety - Non capacity widening or bridge reconstruction		
Est Total Cost: \$3,084													
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON			
TransNet - L	\$300	\$300								\$300			
TransNet - LSI	\$2,600	\$100	\$500	\$1,000		\$500	\$500			\$2,600			
TransNet - LSI Carry Over	\$184		\$184							\$184			
TOTAL	\$3,084	\$400	\$684	\$1,000		\$500	\$500			\$3,084			

* Local fund match for Bridge Preventive Maintenance Program - HBP CAL44

PROJECT LAST AMENDED 14-00										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - L	\$300	\$300								\$300
<i>TransNet</i> - LSI	\$3,120	\$620	\$500	\$500	\$500	\$500	\$500			\$3,120
<i>TransNet</i> - LSI Carry Over	\$448		\$448							\$448
TOTAL	\$3,868	\$920	\$948	\$500	\$500	\$500	\$500			\$3,868

MPO ID: SD102A								RTIP #:14-05		
Project Title:		Otay Truck Route Widening (Ph. 4)						EARMARK NO: CA596/2655, CA700/3776 <i>TransNet</i> - LSI: CR		
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)								
Change Reason:		Increase funding, Revise Fund Source								
		Capacity Status:CI		Exempt Category:Non-Exempt						
Est Total Cost: \$20,401		Open to Traffic: Phase 1: Dec 2009 Phase 2: Jun 2015								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - L	\$100	\$100						\$100		
<i>TransNet</i> - LSI	\$14,633	\$483		\$4,450	\$9,700			\$217	\$4,716	\$9,700
<i>TransNet</i> - LSI Carry Over	\$300	\$250	\$50					\$250	\$50	
HPP	\$4,200	\$1,800	\$1,400	\$1,000				\$1,800	\$1,400	\$1,000
Local Funds	\$1,168	\$1,168						\$518		\$650
TOTAL	\$20,401	\$3,801	\$1,450	\$5,450	\$9,700			\$2,885	\$6,166	\$11,350
PROJECT LAST AMENDED 14-01										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - L	\$100	\$100						\$100		
<i>TransNet</i> - LSI	\$2,983	\$483		\$2,500				\$217	\$2,766	
<i>TransNet</i> - LSI Carry Over	\$334	\$250	\$84					\$250	\$84	
HPP	\$4,200	\$1,800	\$1,400	\$1,000				\$1,800	\$1,400	\$1,000
Local Funds	\$12,468	\$1,168		\$1,950	\$9,350			\$518	\$1,950	\$10,000
TOTAL	\$20,085	\$3,801	\$1,484	\$5,450	\$9,350			\$2,885	\$6,200	\$11,000

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD106								RTIP #:14-05		
Project Title:	Mission Beach Bulkhead Preservation							TransNet - LSI: CR		
Project Description:	Ocean Front Walk from Balboa Ct. to Pacific Beach Dr. - in San Diego, preserves bulkhead including replacing concrete deck and restoring wall (CIP S00726/CIP527190)									
Change Reason:	Carry over from 08-30									
Capacity Status:		NCI		Exempt Category:Other - Plantings, landscaping, etc						
Est Total Cost: \$1,370										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$720	\$720								\$720
TransNet - LSI Carry Over	\$500		\$500							\$500
Local Funds	\$150	\$150								\$150
TOTAL	\$1,370	\$870	\$500							\$1,370
PROJECT LAST AMENDED 08-30										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$720	\$720								\$720
Local Funds	\$150	\$150								\$150
TOTAL	\$870	\$870								\$870

MPO ID: SD108								RTIP #:14-05		
Project Title:		Bayshore Bikeway						TransNet - 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)								
Change Reason:		Increase funding								
Capacity Status:		NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities						
Est Total Cost: \$5,536										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - B	\$718	\$718						\$275		\$443
TransNet - LSI	\$30			\$30						\$30
TransNet - LSI Carry Over	\$300	\$113	\$187							\$300
TransNet - MC	\$3,774	\$3,774						\$1,284		\$2,490
PTA	\$90	\$90						\$90		
TDA - Bicycles	\$624	\$624								\$624
TOTAL	\$5,536	\$5,319	\$187	\$30				\$1,649		\$3,887
PROJECT LAST AMENDED 14-00										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - B	\$718	\$718						\$275		\$443
TransNet - LSI Carry Over	\$130	\$113	\$17							\$130
TransNet - 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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD113										RTIP #:14-05	
Project Title:		I-5/Sorrento Valley Road						RAS (TA 4-73)		TransNet - LSI: CR	
Project Description:		Interstate 5 along Sorrento Valley Road - in San Diego, future new freeway access interchange including ramp (CIP 52-765.0,S-00914)									
Change Reason:		Reduce funding									
Capacity Status:		NCI		Exempt Category:Other - Engineering studies							
Est Total Cost: \$4,011											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - LSI	\$189	\$189	\$222					\$189			
TransNet - LSI Carry Over	\$222							\$222			
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	\$4,011	\$3,789	\$222					\$4,011			
PROJECT LAST AMENDED 14-00											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - LSI	\$331	\$331	\$294					\$331			
TransNet - LSI Carry Over	\$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								RTIP #:14-05					
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)												
Change Reason:	Reduce funding, Revise funding between fiscal years												
Capacity Status:		NCI		Exempt Category:							Air Quality - Bicycle and pedestrian facilities		
Est Total Cost: \$1,679													
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON			
TransNet - B	\$180	\$180						\$180					
TransNet - LSI	\$79	\$79								\$79			
TransNet - LSI Carry Over	\$1,420	\$501	\$919							\$1,420			
TOTAL	\$1,679	\$760	\$919					\$180		\$1,499			
PROJECT LAST AMENDED 14-00													
	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			

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD127			RTIP #:14-05							
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		
Change Reason:	Increase funding									
	Capacity Status:NCI	Exempt Category:Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$5,439										
	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 Carry Over	\$3,220	\$2,254	\$966					\$110		\$3,110
HPP	\$1,325	\$1,325						\$633		\$692
TCSP	\$534	\$534								\$534
Local Funds	\$120	\$120						\$120		
TOTAL	\$5,439	\$4,473	\$966					\$1,103		\$4,336
PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD129								RTIP #:14-05		
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		
Change Reason:	Reduce funding, Revise funding between fiscal years									
	Capacity Status:NCI		Exempt Category:Safety - Adding medians							
Est Total Cost: \$5,156										
	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	\$3,867	\$667			\$3,200			\$635		\$3,232
TransNet - LSI Carry Over	\$764	\$45	\$719					\$45		\$719
Local Funds	\$150		\$150							\$150
TOTAL	\$5,156	\$1,087	\$869		\$3,200			\$1,055		\$4,101
PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

COMPLETED

MPO ID: SD133								RTIP #:14-05		
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)									
Change Reason:	Complete project									
Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: \$12,755			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
Local Funds	\$11,885	\$11,885						\$2,600	\$1,500	\$7,785
TOTAL	\$12,755	\$12,755						\$2,600	\$1,500	\$8,655
PROJECT LAST AMENDED 14-00										
	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: SD139								RTIP #:14-05		
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)								
Change Reason:		Reduce funding, Revise funding between fiscal years								
Capacity Status:		NCI		Exempt Category:Safety - Non capacity widening or bridge reconstruction						
Est Total Cost: \$576										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$276	\$276								\$276
TransNet - LSI	\$70	\$70								\$70
TransNet - LSI Carry Over	\$230		\$230							\$230
TOTAL	\$576	\$346	\$230							\$576
PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD153								RTIP #:14-05		
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, the focus of improvements is between E Street and B Street, including the installation of curb pop-outs, reverse angle parking, bike lanes, and restriping from 4 lanes to 2 lanes and a center left-turn lane; the improvements will promote and improve pedestrian safety at intersection crossings and create a more walkable neighborhood(CIP S-00985)									
Change Reason:	Reduce funding, Revise project description									
	Capacity Status:NCI		Exempt Category:Other - Intersection channelization projects							
Est Total Cost: \$2,266										
	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	\$1,982	\$308	\$1,674							\$1,982
TOTAL	\$2,266	\$592	\$1,674					\$200		\$2,066
PROJECT LAST AMENDED 14-00										
	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: SD156								RTIP #:14-05				
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)										
Change Reason:		Reduce funding										
Capacity Status:		NCI		Exempt Category:							Safety - Pavement resurfacing and/or rehabilitation	
Est Total Cost: \$1,431												
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON		
TransNet - L	\$60	\$60						\$60				
TransNet - LSI	\$589	\$589						\$120	\$251	\$218		
TransNet - LSI Carry Over	\$782		\$782							\$782		
TOTAL	\$1,431	\$649	\$782					\$180	\$251	\$1,000		
PROJECT LAST AMENDED 14-00												
	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		

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD166								RTIP #:14-05		
Project Title:	Minor Bicycle Facilities							EARMARK NO: 317/90		
Project Description:	Citywide including:, El Camino Real/State Route 56 Bike Path Connector (S00981); SR56 Bike Interchanges (S00955) Downtown Bicycle Loop; Bikeway Striping Improvements Citywide (AIA00001) - install Bicycle Facilities (AIA00001)							TransNet - LSI: CR		
Change Reason:	Reduce funding, Revise project description									
Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities								
Est Total Cost: \$3,487										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$15	\$15								\$15
TransNet - LSI	\$2,349	\$15	\$834			\$750	\$750	\$15		\$2,334
TransNet - LSI Carry Over	\$763	\$20	\$743							\$763
HPP	\$360	\$360						\$53		\$307
TOTAL	\$3,487	\$410	\$1,577			\$750	\$750	\$68		\$3,419
PROJECT LAST AMENDED 14-00										
	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								RTIP #:14-05		
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									
Change Reason:	Reduce funding									
Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation								
Est Total Cost: \$1,480										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$100	\$100						\$100		
TransNet - LSI Carry Over	\$1,380	\$423	\$957					\$650		\$730
TOTAL	\$1,480	\$523	\$957					\$750		\$730
PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD175										RTIP #:14-05		
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)										
Change Reason:		Increase funding										
		Capacity Status:NCI		Exempt Category:Other - Plantings, landscaping, etc								
Est Total Cost: \$3,406												
		TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - L		\$250	\$250						\$250			
TransNet - LSI Carry Over		\$1,156	\$420	\$736								\$1,156
Local Funds		\$2,000	\$2,000								\$2,000	
TOTAL		\$3,406	\$2,670	\$736						\$250		\$3,156
PROJECT LAST AMENDED 14-00												
		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

MPO ID: SD176								RTIP #:14-05		
Project Title:		Maintenance and Non Congestion Relief Efforts						TransNet - LSI: Maint		
Project Description:		Citywide - in San Diego, maintenance and non congestion relief efforts including but not limited to pavement overlay, pot hole repair, etc								
Change Reason:		Increase funding								
Capacity Status:		NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation						
Est Total Cost: \$102,035										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$85,746	\$35,910	\$8,913	\$9,506	\$9,977	\$10,419	\$11,021			\$85,746
TransNet - LSI Carry Over	\$16,289	\$16,289								\$16,289
TOTAL	\$102,035	\$52,199	\$8,913	\$9,506	\$9,977	\$10,419	\$11,021			\$102,035
PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD179								RTIP #:14-05		
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		
Change Reason:	Increase funding									
	Capacity Status:NCI		Exempt Category:Other - Intersection channelization projects							
Est Total Cost: \$888										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$704	\$139	\$565					\$70	\$69	\$565
TransNet - LSI Carry Over	\$131	\$19	\$112						\$40	\$91
Local Funds	\$53	\$53						\$53		
TOTAL	\$888	\$211	\$677					\$123	\$109	\$656
PROJECT LAST AMENDED 14-00										
	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								RTIP #:14-05		
Project Title: Administrative Expenses								TransNet - LSI: CR		
Project Description: Citywide - City of San Diego 1% administrative costs										
Change Reason: Reduce funding										
Capacity Status:NCI		Exempt Category:Other - Non construction related activities								
Est Total Cost: \$3,185										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$2,713	\$1,033	\$300	\$320	\$336	\$353	\$371	\$2,713		
TransNet - LSI Carry Over	\$472	\$472						\$472		
TOTAL	\$3,185	\$1,505	\$300	\$320	\$336	\$353	\$371	\$3,185		
PROJECT LAST AMENDED 14-00										
	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		

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD188								RTIP #:14-05		
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									
Change Reason:	Increase funding									
Capacity Status:		NCI		Exempt Category:Other - Engineering studies						
Est Total Cost: \$22,302										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$20,270	\$5,935	\$1,200	\$3,284	\$3,284	\$3,284	\$3,284	\$20,270		
TransNet - LSI Carry Over	\$2,032	\$2,032						\$2,032		
TOTAL	\$22,302	\$7,967	\$1,200	\$3,284	\$3,284	\$3,284	\$3,284	\$22,302		
PROJECT LAST AMENDED 14-00										
	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: SD196								RTIP #:14-05			
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)									
Change Reason:		Reduce funding									
		Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$900											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - LSI	\$212	\$212							\$212		
TransNet - LSI Carry Over	\$588	\$200	\$388							\$55	\$533
Local Funds	\$100	\$100								\$100	
TOTAL		\$900	\$512	\$388						\$267	\$633
PROJECT LAST AMENDED 14-00											
	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	

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD208								RTIP #:14-05		
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)									
Change Reason:	Reduce funding									
	Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$6,943										
	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 Carry Over	\$1,984	\$30	\$1,955							\$1,984
Local Funds	\$2,700	\$2,218	\$483					\$1,000		\$1,700
TOTAL	\$6,943	\$4,507	\$2,438					\$1,000		\$5,943
PROJECT LAST AMENDED 14-00										
	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								RTIP #:14-05		
Project Title:	Torrey Pines Road Slope Restoration							RAS (TA 4-73)		
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)							TransNet - LSI: CR		
Change Reason:	Add new funding source, Reduce funding									
Capacity Status:NCI		Exempt Category:Safety - Safety Improvement Program								
Est Total Cost: \$3,360										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI Carry Over	\$714	\$247	\$467							\$714
Local Funds	\$280		\$280					\$280		
Local RTCIP	\$2,366		\$2,366							\$2,366
TOTAL	\$3,360	\$247	\$3,113					\$280		\$3,080
PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD212								RTIP #:14-05		
Project Title:	Holly Drive							TransNet - LSI: CR		
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									
Change Reason:	Carry over from 12-30									
	Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$2,075										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$140	\$140						\$140		
TransNet - LSI Carry Over	\$75		\$75							\$75
Local Funds	\$1,860	\$1,860								\$1,860
TOTAL	\$2,075	\$2,000	\$75					\$140		\$1,935
PROJECT LAST AMENDED 12-30										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$140	\$140						\$140		
Local Funds	\$1,860	\$1,860								\$1,860
TOTAL	\$2,000	\$2,000						\$140		\$1,860

COMPLETED

MPO ID: SD215								RTIP #:14-05		
Project Title:		FY12 Asphalt Overlay Group I						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								
Change Reason:		Complete project								
Capacity Status:		NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation						
Est Total Cost: \$9,400										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$6,041	\$6,041								\$6,041
TransNet - LSI Carry Over	\$3,359	\$3,359								\$3,359
TOTAL	\$9,400	\$9,400								\$9,400
PROJECT LAST AMENDED 14-00										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$6,041	\$6,041								\$6,041
TransNet - LSI Carry Over	\$3,394	\$3,359	\$36							\$3,394
TOTAL	\$9,435	\$9,400	\$36							\$9,435

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD226								RTIP #:14-05		
Project Title:	Old Otay Mesa Road Improvements							TransNet - LSI: CR		
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)									
Change Reason:	Increase funding									
	Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$17,101										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$37	\$37								\$37
TransNet - LSI	\$2,175		\$2,175							\$2,175
TransNet - LSI (Cash)	\$200		\$200							\$200
TransNet - LSI Carry Over	\$9,439		\$9,439							\$9,439
Local Funds	\$5,250	\$5,250						\$3,250		\$2,000
TOTAL	\$17,101	\$5,287	\$11,814					\$3,250		\$13,851
PROJECT LAST AMENDED 14-00										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$166	\$37	\$129							\$166
TransNet - LSI	\$2,175		\$2,175							\$2,175
TransNet - LSI (Cash)	\$200		\$200							\$200
TransNet - LSI Carry Over	\$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

DELETED

MPO ID: SD232								RTIP #:14-05				
Project Title:	Complete Streets Transportation Enhancements											
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											
Change Reason:	Delete project											
Capacity Status:		NCI		Exempt Category:							Air Quality - Bicycle and pedestrian facilities	
Est Total Cost: \$0												
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON		
TOTAL												
PROJECT LAST AMENDED 14-00												
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON		
TransNet - 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		

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD235								RTIP #:14-05		
Project Title:	Torrey Pines Road Improvement Phase 2							RAS (TA 4-73)		
Project Description:	Torrey Pines Road from Amalfi to Hillside Drive - in San Diego, on Torrey Pines Road between Hillside Drive and Amalfi Street, provides path of travel for pedestrians and bicyclists (S15023)							TransNet - LSI: CR		
Change Reason:	New project									
	Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$1,500										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$1,200				\$1,200					\$1,200
Local RTCIP	\$300		\$300					\$300		
TOTAL	\$1,500		\$300		\$1,200			\$300		\$1,200

MPO ID: SD236								RTIP #:14-05			
Project Title:		Pedestrian Improvements on Texas Street						RAS (TA 4-73)			
Project Description:		Texas Street from Camino del Rio to El Cajon Blvd - in San Diego, on Texas Street from Camino del Rio south to Madison Avenue, install pedestrian lighting and sidewalk (RD13000)									
Change Reason:		New project									
		Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$726											
		TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local RTCIP		\$726		\$726							\$726
TOTAL		\$726		\$726							\$726

MPO ID: SD237							RTIP #:14-05			
Project Title:	Coastal Rail Trail						TransNet - LSI: CR			
Project Description:	The proposed path will begin near the City of Del Mar at the intersection of Carmel Valley Road and Sorrento Valley Road to the north and continues to Union Station Downtown San Diego. The City is currently focusing on the northerly ten miles of the trail from the Sorrento Valley Road/Carmel Valley to the Gilman Drive/I-5 intersections. - the Coastal Rail Trail (CRT) is a multi-jurisdictional project among the coastal cities of Oceanside, Del Mar, Carlsbad, Encinitas, Solana Beach and San Diego. Each City serves as the lead agency responsible for development of the Coastal Rail Trail within their City limits.(City CIP S00951)									
Change Reason:	New project									
	Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$1,500										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI Carry Over	\$1,500		\$1,500					\$1,500		
TOTAL	\$1,500		\$1,500					\$1,500		

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Marcos, City of

MPO ID: SM22								RTIP #:14-05		
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)		
Change Reason:		Increase funding, Revise funding between fiscal years								
		Capacity Status:CI		Exempt Category:Non-Exempt						
Est Total Cost: \$6,602		Open to Traffic: Apr 2016								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - H (78)		\$580	\$580						\$580	
Local Funds		\$6,022	\$3,466	\$207	\$2,348			\$312	\$3,409	\$2,301
TOTAL		\$6,602	\$4,046	\$207	\$2,348			\$312	\$3,989	\$2,301

* Open to Traffic Date will be updated as part of the update to the Regional Plan

PROJECT LAST AMENDED 14-00										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - H (78)	\$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								RTIP #:14-05		
Project Title:		Woodland Parkway Interchange Improvements-88005						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) TransNet - LSI: CR		
Change Reason:		Add new funding source, Increase funding, Revise funding between fiscal years								
RT:78		Capacity Status:CI		Exempt Category:Non-Exempt						
Est Total Cost: \$36,338		Open to Traffic: Phase 1: Jun 2018 Phase 2: May 2020								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - Bond	\$7,575			\$5,772	\$1,803			\$2,420	\$3,352	\$1,803
TransNet - L	\$600	\$600						\$600		
TransNet - LSI Carry Over	\$429				\$429					\$429
Local Funds	\$27,734	\$2,642			\$993	\$24,099		\$1,784	\$858	\$25,092
TOTAL	\$36,338	\$3,242		\$5,772	\$3,225	\$24,099		\$4,804	\$4,210	\$27,324
PROJECT LAST AMENDED 14-00										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L	\$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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Marcos, City of

COMPLETED

MPO ID: SM25								RTIP #:14-05			
Project Title:	Borden Road Street Improvements and Bridge Construction #88165							RTP PG NO: A-33 RAS (TA 4-76)			
Project Description:	From Twin Oaks to Woodward Street - construction of approximately 700 lineal feet of a new 4-lane secondary arterial including a bridge										
Change Reason:	Complete project										
Capacity Status:CI		Exempt Category:Non-Exempt									
Est Total Cost: \$10,693			Open to Traffic: Nov 2013								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - Bond	\$9,600	\$9,551	\$49					\$180	\$2,247	\$7,173	
Local Funds	\$1,093	\$1,090	\$3					\$690	\$400	\$3	
TOTAL	\$10,693	\$10,641	\$52					\$870	\$2,647	\$7,176	
PROJECT LAST AMENDED 14-01											
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON	
TransNet - Bond	\$9,600	\$9,551	\$49					\$180	\$2,247	\$7,173	
Local Funds	\$1,093	\$1,090	\$3					\$690	\$400	\$3	
TOTAL	\$10,693	\$10,641	\$52					\$870	\$2,647	\$7,176	

MPO ID: SM31								RTIP #:14-05		
Project Title:		Discovery Street Improvements #88265						RTP PG NO: A-33 RAS (TA 4-76)		
Project Description:		From Via Vera Cruz Rd to Bent Ave/Craven Rd - widen roadway to four lane secondary arterial								
Change Reason:		Add new funding source, Increase funding, Revise funding between fiscal years								
Capacity Status:CI		Exempt Category:Non-Exempt								
Est Total Cost: \$10,154		Open to Traffic: Feb 2018								
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - Bond	\$7,896	\$1,792	\$198	\$150	\$2,878	\$2,878		\$1,450	\$190	\$6,256
Local Funds	\$878	\$340	\$145	\$393				\$538	\$215	\$125
Local RTCIP	\$1,380				\$1,380					\$1,380
TOTAL	\$10,154	\$2,132	\$343	\$543	\$4,258	\$2,878		\$1,988	\$405	\$7,761
PROJECT LAST AMENDED 14-01										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - Bond	\$4,114	\$1,792	\$198			\$2,123		\$1,450	\$40	\$2,624
Local Funds	\$4,668	\$887	\$250	\$80		\$3,451		\$480	\$350	\$3,838
TOTAL	\$8,782	\$2,679	\$448	\$80		\$5,574		\$1,930	\$390	\$6,462

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Marcos, City of

MPO ID: SM32								RTIP #:14-05		
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						TransNet - LSI: CR		
Change Reason:		Increase funding, Revise funding between fiscal years								
	Capacity Status:CI		Exempt Category:Non-Exempt							
Est Total Cost: \$21,846										
Open to Traffic: Dec 2018										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI Carry Over	\$167		\$75	\$92				\$167		
HBP	\$16,590	\$885		\$920		\$443	\$14,342	\$1,805	\$443	\$14,342
Local Funds	\$5,089	\$115				\$57	\$4,917	\$115	\$57	\$4,917
TOTAL	\$21,846	\$1,000	\$75	\$1,012		\$500	\$19,259	\$2,087	\$500	\$19,259
PROJECT LAST AMENDED 14-01										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - Bond	\$2,147						\$2,147			\$2,147
TransNet - LSI Carry Over	\$260		\$183	\$77				\$203	\$57	
HBP	\$16,590	\$885		\$1,362			\$14,342	\$1,805	\$443	\$14,342
Local Funds	\$146	\$146						\$146		
TOTAL	\$19,143	\$1,031	\$183	\$1,439			\$16,489	\$2,154	\$500	\$16,489

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Marcos, City of

MPO ID: SM38			RTIP #:14-05							
Project Title:	Street Maintenance Operations #545000							TransNet - LSI: Maint		
Project Description:	Various Locations throughout the City to include:, Twin Oaks Valley Road, Mission Road, Woodland Parkway, Mulberry Drive, Richland Road, Wild Canyon Drive, Grand Avenue, Pebble Beach Dr., Killarney Terrace, Concord Pl, Wentworth Pl, Bandak Ct, Lancashire Pl, Crownview Ct, Berkshire Ct, Turbberry Dr, Bay Hill Dr, Medinah Rd, Muirfield Way, Prestwick Ct, Brass Lantern Rd, Carriage Dr, Candlelite Dr, Lamplighter Rd, Shady Crest Rd, Violet Ave, Yarrow Way, Carnation Ct, Lacebark St, Janet Pl, Davey Way, Dale Ct, Karen Ct, Briant St, Noreen Ct, Palomino Ct, Merlin Ct, Cornwell Ct, Amber Dr, Jade Pl, Topaz Pl, Montiel Rd, Palomar Dr, Dawn Ct, Leslie Ct, Paseo Alegre, Via La Ranchita, Via Arboles, Rambla Brisa, Rambla Serena, Rambla Puesta, Via Ronda, - roadway, street lighting, traffic signal, signage maintenance									
Change Reason:	Increase funding									
	Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$6,963										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$186					\$186				\$186
TransNet - LSI	\$4,504	\$1,592	\$499	\$282	\$597	\$709	\$825			\$4,504
TransNet - LSI Carry Over	\$2,273	\$2,273								\$2,273
TOTAL	\$6,963	\$3,865	\$499	\$282	\$597	\$895	\$825			\$6,963
PROJECT LAST AMENDED 14-01										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$186					\$186				\$186
TransNet - LSI	\$3,517	\$1,592	\$211	\$299	\$379	\$463	\$574			\$3,517
TransNet - LSI Carry Over	\$2,273	\$2,273								\$2,273
TOTAL	\$5,976	\$3,865	\$211	\$299	\$379	\$649	\$574			\$5,976

MPO ID: SM43								RTIP #:14-05		
Project Title:	Street Improvements and Widening on Barham Drive-#88177							RTP PG NO: A-34		
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							RAS (TA 4-76)		
Change Reason:	Increase funding, Revise funding between fiscal years, Revise funding between phases									
	Capacity Status:CI		Exempt Category:Non-Exempt							
Est Total Cost: \$6,310			Open to Traffic: Jul 2018							
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$6,310		\$1	\$209	\$100	\$6,000		\$100	\$710	\$5,500
TOTAL	\$6,310		\$1	\$209	\$100	\$6,000		\$100	\$710	\$5,500
PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Marcos, City of

MPO ID: SM48								RTIP #:14-05		
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							TransNet - LSI: CR		
Change Reason:	Reduce funding, Revise Fund Source, Revise funding between fiscal years									
	Capacity Status:CI		Exempt Category:Non-Exempt							
Est Total Cost: \$11,078			Open to Traffic: Apr 2017							
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - Bond	\$1,385	\$1,343	\$42					\$892	\$493	
TransNet - LSI (Cash)	\$763				\$763					\$763
TransNet - LSI Carry Over	\$1,677				\$1,677					\$1,677
Local Funds	\$7,253	\$392	\$432	\$1,120	\$5,309			\$695	\$1,000	\$5,558
TOTAL	\$11,078	\$1,735	\$474	\$1,120	\$7,749			\$1,587	\$1,493	\$7,998
PROJECT LAST AMENDED 14-01										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - Bond	\$6,370	\$1,277	\$107			\$4,986		\$929	\$455	\$4,986
TransNet - LSI (Cash)	\$763					\$763				\$763
TransNet - LSI Carry Over	\$1,929					\$1,929				\$1,929
Local Funds	\$6,014	\$488	\$600	\$150	\$250	\$4,526		\$1,150	\$100	\$4,764
TOTAL	\$15,076	\$1,765	\$707	\$150	\$250	\$12,204		\$2,079	\$555	\$12,442

MPO ID: SM54								RTIP #:14-05		
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								
Change Reason:		Increase funding								
Capacity Status:		NCI		Exempt Category:Other - Traffic signal synchronization projects						
Est Total Cost: \$65										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$65	\$11	\$11	\$11	\$11	\$11	\$11	\$65		
TOTAL	\$65	\$11	\$11	\$11	\$11	\$11	\$11	\$65		
PROJECT LAST AMENDED 14-00										
	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		

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Marcos, City of

MPO ID: SM55								RTIP #:14-05		
Project Title:		Borden Road Widening and Improvements - #88542								
Project Description:		Borden Road from Vineyard to Mulberry - widening of Borden Road will add an additional roadway capacity to accommodate increase in traffic volumes								
Change Reason:		Reduce funding, Revise funding between phases, Revise project scope								
Capacity Status:		CI		Exempt Category:		Non-Exempt				
Est Total Cost:		\$625		Open to Traffic:		Jul 2017				
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$625					\$50	\$575	\$50		\$575
TOTAL	\$625					\$50	\$575	\$50		\$575
PROJECT LAST AMENDED 14-00										
	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								RTIP #:14-05		
Project Title:	Bent Avenue Bridge							TransNet - LSI: CR		
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 TransNet funds to match HBP funds programmed as part of CAL44 Highway Bridge Program									
Change Reason:	Increase funding, Revise Fund Source, Revise funding between fiscal years									
Capacity Status:		NCI		Exempt Category:Safety - Non capacity widening or bridge reconstruction						
Est Total Cost: \$2,649										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI Carry Over	\$146		\$60	\$86				\$146		
Local Funds	\$2,503	\$29		\$46	\$2,428			\$29	\$46	\$2,428
TOTAL	\$2,649	\$29	\$60	\$132	\$2,428			\$175	\$46	\$2,428
PROJECT LAST AMENDED 14-01										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - Bond	\$1,267					\$1,267				\$1,267
TransNet - LSI Carry Over	\$229		\$161	\$69				\$229		
Local Funds	\$29	\$29						\$29		
TOTAL	\$1,525	\$29	\$161	\$69		\$1,267		\$258		\$1,267

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

San Marcos, City of

MPO ID: SM58								RTIP #:14-05		
Project Title:		Sidewalk Repair and Replacement						TransNet - LSI: Maint		
Project Description:		Various locations throughout the City - maintain condition of City sidewalks								
Change Reason:		New project								
		Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities						
Est Total Cost: \$211										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI		\$211		\$211						\$211
TOTAL		\$211		\$211						\$211

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Solana Beach, City of

MPO ID: SB11								RTIP #:14-05		
Project Title:	Traffic Calming Improvements							TransNet - 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									
Change Reason:	Revise funding between fiscal years									
	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
TransNet - L (Cash)	\$29	\$16	\$13							\$29
TransNet - LSI Carry Over	\$316	\$29	\$287							\$316
TOTAL	\$345	\$45	\$300							\$345
PROJECT LAST AMENDED 14-00										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - L (Cash)	\$16	\$16								\$16
TransNet - LSI Carry Over	\$329	\$29	\$300							\$329
TOTAL	\$345	\$45	\$300							\$345

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Various Agencies

MPO ID: V07			RTIP #:14-05		
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				
Change Reason:	Increase funding, Revise funding between fiscal years				
	Capacity Status:NCI		Exempt Category:Other - Advance land acquisitions		

Est Total Cost: **\$388,839**

	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<i>TransNet</i> - REMP	\$388,586	\$126,582	\$23,405	\$79,000	\$64,900	\$47,650	\$47,050	\$10,205	\$116,272	\$262,109
Local Funds	\$253		\$253							\$253
TOTAL	\$388,839	\$126,582	\$23,658	\$79,000	\$64,900	\$47,650	\$47,050	\$10,205	\$116,272	\$262,362

* Total project funding beyond current RTIP cycle

PROJECT LAST AMENDED 14-00										
	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

MPO ID: V08		RTIP #:14-05
Project Title:	Regional Habitat Conservation Fund	SANDAG ID: 1200300
Project Description:	Countywide - regional habitat management and monitoring	
Change Reason:	Revise funding between fiscal years	
	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	\$20,419	\$4,454	\$6,450	\$6,608	\$6,245		\$14,659		\$29,517
Local Funds	\$343	\$343								\$343
TOTAL	\$44,519	\$20,762	\$4,454	\$6,450	\$6,608	\$6,245		\$14,659		\$29,860

PROJECT LAST AMENDED 14-00										
	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

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Various Agencies

MPO ID: V10			RTIP #:14-05							
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)									
Change Reason:	Increase funding									
	Capacity Status:NCI		Exempt Category:Other - Transportation enhancement activities							
Est Total Cost: \$37,360										
	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> - SGIP	\$23,600	\$3,452	\$7,070	\$2,330	\$4,923	\$3,601	\$2,223			\$23,600
Local Funds	\$13,740		\$140	\$4,287	\$3,534	\$2,039	\$3,741			\$13,740
TOTAL	\$37,360	\$3,462	\$7,220	\$6,617	\$8,457	\$5,640	\$5,964			\$37,360
PROJECT LAST AMENDED 14-03										
	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	\$1,859		\$1,859							\$1,859
TOTAL	\$13,829	\$3,782	\$9,863	\$184						\$13,829

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Various Agencies

MPO ID: V11										RTIP #:14-05	
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 \$4,509 will be used to match federal funds for the PE phase, Toll Credits of \$4,638 will be used to match federal funds for the ROW phase							PPNO: 0999 RTP PG NO: A-6; B-5 SANDAG ID: 1201101 EARMARK NO: CA393/740		
Change Reason:		Reduce funding, Revise funding between phases									
RT:11		Capacity Status:CI		Exempt Category:Non-Exempt							
Est Total Cost: \$704,426			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	
TransNet - Border	\$6,488			\$6,488				\$6,488			
CBI	\$80,395	\$54,200	\$2,100	\$24,095				\$29,700	\$50,695		
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	\$532,117			\$532,117				\$10,000	\$61,217	\$460,900	
TOTAL	\$704,426	\$139,626	\$2,100	\$562,700				\$53,501	\$118,400	\$532,525	
PROJECT LAST AMENDED 14-00											
	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	

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Various Agencies

MPO ID: V12

RTIP #:14-05

Project Title:

Grouped Projects for Bicycle and Pedestrian Facilities.

SANDAG ID: 1144500,

1223020, 1223022, 1223054,

1223056, 1223057, 1223058,

33009

Project Description:

Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized)

Change Reason:

Increase funding

Capacity Status:NCI

Exempt Category:Air Quality - Bicycle and pedestrian facilities

Est Total Cost: \$42,832

	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - B	\$500	\$500								\$500
TransNet - BPNS	\$26,957	\$4,427	\$6,657	\$12,877	\$2,996					\$26,957
TransNet - L	\$350	\$350								\$350
TransNet - L (Cash)	\$66	\$66								\$66
TransNet - LSI	\$50			\$50						\$50
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	\$4,857	\$1,745	\$505	\$2,607						\$4,857
TOTAL	\$42,832	\$14,875	\$9,427	\$15,534	\$2,996					\$42,832

PROJECT LAST AMENDED 14-03

	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - B	\$500	\$500								\$500
TransNet - BPNS	\$26,836	\$4,587	\$9,014	\$10,269	\$2,966					\$26,836
TransNet - L	\$350	\$350								\$350
TransNet - L (Cash)	\$66	\$66								\$66
TransNet - LSI	\$50			\$50						\$50
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	\$3,857	\$1,745	\$505	\$1,607						\$3,857
TOTAL	\$41,711	\$15,035	\$11,784	\$11,926	\$2,966					\$41,711

MPO ID: V17								RTIP #:14-05		
Project Title:		Grouped Project Listing for Active Transportation Grant Program (ATGP)								
Project Description:		Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized)								
Change Reason:		New project								
		Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities						
Est Total Cost: \$4,638										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
Local Funds	\$1,638			\$57	\$495	\$454	\$632			\$1,638
TDA - Bicycles	\$3,000			\$208	\$1,678	\$786	\$328			\$3,000
TOTAL	\$4,638			\$265	\$2,173	\$1,240	\$960			\$4,638

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Vista, City of

DELAYED

MPO ID: VISTA45								RTIP #:14-05		
Project Title:	Bobolink Street Improvements, CIP 8197							TransNet - 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									
Change Reason:	Delay project									
	Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: \$495										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI Carry Over	\$50	\$43	\$7							\$50
Local Funds	\$445	\$345	\$100					\$45		\$400
TOTAL	\$495	\$388	\$107					\$45		\$450
PROJECT LAST AMENDED 14-01										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI Carry Over	\$385	\$43	\$342							\$385
Local Funds	\$445	\$345	\$100					\$45		\$400
TOTAL	\$830	\$388	\$442					\$45		\$785

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Vista, City of

MPO ID: VISTA46			RTIP #:14-05							
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		
Change Reason:	Reduce funding									
	Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation							
Est Total Cost: \$10,523										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$5,183	\$108	\$1,500	\$625	\$900	\$1,000	\$1,050	\$200		\$4,983
TransNet - LSI Carry Over	\$4,169	\$3	\$3,882	\$285				\$56		\$4,113
Local Funds	\$1,032	\$1,032						\$165		\$867
Local RTCIP	\$139		\$139							\$139
TOTAL	\$10,523	\$1,143	\$5,521	\$910	\$900	\$1,000	\$1,050	\$421		\$10,102
PROJECT LAST AMENDED 14-01										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$8,665	\$108	\$1,500	\$1,625	\$1,711	\$1,801	\$1,920	\$200		\$8,465
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	\$13,435	\$1,143	\$5,235	\$1,625	\$1,711	\$1,801	\$1,920	\$421		\$13,014

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Vista, City of

MPO ID: VISTA50								RTIP #:14-05		
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, round-about, street lights, street signs, medians, paving, and pedestrian furniture							TransNet - LSI: CR		
Change Reason:	Increase funding									
	Capacity Status:NCI		Exempt Category:Safety - Non signalization traffic control and operating							
Est Total Cost: \$9,518										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI	\$3,700				\$850	\$1,950	\$900			\$3,700
TransNet - LSI Carry Over	\$1,772	\$20	\$700	\$1,052				\$20		\$1,752
Local Funds	\$4,046	\$3,460	\$586					\$718		\$3,328
TOTAL	\$9,518	\$3,480	\$1,286	\$1,052	\$850	\$1,950	\$900	\$738		\$8,780
PROJECT LAST AMENDED 14-01										
	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
TransNet - LSI Carry Over	\$2,020	\$20	\$2,000					\$20		\$2,000
Local Funds	\$4,046	\$3,460	\$586					\$718		\$3,328
TOTAL	\$6,066	\$3,480	\$2,586					\$738		\$5,328

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

RTIP Fund Types

<u>Federal Funding</u>	
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)
FRA-ARRA	Federal Railroad Administration (Federal Stimulus)
FRA-PRIIA	Federal Railroad Administration Passenger Rail Investment and Improvement Act of 2008
FTA Section 5307	Federal Transit Administration Urbanized Area Formula Program
FTA Section 5309 (Bus)	Federal Transit Administration Discretionary Program
FTA Section 5309 (FG)	Federal Transit Administration Fixed Guideway Modernization Formula Program
FTA Section 5309 (NS)	Federal Transit Administration Discretionary - New Starts Program
FTA Section 5311	Federal Transit Administration Rural Program
FTA Section 5337	Federal Transit Administration State of Good Repair Grant Program
FTA Section 5339	Federal Transit Administration Bus and Bus Facilities Formula Grant Program
HBP	Highway Bridge Program under SAFETEA-LU
HBRR	Highway Bridge Repair and Rehabilitation under TEA-21
HPP	High Priority Program under SAFETEA-LU
HSIP	Highway Safety Improvement Program
IM	Interstate Maintenance Discretionary
IRR	Indian Reservation Roads program
ITS	Intelligent Transportation System
NHS	National Highway System (administered by Caltrans)
RSTP	Regional Surface Transportation Program
STP-RL	Surface Transportation Program - Highway Railway Crossings Program (Section 130)
TCSP	Transportation, Community & System Preservation
TE	Transportation Enhancement Program
TPFP	Truck Parking Facilities Program (Federal Discretionary)
TIGER	Transportation Investment Generating Economic Recovery (Federal Stimulus)
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
<u>State Funding</u>	
ATP	Active Transportation Program (Statewide and Regional)
CMIA	Corridor Mobility Improvement Account (State Prop. 1B)

**2014 Regional Transportation Improvement Program
Amendment No. 5
San Diego Region (in \$000s)**

Coastal Conservancy	California Coastal Conservancy Fund
FSP	Freeway Service Patrol
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 (AC)	State Highway Operation & Protection Program
STA	State Transit Assistance
STIP-IIP	State Transportation Improvement Program - Interregional Program
STIP-RIP	State Transportation Improvement Program - Regional Improvement Program
STIP/SHOPP Prior	Funds which were allocated by the CTC from a previous fund cycle
TCIF	Trade Corridor Improvement Fund (State Prop. 1B)
TCRP	Traffic Congestion Relief Program
TSM	Transportation Systems Management
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
TransNet-ADA	Prop. A Local Transportation Sales Tax - Transit
TransNet-B	Prop. A Local Transportation Sales Tax - Bike
TransNet-Border	Prop. A Extension Local Transportation Sales Tax - Border
TransNet-BPNS	Prop. A Extension Local Transportation Sales Tax - Bicycle, Pedestrian and Neighborhood Safety Program
TransNet-BRT/Ops	Prop. A Extension Local Transportation Sales Tax - Bus Rapid Transit/New Service
TransNet-H	Prop. A Local Transportation Sales Tax - Highway
TransNet-L	Prop. A Local Transportation Sales Tax - Local Streets & Roads
TransNet-L (Cash)	TransNet - L funds which agencies have received payment, but have not spent
TransNet-LSG	Prop. A Extension Local Transportation Sales Tax - Local Smart Growth
TransNet-LSI	Prop. A Extension Local Transportation Sales Tax - Local System Improvements
TransNet-LSI Carry Over	TransNet - LSI funds previously programmed but not requested/paid in year of allocation
TransNet-LSI (Cash)	TransNet - LSI funds which agencies have received payment, but have not spent
TransNet-MC	Prop. A Extension Local Transportation Sales Tax - Major Corridors
TransNet-MC AC	TransNet - Major Corridors - Advanced Construction; mechanism to advance TransNet funds to be reimbursed at a later fiscal year with federal/state funds
TransNet-REMP	Prop. A Extension Local Transportation Sales Tax - Regional Environmental Mitigation Program
TransNet-SGIP	Prop. A Extension Local Transportation Sales Tax - Regional Smart Growth Incentive Program
TransNet-TSI	Prop. A Extension Local Transportation Sales Tax- Transit System Improvements

TABLE 2a: 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
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
LOCAL	Sales Tax	\$1,629,173	\$593,569	\$540,084	\$536,492	\$635,742	\$499,746	\$555,805	\$444,843	\$423,692	\$811,034	\$813,595	\$4,442,782
	– County	\$1,629,173	\$593,569	\$540,084	\$536,492	\$635,742	\$499,746	\$555,805	\$444,843	\$423,692	\$811,034	\$813,595	\$4,442,782
	Other Local Funds	\$368,324	\$614,070	\$619,436	\$80,129	\$68,962	\$91,267	\$69,860	\$59,615	\$78,801	\$73,508	\$79,127	\$1,292,533
	– County General Funds												
	– City General Funds	\$239,037	\$40,399	\$67,117	\$69,257	\$56,337	\$87,281	\$65,874	\$37,944	\$57,130	\$25,313	\$34,749	\$508,667
	– Street Taxes and Developer Fees	\$129,287	\$573,671	\$552,319	\$10,872	\$12,625	\$3,986	\$3,986	\$21,671	\$21,671	\$48,195	\$44,378	\$783,865
	– RSTP Exchange funds												
	Other	\$470,433	\$138,229	\$145,991	\$85,241	\$98,343	\$88,242	\$88,300	\$85,798	\$86,584	\$85,504	\$85,832	\$953,775
	Local Total	\$2,467,931	\$1,345,868	\$1,305,511	\$701,862	\$803,047	\$679,256	\$713,965	\$590,256	\$589,077	\$970,045	\$978,553	\$6,689,090
	State Highway Operations and Protection Program	\$31,912	\$119,230	\$120,372	\$177,963	\$198,912	\$127,713	\$122,278	\$24,857	\$33,859			\$481,675
STATE	SHOPP (Including Augmentation)	\$31,912	\$119,230	\$120,372	\$177,963	\$198,912	\$127,713	\$122,278	\$24,857	\$33,859			\$481,675
	SHOPP Prior												
	State Minor Program												
	State Transportation Improvement Program	\$495,438	\$27,021	\$27,021	\$100,236	\$100,236	\$37,105	\$37,105	\$50,105	\$50,105	\$1,105	\$1,105	\$711,010
	STIP (Including Augmentation)	\$445,797	\$27,021	\$27,021	\$100,236	\$100,236	\$37,105	\$37,105	\$50,105	\$50,105	\$1,105	\$1,105	\$661,369
	– <i>Transportation Enhancement</i>	\$6,223											\$6,223
	STIP Prior	\$41,968											\$41,968
	– <i>Transportation Enhancement</i>	\$1,450											\$1,450
	Proposition 1 A	\$99,698											\$99,698
	Proposition 1 B	\$751,004	\$25,106	\$25,570	\$3,639	\$3,639	\$2,779	\$2,779			\$1,007	\$1,007	\$783,536
	GARVEE Bonds (Includes Debt Service Payments)	\$197,000											\$197,000
	Highway Maintenance (HM)		\$2,713	\$2,713									\$2,713
	Traffic Congestion Relief Program (TCRP)	\$167,018			\$2,752	\$2,752	\$63,023	\$63,023					\$232,793
	State Transit Assistance (e.g., population/revenue based, Prop 42)	\$66,171	\$40,508	\$35,508	\$5,767	\$5,767	\$5,767	\$5,767	\$5,767	\$5,767	\$5,767	\$5,767	\$129,747
	Active Transportation Program		\$16,971	\$16,971	\$9,076	\$10,101							\$26,047
	Other	\$8,240	\$2,944	\$2,944	\$2,896	\$2,896	\$2,896	\$2,896					\$16,976
	State Total	\$1,816,481	\$234,492	\$231,098	\$302,330	\$324,304	\$239,283	\$233,848	\$80,729	\$89,731	\$7,879	\$7,879	\$2,681,195
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$406,815	\$68,554	\$68,554	\$64,690	\$64,690	\$64,690	\$64,690	\$64,690	\$64,690	\$64,690	\$64,690	\$734,129
	5308 - Clean Fuel Formula Program	\$1,565											\$1,565
	5309a - Fixed Guideway Modernization	\$99,398											\$99,398
	5309b - New and Small Starts (Capital Investment Grants)	\$23,331			\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$543,731	\$543,730	\$867,061
	5309c - Bus and Bus Related Grants	\$31,671	\$18,054	\$18,054									\$49,725
	5310 - Mobility of Seniors and Individuals with Disabilities		\$4,460	\$4,460									\$4,460
	5311 - Nonurbanized Area Formula Program	\$5,517	\$517	\$1,080	\$517	\$519	\$517	\$519	\$517	\$519	\$517	\$519	\$8,105
	5316 - Job Access and Reverse Commute Program	\$1,943											\$1,943
	5317 - New Freedom	\$2,748											\$2,748
	5337 - State of Good Repair	\$60,807	\$31,368	\$31,368	\$30,865	\$30,865	\$30,865	\$30,865	\$30,865	\$30,865	\$30,865	\$30,865	\$215,636
	5339 - Bus and Bus Facilities Program	\$10,407	\$5,720	\$5,720									\$16,127
	Other	\$100,576											\$100,576
	Federal Transit Total	\$744,776	\$128,673	\$129,236	\$196,073	\$196,074	\$196,073	\$196,074	\$196,073	\$196,074	\$639,804	\$639,804	\$2,101,472
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$293,419	\$28,587	\$28,587	\$31,287	\$31,287	\$31,287	\$31,287	\$26,090	\$26,090	\$31,287	\$31,287	\$441,955
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$163,300	\$14,736	\$4,736		\$24,095							\$178,036
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)												
	Federal Lands Highway												
	Ferry Boat Discretionary												
	High Priority Projects (HPP) and Demo	\$105,723	\$4,716	\$4,716	\$2,436	\$7,462							\$112,876
	High Risk Rural Road (HRRR)												
	Highway Bridge Program (HBP)	\$67,088	\$6,325	\$18,323	\$30,723	\$30,056	\$14,000	\$4,700	\$10,881	\$12,300	\$215,120	\$241,433	\$370,450
	Highway Safety Improvement Program (HSIP)	\$1,829	\$3,143	\$3,143	\$8,906	\$9,937	\$3,059	\$3,399					\$16,938
	National Scenic Byways Program												
	Public Lands Highway												
	Railway Highway Crossings												
	Recreational Trails		\$389	\$999									\$389
	Safe Routes to School (SRTS) (SAFETEA-LU)				\$4,937	\$4,937							\$4,937
	Surface Transportation Program (Regional)	\$398,033	\$18,102	\$18,102	\$18,102	\$18,102	\$36,966	\$36,966	\$36,966	\$36,966	\$36,966	\$36,966	\$545,133
	Transportation and Community and System Preservation Program	\$2,547	\$719	\$719									\$3,267
	Tribal High Priority Projects (THPP)												
	Tribal Transportation Program												
	Other	\$246,065											\$246,065
	Federal Highway Total	\$1,278,005	\$76,717	\$79,325	\$96,390	\$125,875	\$85,311	\$76,351	\$73,937	\$75,355	\$283,372	\$309,685	\$1,920,046
FRA	American Recovery and Reinvestment Act of 2009												
	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)												
	Other												
	Federal Railroad Administration Total												
INNOVATIVE FINANCE	Federal Total	\$2,022,781	\$205,390	\$208,561	\$292,463	\$321,950	\$281,384	\$272,425	\$270,010	\$271,429	\$923,175	\$949,489	\$4,021,517
	TIFIA (Transportation Infrastructure Finance and Innovation Act)												
	Innovative Financing Total												
REVENUES TOTAL		\$6,307,193	\$1,785,750	\$1,745,169	\$1,296,655	\$1,449,300	\$1,199,923	\$1,220,238	\$940,995	\$950,238	\$1,901,100	\$1,935,922	\$13,466,438

Note: Highlighted sections refer to changes from prior amendment

TABLE 2b: 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
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
LOCAL	Local Total	\$2,467,931	\$1,319,110	\$1,275,625	\$676,188	\$779,657	\$649,722	\$688,753	\$544,825	\$550,266	\$917,812	\$930,603	\$6,588,379
STATE	State Highway Operations and Protection Program	\$31,912	\$119,230	\$120,372	\$177,963	\$198,912	\$127,713	\$122,278	\$24,857	\$33,859			\$481,675
	SHOPP (Including Augmentation)	\$31,912	\$119,230	\$120,372	\$177,963	\$198,912	\$127,713	\$122,278	\$24,857	\$33,859			\$481,675
	SHOPP Prior												
	State Minor Program												
	State Transportation Improvement Program	\$495,438	\$27,021	\$27,021	\$100,236	\$100,236	\$37,105	\$37,105	\$50,105	\$50,105	\$1,105	\$1,105	\$711,010
	STIP (Including Augmentation)	\$445,797	\$27,021	\$27,021	\$100,236	\$100,236	\$37,105	\$37,105	\$50,105	\$50,105	\$1,105	\$1,105	\$661,369
	Transportation Enhancement	\$6,223											\$6,223
	STIP Prior	\$41,968											\$41,968
	Proposition 1 A	\$99,698											\$99,698
	Proposition 1 B	\$751,004	\$25,106	\$25,570	\$3,639	\$3,639	\$2,779	\$2,779			\$1,007	\$1,007	\$783,536
	GARVEE Bonds (Includes Debt Service Payments)	\$197,000											\$197,000
	Highway Maintenance (HM)		\$2,713	\$2,713									\$2,713
	Traffic Congestion Relief Program (TCRP)	\$167,018			\$2,752	\$2,752	\$63,023	\$63,023					\$232,793
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)	\$66,171	\$40,508	\$35,508	\$5,767	\$5,767	\$5,767	\$5,767	\$5,767	\$5,767	\$5,767	\$5,767	\$129,747
	Active Transportation Program		\$16,971	\$16,971	\$9,076	\$10,101							\$26,047
	State Emergency Repair Program												
	Other	\$8,240	\$2,944	\$2,944	\$2,896	\$2,896	\$2,896	\$2,896					\$16,976
	State Total	\$1,816,481	\$234,492	\$231,098	\$302,330	\$324,304	\$239,283	\$233,848	\$80,729	\$89,731	\$7,879	\$7,879	\$2,681,195
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$406,815	\$68,554	\$68,554	\$63,730	\$63,730	\$63,730	\$63,730	\$63,730	\$63,730	\$63,730	\$63,730	\$730,289
	5308 - Clean Fuel Formula Program	\$1,565											\$1,565
	5309a - Fixed Guideway Modernization	\$99,398											\$99,398
	5309b - New and Small Starts (Capital Investment Grants)	\$23,331			\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$543,731	\$543,730	\$867,061
	5309c - Bus and Bus Related Grants	\$31,671	\$18,054	\$18,054									\$49,725
	5310 - Elderly & Persons with Disabilities Formula Program		\$4,460	\$4,460									\$4,460
	5311 - Nonurbanized Area Formula Program	\$5,517	\$517	\$1,080	\$517	\$519	\$517	\$519	\$517	\$519	\$517	\$519	\$8,105
	5312 - National Research and Technology Program												
	5311f - Intercity Bus												
	5316 - Job Access and Reverse Commute Program	\$1,943											\$1,943
	5317 - New Freedom	\$2,748											\$2,748
	5337 - State of Good Repair	\$60,807	\$31,368	\$31,368	\$30,865	\$30,865	\$30,865	\$30,865	\$30,865	\$30,865	\$30,865	\$30,865	\$215,636
	5339 - Bus and Bus Facilities Program	\$10,407	\$5,720	\$5,720									\$16,127
	Other	\$100,576											\$100,576
	Federal Transit Total	\$744,776	\$128,673	\$129,235	\$195,113	\$195,114	\$195,113	\$195,115	\$195,113	\$195,115	\$638,844	\$638,845	\$2,097,632
FEDERAL HIGHWAY	Bridge Discretionary Program												
	Congestion Mitigation and Air Quality (CMAQ)	\$293,419	\$28,587	\$28,587	\$31,287	\$31,287	\$31,287	\$31,287	\$26,090	\$26,090	\$31,287	\$31,287	\$441,955
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$163,300	\$14,736	\$4,736		\$24,095							\$178,036
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)												
	Federal Lands Highway												
	Ferry Boat Discretionary												
	High Priority Projects (HPP) and Demo	\$105,723	\$4,716	\$4,716	\$2,436	\$7,462							\$112,876
	High Risk Rural Road (HRRR)												
	Highway Bridge Program (HBP)	\$67,088	\$6,325	\$18,323	\$30,723	\$30,056	\$14,000	\$4,700	\$10,881	\$12,300	\$215,120	\$241,433	\$370,450
	Highway Safety Improvement Program (HSIP)	\$1,829	\$3,143	\$3,143	\$8,906	\$9,937	\$3,059	\$3,399					\$16,938
	National Scenic Byways Program												
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)												
	Public Lands Highway												
	Railway (Section 130)												
	Recreational Trails		\$389	\$999									\$389
	Safe Routes to School (SRTS) (SAFETEA-LU)				\$4,937	\$4,937							\$4,937
	Surface Transportation Program (Regional)	\$398,033	\$18,102	\$18,102	\$18,102	\$18,102	\$36,966	\$36,966	\$36,966	\$36,966	\$19,288	\$19,288	\$527,455
	Transportation and Community and System Preservation Program	\$2,547	\$719	\$719									\$3,267
	Transportation Improvements (TI)												
	Other	\$246,065											\$246,065
	Federal Highway Total	\$1,278,005	\$76,717	\$79,325	\$96,390	\$125,875	\$85,311	\$76,351	\$73,937	\$75,355	\$265,694	\$292,007	\$1,902,368
FRA	American Recovery and Reinvestment Act of 2009 (ARRA)												
	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)												
	Other												
Federal Railroad Administration Total													
Federal Total		\$2,022,781	\$205,390	\$208,560	\$291,503	\$320,990	\$280,424	\$271,465	\$269,050	\$270,470	\$904,538	\$930,852	\$4,000,000
INNOVATIVE FIN.	TIFIA (Transportation Infrastructure Finance and Innovation Act)												
	Innovative Financing Total												
PROGRAM TOTAL		\$6,307,193	\$1,758,992	\$1,715,283	\$1,270,021	\$1,424,950	\$1,169,429	\$1,194,066	\$894,604	\$910,467	\$1,830,229	\$1,869,335	\$13,269,574

TABLE 2c: Revenues versus Program
San Diego Association of Governments (SANDAG)
2014 Regional Transportation Improvement Program (in \$000s)

Funding Source		2014/2015		2015/2016		2016/2017		2017/2018		2018/2019		TOTAL
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
LOCAL	Local Total	\$26,758	\$29,886	\$25,674	\$23,389	\$29,534	\$25,212	\$45,431	\$38,811	\$52,233	\$47,950	\$165,248
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)											
	Active Transportation Program											
	State Emergency Repair Program											
	Other											
FEDERAL TRANSIT	State Total											
	5307 - Urbanized Area Formula Program			\$960	\$960	\$960	\$960	\$960	\$960	\$960	\$960	\$3,840
	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			\$960	\$960	\$960	\$960	\$960	\$960	\$960	\$960	\$3,840
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)									\$17,678	\$17,678	\$17,678
FRA	Transportation and Community and System Preservation Program											
	Transportation Improvements (TI)											
	Other											
	Federal Highway Total									\$17,678	\$17,678	\$17,678
	American Recovery and Reinvestment Act of 2009											
	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)											
	Other											
	Federal Railroad Administration Total											
	Federal Total			\$960	\$960	\$960	\$960	\$960	\$960	\$18,638	\$18,638	\$21,518
	TIFIA (Transportation Infrastructure Finance and Innovation Act)											
	Innovative Financing Total											
	REVENUES - PROGRAM TOTAL	\$26,758	\$29,886	\$26,634	\$24,350	\$30,494	\$26,172	\$46,391	\$39,771	\$70,871	\$66,588	\$186,766



**TRANSPORTATION COMMITTEE
JULY 17, 2015**

ACTION REQUESTED – DISCUSSION

**DRAFT REGIONAL TRANSIT ORIENTED DEVELOPMENT
STRATEGY**

File Number 3300400

Introduction

SANDAG is preparing a Regional Transit Oriented Development (TOD) Strategy¹ to support and incentivize sustainable development throughout the region. In conjunction with the adoption of the 2050 Regional Transportation Plan and its Sustainable Communities Strategy (2050 RTP/SCS) in 2011, the Board of Directors approved six commitments involving programs and initiatives to help implement the SCS. The TOD Strategy is the final commitment of the six to be completed.

The Regional TOD Strategy, entitled Regional Transit Oriented Districts: A Strategy for the San Diego Region, will help implement the 2050 RTP/SCS as well as San Diego Forward: The Regional Plan (Regional Plan) by recommending actions that can be taken to assist the region in creating TOD projects and districts in association with the region's existing and future public transit network. These TOD projects and districts can help reduce greenhouse gas emissions; increase transit ridership, walking, and biking; and provide a greater mix of housing and employment opportunities for all of the region's residents.

A draft of the Regional TOD Strategy has been prepared for discussion by the Regional Planning Technical Working Group (TWG), Regional Planning Committee, and Transportation Committee.

Discussion

The draft Regional TOD Strategy includes 13 strategies and associated actions aimed at facilitating the creation of transit-oriented districts – areas that are conveniently accessible within five minutes of transit stations by foot, bike, or car. It builds on the substantial body of work the region has accomplished to date to better connect transportation and land use, and proposes strategies and actions that can be taken by SANDAG, the transit agencies, local jurisdictions, and developers to overcome barriers to implementation through coordinated, supportive land use policies and regulations, and public and private investment.

The draft Regional TOD Strategy is organized to address the challenges that hinder successful implementation of more transit-oriented districts. The objectives are to:

¹ Funded in part by the California Strategic Growth Council Sustainable Communities Planning Grant Program.

- Attract investment and enable development near transit so that these areas become centers of activity
- Increase transit ridership by increasing the number of people that live and work near transit and enhancing accessibility to transit
- Reduce vehicle miles traveled per capita and contribute to the goals of the Regional Plan
- Meet the challenges of regional growth by creating capacity near transit by using strategic investments and making selected TOD areas “ready” for new development
- Build upon the existing foundation for TOD in the San Diego region by identifying supportive policies, targeted regulations, and assertive actions to create transit-oriented districts
- Align and coordinate efforts of SANDAG, local governments, transit agencies, developers, community members, and others with an interest in TOD

The recommended strategies are briefly summarized below. Actions that should be considered or continued can be found in the draft Regional TOD Strategy (Attachment 1).

1. Continue to implement a compact and highly interconnected diversity of land uses and activities in the Smart Growth Opportunity Areas, consistent with the land use targets identified in the SANDAG Smart Growth Concept Map.
2. Consider coordinated planning of TODs along single corridors or interconnected networks of transit lines to better connect people to jobs by taking into account the characteristics of stations and surrounding land uses along a corridor.
3. Continue to promote walking and biking within transit-oriented districts to bridge the first-last mile gap by placing a priority on supportive walking and biking infrastructure, amenities, and connections within the core of transit-oriented districts.
4. Consider ways to provide vehicular connections and manage parking within transit-oriented districts to connect transit stations to job centers and homes where walking or biking distances are impractical.
5. Continue to engage a broad range of stakeholders in the planning and design of transit-oriented districts and support methods for public involvement.
6. Continue to work toward the creation of clear rules that provide a predictable development process and focus on removing regulatory barriers.
7. Continue to explore opportunities to streamline California Environmental Quality Act guidelines and processes to facilitate development projects in transit-oriented districts.
8. Continue to update transportation impact analysis methodologies to provide refined travel forecasting for infill projects in transit-oriented districts.
9. Consider focusing infrastructure and community facilities to support the success of transit-oriented districts.

10. Continue to encourage and monitor public-private partnerships and explore emerging tools for financing development projects to help fill gaps in project financing.
11. Consider directing affordable housing resources to transit-oriented districts to maximize the benefits of locating affordable and workforce housing in proximity to transit.
12. Continue and consider new ways to promote market readiness and development feasibility of TODs by sharing information, showcasing successful case studies, highlighting emerging opportunities, and identifying trends over time.
13. Consider developing an online, interactive tool to evaluate the TOD readiness of sites and districts that can be used by SANDAG, local jurisdictions, transit agencies, developers, community groups, and others.

Next Steps

The draft Regional TOD Strategy was discussed by the TWG on July 9, and is being discussed by both the Transportation and Regional Planning Committees on July 17. Input will be solicited from stakeholders during the months of August and September.

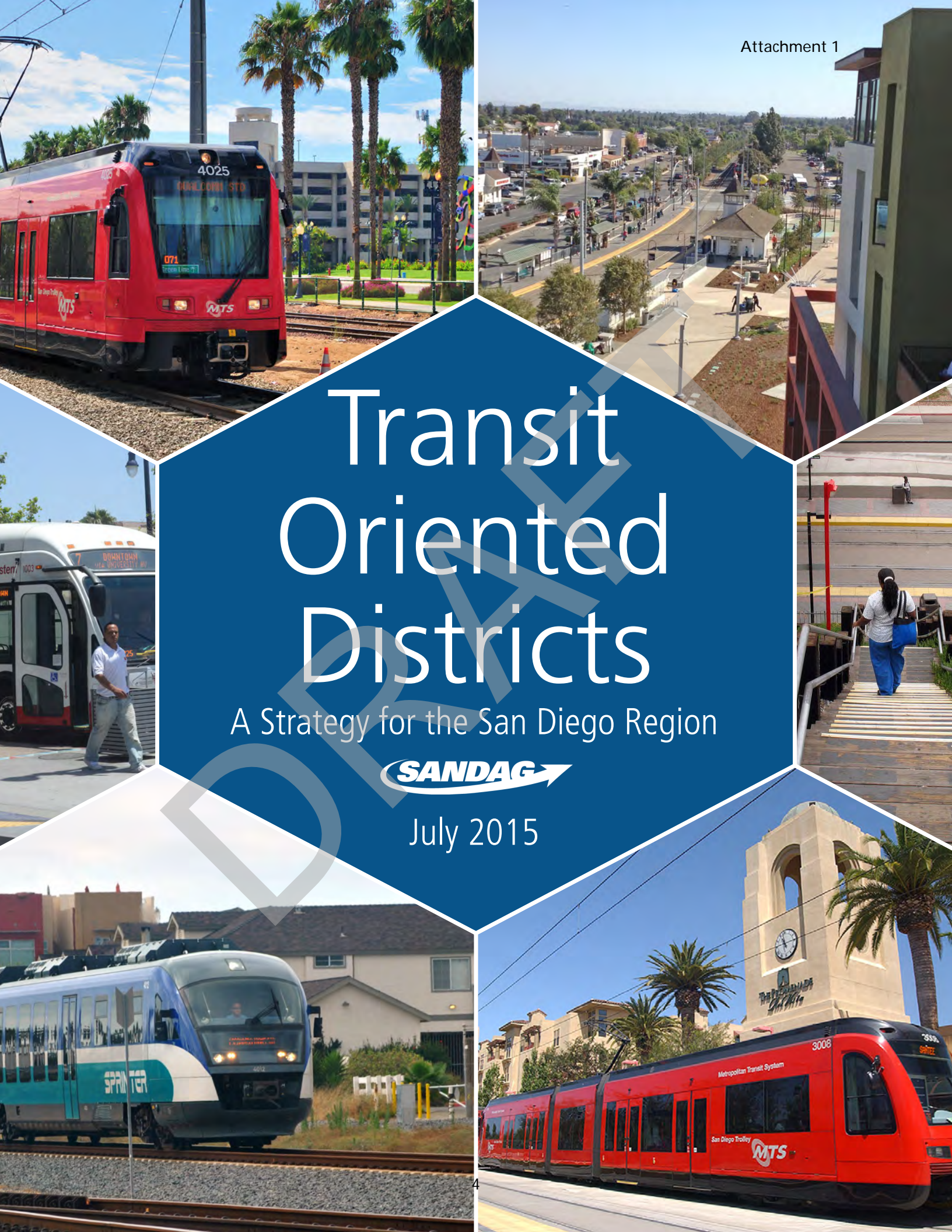
The final strategy is scheduled to be presented to the Board of Directors in September for acceptance, and will be included as an appendix of the Regional Plan.

CHARLES "MUGGS" STOLL

Director of Land Use and Transportation Planning

Attachment: 1. Draft Regional Transit Oriented Districts: A Strategy for the San Diego Region

Key Staff Contact: Susan Baldwin, (619) 699-1943, susan.baldwin@sandag.org



Transit Oriented Districts

A Strategy for the San Diego Region



July 2015



Transit Oriented Districts

A Strategy for the San Diego Region



July 2015

Prepared by:
AECOM

DRAFT



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DRAFT



INTRODUCTION

Transit Oriented Districts: A Strategy for the San Diego Region (“Regional TOD Strategy”) strives to create vibrant communities throughout the region by increasing access to the existing and planned regional transit network and overcoming barriers to implementation through coordinated, supportive land use policies and regulations, and public and private investment.

This strategy will support and help to implement San Diego Forward: The Regional Plan, the San Diego region’s Regional Transportation Plan and Sustainable Communities Strategy. It is intended to reinforce the regional strategy of creating sustainable communities by focusing future residential and employment growth and development in existing urbanized areas of the region near existing and planned transportation infrastructure. This strategy will help protect sensitive habitat and open space, provide residents mobility options and reduce greenhouse gas emissions. This Regional TOD Strategy is designed for the particular attributes of the San Diego region, its development patterns, economic base, unique urban topography, and diverse community contexts. The fundamental premises of the strategy are:

- The San Diego region has developed at a relatively low density with dispersed job centers, not unlike a number of major metropolitan areas in the United States. Except for a few locations such as Downtown San Diego, the conventional definition of TOD as “Transit-Oriented Development”-- development immediately adjacent to an existing or planned transit station alone -- would not result in development capacity and vibrant communities serviced by transit called for in San Diego Forward. “Transit Oriented Districts”, generally described as places within 5 minutes of existing and planned transit stations, would allow communities to consider larger areas for reinvestment and to tailor development to meet community goals. The working definition for a Transit Oriented District set forth in this strategy is 0.25 miles by walking (at 3 mph), 0.75 miles by biking (at 9 mph), and 2.0 miles by vehicle (at 25 mph) from a transit station. These 5-minute access areas vary based on the local topography and physical context of each transit oriented district.
- Existing and future transit oriented districts have varied geographies that offer a mixture of uses, building types, parcel sizes and configurations, and development opportunities at different scales for different types of investors, depending on the particular location and public support. All districts should, however, emphasize quality environments for walking and biking, planned to be compatible with vehicles, and well-designed connections within the district and to adjacent neighborhoods and workplaces.

Purpose of the TOD Strategy

Creating vibrant communities that are accessible to transit is at the foundation of the region's coordinated land use and transportation planning.

As the San Diego region and its transportation system continue to evolve, with almost 925,000 more people and 460,000 more jobs anticipated in the region by 2050, local jurisdictions have made great strides in planning for more compact development near transit and a large majority of future growth is expected to occur near existing and planned transit stops.¹ In addition to the strides made by local jurisdictions, the region also has made great strides in planning for a more robust transit network as shown in the 2050 Regional Transportation Plan and its Sustainable Development Strategy (October 2011) and now in the most recent plan San Diego Forward: The Regional Plan, of which this strategy is an appendix.

Planning and implementing transit oriented districts in the region can give more people a choice to take transit, walk, or ride bicycles more, and drive less, reducing dependency on vehicles that generate greenhouse gas (GHG) emissions as they go about their daily activities. Transit oriented districts also provide an opportunity to create vibrant community centers and neighborhoods that evolve into mixed-use walkable districts where people can live, work, shop, and recreate.

This Regional TOD Strategy sets forth an approach and recommends strategies to create communities serviceable by transit; implement successful supportive infrastructure; and facilitate development of homes, workplaces, and services that contribute to a rich mix of living, working, and mobility choices. The San Diego region has several successful transit oriented communities, but will need more as the region grows.



Objectives

This Strategy is organized to address the challenges that hinder successful implementation of more transit oriented districts. The objectives are to:

- Attract investment and enable development near transit so that these areas become centers of activity.
- Increase transit ridership by increasing the number of people that live and work near transit and enhancing accessibility to transit.
- Reduce vehicle miles traveled per capita and contribute to the goals of San Diego Forward: The Regional Plan.
- Meet the challenges of regional growth by creating capacity near transit by using strategic investments and making selected TOD areas “ready” for new development.
- Build upon the existing foundation for TOD in the San Diego region by identifying supportive policies, targeted regulations, and assertive actions to create transit oriented districts.
- Align and coordinate efforts of SANDAG, local governments, transit agencies, developers, community members, and others with an interest in transit oriented development.

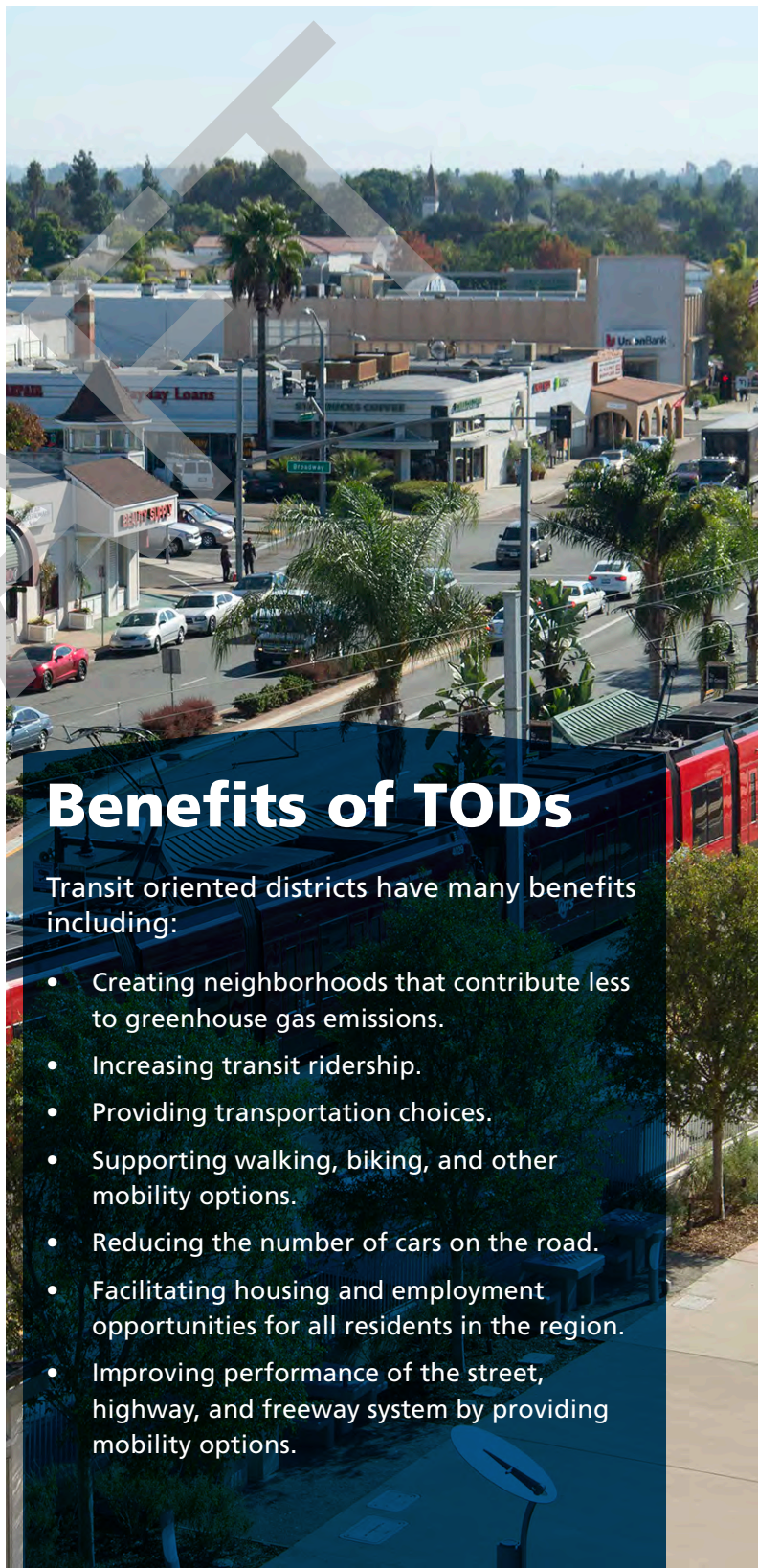
What Are “Transit Oriented Districts”?

Transit oriented districts are areas, neighborhoods, or communities that are conveniently accessible to transit. Districts are larger areas where some people are close enough to walk or bike to and from a transit station while others can get dropped off, carpool, or use shared mobility options.

“TOD” is typically an acronym for “Transit Oriented Development.” This definition focuses on real estate development projects next to transit stations, often as public-private partnerships. However, this report approaches the “D” in TODs in this report stands for “District” to reflect the importance of the relationship between transit stations and the surrounding community. Thinking of TODs in a larger context enables a range of development opportunities that meet various needs, while remaining market feasible.

Each community in the San Diego region is distinct, varying by topography, community characteristics, the pattern and concentration of residential and employment activity, and other site-specific factors. However, transit oriented districts can serve as the center of each community in a unique way, while still having a relative concentration of residential, commercial, and mixed-use development served by high-quality transit.

Development opportunities may include a range of uses from small lot housing and town homes, to low-rise and loft housing, flats and residential towers, main-street commercial, urban flex and campus space, visitor-serving uses, institutional facilities, and taller residential, office, and mixed-use buildings – all within mixed-use environments near transit, most of which are accessible by walking or biking. The mix of uses and densities will depend on the existing fabric and future plans for the district and will vary from place to place. A few examples, among several, include downtown San Diego, smaller city downtowns, and urban centers in larger cities such as downtown Oceanside and Chula Vista, and University City. Many neighborhood districts at smaller scales exist along transit corridors.



Benefits of TODs

Transit oriented districts have many benefits including:

- Creating neighborhoods that contribute less to greenhouse gas emissions.
- Increasing transit ridership.
- Providing transportation choices.
- Supporting walking, biking, and other mobility options.
- Reducing the number of cars on the road.
- Facilitating housing and employment opportunities for all residents in the region.
- Improving performance of the street, highway, and freeway system by providing mobility options.

SUMMARY OF RECOMMENDATIONS

Below is a summary of the recommendations that SANDAG, the transit agencies, local jurisdictions, and developers can take to facilitate the creation of more vibrant transit oriented districts throughout the region. These recommendations are described in more detail on pages 31 through 54 of the strategy.

1. Continue to implement a compact, and highly interconnected diversity of land uses and activities in the Smart Growth Opportunity Areas, consistent with the land use targets identified in the regional Smart Growth Concept Map. Consideration should be given to a range of local planning regulatory mechanisms, such as specific plans and overlay zones, and reduced parking ratios, where appropriate.
2. Consider coordinated planning of TODs along single corridors or inter-connected networks of transit lines to better connect people to jobs by taking into account the characteristics of stations and surrounding land uses along a corridor. Coordinated development along a network of TODs can help create housing at costs that are consistent with the wages of industries and jobs within the same network. This would help to create job growth in transit oriented districts and support workforce housing, and help build the market for TODs.
3. Continue to promote walking and biking within transit oriented districts to bridge the first-last mile gap, by placing a priority on supportive walking and biking infrastructure, amenities, and connections within the core of transit oriented districts. The *TransNet* Active Transportation and Smart Growth grant programs and Local Streets and Road funds provide funding for these types of improvements.
4. Consider ways to provide vehicular connections and manage parking within transit oriented districts to connect transit stations to job centers and homes where walking or biking distances are impractical. Vehicles can extend people's ability to get to and from home and work by carpooling, vanpooling, taking a shuttle, or using a car share or ride share service. Parking supply, pricing, and management tools found in the Parking Management Tool Kit also are important mechanisms to get people to and from transit stations. The creation of mobility hubs can help implement this recommendation.
5. Continue to engage a broad range of stakeholders in the planning and design of transit oriented districts and support methods for public involvement. SANDAG can continue its role in presenting examples of successful TODs within and outside the region, including field trips; the ongoing Smart Growth Outreach program; and could consider a testimonial on-line video program of people who use transit, live and work in TODs, and are employers in TODs.

6. Continue to work toward the creation of clear rules that provide a predictable development process and focus on removing regulatory barriers. Reducing risk from the entitlement process, including time delay and political risk, is essential to attracting investors and developers. Each jurisdiction has its own structure for land use regulation and design review; however, priority can be given to context-sensitive design that produces predictable results that are embraced by the public.
7. Continue to explore opportunities to streamline California Environmental Quality Act (CEQA) guidelines and processes to facilitate development projects in transit oriented districts. The region's local jurisdictions should consider amendments to their General Plan policies, traffic impact analysis procedures, and locally adopted CEQA guidelines and significance thresholds to take advantage of recent changes in state law to facilitate infill development and CEQA review.
8. Continue to update transportation impact analysis methodologies to provide refined travel forecasting for infill projects in transit oriented districts. SANDAG transportation models that incorporate walking, biking, and access to transit should continue to be developed and refined with training on their use provided to local jurisdictions and consultants.
9. Consider focusing infrastructure and community facilities to support the success of transit oriented districts. Transit oriented districts may require significant investments to accommodate new development and changes in land uses, and to provide sufficient capacity and necessary public amenities. Enhanced Infrastructure Financing Districts; special facility districts such as single or dis-contiguous TOD community facilities districts, property-based BIDs, storm-water districts, and mobility districts; TOD-specific standards for impact fees; and directed local capital improvement plan investments are among the local mechanisms available.
10. Continue to encourage and monitor public-private partnerships and explore emerging tools for financing development projects and value-capture techniques to help fill gaps in project financing. Leveraging transit agency and publicly owned land near transit stations; investing in a regional pooled fund focused on TOD; utilizing incentive zoning and development agreements, and capitalizing on federal, state, and local grant programs are all ways of catalyzing development.

11. Consider directing affordable housing resources to transit oriented districts to maximize the benefits of locating affordable and workforce housing in proximity to transit. Community Development Block Grant (CDBG), HOME, and other funding can provide supportive infrastructure; sites can be positioned for tax credits and affordable housing grants and bond criteria; and identified as priority receiving areas for inclusionary housing in-lieu fees and housing trust fund expenditures.
12. Continue and consider new ways to promote market readiness and development feasibility of TODs by sharing information, showcasing successful case studies, highlighting emerging opportunities, and monitoring trends over time. Consider working with industry associations and non-governmental organizations (NGOs) to prepare market performance information for development within the region's transit oriented districts and regularly publish a "Market State of TODs" report to inform potential developers and investors (locally and nationally).
13. Consider developing an on-line, interactive tool to evaluate the TOD readiness of sites and districts – a TOD Readiness Dashboard - that can be used by SANDAG, local jurisdictions, transit agencies, developers, community groups, and others.

CONTEXT OF TODs IN THE SAN DIEGO REGION

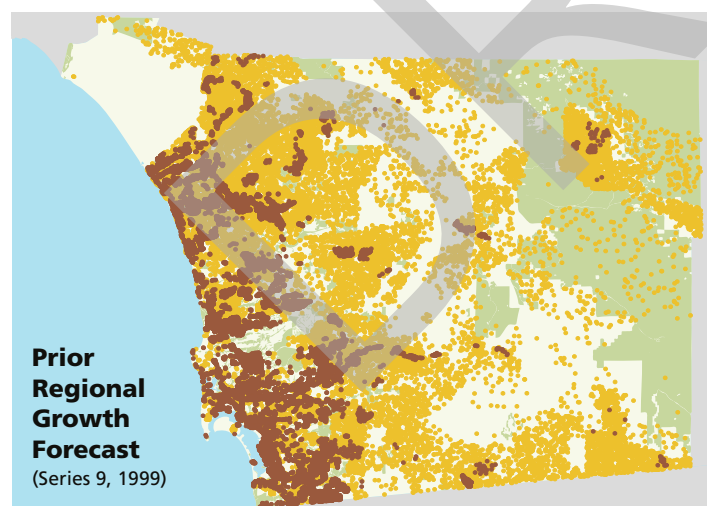
As the San Diego region and its transit system continue to evolve, SANDAG and local governments have made strides in planning for compact development near transit and in planning for more transit.

Our Changing Growth Patterns

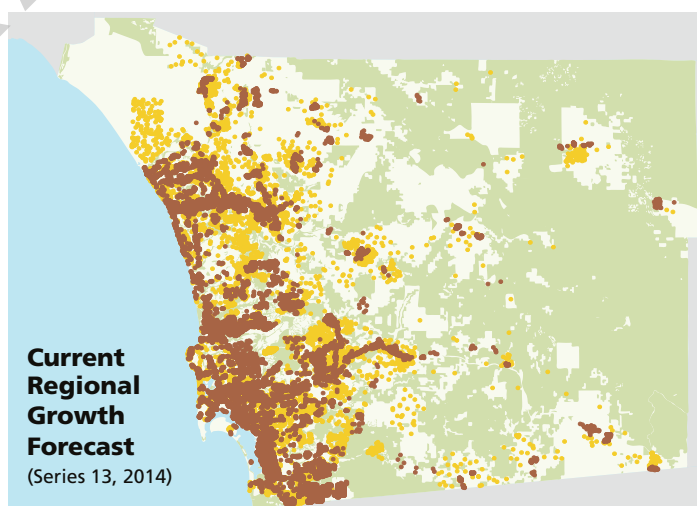
In just 15 years, our planned development patterns have shifted significantly – toward more growth in the western and more urbanized areas of our region that are close to our existing and planned transportation network, allowing us to preserve 55 percent of the region (nearly 1.5 million acres) as open space, parks, protected habitat, and farmland.

The first map (on the left) shows the growth patterns that were planned in 1999 when the region's plans called for extensive development in the eastern part of the county (Series 9 Regional Growth Forecast). Since then, plans have changed due to actions by our local cities and county. The second map (on the right) shows our new vision for the future (Series 13 Regional Growth Forecast).

1999 Planned Land Use



2015 Planned Land Use



● Growth in Housing Units
1 dot = 10 new housing units

● Growth in Employment
1 dot = 10 new jobs

■ Open Space



Smart Growth Concept Map

In 2004, SANDAG adopted the Regional Comprehensive Plan (RCP) for the San Diego region. The RCP provides a vision for the region based on smart growth and sustainability. A key component of the RCP is the “Smart Growth Concept Map” illustrating the location of existing, planned, and potential smart growth areas. These areas are potential locations for higher density mixed-use development near existing and planned public transit.

The Concept Map contains more than 200 locations in seven smart growth “place types”: the Metropolitan Center, Urban Centers, Town Centers, Community Centers, Rural Villages, Mixed Use Transit Corridors, and Special Use Centers, reflecting the principle that smart growth is not a “one-size-fits-all” endeavor but a series of land use, design, and mobility strategies that are applicable in varied contexts.

Local Governments

During the last decade, more than half of local jurisdictions have updated their land use plans and zoning ordinances, collectively moving the region’s vision of the future toward compact development near transit and greater open space preservation. Focusing housing and job opportunities in existing urbanized areas has replaced previous assumptions of more dispersed development patterns (as shown in the maps above). Transit oriented communities will play an important role in accommodating the region’s future population, housing, and employment growth, but challenges remain in market readiness and potential capacity for transit oriented communities throughout the San Diego region.

Smart Growth Concept Map Minimum Land Use and Transportation Targets

Smart Growth Place Type	Minimum Residential Target	Minimum Employment Target	Minimum Transit Service Characteristics
Metropolitan Center	75 du/ac	80 emp/ac	Commuter Rail, Express Light Rail Transit (LRT), or Bus Rapid Transit (BRT)
Urban Center	40 du/ac	50 emp/ac	LRT or Rapid Bus
Town Center	20 du/ac	30 emp/ac	LRT, Rapid Bus, or Streetcar/Shuttle*
Community Center	20 du/ac	N/A	High-Frequency Peak-Period Local Bus or Streetcar/Shuttle within Urban Area Transit Strategy Boundary
Rural Village	10.9 du/ac	N/A	N/A
Special Use Center	Optional	45 emp/ac	LRT, Rapid Bus, or Peak BRT
Mixed-Use Transit Corridor	24 du/ac	N/A	High-Frequency Peak-Period Local Bus or Streetcar/Shuttle

du/ac = dwelling units per acre emp/ac = employees per acre

* In Town Centers, areas can be connected to LRT and/or Rapid Bus by a local transit connection or Streetcar/Shuttle Service.

Smart Growth Tool Box

Implementation is a key goal of the Smart Growth Concept Map. The primary ways that SANDAG supports implementation is to provide 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 the following planning and financing tools:

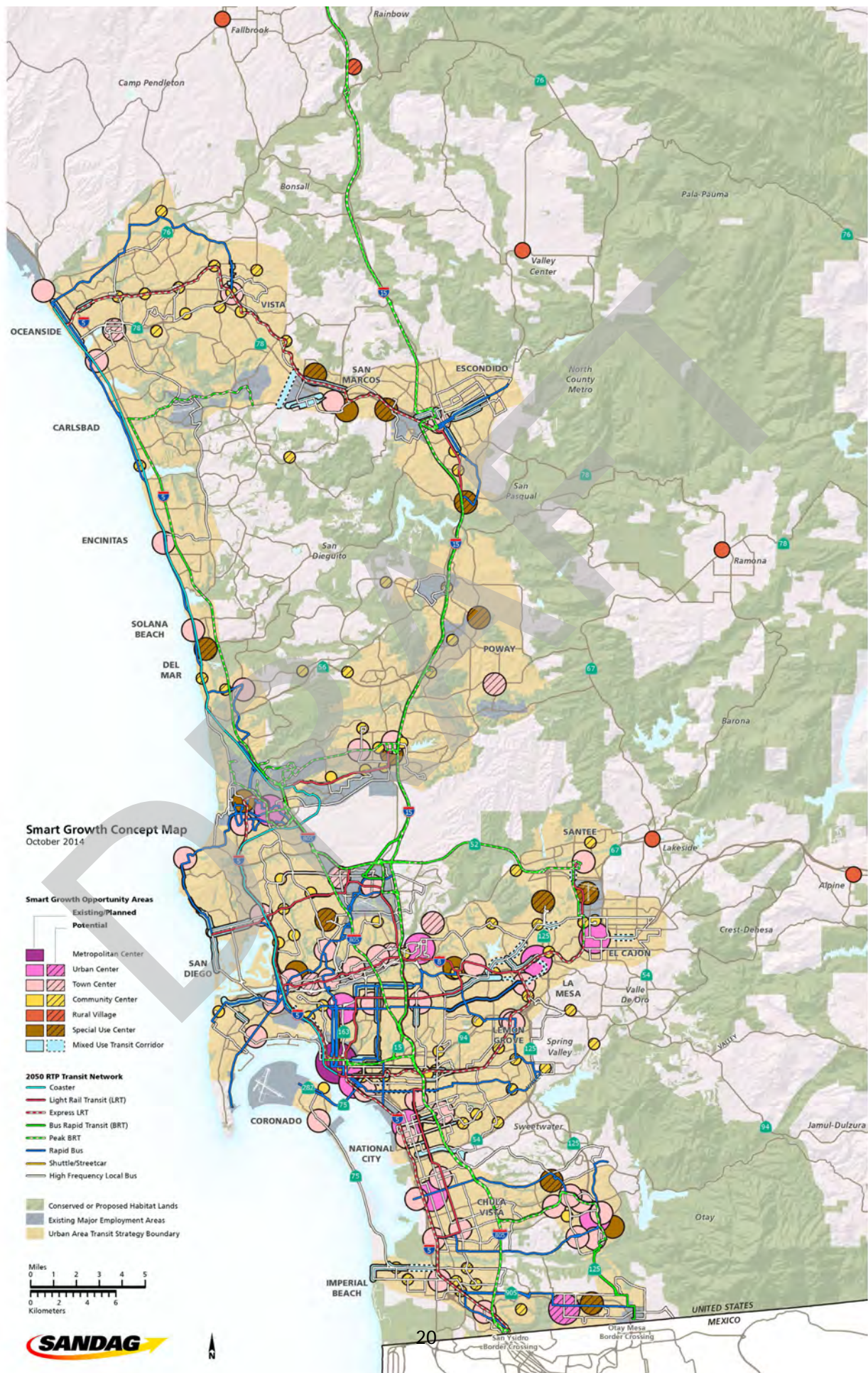
Planning Tools:

- Smart Growth Concept Map
- Visualization Tools and Photo Library
- Smart Growth Design Guidelines
- Smart Growth Trip Generation/Parking Study
- San Diego Regional Bicycle Plan
- Planning and Designing for Pedestrians
- Integrating Transportation Demand Management Into the Planning and Development Process - A Reference for Cities
- Transportation Demand Management Parking Study and Inventory
- Regional Parking Management Toolbox

Financing Tools:

- *TransNet* Smart Growth Incentive Program (SGIP)
- Transportation Development Act/*TransNet* Bicycle, Pedestrian, and Neighborhood Safety Program (now Active Transportation Grant Program)

Smart Growth Concept Map – October 2014



Existing and Planned Transit System

Transit oriented districts depend on high-quality transit service. The speed, frequency of service, number and spacing of stops, and ability to access employment centers and other major destinations are all key factors to making transit an integral part of the everyday life of communities. The Trolley (Blue Line, Orange Line, and Green Line), COASTER, and SPRINTER are the foundation of the region's transit network and each of the stations along these lines presents an opportunity to create different types of transit oriented districts. Rapid bus service, and local bus service along key corridors and at major stops, also plays an important role in supporting TODs along key corridors.

San Diego Forward: The Regional Plan envisions an expanded and more efficient public transit system, and identifies a number of investments that will create new opportunities for TODs.

Major improvements to the San Diego region's public transit system identified in San Diego Forward: The Regional Plan include:

- Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor: The COASTER, AMTRAK, and Metrolink rail corridor provides premier passenger rail services, connecting San Diego to Los Angeles and other points north and east. The Regional Plan builds on this corridor by adding more track capacity and improved stations.
- Trolley/SPRINTER/Rapid Service: These routes offer fast and reliable rail and bus travel with limited stops in key travel corridors. The Trolley and SPRINTER operate on their own dedicated rail lines, while Rapid services operate on freeway managed lanes and on local streets.
- Mid-Coast Trolley extending service from Santa Fe Depot in Downtown San Diego to the University City community, serving Old Town, the University of California San Diego (UC San Diego), and Westfield University Towne Center.
- SPRINTER double-tracking, which will enable higher frequency service, and the extension of service from Escondido south to Westfield North County.
- A new Trolley line from San Ysidro to Carmel Valley along the I-805/I-15 corridors via Chula Vista, National City, Southeastern San Diego, Mid-City, Mission Valley, Kearny Mesa, University City and Sorrento Valley.
- A new Trolley line from Pacific Beach to the El Cajon Transit Center, via Clairemont, Kearny Mesa, Mission Valley, and San Diego State University (SDSU).
- A new Trolley line from Downtown San Diego to SDSU, along Park Boulevard and El Cajon Boulevard corridors via Balboa Park, North Park, and City Heights.
- A new Trolley line from University City to Sorrento Valley, which will include a connection to the COASTER.
- New Rapid service from Otay Mesa to Downtown San Diego, along State Route 125 (SR 125)/East Palomar/I-805 corridors via Otay Ranch, eastern Chula Vista, and National City.
- New Rapid service for commuters. This will offer peak period service to key regional job centers along the Managed Lanes of key freeway corridors, including South Bay to Kearny Mesa/University City/Sorrento Mesa via the SR 52 and I-805 corridors; East County

to Downtown San Diego via the SR 94 corridor; South County/Mid-City to Palomar Airport Road corridor via the I-805/I-5 corridors; and Downtown San Diego to Kearny Mesa along the SR 163 corridor.

- **New Rapid service on arterials.** This will operate on arterial roadways and provide limited-stop, high-speed service along several key corridors throughout the region, supplementing existing local bus services.
- **Streetcars/Shuttles:** Streetcars would operate in several neighborhoods in and around Downtown San Diego, connect North Park with Downtown San Diego, and link La Jolla with Mission Beach via Pacific Beach.
- **Local Bus Services:** Local bus services remain the backbone of the regional transit system. Most routes will see service frequencies increased to every 10 minutes all day, creating a network of convenient local bus service for short-distance trips and access to rail and Rapid services.

Transit Stations with the Highest Ridership in the San Diego Region - 2014

Transit Station	Average Total Weekday Boardings & Alightings
12th & Imperial Transit Center	25,456
San Ysidro / Intl Border	18,060
City College Station	12,734
Old Town Transit Center	12,650
El Cajon Transit Center	9,705
Santa Fe Depot	9,465
Palomar Street Station	9,031
Grossmont Transit Center	7,114
Iris Avenue Station	6,740
SDSU Transit Center	6,709

Source: SANDAG. FY2014 Ridership by Route and Stop.





Real Estate Market

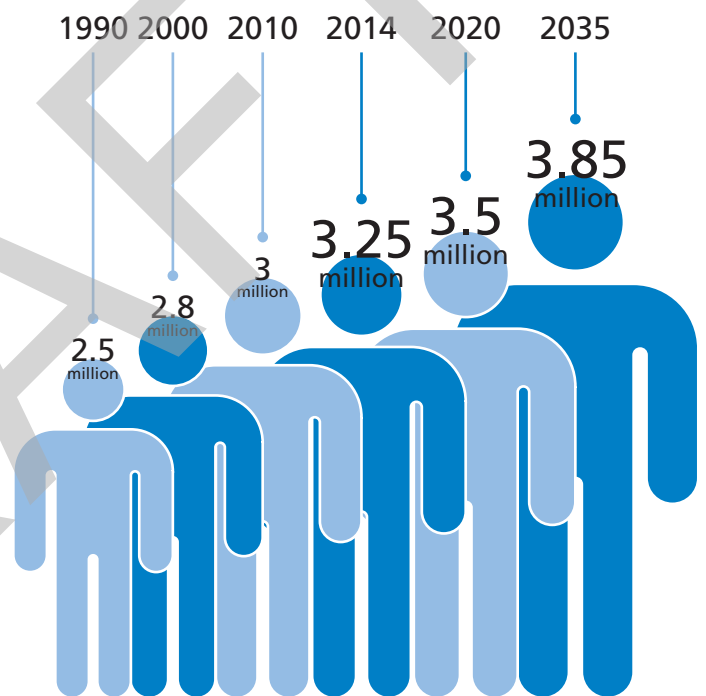
Transit access is one factor that can help make a location more attractive for new development. However, the introduction of new transit alone does not fundamentally change existing real estate market conditions. In a station area with a weak real estate market, there may be insufficient demand to support new, higher-intensity development even with the introduction of transit, especially if the station area is a considerable distance from an employment center or other major activity node. In other station areas, there may be a strong demand for new development but changes to local development standards may be required in order for development to occur near transit stations.⁷ In addition to real estate market strength, studies of development patterns near transit have found that the availability of appropriate development opportunity sites and local connectivity, infrastructure, and place-making needs can also affect the potential for development in any given transit station area. Key characteristics of the San Diego residential and office market are:

- **Developers have found that renters are willing to pay a premium for proximity to a rail transit station.** According to developers who participated in focus groups and interviews, apartments located close to a rail transit station can command a price premium. In some markets, particularly in the eastern and southern suburbs where rents tend to be lower, proximity to a transit station may help make a project financially feasible that would otherwise not be.
- **Research has found that single-family homes and condominiums in the San Diego metro area experience a significant price premium associated with proximity to rail transit.** A recent series of studies on property values around San Diego's Trolley stations found that all else being equal, a condominium located within a quarter-mile of a station was worth 16 percent more than a condominium located a mile away from a station, while a single-family home located within a quarter-mile of a station was worth 6 percent more than one located a mile away.⁸ Property value premiums were generally higher near transit stations located in more pedestrian-oriented neighborhoods and in higher-density zoning districts.
- **Many of the region's larger and higher-rent office markets currently have limited transit service, and development patterns that make providing frequent service challenging.** Service to many of the major employment centers in North City and North County Coastal, including Sorrento Valley, Torrey Pines, University Town Center (UTC), the I-5 Corridor, and Carlsbad, is provided by the COASTER, which provides limited service with long headways. The new Rapid services provide some access to employment areas in the I-15 corridor, Kearny Mesa and Sorrento Mesa, but first mile, last mile connections are difficult given the spread out, low density land uses. Other areas like much of the Carlsbad market, Encinitas, Torrey Pines, and Carmel Valley have little or no transit given the low employment densities and/or auto-oriented development patterns that make it challenging to provide efficient, high-frequency service.
- **Future transit investments could help support growth by reducing congestion and increasing access to jobs.** Freeways and arterials in many major employment centers in North City and North County are already congested, and traffic is expected to worsen as population and employment continue to grow in UTC and other major nodes. Employers in Sorrento Valley, Torrey Pines, UTC, and other nearby job centers already run shuttles to the Sorrento Valley COASTER Station during commute hours. Planned transit investments such as the Mid-Coast Corridor have the potential to support future growth while providing additional transportation choices.

THE CASE FOR TOD

Many trends that are shaping the San Diego region reinforce the importance and likely appeal of transit oriented options, including an aging population, strong knowledge-based industry sectors, a growing share of millennials, and the rising number of small, non-family households.

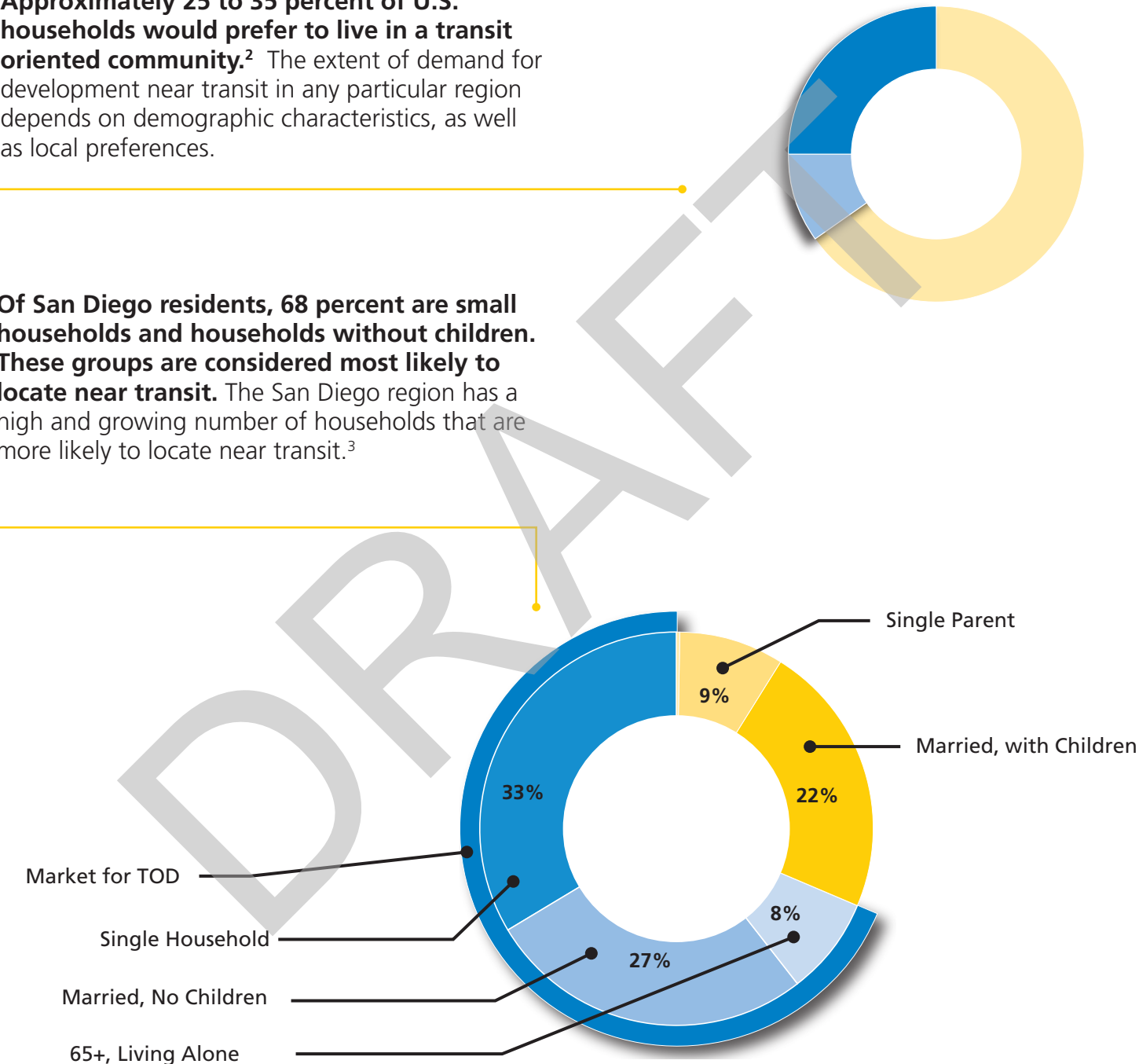
The San Diego region had approximately 3.25 million residents in 2014 and is projected to increase to nearly 3.5 million by 2020, and 3.85 million by 2035.



Source: SANDAG, U.S. Census Bureau; SANDAG, 2050 Series 13 Regional Growth Forecast (data extracted on: 05/2015).

Approximately 25 to 35 percent of U.S. households would prefer to live in a transit oriented community.² The extent of demand for development near transit in any particular region depends on demographic characteristics, as well as local preferences.

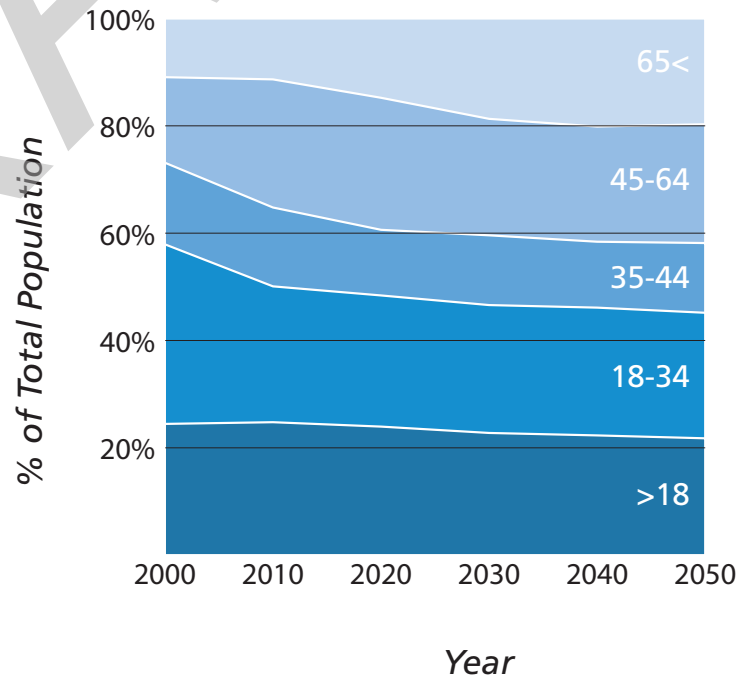
Of San Diego residents, 68 percent are small households and households without children. These groups are considered most likely to locate near transit. The San Diego region has a high and growing number of households that are more likely to locate near transit.³



Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey. Selected Social Characteristics in the United States (DP02). Accessed May 27, 2015; AECOM.

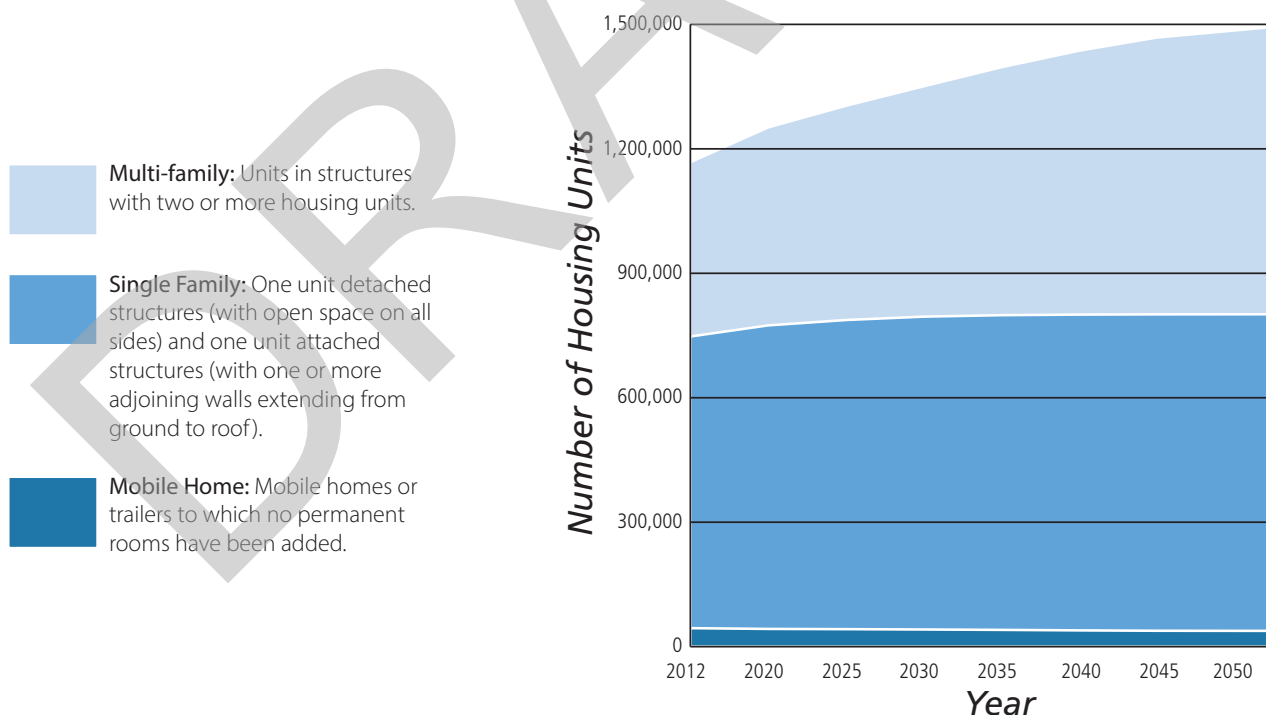
Millennial (people born in the 1980s and 1990s) and Baby Boomer (people born between 1946 and 1964) Generations account for the largest shares of the region's population and are expected to drive housing demand in the coming decade.

As the millennials come into adulthood and the Baby Boomers enter retirement, these demographic groups are particularly interested in access to transit, amenity-rich neighborhoods, and shorter commutes.⁴ Demographic shifts will continue to change preferences for housing in the San Diego region. Given the ready access to amenities and services, TOD settings with a mixture of housing types and densities support vibrant, dynamic neighborhoods that appeal to younger residents and enable people to age in place within their communities, creating multi-generational neighborhoods.



Source: SANDAG, 2050 Series 13 Regional Growth Forecast (data extracted on: 05/2015).

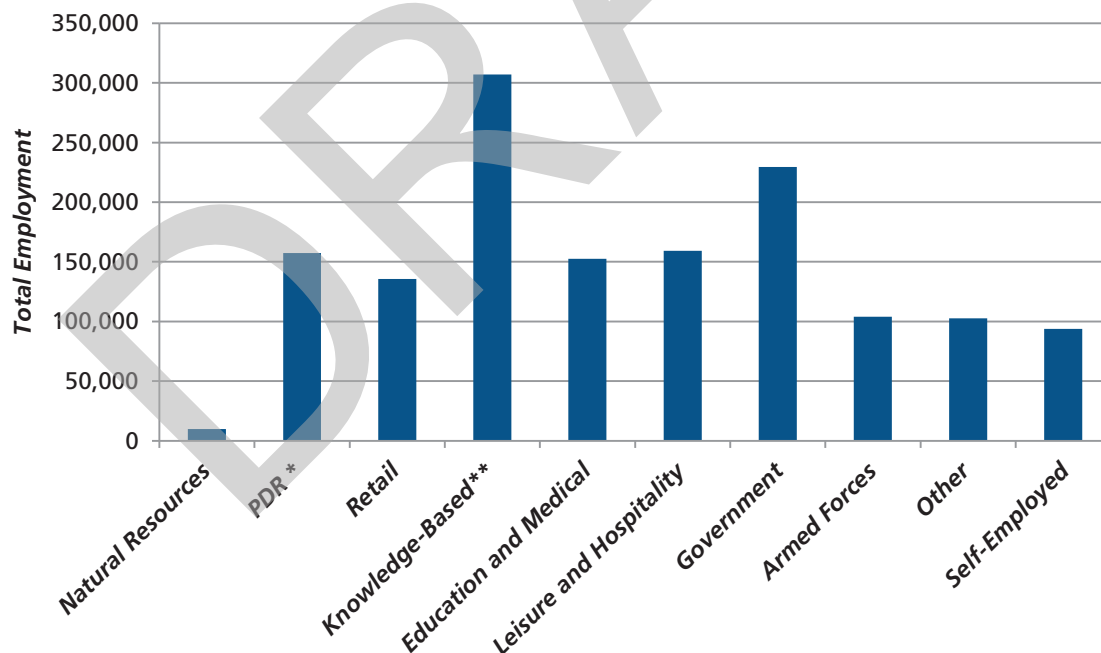
The region will see a dramatic shift toward multi-family housing development over the coming decades. SANDAG projects that by 2050, multi-family housing is expected to account for 46 percent of the county's total housing stock, compared to 36 percent in 2010. To meet this projection, multi-family units will need to account for nearly 80 percent of new units built between 2010 and 2035, and more than 90 percent of new units between 2035 and 2050. In comparison, only 40 percent of new units built in San Diego County between 2000 and 2010 were in multi-family buildings.



Source: SANDAG, 2050 Series 13 Regional Growth Forecast (data extracted on: 05/2015).

Businesses increasingly choose locations based on factors such as local quality of life and the productivity and education levels of the local workforce. Firms in the professional, scientific, financial services, information, and other “knowledge-based” industries are especially likely to locate near transit.⁵

Changes to the economy in the San Diego region are changing where people work. Knowledge-based industries that can work in more concentrated work environments have proven to be a key driver of demand for TODs in other cities. The knowledge-based industry group, which includes professional and scientific services, finance and real estate, information, and management and administration support services, accounted for over 300,000 jobs in 2010, or approximately 21 percent of total employment in San Diego County, and was the largest employment sector. National research has shown that firms in these knowledge-based industries have the greatest propensity to locate near transit, and that workers in these industries are most likely to take transit to work.⁷

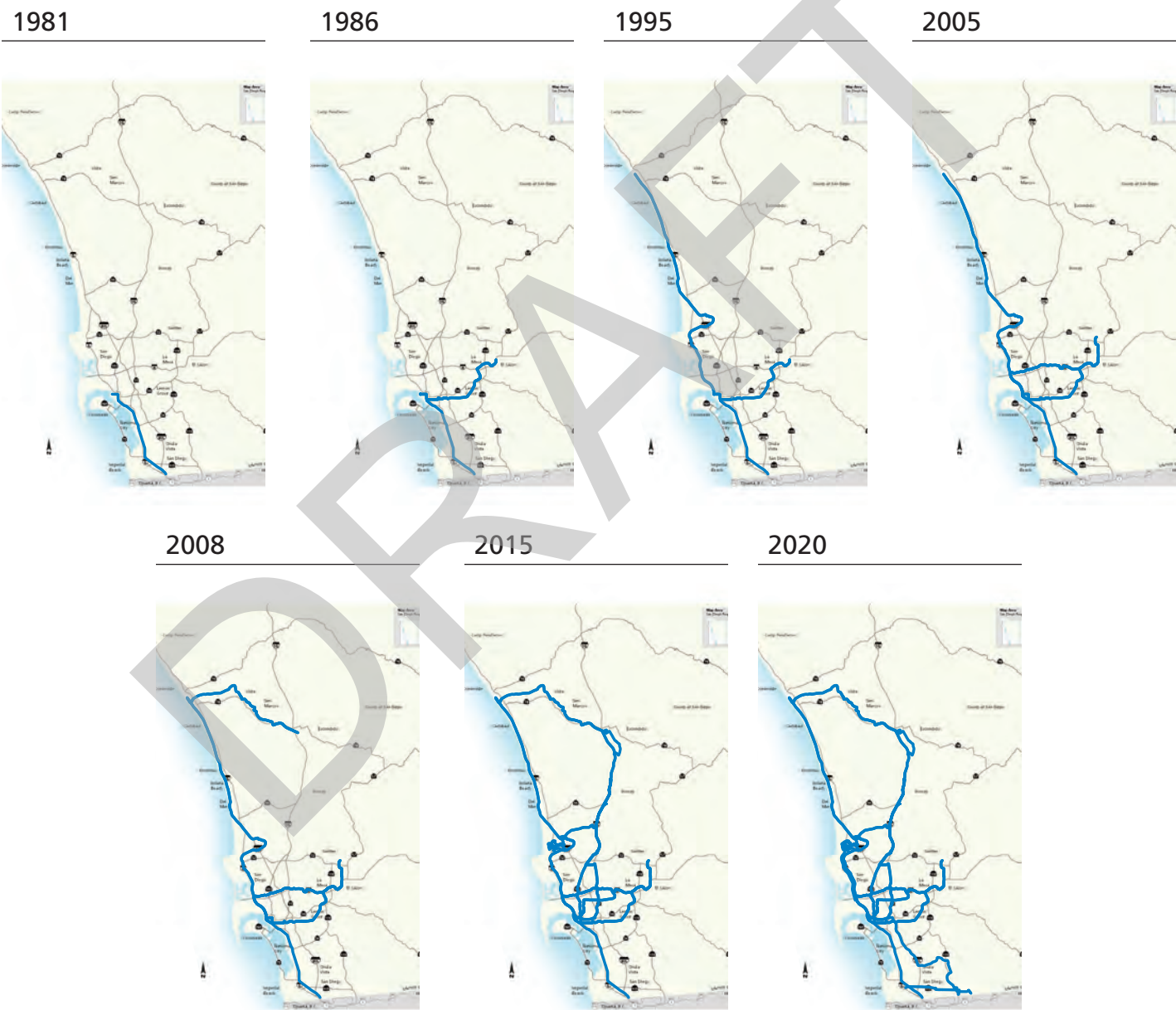


* Production, distribution, and repair. Includes manufacturing, wholesale, transportation, warehousing, and utilities.

** Includes professional, scientific, business services, finance and insurance, real estate, and information.

Source: Strategic Economics 2014

The transit system in the San Diego region continues to grow, serving more neighborhoods and providing better access to jobs.

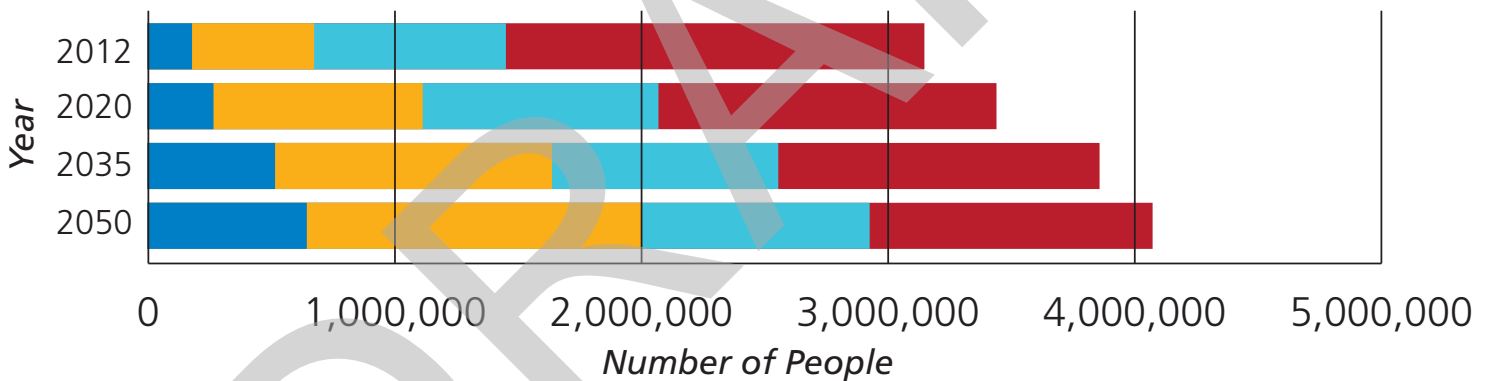




By 2050, it is estimated that nearly 72% of people **living** in the San Diego region could access a transit stop to and from home within 5-minutes.

In 2012, 5.5% of people could walk between a transit stop to and from home within 5-minutes; and, 21.3% of people could ride a bike between a transit stop to and from home within 5-minutes.

By 2050, it is estimated that 15.7% of people could walk between a transit stop to and from home within 5-minutes (an increase of 268%); and 49.1% could ride a bike between a transit stop to and from home within 5-minutes (an increase of 199%).



Access within 5-Minutes

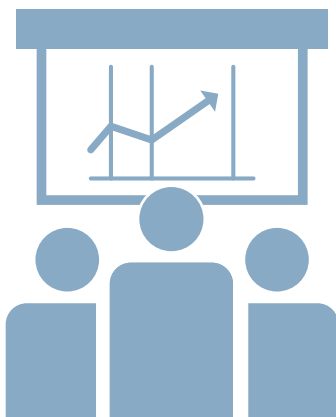
■ Number of People Living with 5-Minute Walking Access to a Transit Stop (Approximately 0.25 miles @ a walking speed of 3 miles per hour)

■ Number of People Living with 5-Minute Biking Access to a Transit Stop (Approximately 0.75 miles @ biking speed of 9 miles per hour)

■ Number of People Living with 5-Minute Access by Car to a Transit Stop (Approximately 2.0 miles @ a driving speed of 25 miles per hour)

■ Remainder of Regional Population without Access to a Transit Stop within 5-Minutes to and from home

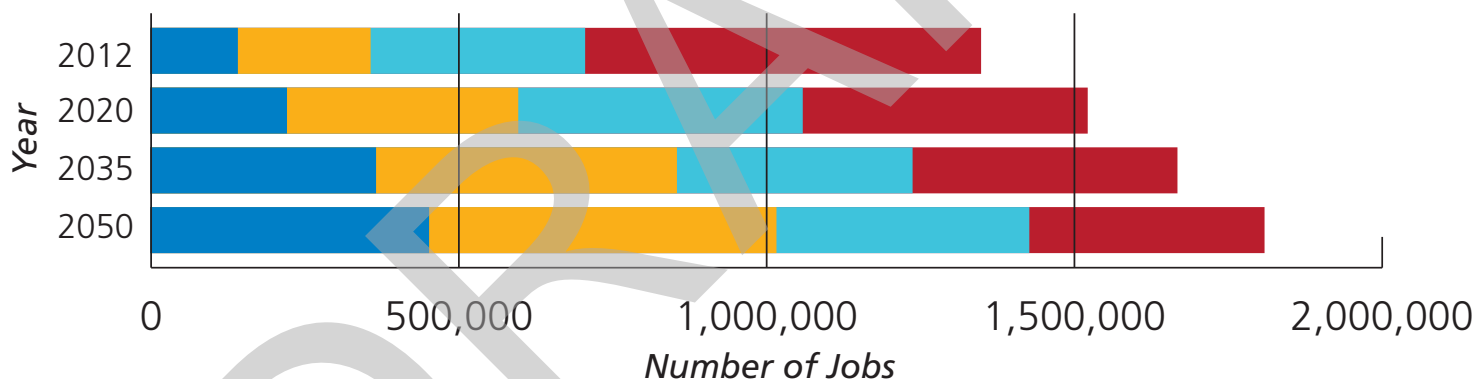
Source: SANDAG, GIS Client Services, 2015. SANDAG, San Diego Forward, Regional Growth Forecast, 2015.



By 2050, it is estimated that nearly 80% of people **working** in the San Diego region could access a transit stop to and from work within 5-minutes.

In 2012, 10.4% of people could walk between a transit stop to and from work within 5-minutes; and, 26.4% of people could ride a bike between a transit stop to and from work within 5-minutes.

By 2050, it is estimated that nearly 25% of people could walk between a transit stop to and from work within 5-minutes (an increase of 222%); and, 56% could ride a bike between a transit stop to and from work within 5-minutes (an increase of 185%).



Access within 5-Minutes

- Number of Jobs within 5-Minute Walking Access to a Transit Stop (Approximately 0.25 miles @ a walking speed of 3 miles per hour)
- Number of Jobs within 5-Minute Biking Access to a Transit Stop (Approximately 0.75 miles @ biking speed of 9 miles per hour)

■ Number of Jobs within 5-Minute Access by Car to a Transit Stop (Approximately 2.0 miles @ a driving speed of 25 miles per hour)

■ Remainder of the Number of Jobs in the San Diego Region without Access to a Transit Stop within 5-Minutes to and from Work

Source: SANDAG, GIS Client Services, 2015. SANDAG, San Diego Forward, Regional Growth Forecast, 2015.

BIG IDEAS

Several overarching ideas have driven the development of the Regional TOD Strategy. These ideas define an approach to looking at transit oriented districts in the San Diego region and have informed specific strategies and actions.

Big Idea: Connecting Jobs and Housing along a Network of TODs

While connectivity to the surrounding context is critical for each TOD, a successful network of TODs throughout the region should have coordinated land uses. Most TODs have a mixture of uses, to varying degrees, that include a combination of mixed-use buildings and single-use buildings within a mixed-use district. However, some TODs serve as primarily employment or special-use centers, some as residential centers, and others as entertainment or cultural centers. Coordinating uses along the same line can help build a market for real estate within the individual TODs, reinforcing each other.

For example, if one TOD on a line is a major employment center and other TODs along the same line focus on housing, they are reinforced when the housing is at a price-point mix that is consistent with the wages paid by employers in the employment center. If a TOD is an institutional center, such as a medical and hospital district or a university, an opportunity exists to provide housing along the line not just for workers, but for customers as well—senior housing in the case of medical needs, and student and faculty housing in the case of universities. This reinforces the institution, while the institution creates demand for the specialty housing. The direct access to a workforce and customers attracts employers to TOD locations along the line. The direct access to jobs and services attracts residents to TOD locations along the same line. The attraction of employers and residents creates demand for real estate, which attracts investors and developers to implement TODs—if the appropriate urban form, densities, and land use regulations are in place. The base of workers and customers creates demand for commercial-retail development within a TOD area and along the line.



Big Idea: Transit's Important Role in the Region's Transportation System

Transit is a component of a comprehensive and efficient regional transportation system. A successful transit system helps support other modes of transportation, such as walkable districts, bicycle networks, and car sharing. An effective transit system also supports a well-functioning highway and freeway network. The difference between a congested roadway and one where traffic can flow freely is at the margin. It is the last few cars entering the system that reduce travel speeds and can eventually lead to congestion. Several factors increasingly limit the ability to expand roadway capacity, including the diminishing supply and rising cost of land for right-of-way, inconsistency with mixed-use and pedestrian-oriented urban forms envisioned in many of the general plans adopted by local jurisdictions in the San Diego region, and the external environmental and health costs of air pollution and GHG emissions associated with more driving. A good transit system can play a role in addressing travel congestion by enabling the roadway system to operate more efficiently and achieving complementary benefits, such as improved regional air quality. In a successful, complete transportation network with competitive options, equilibrium can be achieved as people choose the option – walking, biking, transit, driving, or combination—that best meets their needs that day and time.

Big Idea: 5-Minute Access by Walking, Biking, or Driving

Transit oriented districts depend on convenient accessibility to transit by foot, bike, and car (whether driving alone, carpooling, taking a shuttle, or car sharing). No two districts are the same, and the area that is conveniently accessible is often different for each district given their distinct context and geography.

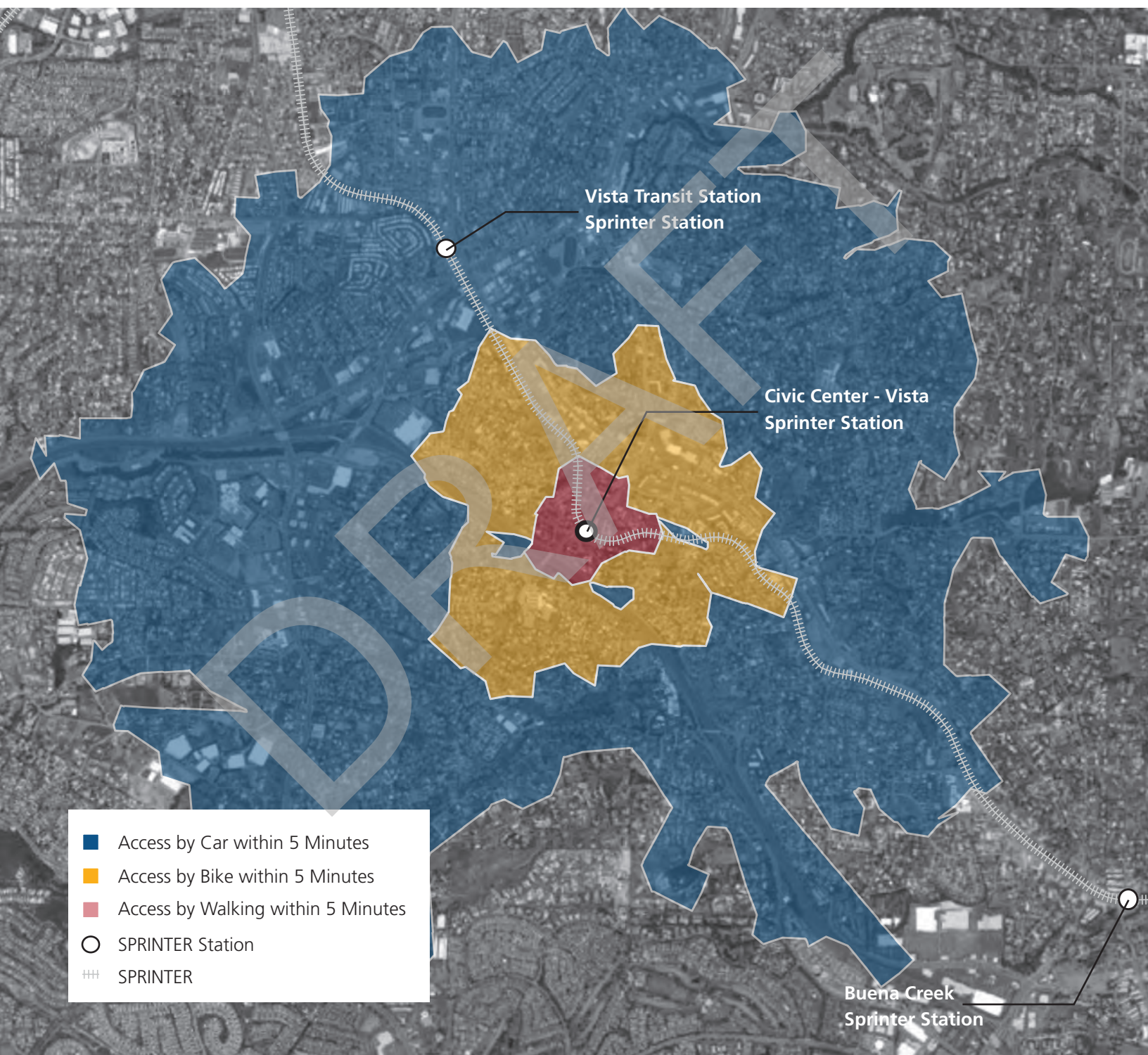
Defining the “catchment areas” for each transit station can help identify what areas are conveniently accessible within 5-minutes of each transit station by foot, bike, and car. Measuring access within 5-minutes can help identify areas where people are most likely to take transit and areas where travel time on transit may be most comparable to driving.

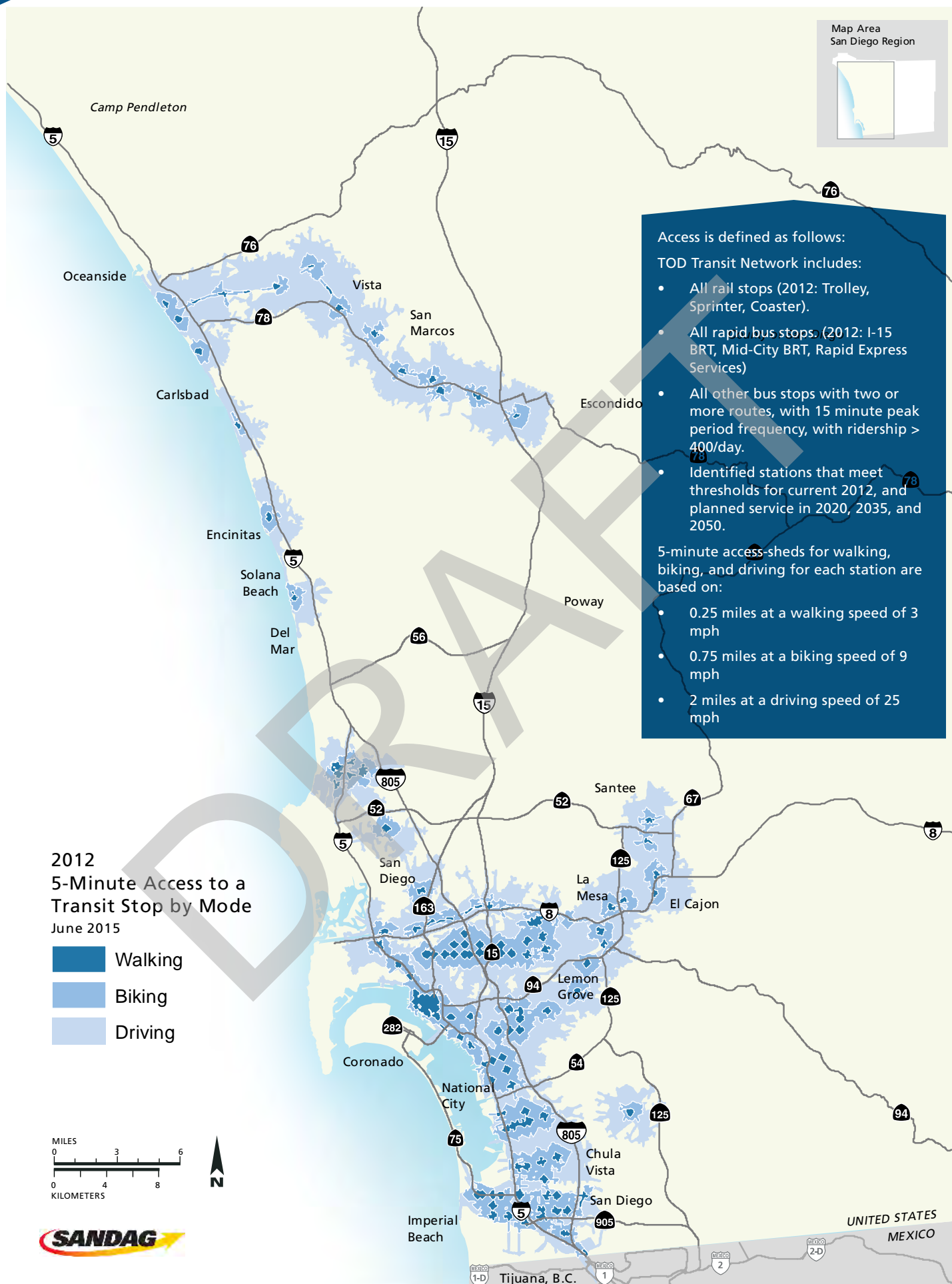
Models that identify “catchment areas” should reflect the unique characteristics of a site and the existing roadway networks (and their suitability, or lack of, for pedestrians and bicyclists), as well as other physical and natural constraints such as topography that can affect the time it takes to get to a transit station. Using realistic assessments of accessibility can help identify clear areas of priority for infrastructure that improve access to a transit station and can identify areas where new development can contribute most to TODs. A broad range of residential and employment choices can be compatible with the access- and amenity-rich environments associated with TODs.

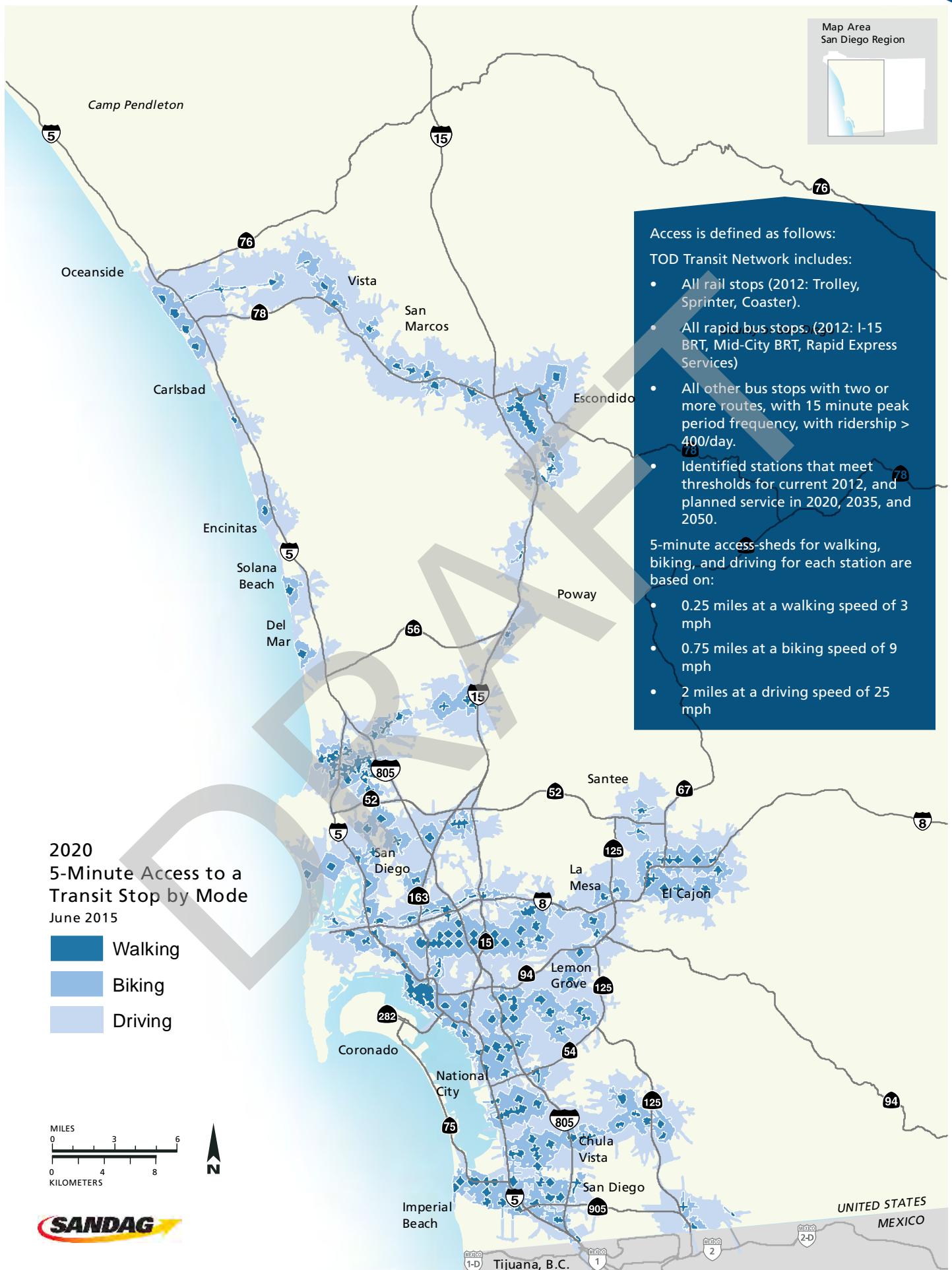
5-Minute Access to a Transit Stop by Mode

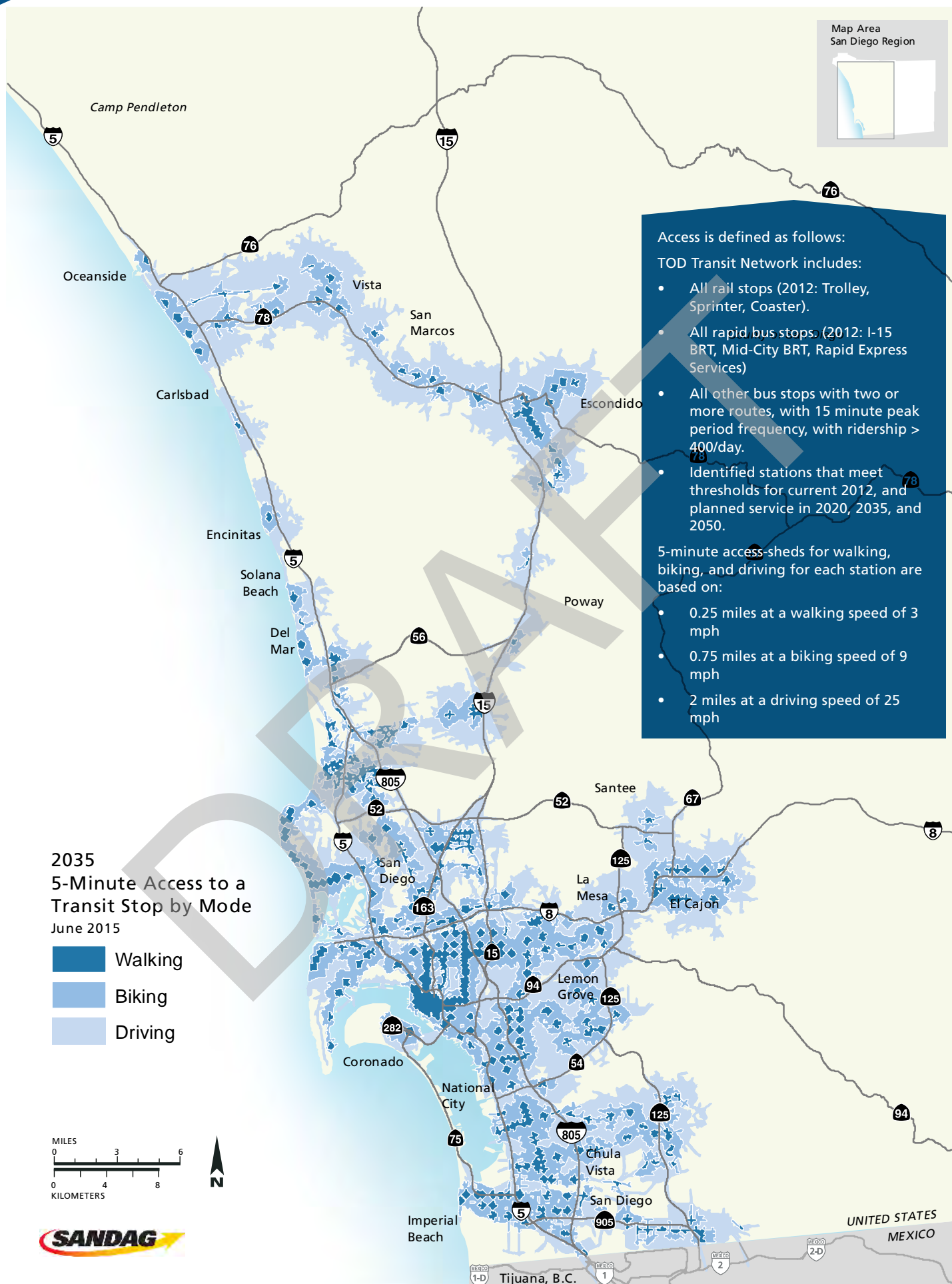
Mode	Approximate Distance and Speed
Walking Access	Approximately 0.25 miles @ a walking speed of 3 miles per hour
Biking Access	Approximately 0.75 miles @ a biking speed of 9 miles per hour
Access by Car	Approximately 2.0 miles @ a driving speed of 25 miles per hour

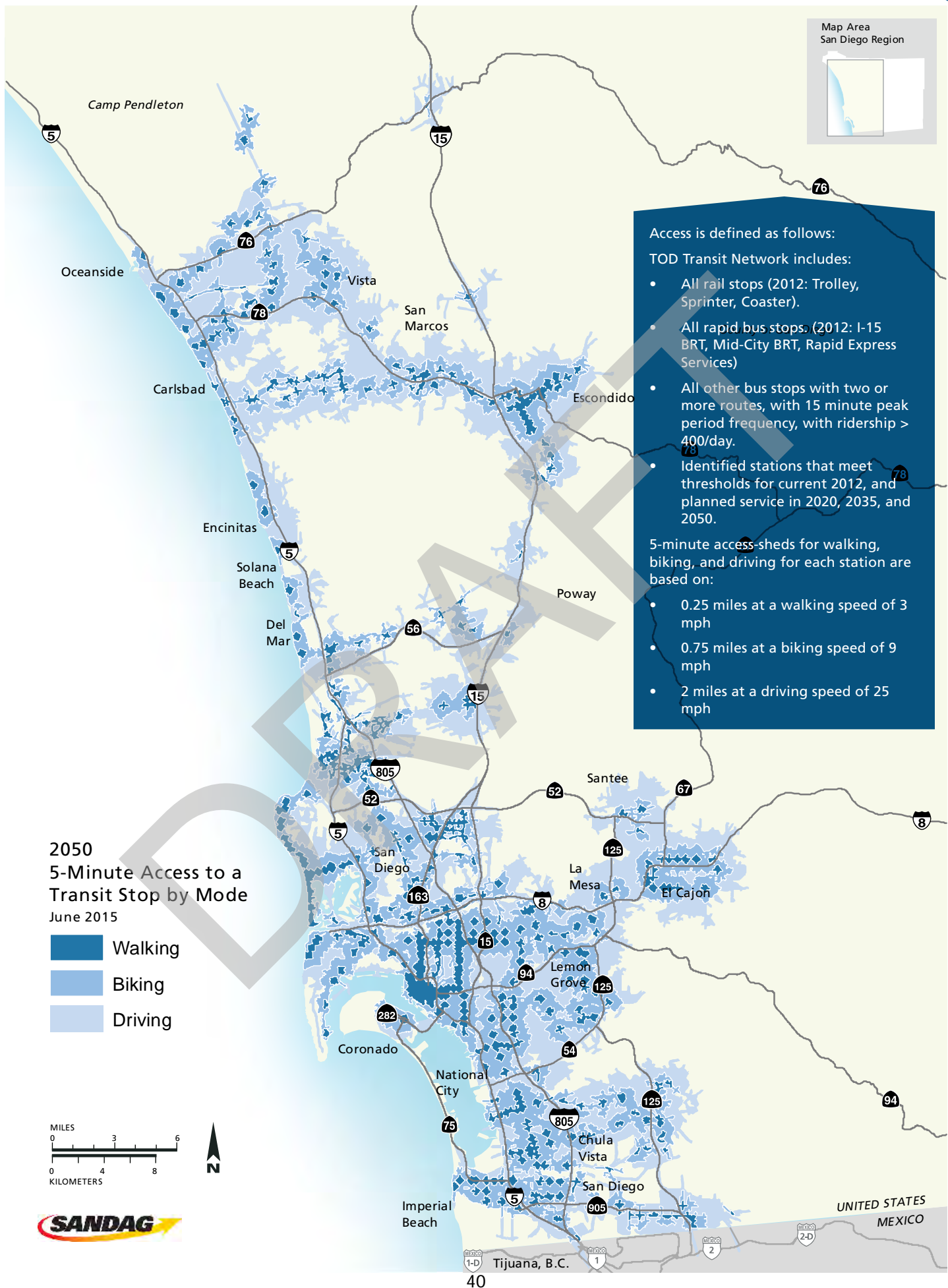
Example Of "5-Minute Catchment Area" For Civic Center - Vista Sprinter Station











STRATEGIES

If TODs are to be successful, integral to the region's Sustainable Communities Strategy, and transformative for the region's management of future growth, they should become a priority of all parties involved in their implementation.

Implementation of this Regional TOD Strategy requires the coordination of multiple parties - SANDAG (who plans, designs, funds, and constructs the regional transit network), the San Diego Metropolitan Transportation System (MTS) and North County Transportation District (NCTD) (who operate the transit system and own some land near stations), local jurisdictions (who have land use, infrastructure financing, and development approval authority), the investor and development community (who finance and build the housing, workplaces, and commercial projects within a TOD), major employers (who choose where to locate and are the major market driver for TODs along a transit line), and the public (who are the consumers of TODs as users, residents, workers, and visitors).

The following are the major strategies and actions identified as part of this Regional TOD Strategy to support the San Diego region as its transit oriented districts continue to evolve into the future. These strategies and actions are focused on overcoming common barriers in the five key areas of TOD implementation as described in the working papers that were prepared to inform this strategy. These five key areas include: Urban Form, Density, and Land Use; Connections: Travel Options, Mobility Management and Access Enhancements; Housing Choices and Affordability; Financing Infrastructure and Community Facilities; and CEQA Streamlining and Travel Forecasting.

The strategies and actions address the many factors that affect the feasibility of TOD implementation, including availability and size of parcels, property and project costs, market rents, available financing, regulations and entitlement processes, the type and scale of development permitted, and community support.

Strategy #1

Ensure that core areas within transit oriented districts have a compact, diverse, and highly interconnected range of land uses and activities, consistent with targets identified in SANDAG's Smart Growth Concept Map.

The urban form of transit oriented districts is different in each transit oriented community. A mix of land uses surrounding a transit station can facilitate more housing, access to employment, and neighborhood serving retail to support people living and working nearby. Public open space, civic and institutional uses, and other special use centers also provide strong anchors for transit oriented districts. Parcel configuration, block size, building massing, scale of buildings in relation to the street and people, and the amount of parking relative to active street frontage, and other factors are critical to the success of transit oriented districts. Increasing the number of people that live and work near transit provides more people with convenient access to transit. At the same time, as more people live and work near transit, ridership will increase. Planning policies and regulations that shape urban form, density, and land use, including zoning codes, engineering standards, and design guidelines can have a significant influence on transit oriented districts.

Actions to Continue/Consider by SANDAG:

- Continue to use the Smart Growth Concept Map as a foundation for future planning efforts that link land use and transportation and a foundation for planning transit oriented districts.
- Continue to promote the use of Designing for Smart Growth, Creating Great Places in the San Diego Region as a tool for local governments and developers.
- Consider ways to facilitate the coordination of land use, housing, and economic development strategies along transit lines and corridors.

Actions to Continue/Consider by Local Governments:

- Continue to develop station area plans that identify a vision for future development, specify appropriate uses, set targets for minimum and maximum density and intensity and include development standards, design guidelines, and other policy tools.
- Consider evaluating proposed developments using the Smart Growth Scorecard included in the Designing for Smart Growth, Creating Great Places in the San Diego Region.
- Consider tailoring zoning ordinances (i.e., new zoning districts or overlay zones), subdivision ordinances, development standards, and parking requirements within transit oriented districts.
- Consider ways to coordinate land use, housing, and economic development strategies along corridors.

Actions to Continue/Consider by Transit Agencies:

- Consider creating a survey of properties owned, a plan for disposition, and a policy for development with transit oriented districts.

Strategy #2

Connect people to jobs in transit oriented districts.

People who work near a transit station are more likely than people who live near a transit station to commute by transit, and employment density is much more highly correlated with transit ridership than is residential density.⁹ Access to employment is a key driver of transit oriented districts and is a challenge for the San Diego region. Transit corridors and systems that provide direct connections to downtown or major employment centers are significantly more likely to attract new development compared to transit lines that do not serve a central business district or major employment concentration. In addition to attracting more development, transit corridors and systems that connect to employment centers are also likely to support higher ridership.¹⁰

Actions to Continue/Consider by SANDAG:

- Continue to leverage future transportation investments identified in San Diego Forward: The Regional Plan to enhance connections to jobs; and, to consider access to employment as part of the Transportation Project Evaluation Criteria and Ranking for transit services.¹¹
- Continue to build on the ongoing Regional Mobility Hubs Implementation Plan to enhance connectivity to jobs by different modes of transportation, including walking, biking, ridesharing, and public transit.¹²
- Continue to assess access to employment density as part of alternative analysis planning studies conducted for future transportation projects, consistent with the Federal Transportation Administration New and Small Starts Evaluation and Rating Process.¹³
- Continue to support local employer investment in vanpools, shuttle services and other Transportation Demand Management (TDM) strategies.

Actions to Continue/Consider by Local Governments:

- Continue to work toward bridging the first-last mile gap to provide access to jobs, consistent with Strategy 3 and Strategy 4.
- Consider measuring and monitoring jobs-housing balance within transit oriented districts.
- Consider encouraging employers participation in regional TDM programs that promote transit use by employees.

Strategy #3

Promote walking and biking within transit oriented districts to bridge the first-last mile gap.

Walking and biking can extend the catchment areas around a transit station to provide connections to and from home and work, without the need for a car, and allow more people to take transit. For walking and biking to be viable ways of accessing transit stations, infrastructure improvements may be needed to provide enhanced access to transit that is safe and convenient.

Actions to Continue/Consider by SANDAG:

- Continue to support the implementation of the Regional Complete Streets Policy as part of the development of all SANDAG transportation infrastructure projects.¹⁴
- Continue to leverage investments identified in the Regional Bike Plan Early Action Program (EAP) to enhance connectivity to transit.¹⁵
- Continue to include relation to transit, bicycle facilities, and walkability as ranking criteria for *TransNet* Smart Growth Incentive Program Capital Grants;¹⁶ consider including stronger criteria for relation to transit, bicycle facilities, and walkability as ranking for *TransNet* Smart Growth Incentive Program Planning Grants.¹⁷
- Continue to include connection to transit as a criterion for the SANDAG Active Transportation Grant Program; consider including criteria related to Smart Growth Opportunity Areas and transit oriented districts.¹⁸
- Consider building on the Regional Safe Routes to Transit Plan and developing focused studies for Safe Routes to Transit in areas of need (like the Kearny Mesa Rapid Safe Routes to Transit project).¹⁹
- Consider seeking additional funding specifically for Complete Streets plans and investments that link to transit stations.
- Consider expanding grant funding programs to include mobility management as an eligible activity and to increase funding for access improvements critical to TODs.

Actions to Continue/Consider by Local Governments:

- Continue to adopt and implement Complete Streets policies to ensure that roads are safe and accessible in transit oriented districts.
- Continue to implement the requirements of the California Complete Streets Act of 2008 when updating circulation elements.²⁰
- Consider how thresholds for significance established for compliance with the CEQA can be adapted to reflect walking and biking; and consider how exemptions and streamlining may be used to implement infrastructure improvements for walking and biking.
- Consider using capital improvement programs (CIPs) to prioritize biking and walking improvements within transit oriented districts.

Strategy #4

Provide access for vehicles, and manage parking within transit oriented districts to bridge the first-last mile gap.

It is important to take an active role in providing policies, programs, and facilities that provide a range of transportation choices and shape transportation decisions. Carpooling, vanpooling, taking a shuttle or circulator, or using car sharing or ridesharing, kiss and rides (passenger drop off) and other vehicular based transportation modes can help complement public transit by extending the ability for people to get to and from home and work. Parking supply, pricing, and other management tools are also important ways of shaping how people get to and from transit stations.

Actions to Continue/Consider by SANDAG:

- Continue to build on the ongoing Regional Mobility Hubs Implementation Plan to enhance connectivity to jobs by different modes of transportation, including walking, biking, ridesharing, and public transit.²¹
- Continue to promote other transportation demand management (TDM) measures that can increase the range of transportation options and shape transportation decisions.
- Continue to support local jurisdictions seeking to implement parking management programs.
- Consider promoting services and technology that provide on-demand mobility options and shared-use mobility that can facilitate carpooling, vanpooling, car sharing, and bike sharing.

Actions to Continue/Consider by Local Governments:

- Continue to form public-private partnerships to develop mobility options, such as bike share, car share or employer-provided shuttles.
- Continue to integrate TDM measures, such as provision of bike and pedestrian facilities, carpool, vanpool and shuttle services, in the planning and development process.²²
- Continue to include transportation demand management measures in conditions of approval or development agreements for reduced trip generation rates, reduced parking requirements, and lower impact fees as part of enhanced entitlements for projects.²³
- Consider integrating TDM measures, such as investment in transit services, and transit pass incentives for workers and residents in the planning and development process.

- Continue to consider transportation demand management measures to avoid, reduce, or mitigate transportation impacts identified through CEQA by reducing trip generation rates or lowering parking demand.
- Consider the evaluation and implementation of strategies in SANDAG's Parking Management Toolbox to improve mobility in transit oriented districts, including unbundled parking.²⁴

Actions to Continue/Consider by Transit Agencies:

- Consider providing parking for carshare and bikeshare at transit stations.

Strategy #5

Develop tools, techniques, and resources to engage a broad range of stakeholders and perspectives in the design and planning of transit oriented districts.

No two transit oriented districts in the San Diego region are the same, and each one will continue to evolve into a distinct place. Public participation is critical for the success of transit oriented districts and can help ensure that opportunities and constraints within each transit oriented district are reflected in plans, policies, and regulations that apply to development projects in transit oriented districts. Public participation can help ensure that urban form, density, and height are compatible with the surrounding community, while still allowing incremental and context sensitive growth.

Actions to Continue/Consider by SANDAG:

- Continue to provide support to member agencies smart growth planning and development efforts.²⁵
- Consider developing and hosting an online, interactive tool to evaluate the TOD readiness of sites and districts that can be used by SANDAG, local jurisdictions, transit agencies, developers, community groups, and others (see Strategy #12).
- Consider showcasing existing transit oriented districts online, through SANDAG publications, field trips, and other information and knowledge exchange forums.
- Consider developing an outreach and information program using videos, social media, internet tools, traditional public meetings, and other platforms to showcase the benefits of transit oriented districts highlighting places near transit, testimonials of users of transit, people who live and work in transit oriented districts, and major employers located in transit oriented districts.

Actions to Continue/Consider by Local Governments:

- Continue to facilitate robust public participation and community involvement efforts during the planning process.
- Continue to set expectations for future development when preparing general plans, station area plans, and specific plans that will shape the overall character of a transit oriented district.
- Continue to communicate the importance of transit oriented districts in meeting community goals, improving community character, expanding housing choices, providing a variety of opportunities for people to live, work and play.

Strategy #6

Create clear rules that provide a predictable development process, and focus on removing regulatory barriers.

Encouraging quality, predictable, context-sensitive design outcomes can lower risk not only for the investor or developer, but also for the public and community (including entitlement, time delay, and political risk). Reactive or negotiated zoning approaches can introduce uncertainty and cause project delays or even denial of a project after significant predevelopment investment. Consistent format and procedural requirements can provide predictability and establish an entitlement process that also results in good design. Good plans and policies can also reduce the risk of asset value erosion by ensuring that other properties nearby are subject to similar standards of quality.

Actions to Continue/Consider by SANDAG:

- Continue to fund the preparation of specific plans to guide development in transit oriented districts through *TransNet* Smart Growth Incentive Program Planning Grants.^{26, 27}
- Continue to support updates to local general plans, specific plans, and zoning that implement transit oriented districts through the Intergovernmental Review (IGR) process.
- Continue to promote the use of Designing for Smart Growth, Creating Great Places in the San Diego Region for design and planning strategies that support transit oriented districts.

Actions to Continue/Consider by Local Governments:

- Continue to prepare specific plans, update zoning, development standards, development review process, and design guidelines to establish standards for development with transit oriented districts.
- Consider whether tools such as form based zoning codes would be helpful in facilitating development within transit oriented districts.
- Continue to prepare Program EIRs for specific plans and zoning updates for transit oriented districts; allow subsequent projects to tier-off Program EIRs.
- Consider establishing a multi-disciplinary TOD action team to coordinate transportation, development, housing, environmental, and infrastructure policies and to develop integrated strategies to promote transit oriented projects specific to each jurisdiction.
- Consider allowing through the use of policy and regulations a mixture of uses within a TOD, without requiring each building to be mixed-use in every location; a variety of densities and building types; flex-space whose use can change over time; height regulated by stories rather than feet, shared parking districts; and reduced minimum parking requirements within TODs.

Strategy #7

Explore opportunities to streamline CEQA guidance and processes.

Recent state legislation lays out opportunities for CEQA streamlining for infill projects. However, many local governments are not able to fully implement the benefits of the legislation because their comprehensive planning documents, traffic impact review procedures, and locally adopted CEQA guidance have not been updated to reflect changes in state law. Transit oriented districts present opportunities to facilitate development and infrastructure projects through streamlined environmental review processes.

Actions to Continue/Consider by SANDAG:

- Continue to support and explore opportunities to streamline California Environmental Quality Act (CEQA) guidelines and processes to facilitate development projects in transit oriented districts and support implementation of the SCS.

Actions to Continue/Consider by Local Governments:

- Continue to prepare Program EIRs to cover projects consistent with specific plans and zoning for transit oriented districts; allow subsequent projects to tier-off Program EIR. (Also included in Strategy #6.)
- Continue updating and/or adopting revised CEQA processing and significance criteria guidelines that reflect the most recent legislation related to streamlining and that facilitate transit oriented districts.

Strategy #8

Update transportation impact methodology.

With the passage of recent legislation, vehicle miles traveled (VMT) has become one recommended method for measuring transportation impacts. Recent state legislation seeks to streamline infill and transit oriented projects by shifting how transportation impacts are measured—away from conventional trip generation/roadway level of service (LOS) analyses and toward more substantive approaches that incorporate a project trip's length, duration, quality and purpose. LOS standards only ration existing roadway capacity.

Actions to Continue/Consider by SANDAG:

- Continue to support the transition to travel model tools that support non-LOS-based performance standards.
- Continue to validate the travel model's suitability through before-and-after scenarios within the model stream before its application for estimating development projects in transit oriented districts.
- Continue to develop documentation materials and provide outreach and support to help local communities understand and defend the enhanced capabilities of the travel model specifically related to the analysis of development projects in transit oriented districts.
- Consider exploring the idea of adding specific variables and modeling procedures to improve the model's estimation of impacts of development projects in transit oriented districts.
- Consider assisting local jurisdictions by developing a post-processing toolbox that takes the travel model outputs and reports performance measures geared toward development projects in transit oriented districts and their area of influence.

Actions to Continue/Consider by Local Governments:

- Consider updating local CEQA significance criteria with the focus toward VMT-based thresholds.

Strategy #9

Paying for community facilities and infrastructure.

The success of transit oriented districts, as with all communities, depends on adequate infrastructure and public facilities. Transit oriented districts may require significant investments in infrastructure and community facilities to support new development, including high-quality transit; increased utility capacity; the replacement of aging infrastructure systems; public spaces; mobility and place-making improvements, such as sidewalks, bike lanes, and streetscapes; and public facilities and services. The ability to prioritize discretionary infrastructure spending can assist in filling financing gaps by directing public investment to enhance transit supportive areas.

Actions to Continue/Consider by SANDAG:

- Continue to include relation to transit, bicycle facilities, and walkability as ranking criteria for *TransNet* Smart Growth Incentive Program Capital Grants; consider including stronger criteria for relation to transit, bicycle facilities, and walkability as ranking for *TransNet* Smart Growth Incentive Program Planning Grants. (Also included in Strategy #3.)
- Continue to include connection to transit as a criterion for SANDAG Active Transportation Grant Program; consider including criteria related to Smart Growth Opportunity Areas and transit oriented districts. (Also included in Strategy #3.)
- Consider seeking additional funding specifically for Complete Streets plans and investments that link to transit stations.
- Consider including mobility management and access improvements critical to TODs as eligible activities in local grant programs.

Actions to Continue/Consider by Local Governments:

- Consider using the Capital Improvement Program (CIP) process to give priority to community facilities and infrastructure projects in transit oriented districts.
- Consider evaluating the feasibility of establishing Enhanced Infrastructure Financing Districts (EIFDs) or districts for tax increment generation.
- Consider developing facilities financing plans that identify sources of funding for improving, or increasing the capacity of, infrastructure, parks and open space, necessary services, and other public realm improvements within transit oriented districts.

- Consider forming a regional Community Facilities District (CFD) in transit oriented districts, in cooperation with willing jurisdictions, to generate revenue for supportive public facilities and infrastructure. A CFD could either be a dis-contiguous district or a contiguous district connected by transit, with a nexus established by the transit connections.
- Consider transitioning existing parking districts into mobility districts and creating new mobility districts in transit oriented districts that allow funds collected to be used for a wider variety of mobility solutions.
- Consider using value capture techniques; either as part of a community plan or zoning code update that increases density; as an incentive or bonus zoning program; or as part of a negotiated development agreement to provide a way to pay for extraordinary community facilities and infrastructure that benefit the community.

Strategy #10

Encourage public-private partnerships and explore emerging tools for financing development projects.

Private developer-investor equity, combined with debt, is the conventional form of financing a development project. Targeted federal, state, and local grants can also help provide additional sources of financing for real estate development projects. Other emerging tools, such as pooled investment funds also offer financing for development projects in transit oriented districts. Other forms of public-private partnership can also be effective, such as reduced impact fees, land assembly, and conveying land that is already entitled to help subsidize development costs to catalyze development in transit oriented districts.

Actions to Continue/Consider by SANDAG:

- Continue to provide support for projects seeking financing through the Affordable Housing and Sustainable Communities Grant Program.
- Continue working with other public, non-profit, and private sector stakeholders to explore establishing a public-private pooled investment fund focusing on development projects in transit oriented districts.

Actions to Continue/Consider by Local Governments:

- Continue to partner with developers to participate in the California Affordable Housing and Sustainable Communities Program.

Actions to Continue/Consider by Transit Agencies:

- Consider leveraging joint development and land disposition policies in transit oriented districts.

Actions to Continue/Consider by Developers:

- Continue exploring public-private partnerships.
- Continue to partner with public agencies to participate in the California Affordable Housing and Sustainable Communities Program.

Strategy #11

Maximize the benefits of locating affordable housing and workforce housing in transit oriented districts.

Residents of affordable housing are more likely to use transit and less likely to own a car. In addition, the combined cost of housing and transportation can provide a more complete understanding of affordability;²⁸ and, providing more housing near transit can reduce the cost of housing and transportation for households in transit oriented districts. Affordable housing developers may not be able to compete with market-rate builders for development sites. Local height and density limits, high parking ratios, and other regulatory requirements can also pose barriers to affordable (as well as market-rate) development near transit.

Actions to Continue/Consider by SANDAG:

- Continue to advocate for block grants provided through the California Affordable Housing and Sustainable Communities program, to maximize benefit and ensure consistency with SANDAG's Sustainable Communities Strategy.
- Continue to include affordable housing as an important criterion in the *TransNet* Smart Growth Incentive Program (SGIP) for Planning Grants and Capital Grants.²⁹
- Consider developing a regional affordable housing parking demand study, as was done in the City of San Diego, to evaluate feasibility of lower parking requirements for affordable housing.
- Consider working with other public, non-profit, and private sector stakeholders to explore establishing a public-private pooled investment fund focusing on affordable housing in transit oriented districts (whether with financial resources, technical assistance, or other forms of support).

Actions to Continue/Consider by Local Governments:

- Continue to consider lower parking requirements for affordable housing and unbundled parking in transit oriented districts.
- Continue to use the Housing Element update process to identify opportunities for affordable housing development on publicly owned land within transit oriented districts.
- Consider establishing zoning districts that accommodate affordable housing.

- Consider focusing Community Development Block Grant (CDBG) and HOME allocations and other public facility funding programs on affordable housing in transit oriented districts.
- Continue to monitor the process for competitive grants issued by U.S. Department of Housing and Urban Development (HUD), U.S. Department of Transportation (DOT), and U.S. Environmental Protection Agency (EPA).
- Consider using underutilized or surplus land near transit for affordable housing development or other community development purposes.

Actions to Consider by Transit Agencies:

- Consider how underutilized or surplus land near transit could be used for affordable housing.

Strategy #12

Promote market readiness and development feasibility.

Sharing information about the real estate development market throughout the San Diego region can help showcase successful case studies, highlight emerging opportunities, and identify trends that emerge over time.

Actions to Continue/Consider by SANDAG:

- Consider developing market studies, marketing to developers, hosting development summits, and identifying ready sites, tools and technical assistance to support development in transit oriented districts.
- Consider developing an online TOD readiness tool for property owners, developers, investors, lenders, and the general public to use to identify potential near-, mid-, and long-term opportunities.
- Consider creating and updating regularly a regional TOD performance database of market performance (occupancy and absorption), rents and prices per square foot, and development costs by building types, parking ratio categories, and location, and publishing an annual "Market State of TODs."
- Consider every three years, commissioning a random sample survey of residents and employees within TODs regarding their use of transit and active transportation to reach their destinations and parking.

Actions to Continue/Consider by Local Governments:

- Consider analyzing aggregate property and sales tax revenue by major use categories in TODs within the jurisdiction annually to assess trends over time.

Actions to Continue/Consider by Transit Agencies:

- Continue to identify sites, including air-rights, available for public-private partnerships for development projects in transit oriented districts.
- Continue to work with local jurisdictions to entitle sites, and proactively promote the sites to the development community and investors.
- Consider coordinating with SANDAG to create a “readiness” tool showcasing development opportunities in transit oriented districts.

Actions to Consider by Developers:

- Consider through industry associations, preparing TOD case studies to inform public agencies, the public, and the industry about lessons learned.

Strategy #13

Prioritize “ready” transit oriented districts.

Given the scarcity of resources, the region should focus on places of high readiness and high potential benefit—that is, transit oriented districts that can “move the needle” in the near- to mid-term with targeted actions. Places that are ready today—in terms of transit connectivity, market strength, available land, supportive regulations, and local support—may need little more than visibility and marketing to attract private investment. Places that are generally ready, but lack a key ingredient or two, are targets for gap-filling public investment and/or actions that can help overcome the remaining barriers to TOD.

Actions to Continue/Consider by SANDAG:

- Consider readiness metrics included in this Regional TOD Strategy to help policy makers, local jurisdictions, communities, and private investors evaluate and prioritize opportunities for development in transit oriented districts.
- Consider developing an on-line, interactive tool to evaluate the TOD readiness of sites and districts that can be used by SANDAG, local jurisdictions, transit agencies, developers, community groups, and others.
- Consider creating an online information clearinghouse to showcase existing development projects in transit oriented districts, highlight proposed projects, and share other resources.
- Consider using/promoting the readiness dashboard and an online information clearinghouse as a resource for stakeholders.

Actions to Continue/Consider by Local Governments:

- Consider prioritizing “ready” areas through Capital Improvement Programs (CIPs).
- Continue developing station area plans, updating zoning, and preparing Program Environmental Impact Reports (EIRs).
- Consider how all of the actions included in the Regional TOD Strategy can be applied to help make Smart Growth Opportunity Areas “ready.”

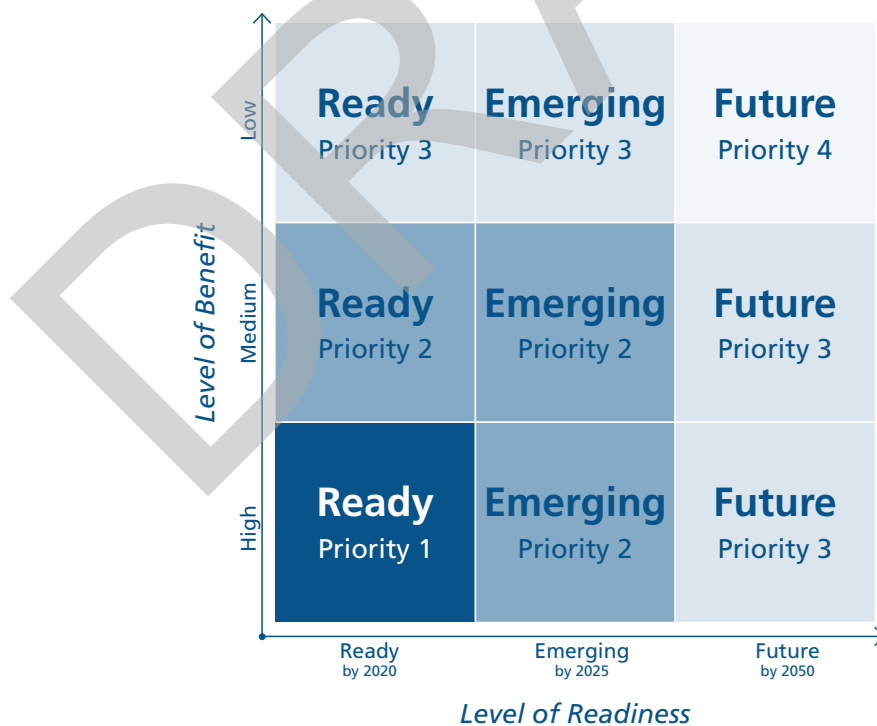
Assessing Project Readiness

Readiness Framework

The figure below illustrates the intersection of TOD readiness and potential benefit. The intent of this two-dimensional framework is to identify Smart Growth Opportunity Areas that are ready or emerging and that offer potentially high or medium benefit—that is, locations that fall under Priorities 1 and 2.

Through application of these readiness metrics to the roughly 200 Smart Growth Opportunity Areas in the region, agencies can identify the best near- and mid-term opportunities. Other users, such as investors, developers, and community interests, could adjust the weighting of factors to reflect their individual priorities.

To create a set of metrics that helps identify high-readiness/high-benefit TOD opportunities, it is necessary to establish three parameters: the appropriate unit of geographic measurement; the appropriate time horizons for defining “readiness”; and distinct metrics for TOD readiness and TOD benefits. In principle, the highest-priority locations for public intervention and/or private investment would be those that rate high on both dimensions.



Geographic Unit of Measurement

SANDAG's Smart Growth Concept Map, first adopted in 2006 and updated most recently in October 2014, identifies over 200 Smart Growth Opportunity Areas that illustrate the location of existing, planned, and potential smart growth areas. The Smart Growth Opportunity Areas are categorized by seven smart growth "place types": the Metropolitan Center, Urban Centers, Town Centers, Community Centers, Rural Villages, Mixed Use Transit Corridors, and Special Use Centers. The different place type designations are based on whether the areas meet minimum housing, employment and transportation targets.

Time Horizons and Future Transit Projects

This Regional TOD Strategy is focused on "ready" TOD sites in the near-term and opportunities over the mid-term 2015-2030 time frame. Transit projects that are projected for implementation during this time period would be considered when assessing project readiness for TODs. In addition to the recently implemented I-15 Rapid and Mid-City Rapid, examples of other projects that are projected for implementation by 2020 are the Mid-Coast Light Rail Line and South Bay Rapid, along with frequency enhancements to existing local and express bus services.

It is understood that San Diego Forward: The Regional Plan includes three time horizons used to measure progress toward key performance indicators: 2020, 2035, and 2050. However, for purposes of measuring TOD readiness and thereby helping to focus public and private implementation efforts where TOD has the best chance of taking root, the closer mid-term horizon of 2025 was chosen.

Three broad time horizon categories have been identified: ready, emerging, and future.

- **Ready (near-term):** These are areas where, based on existing conditions, significant TOD could be under construction by the end of 2020. For this purpose, existing conditions include major transit improvements that are expected to complete construction and enter service by 2020, such as the Mid-Coast Light Rail Extension.
- **Emerging (mid-term):** These are areas that score in the middle range of the readiness metrics, suggesting they could have significant new or expanded TOD underway by around 2025, a decade from now. By that time, the San Diego regional market will be more experienced with TOD, and additional transit improvements listed in San Diego Forward: The Regional Plan will have advanced to construction.
- **Future (long-term):** The remaining Smart Growth Opportunity Areas will be ranked as Future. These areas may have land, market, and regulatory disadvantages compared to the Ready and Emerging locations, or they may depend on transit improvements not expected to be implemented until 2030 or beyond.

Level of Readiness Metrics

An area is TOD-ready to the degree that it enjoys a favorable combination of transit service, economic submarket strength, developable property, and local government support. Readiness metrics that differentiate the time horizon and whether a TOD is a ready (near-term), emerging (mid-term), or future (long-term) opportunity include:

Location in the Transit Network
Type of Transit Service
Access to Employment
Catchment Area Connectivity (access to surrounding area)
Daily Ridership
Local Market Readiness
Station Area Density
Residential Market Performance
Commercial Market Performance
Development Activity
Land Resource
Developable Area
Pattern of Land Ownership
TOD Fabric (suitable streets, sidewalks, utilities, open spaces, etc.)
Major Site Constraints
Government and Regulatory Support
TOD District Designation (by local government)
Zoning
Environmental Review Status
Infrastructure and Facilities Funding

Level of Benefit Metrics

A high-benefit TOD opportunity is one that can create, expand, or intensify a transit oriented community of substantial scale. Metrics that differentiate higher-benefit TOD opportunities could include:

Level of Benefit
Place Typology
Multimodalism
Planned Housing Density
Planned Employment Density
Developable Area

Endnotes

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APPENDIX

- A. Supporting Documents
- B. Local Stakeholder Feedback
- C. Policy Context-State, Regional, Local

Supporting Documents

Background documents have been prepared to support development of the Strategy.

A [Context Report](#) offers a snapshot of the current policies, growth patterns, demographic trends, market characteristics, and ongoing initiatives that will continue to shape TOD opportunities in the San Diego region.

An [Economic Context Report](#) also was prepared that presents new market data and financial feasibility analysis, builds on literature review findings on local and regional best practices for facilitating TOD, incorporates findings from stakeholder focus groups convened for this project.

[Working Papers](#) focus on issues associated with implementing TODs in the region, including common challenges, exemplary practice examples, and ideas for consideration. The Working Papers address the following topic areas:

- Urban Form, Density and Land Use
- Financing Infrastructure and Community Facilities
- Housing Choices and Affordability
- CEQA Streamlining and Travel Forecasting
- Connections: Travel Options, Mobility Management and Access Enhancements
- Readiness Criteria: Metrics for Transit Oriented Districts

Local Stakeholder Feedback

As part of the TOD Strategy for the San Diego Region, SANDAG conducted a series of focus group interviews with stakeholders representing non-profit organizations, local governments, public agencies, transit providers, and the private sector. The purpose of these sessions was to gather targeted, specific feedback on TOD challenges and opportunities in the region.

While participants noted specific challenges to TOD implementation, they also saw positive opportunities to develop transit oriented projects and neighborhoods in the region. Comments also generally reflected an understanding that increased density and improved transit system connectivity will play an important role in accommodating the region's growth and maintaining its future economic competitiveness.

TOD Implementation Forum: National and local leaders participated in a two-day forum to discuss implementation challenges and identify opportunities to create TOD projects in the San Diego region. The forum included presentations and a video highlighting the TOD experiences of other metropolitan areas and the applicability of these practices in addressing implementation challenges in the San Diego region.

Key Findings from Stakeholder Input

- Community opposition can pose a major challenge for TOD implementation
- There is growing recognition that changing demographics and shifts in market preferences support more compact communities and vibrant city and town centers
- Connecting housing to jobs is important to both employers and residents
- TOD projects can provide more low- to moderate-income housing opportunities, but there are continued obstacles to delivering affordable housing
- The region has promising areas for TOD projects
- Successful TOD is about the thoughtful design and planning of the broader setting and transportation network
- The state regulatory environment, in particular how the California Environmental Quality Act (CEQA) is applied, can create barriers
- The market economics for TOD remain challenging but flexibility and predictability can help to reduce barriers
- It is important for the regional strategy to set priorities and focus.

Policy Context

State, regional, and local policies have set a foundation for the future of TOD in the San Diego region.

The Sustainable Communities and Climate Protection Act of 2008 (SB 375)

State mandates for GHG emission reductions have built significant momentum behind transit oriented planning. Senate Bill (SB) 375 directs the California Air Resources Board (CARB) to set regional targets for reducing GHG emissions from passenger vehicle use. SANDAG, as the designated Metropolitan Planning Organization (MPO) for the region, is required to develop a Sustainable Communities Strategy (SCS) as an element of its Regional Transportation Plan (RTP). San Diego Forward: The Regional Plan includes strategies that integrate transportation, land use, and housing policies to achieve demonstrable reductions in GHG emissions per capita.

2050 Regional Transportation Plan and Sustainable Communities Strategy

The SANDAG Board of Directors approved the 2050 Regional Transportation Plan and its Sustainable Communities Strategy (2050 RTP/SCS) for the San Diego region, becoming the first large region in California to prepare an RTP under SB 375. The 2050 RTP/SCS demonstrates how development patterns and the transportation network, policies, and programs will work together to achieve the GHG emission reduction targets.

In combination, the 2050 RTP/SCS results in the following accomplishments:

- Meets the state's GHG reduction targets;
- Focuses growth in the western third of the region;
- Preserves more than half of regional land as open space;
- Provides \$214 billion of planned transportation investments;
- Provides more than 150 new miles of trolley service;
- Doubles the region's transit service miles, and
- Accommodates housing to meet the region's projected growth.

San Diego Forward: The Regional Plan

SANDAG is spearheading a broad-based community effort to create San Diego Forward: The Regional Plan. It will combine a big picture vision for regional growth over the next 35 years with an implementation program to help make that vision a reality. SANDAG is working in close partnership with all of the region's cities and the county government to create an innovative plan for the growth of communities.

San Diego Forward: The Regional Plan will unite two major SANDAG planning efforts into one document and will build upon local planning efforts, emphasizing the link between land use planning and transportation planning.

Other SANDAG Plans

The TOD strategy builds on and complements numerous other SANDAG studies that promote expanded accessibility and mobility choices in the region.

Urban Area Transit Strategy (UATS). Prepared as part of the 2050 RTP/SCS, the UATS seeks to maximize transit ridership in the greater urbanized area of the region and to test the role of the transit network to reduce vehicle miles traveled (VMT) and GHG emissions. The 2050 RTP/SCS added 60 additional miles of light rail transit and other transit service because of this project.

Light Rail Advanced Planning Study. This study conducts advance planning on the four new rail lines outlined in the 2050 RTP/SCS, providing a detailed analysis of ridership potential, capital and operating costs, system infrastructure needs, and potential alignments and station locations.

Regional Housing Needs Assessment (RHNA) Plan. SANDAG conducted the RHNA process for the fifth housing element cycle in conjunction with the 2050 RTP/SCS. The RHNA Plan allocates RHNA numbers in four income categories to each of the region's 19 jurisdictions, incorporating local plans that call for higher density housing in urbanized areas adjacent to transit, protection of environmental and agricultural resources, and significant increases in the region's multifamily housing capacity since the 2030 Regional Growth Forecast.

San Diego Regional Bicycle Plan. The Regional Bike Plan, adopted in May 2010, establishes a network of regional bikeway corridors for intercommunity bicycle travel and proposes a comprehensive set of programs to support bicycling to make the bicycle a practical means of transportation in the San Diego region.

Regional Complete Streets Policy. The SANDAG Board of Directors adopted a Regional Complete Streets Policy in 2014. Implementation actions include a project development checklist to ensure all projects implemented by SANDAG consider local mobility plans and accommodate the needs of all travel modes.

Safe Routes to School Programs. At the local level, a number of jurisdictions have initiated comprehensive Safe Routes to School programs to encourage more walking and bicycling to school. SANDAG approved a Regional Safe Routes to School Strategic Plan to guide future SANDAG involvement in promoting walking and bicycling to school as safe and attractive travel choices.

Safe Routes to Transit. The Safe Routes to Transit Program prioritizes projects and develops programs that provide bicycle and pedestrian access around existing and planned transit stops and stations. SANDAG works closely with the local jurisdictions to identify opportunities to complement projects and programs identified in their bicycle and pedestrian plans.

First and Last Mile. Transit can get riders close but not close enough for many trips. SANDAG's goal is to increase transit accessibility and ridership by improving access to and from stations. To move toward this goal, SANDAG completed the First Mile and Last Mile Solutions for Transit Centers Study to identify potential pilot projects that would bridge the access gap between home and the transit station (first mile), and between the transit station and work (last mile).

Initiatives Underway

TransNet. TransNet is the regional half-cent sales tax collected to finance transportation improvements. The extension approved in 2004 provides for a \$280 million smart growth incentive fund to support capital projects such as sidewalks, plazas, streetscape enhancements, and improvements to transit stations, as well as general plan updates, specific plans, and zoning regulations. In addition, approximately \$5 million a year of the available funds will go to bicycle paths and facilities, pedestrian improvements, neighborhood safety projects, and the Regional Bike Plan Early Action Program.

TransNet Smart Growth Incentive Program (SGIP). The *TransNet* SGIP provides funding to the cities and County of San Diego for transportation-related infrastructure and planning projects that support smart growth and transit oriented development in Smart Growth Opportunity Areas (SGOAs) as shown on the Smart Growth Concept Map. The goal of this competitive grant program is to fund projects that catalyze compact, mixed use development around transit. An estimated \$280 million is expected to be available over the 40 year lifetime of *TransNet*. Three cycles of funding have taken place since the program started.

TransNet Active Transportation Grant Program (ATGP). The *TransNet* ATGP provides funding to the cities and County of San Diego for projects that encourage the increased use of active modes of transportation, including biking and walking. Through competitive grants the ATGP funds capital improvements, planning projects, and programs that educate, encourage, and raise awareness about biking and walking as viable alternatives to get to work, shopping, and other daily activities. An estimated \$280 million is expected to be available over the 40 year lifetime of *TransNet*. Three cycles of funding have taken place since the program started.

Regional Bike Plan Early Action Program (EAP). The Bike EAP is a \$200 million initiative to expand the bike network countywide and finish high-priority projects within a decade. The EAP comprises 42 projects totaling about 77 miles of new bikeways, with projects prioritized based on several key criteria, such as proximity to smart growth areas.

Regional Mobility Hubs. Mobility hubs are places of enhanced connectivity where different modes of transportation, including walking, biking, ridesharing, and public transit, come together around concentrations of employment, housing, retail, and other services. Multiple mobility options, including carshare, bikeshare, Lift, Uber, taxi, shuttle, jitneys, and other modes, can bridge the distance between transit and individual origin or destination points. SANDAG has received a state transportation planning grant from Caltrans to develop a San Diego County and Imperial Valley Regional Mobility Hubs Implementation Plan. Working with the Imperial County Transportation Commission, SANDAG will lead the plan to develop conceptual designs and strategies for different mobility hub station place types within the region.