

**FINAL  
2006  
REGIONAL TRANSPORTATION  
IMPROVEMENT PROGRAM**

**July 2006**



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As of March 16, 2006

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**Chapter 1**  
**EXECUTIVE SUMMARY**

# Chapter 1

## EXECUTIVE SUMMARY

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### OVERVIEW

The 2006 Regional/Federal Transportation Improvement Program (RTIP) is a \$6 billion, five-year program of major highway, transit arterial, and nonmotorized projects funded by federal, state, *TransNet* local sales tax, and other local and private funding from FY 2006/07 to FY 2010/11. The 2006 RTIP, which includes the air quality emissions analysis for all regionally significant projects, requires approval by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The 2006 RTIP is a prioritized program designed to implement the region's overall strategy for providing mobility and improving the efficiency and safety of the transportation system, while reducing transportation-related air pollution in support of efforts to attain federal and state air quality standards for the region. The 2006 RTIP also incrementally implements the latest update to the Regional Transportation Plan (RTP), the long-range transportation plan for the San Diego region (approved by the SANDAG Board of Directors on February 24, 2006).

In August 2005, the President signed the federal transportation bill Safe, Accountable, Flexible, and Efficient Transportation Equity Act a Legacy for Users (SAFETEA-LU). The federal Department of Transportation (DOT) has issued interim guidelines for implementing provisions of SAFETEA-LU; however, the final rulemaking is not expected until July 2007. Although this 2006 RTIP conforms to the provisions outlined in TEA-21, the previous transportation law, it also attempts to comply with the provisions of SAFETEA-LU based on the interim guidelines.

### DOCUMENT ORGANIZATION

This document includes five chapters. This first chapter, the Executive Summary, provides an overview of the document. Chapter 2 describes the RTIP development process, including federal, state, and *TransNet* transportation programming requirements. Chapter 3 contains the detailed listings of projects. Chapter 4 provides the financial capacity analysis, and Chapter 5 describes the air quality conformity analysis for the 2006 RTIP.

Also included are a number of appendices: Appendix A describes the SANDAG public participation process; Appendix B lists the projects exempt from air quality conformity review, Appendix C includes the detailed air quality emissions analysis report; Appendix D outlines the Expedited Project Section Process (EPSP) that was implemented during the 2004 RTIP cycle; Appendix E discusses costs associated with ongoing operating and maintenance for highway, transit, and local street and road projects; and Appendix F includes a glossary of acronyms and terms.

The 2006 RTIP can also be found on the SANDAG Web site at [www.sandag.org/2006rtip](http://www.sandag.org/2006rtip). This Web page is designed to provide background information, as well as the latest updates to the program. One of the new features on this site is an on-line comment area where the public can submit comments throughout the RTIP development.

## **PROGRAM SUMMARY**

A summary of the major highway, transit, local street and road, and other projects is provided in Table 1-1. The individual project listings have been developed in coordination with the California Department of Transportation (Caltrans), the San Diego Metropolitan Transit System (MTS), the North County Transit District (NCTD), local jurisdictions, other agencies, and various SANDAG working groups.

## **CONSISTENCY WITH THE RTP**

On March 29, 2006, FHWA and FTA issued a finding that the SANDAG 2030 Revenue Constrained RTP: 2006 Update was in conformance with federal air quality and planning regulations. The 2006 RTIP is consistent with the 2030 Revenue Constrained RTP: 2006 Update. As a financially constrained document, the 2006 RTIP contains only those major transportation projects listed in the revenue-constrained RTP. A comprehensive update to the long-range plan is scheduled for SANDAG Board adoption in the winter of 2007.

## **AIR QUALITY CONFORMITY DETERMINATION**

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

The 2006 RTIP programs substantial funds for the implementation of the four Transportation Tactics adopted in the 1991 Regional Air Quality Strategy (RAQS)/1982 SIP for air quality improvement. These Transportation Tactics also are included as TCMs in the 1982 SIP, but have been fully implemented. The Transportation Tactics programmed for implementation total approximately \$1.4 billion, or 23.8 percent of the total funds programmed. Included are \$14.5 million for Ridesharing, \$1.3 billion for Transit Improvements, \$53.5 million for Bicycle Facilities and Programs, and \$19.6 million for Traffic Flow Improvements. Based upon this analysis, the 2006 RTIP provides for the expeditious implementation of the four Transportation Tactics included in the 1991 RAQS.

**Table 1-1**  
**2006 RTIP Program Summary**  
**Summary of Major Projects by Mode (in \$000s)**

<b>Description</b>	<b>Federal</b>	<b>State</b>	<b>TransNet</b>	<b>Local/ Private</b>	<b>Total</b>
<b>Highway Projects</b>					
I-5 (HOV/Managed Lanes/Auxiliary Lanes/Interchanges)	\$60,928	\$23,394	\$45,206	\$25,679	\$155,207
I-15 (Managed Lanes-Freeway including debt service)*	\$530,668	\$316,838	\$92,401	\$6,338	\$946,245
I-805 HOV/Managed Lanes	\$0	\$945	\$26,000	\$0	\$26,945
SR 52 (SR 125 to SR 67)/HOV Managed Lanes	\$227,183	\$69,114	\$229,193	\$1,000	\$526,490
SR 76 (Middle/East)	\$19,036	\$0	\$18,459	\$0	\$37,495
SR 125 (Toll Road, Gap & Connector)	\$121,702	\$0	\$22,596	\$332,946	\$477,244
SR 905 (I-805 to Otay Mesa POE)	\$287,539	\$50,911	\$0	\$0	\$338,450
Traffic Management Systems	\$8,683	\$5,143	\$0	\$0	\$13,826
SR 241 Toll Road	\$0	\$0	\$0	\$386,100	\$386,100
Highway Bridge Program/Hazard Elimination Program	\$69,658	\$0	\$0	\$9,026	\$78,684
State Highway Operations Protection Program (SHOPP)	\$245,194	\$45,448	\$0	\$0	\$290,642
Other Highway Projects	\$69,005	\$47,203	\$5,813	\$8,658	\$130,679
<b>Subtotal Highway Projects</b>	<b>\$1,639,596</b>	<b>\$558,996</b>	<b>\$439,668</b>	<b>\$769,747</b>	<b>\$3,408,007</b>
<b>Transit Projects</b>					
Mid-Coast	\$9,459	\$19,791	\$27,572	\$0	\$56,822
I-15 BRT	\$25,756	\$5,700	\$70,769	\$0	\$102,225
Sprinter	\$173,061	\$104,200	\$104,227	\$39,970	\$421,458
Bus/Rail Infrastructure	\$139,038	\$38,243	\$5,631	\$32,940	\$215,852
Bus/Rail Intermodal Stations	\$13,419	\$7,500	\$518	\$4,091	\$25,528
Bus/Rail Vehicle Purchase	\$63,256	\$28,000	\$1,317	\$15,441	\$108,014
Other BRT	\$0	\$0	\$50,972	\$0	\$50,972
Other Bus/Rail (Operations/Planning)	\$201,033	\$0	\$217,151	\$65,909	\$484,093
<b>Subtotal Transit Projects</b>	<b>\$625,022</b>	<b>\$203,434</b>	<b>\$478,157</b>	<b>\$158,351</b>	<b>\$1,464,964</b>
<b>Local Street &amp; Road Projects</b>					
Regional Arterial System	\$11,003	\$0	\$49,338	\$76,886	\$137,227
Roadway Maintenance & Rehabilitation	\$0	\$0	\$62,856	\$12,668	\$75,524
Traffic Signal Projects	\$0	\$0	\$12,716	\$598	\$13,314
Highway Bridge Program	\$156,331	\$0	\$7,244	\$36,933	\$200,508
Other Local Street & Road	\$42,930	\$0	\$336,109	\$186,778	\$565,817
<b>Subtotal Local Street &amp; Road Projects</b>	<b>\$210,264</b>	<b>\$0</b>	<b>\$468,263</b>	<b>\$313,863</b>	<b>\$992,390</b>
<b>Other Projects</b>					
Bicycle/Pedestrian Projects	\$34,055	\$820	\$10,962	\$8,995	\$54,832
Freeway Service Patrol	\$3,461	\$13,839	\$0	\$2,375	\$19,675
Transportation Enhancement Activities	\$7,501	\$997	\$0	\$0	\$8,498
Transportation Demand Management (TDM)	\$13,538	\$0	\$0	\$1,006	\$14,544
Other-Miscellaneous (Regional EMP, Project Oversight)	\$0	\$4,172	\$77,247	\$0	\$81,419
<b>Subtotal Other Projects</b>	<b>\$58,555</b>	<b>\$19,828</b>	<b>\$88,209</b>	<b>\$12,376</b>	<b>\$178,968</b>
<b>Grand Total</b>	<b>\$2,533,437</b>	<b>\$782,258</b>	<b>\$1,474,297</b>	<b>\$1,254,337</b>	<b>\$6,044,329</b>

\*Total includes debt service to 2015

Table 1-2

**2006 RTIP - SAN DIEGO REGION (IN \$000s)  
TRANSPORTATION TACTICS**

<b>RIDESHARING</b>	
Transportation Demand Management (TDM)	\$14,544
<i>Subtotal:</i>	\$14,544
<b>TRANSIT IMPROVEMENTS</b>	
Transit - Bus/Rail Infrastructure	\$215,852
Transit - Bus/Rail Intermodal Stations	\$25,528
Transit - Bus/Rail Vehicle Purchase	\$108,014
Transit - I-15 BRT	\$102,225
Transit - Mid-Coast	\$56,822
Transit - Other BRT	\$50,972
Transit - Other Bus/Rail (Operations/Planning)	\$368,093
Transit - Sprinter	\$421,458
<i>Subtotal:</i>	\$1,348,964
<b>BICYCLE FACILITIES PROJECTS</b>	
Bicycle/Pedestrian Projects	\$53,474
<i>Subtotal:</i>	\$53,474
<b>TRAFFIC FLOW IMPROVEMENTS</b>	
Traffic Management/Signal Projects	\$19,634
<i>Subtotal:</i>	\$19,634
<b>Total Transportation Tactics in 2006 RTIP:</b>	<b>\$1,436,616</b>
Total All Transportation Projects in 2006 RTIP:	\$6,044,329
Share of T-Tactics Projects in 2006 RTIP:	23.8%

A quantitative air quality emissions analysis was conducted for the years 2002, 2009, 2010, 2014, 2020, and 2030 revenue-constrained transportation scenarios, as shown in Chapter 5. The result of these analyses was distributed to San Diego Region Conformity Working Group (CWG) on May 10, 2006, and reviewed by the CWG at its meeting on May 17, 2006. The 2006 RTIP meets the conditions for determining conformity with the applicable SIP for air quality. A detailed description of the regional emissions analysis and modeling procedures is included in Appendix C. Chapter 5 of this report summarizes the air quality conformity analysis for the 2006 RTIP.

## **FINANCIAL CAPACITY ASSESSMENT**

Chapter 4 provides a financial capacity analysis of the major program areas. Based upon this analysis, the projects contained within the 2006 RTIP are reasonable when considering available funding sources.

For nonattainment and maintenance areas, the 2006 RTIP is required to be a revenue-constrained document with programmed projects based upon committed funding for the first two fiscal years of the RTIP and/or reasonably available for the third fiscal year. Funding assumptions are generally based upon: (1) authorized or appropriated levels of federal and state funding from current legislation; (2) conservative projections of future federal and state funding based upon a continuation of current funding levels; (3) the most current revenue forecasts for the *TransNet* program; and (4) the planning and programming documents of the local transportation providers.

The projects programmed in the 2006 RTIP are expressed in future dollars. That is, they have been escalated based upon anticipated inflation and other factors to the expected year of obligation. For the State Transportation Improvement Program (STIP) and State Highway Operation and Protection Program (SHOPP), the 2006 Fund Estimate (adopted by California Transportation Commission (CTC) in September 2005) used a one-time 8.3 percent escalation to FY 2006, then 3 percent per year thereafter. However, the 3 percent escalation rate applies only to the capital construction phase, while the right-of-way phase increases will be determined on a project-by-project basis. For the *TransNet* EAP projects, SANDAG, in consultation with Caltrans, used a 7.25 percent per-year increase from 2002 to 2005. When crafting the *TransNet* reauthorization language for a ballot vote, 2002 was the base year. By the time the reauthorization was approved (November 2004) and SANDAG began to initiate the Early Action Program (EAP) projects, three years had passed. During this time, statewide Construction Cost Index (CCI) posted high increases. Therefore, the 7.25 percent per year was used to bring the project costs up to the 2005 year. Unlike the CTC, SANDAG's out-year escalation of 3.6 percent is a blended rate for both the right-of-way and construction phases.

## **PUBLIC PARTICIPATION**

It is the policy of SANDAG to encourage public participation in the development of agency planning and programming activities. Public involvement consists of participation on various SANDAG working groups, opportunities to comment at SANDAG Board and committee meetings, public notices of document availability and public hearings, and through the SANDAG public communications program. Pursuant to 23 U.S.C. 134(i), the draft RTIP has been available for public review for a minimum of 30 days, and a public hearing held on June 16, 2006.

In response to the interim SAFETEA-LU guidelines calling for expanded public outreach, SANDAG incorporated the following changes:

**Independent Taxpayer Oversight Committee:** In conformance with the 2004 *TransNet* measure, a citizen advisory committee, called the Independent Taxpayers Oversight Committee (ITOC), has been established to oversee projects funded through the *TransNet* program. As the instrument through which SANDAG identifies *TransNet* projects, the ITOC reviews and comments on *TransNet* program of projects in the RTIP.

**Tribes:** In addition to sending out notices for the development of the RTIP, SANDAG solicited the participation from the 17 tribal governments, along with the Reservation Transportation Authority in San Diego County by hosting a Tribal Forum made up of elected officials from each of the tribes and from SANDAG, as well as a workshop specifically to seek involvement in the regional planning and programming processes.

**Public Workshops:** Provided information and sought comments during a special workshop developed for the Regional Comprehensive Plan. A total of eight workshops was held in the month of April 2006 in various parts of the County. Additionally, as the 2007 comprehensive update to the RTP develops, programming will also participate in the public forums and workshops (currently scheduled for June 2007).

**Expansion of Electronic Notifications:** In addition to the current list of external industry professionals, notification to other citizen-involved working groups was expanded.

**On-Line Comments:** Beginning with the 2006 RTIP development, SANDAG established an on-line comment area for the public to provide comments, available at [www.sandag.org/2006RTIP](http://www.sandag.org/2006RTIP).

Appendix A describes the SANDAG public participation process. Flyers and other items of additional outreach efforts described above also are included as part of Appendix A.

## STATUS OF PROJECTS FROM THE 2004 RTIP

Table 1-3 below summarizes the status of major projects from the 2004 RTIP.

**Table 1-3\***  
**Status of Major Projects from Prior RTIP (in \$000)**

	<b>Total Cost</b>
I-5/I-805 Merge Widening	\$175,000
Regionwide Traffic Signal Optimization Projects	\$30
Intermodal Transit Stations at East Village and San Ysidro	\$48
Mission Valley East Light Rail Project	\$505,867
I-15 Operational Improvements	\$83

\* All funds have been obligated with the construction phase and opened to traffic; these projects are no longer included in the RTIP

**Chapter 2**  
**RTIP DEVELOPMENT PROCESS**

## Chapter 2

### RTIP DEVELOPMENT PROCESS

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This chapter discusses the federal, state, and *TransNet* programming requirements and the process used by SANDAG to develop this update, which covers the period FY 2006/07 to FY 2010/11. It also describes the process for amendments during this cycle.

#### FEDERAL TRANSPORTATION REQUIREMENTS

SANDAG is designated by the U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency (EPA) as the metropolitan planning organization (MPO) for the San Diego region.

As the MPO, SANDAG must have a continuing, comprehensive, and coordinated transportation planning process in order to receive federal capital or operating funds. The planning process includes the development of: (1) a long-range, 20-year transportation plan describing the policies, strategies, and facility needs (the 2006 Revenue Constrained RTP update was adopted by the SANDAG Board on February 24, 2006, and FHWA and FTA issued a finding of conformity to the 2030 Revenue Constrained RTP: 2006 Update on March 29, 2006); and (2) a Federal Transportation Improvement Program covering at least a three-year period. The 2006 TIP includes five years of project programming.

Federal and state regulations (Title 23 CFR Part 450 (450.216 & 450.324)) identify the process and required content of developing the programming document. In general, the RTIP must include all major projects receiving certain categories of federal or state transportation funding, needing federal project approval, and identified as regionally significant projects. Minor projects that do not significantly increase system capacity are typically categorized as lump-sum minor improvements. The 2006 TIP also includes the Program of Projects funded by *TransNet*, the local transportation sales tax program administered by SANDAG.

Streets & Highways Code Sections 182.6(e) and 182.7(d) require MPOs to submit its Transportation Improvement Program to the state by August 1 on even-numbered years. The projects from all of the regional TIPs and the STIP are combined to form what is referred to as the Federal State Transportation Improvement Program (FSTIP). The state is required to submit the FSTIP to the Federal Highway Administration by September 1 on even-numbered years (Government Code Section 65074). SAFETEA-LU changed the programming cycle from every two years to every four years. It is anticipated that the state law will be revised to reflect the new federal law so that beginning with the 2008 update, the TIP will be updated every four years.

The 2006 TIP indicates the region's priorities for the implementation of transportation projects. It is required to include realistic estimates of project costs and anticipated program revenue. It also must

be a financially constrained program. This means that funding must be available and committed to implement the projects listed in this document. The U.S. Environmental Protection Agency (EPA) designated the San Diego air basin as non-attainment for the federal 8-Hour Ozone standard effective June 15, 2004. The air basin has been classified as a basic non-attainment area under Subpart 1 of the Clean Air Act, and the attainment date for the 8-Hour Ozone standard is June 15, 2009. Several areas that are tribal lands in eastern San Diego County were excluded from the non-attainment designation. As a result, all projects in the first two fiscal years must have dedicated funding, and projects in the outyears either must have a firm funding commitment or a reasonable strategy or expectation that funds will be available. In addition, all projects within the 2006 RTIP must be consistent with the RTP.

### **Air Quality Conformity**

The 2006 RTIP must be evaluated for conformity with the State Implementation Plan (SIP) for air quality attainment. The SIP requires that the 2006 RTIP satisfy a number of specific tests to indicate the program will achieve certain air quality emissions reductions and requires the RTIP to implement agreed-upon transportation control measures (Transportation Tactics). Chapter 5 further describes the air quality conformity process.

### **Federal Funding Programs**

SAFETEA-LU provides transportation funding for the five-year period 2005 to 2009. The 2006 RTIP includes projects that received federal funding as follows:

- Surface Transportation Program (STP), including Regional STP (RSTP) and State STP;
- Congestion Mitigation and Air Quality (CMAQ) Program;
- Transportation Enhancement (TE) Activities Program;
- Highway Bridge Program (HBP);
- Hazard Elimination Safety/Safe Routes to School (STP Safety/HES/State Route (SR) 2S);
- Railroad/Highway Grade Crossing Program (Section 130 Rail);
- Federal Lands Highway – Indian Reservation Roads (IRR);
- Federal Special/Demonstration/High Priority/Borders & Infrastructure Projects; and
- Federal Transit Administration Sections 5307 (Urbanized Formula Grant), 5309 (Rail Modification/New Start/Bus/Bus Discretionary Programs), 5316 JARC (Jobs Access Reverse Commute), 5317 (New Freedom/Senior/Disabled), and 5311 (Rural Transit) Programs.

Federal funding for the Regional STP (RSTP) and CMAQ programs is apportioned by the state to the San Diego region by formula. As the MPO, SANDAG is responsible for determining which local projects receive funding under the San Diego region's share of these two federal funding programs.

RSTP funds can be used for state highway, local street and road, transit, bicycle, traffic signal, and transportation demand management (TDM) program projects. CMAQ funds can be used for most categories of transportation projects that improve air quality, such as alternative-fuel transit vehicles, TDM activities, and high-occupancy vehicle (HOV) facilities as provided in federal law.

CMAQ funds cannot be used for projects that increase the transportation system's capacity for single-occupant vehicles (SOVs).

### **Federal Submittal Requirements**

Upon adoption by SANDAG, the 2006 RTIP will be submitted to Caltrans for inclusion in the Federal State Transportation Improvement Program (FSTIP). The 2006 RTIP also will be submitted to FHWA, FTA, and EPA for federal approval of the air quality conformity determination. FHWA and FTA approve the RTIP project programming as an element of the FSTIP.

EPA acts as a commenting agency to FHWA and FTA in the RTIP air quality conformity process. The 2006 RTIP may be amended by SANDAG, as needed. However, any revisions that add or modify capacity-increasing, nonexempt projects require an air quality conformity determination. A listing of projects that are typically exempt from the air quality conformity determination is provided in Appendix B.

### **STATE TRANSPORTATION REQUIREMENTS**

In addition to projects funded by federal programs, the 2006 RTIP includes major projects receiving state transportation funding through the State Transportation Improvement Program (STIP). The STIP programs funds available in the State Highway Account (SHA), which includes a mix of state and federal transportation funds. Under state law, the California Transportation Commission (CTC) adopted the 2006 STIP in April 2006.

### **State Funding Programs**

The State Transportation Improvement Program (STIP) is the State's spending plan for state and federal funding. Pursuant to SB 45, the STIP is comprised of the Regional Improvement Program (RIP) and the Interregional Improvement Program (IIP). CTC develops the STIP Fund Estimate that includes the RIP "County Share" and IIP fund allocations. The program is updated every two years and currently covers a five-year period. STIP funded projects, like all other state and federally funded projects, must be listed in the RTIP in order for the sponsor agencies to access funding. The STIP consists of funds from the SHA, which includes a mix of state and federal transportation funds. As illustrated in Figure 2-1, various administrative, operations, and maintenance programs are taken 'off the top" out of the SHA (approximately 70 percent). The remaining funds (approximately 30 percent) are then further divided between the regional and statewide needs.

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

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

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

### **2006 State Transportation Improvement Program (STIP)**

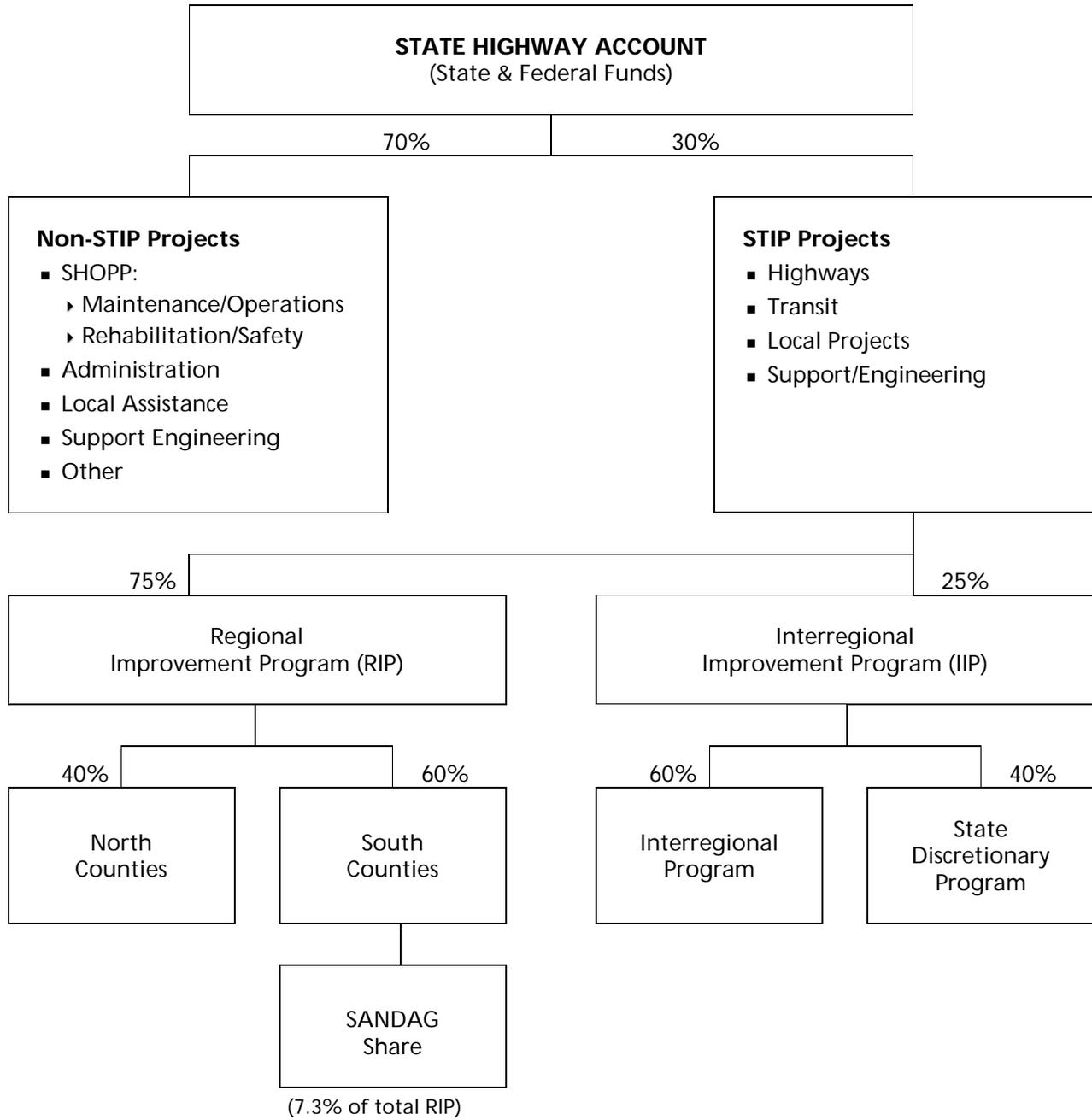
State law requires the CTC to adopt the 2006 STIP Fund Estimate by April of every odd-numbered year. The 2006 STIP does not include any new programming capacity apart from a small amount of added federal Transportation Enhancement (TE) funds, which have limited applicability. Since the San Diego region had advanced programming capacity in previous STIP cycles, there is no new funding identified for the San Diego region. At its meeting on December 16, 2005, the SANDAG Board approved the 2006 STIP for the San Diego region for submittal to the CTC. The 2006 STIP included only previous programmed 2004 STIP projects and did not include any new projects. The proposed STIP-funded projects were prioritized based on the criteria approved by the SANDAG Transportation Committee at its October 21, 2005, meeting. These criteria include:

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

For the STIP Interregional Program, the San Diego region received new funding for several projects, including SR 905 (\$30 million) , the Solana Beach Transit Center Parking Structure (\$6 million), and a re-distribution of existing funds on the north coast rail corridor to other, more ready-to-go projects (Santa Margarita River Bridge, Del Mar Bluffs, signal upgrades).

Also included in the 2006 STIP are the TE program and the 2006 SHOPP. Caltrans develops the SHOPP program, which is divided into six project groupings—bridge preservation, collision reduction, mandates, mobility, roadway preservation, and roadside preservation. The TE program previously administered at the local level was folded into the STIP process as part of the 2006 STIP. SANDAG is still responsible for selecting the TE projects and submitting them to Caltrans for project eligibility, but final approval and funding allocation rests with the CTC.

**Figure 2-1  
State Transportation Fund Allocation Process**



In FY 2001, the then Governor of California initiated a new funding program, Traffic Congestion Relief Program (TCRP), in an effort to relieve congestion statewide. The CTC also oversees the TCRP which is included in the adopted Fund Estimate. With the state budget deficit, the status of TCRP has remained uncertain. However, as part of the 2006 STIP, the CTC plans to allocate funding to projects seeking funding based on a prioritized list. The 2006 RTIP reflects the TCRP funds in the year of anticipated allocation.

### **State Submittal Requirements**

Under Senate Bill (SB) 45, RTPAs must submit the RIP projects, and Caltrans must submit its IIP projects to the CTC by December 15 of each odd-numbered year. The RIP, IIP, and other state programs become the STIP adopted by the CTC in April of each even-numbered year. The RTIP, which includes all STIP-funded projects and all other federal and locally funded projects, must be submitted to Caltrans by August 1 of every even-numbered year. SANDAG's 2006 RTIP will then be incorporated, along with RTIPs from other regions and the STIP, into the Federal State Transportation Improvement Program (FSTIP). The current 2004 RTIP expires October 2006.

### **TRANSNET REQUIREMENTS**

The 2006 RTIP includes the *TransNet* Program of Projects (POP) for the period for FY 2006/07 to FY 2010/11. *TransNet* is the local ½ percent transportation sales tax funding program that was approved by San Diego voters in November 1987 and extended in November 2004.

Serving as the San Diego County Regional Transportation Commission (RTC), SANDAG is required to approve a multi-year *TransNet* POP biennially, which identifies all major transportation projects proposed to use the sales tax funds over the multi-year period. In order to receive *TransNet* revenue, transportation projects must be included in the approved RTIP/*TransNet* POP.

### ***TransNet* Funding**

Although the voters of San Diego approved to extend *TransNet*, there are differences within the various subprograms. For the current *TransNet* that expire FY 2008, after an annual \$1 million set-aside for bicycle projects and up to one percent for administrative expenses, *TransNet* sales tax revenue is divided equally between highway, public transit, and local street and road projects. For the *TransNet* Extension, after deducting for administrative expenses (one percent), two percent for bicycle/pedestrian projects, and \$250,000 (plus consumer price index (CPI)) for the ITOC, the remainder of the revenues is divided by major corridors, local system improvements and transit system improvements. Under both Ordinances, the major highway and transit projects were specified in the approved ballot measure. The schedule and funding of the major *TransNet* highway and transit projects are developed cooperatively by SANDAG, Caltrans, and the region's transit operators.

The *TransNet*-funded bicycle projects are developed through SANDAG's Bicycle-Pedestrian Working Group. The *TransNet* bicycle projects are programmed by SANDAG in conjunction with a separate process that also allocates the Transportation Development Act (TDA) Article 3 funds and shows as a

lump sum project (SAN21) in Chapter 3. Other regionally significant or federally funded bike projects are listed separately.

The San Diego region's 18 cities and the County develop the *TransNet* program of local street and road projects. The local *TransNet* project listings (contained in Chapter 3) include those projects from each of the three priority areas identified in the *TransNet* ordinance – repair and rehabilitation, congestion relief, and improved safety. The projects within each jurisdiction must be approved by each city council or the Board of Supervisors after holding a public hearing.

## **RTIP DEVELOPMENT PROCESS FOR *TRANSNET***

Designated as the region's MPO and RTPA and as the San Diego County RTC, SANDAG has the overall responsibility for developing the required RTIP document. In a memo dated February 18, 2006, SANDAG requested that project sponsors review and update the projects for submittal by April 7, 2006. The individual project listings included in Chapter 3 have been submitted by the project sponsors and reviewed for compliance by SANDAG.

The 2006 RTIP has been prepared with input and cooperation from Caltrans, the cities and County, the region's transit operators, SANDAG's Transportation Committee, as well as other technical and advisory working groups.

## **Public Participation**

SANDAG must provide for community involvement and interagency consultation in the development of the 2006 RTIP and must provide an opportunity for public review and comment on the draft document prior to its adoption. In anticipation of the final rules for SAFETEA-LU, SANDAG has expanded the outreach efforts for the 2006 RTIP process. Opportunities for community involvement and interagency consultation on the transportation projects included in the 2006 RTIP have been provided through the public meetings of the various SANDAG committees and working groups that are responsible for the development and oversight of the projects. These committees include the Transportation Committee, Cities/County Transportation Advisory Committee (CTAC), Bicycle-Pedestrian Working Group, Stakeholders Working Group, and San Diego Region Conformity Working Group. In addition, SANDAG held a transportation workshop with the 17 tribal governments, along with the Reservation Transportation Authority in San Diego County and also conducted a workshop for the tribal nations. In addition, SANDAG conducted eight workshops for the Regional Transportation Plan with emphasis on the Smart Growth concept. Information about the TIP, including a fact sheet with a map, was available at these workshops. Also, SANDAG developed a system to allow the public to provide on-line public comment through the 2006 RTIP Web page. Appendix A further describes SANDAG's public participation process.

At its May 19, 2006, meeting, the SANDAG Transportation Committee accepted the draft 2006 RTIP, including its conformity determination and redetermination of the 2030 Revenue Constrained RTP: 2006 Update, for distribution and public comment and scheduled a public hearing for June 16, 2006. The progress of the 2006 RTIP and any actions taken will be continuously updated throughout this TIP development on the RTIP Web page – [www.sandag.org/2006RTIP](http://www.sandag.org/2006RTIP). The 2006 RTIP is scheduled to be adopted by the SANDAG Board at its meeting on June 23, 2006.

## **RTIP AMENDMENT PROCESS**

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

Project sponsors may propose to add new projects, delete existing projects, or change the description, scope, funding, and/or schedule information for projects already included in the current RTIP. The project sponsors shall use ProjectTrak, the on-line system for the RTIP, to make changes.

There are two types of amendments (described in detail below). SANDAG will process formal amendments on a quarterly basis and administrative amendments on a monthly, basis depending on need. The amendment request must include the sponsor's governing board/council approval.

### **Administrative Amendments**

Administrative amendments require the approval of the SANDAG Transportation Committee and the state, but do not require federal approval. Federal agencies will be notified of the amendments for informational purposes. Project requests that fall within the following criteria can be administratively amended:

- Revise a project description, which does not change the scope of the project or conflict with the project environmental document;
- The project does not affect air quality or the timely implementation of TCMs;
- The project does not impact the financial constraint;
- Revise the funding amount for a phase. Additional funding is limited to 20 percent of the project cost or \$2 million, whichever is less;
- Change the funding source;
- Change a project lead agency;
- Splits or combines individually listed projects as long as cost, schedule, and scope remain unchanged;
- Changes required information for grouped project (lump sum) listings; or
- Add or delete projects from grouped project (lump sum) listings as long as the funding amount stay within the guidelines indicated above.

SANDAG will approve administrative amendments on a monthly basis (as needed) and transmit to Caltrans for approval. Caltrans will notify the MPO, FHWA and FTA of the approval. This streamlined approach helps expedite the approval process.

### **Formal Amendments**

Project requests that do not meet the above criteria for administrative amendments will require a formal amendment. Following are some but not all of the reasons for formal amendments:

- The request would add or delete a new federal or state-funded project or add or delete an existing federal or state-funded project;
- The request would shift funds from the outyears (i.e., FY 2010 through FY 2011) to the triennial element (i.e., FY 2007 through FY 2009) or vice versa;
- The request would affect air quality or the timely implementation of TCMs;
- The request would require additional air quality emissions analysis and/or a new finding of air quality conformity;
- The request would impact the financial constraint of the RTIP;
- The request would result in major changes in scope, design and concept; and
- The request would change the lump sum/line item amounts or descriptions.

Formal amendments require an action by the SANDAG Transportation Committee, Caltrans, FHWA, FTA, and EPA. Formal amendments will be processed on a quarterly basis. Due to the lengthy process involved in determining air quality conformity, amendment requests for regionally significant, capacity-increasing projects that require a new emissions analysis will be scheduled on an **annual basis** (not quarterly).

### **Lump Sums**

Lump sum line items are grouped projects under a specified work type (projects must be exempt from air quality conformity). The purpose of lump sums is to provide flexibility where the individual implementation priorities are unclear. Examples of lump sums include:

- Railroad crossing projects (noncapacity increasing);
- Transportation Enhancement (TE);
- Highway hazard elimination;
- Shoulder improvements;
- Traffic control devices;
- Adding medians;
- Lighting improvements;
- Bike and pedestrian facilities;
- Intersection channelization;
- Interchange reconfiguration;
- Emergency repair beyond the federal emergency repair program;
- Transportation System Management;
- Seismic retrofit;
- Minor safety and hazard projects;
- Pavement rehabilitation; and
- Bridge replacement and retrofit.

For each lump sum listing in the RTIP, SANDAG maintains a list of projects that comprise of the lump sum projects.

**Chapter 3**  
**PROJECT LISTINGS**

## Chapter 3

### PROJECT LISTINGS

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This chapter contains the individual project listings for those major highway, transit, local street and road, and nonmotorized projects and programs proposed to use federal, state, *TransNet*, and other local funding. The listings are grouped by project sponsors in alphabetical order. The listings include sufficient descriptive material (i.e., type of work, termini, length, etc.), the anticipated federal, state and local revenue sources, and the fiscal year of proposed work.

The projects included in the 2006 RTIP are funded by federal, state, local and private funding programs. For the federal programs, new discretionary programs included are based on listings from SAFETEA-LU. Formula programs, such as Federal Transit Administration (FTA) Urbanized Area Formula, Fixed Guideway, Jobs Access, and New Freedom, are based on the urbanized area (UZA) estimate as provided in SAFETEA-LU. Caltrans provided the estimated revenues for the Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) programs. Also included are projects funded by the State Transportation Improvement Program (STIP) and State Highway Operation and Protection Program (SHOPP), anticipated allocations from the Governor's Traffic Congestion Relief Program (TCRP), the *TransNet* local sales tax program (including short- and long-term borrowings), other local funding, and private sources.

#### CALTRANS HIGHWAY PROJECTS

Caltrans is the project sponsor for most of the highway projects. Senate Bill 45 requires that projects in the STIP be programmed in six categories: (1) project development; (2) design; (3) construction engineering; (4) right-of-way capital; (5) right-of-way support; and (6) construction capital to allow the California Transportation Commission (CTC) to monitor the projects by these phases. However, for purposes of the SANDAG RTIP, projects are shown by fiscal year and three phases: preliminary engineering; right-of-way; and construction, which provide enough detailed information for regional programming purposes.

Several highway programs are identified in the Caltrans listing as lump sum line items. These lump sum listings include local Highway Bridge Program (HBP), local Hazard Elimination Safety (HES) (including the Safe Routes to School Program), State Minor Program for Caltrans, Emergency Repair, and local agency highway projects under \$750,000 in cost. These projects and program funds are identified by Caltrans headquarters and implemented by the local Caltrans district offices. Lists of projects that make up the lump sum are scheduled to be updated every six months by Caltrans. All lump sum listed projects are exempt for purposes of air quality.

## **LOCAL AGENCY PROJECTS**

The 18 cities and the County of San Diego are the project sponsors for the local agency projects included in this chapter. The local agency listings, organized alphabetically by jurisdiction and by their Metropolitan Planning Organization (MPO) identification (ID) number, generally consist of regional arterial, local street and road, bicycle, and traffic signal improvement projects. The local agency projects include those funded by federal and state, *TransNet*, and local funding programs.

## **TRANSIT PROJECTS**

Senate Bill 1703 consolidated the planning functions between SANDAG, the San Diego Metropolitan Transit Development Board (MTDB), and the North San Diego County Transit Development Board (NCTD) effective July 2003. As a result, most of the major regionally significant transit projects have been transferred to SANDAG, with minor capital projects and operations continuing under NCTD and the Metropolitan Transit System (MTS, formally MTDB). Major transit project remaining with the transit district include the Sprinter Light Rail project for NCTD. Project costs and revenues are listed by fiscal year for each project phase or for the total project.

The sources of federal assistance are Federal Transit Administration (FTA) Section 5307, Section 5309 (Fixed Guideway Modernization, New Starts, and Bus Discretionary), 5310, 5311, 5316, 5317 funds, and CMAQ funds. Other transit projects included are those funded through the STIP, the state Transportation Development Act (TDA), and the *TransNet* programs.

## **OTHER REGIONAL AND MISCELLANEOUS PROJECTS**

SANDAG also is the project sponsor for other regional projects. The listing includes the Regional Transportation Demand Management (TDM) Program (one of the identified Transportation Tactics), the Freeway Service Patrol (FSP) Program, the I-15 Managed Lane Value Pricing Project, and Intelligent Transportation System (ITS) projects.

Other projects sponsored by non-member agencies of SANDAG that have transportation projects within the San Diego region are included in the RTIP. These include the Bureau of Indian Affairs, the Transportation Corridor Agencies, San Dieguito River Park, and other requesting agencies.

## **FEDERAL FUNDING REQUIREMENTS**

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

The STIP and SHOPP projects listed in this chapter must include any required non-federal matching funds. In general, Caltrans provides the non-federal matching funds for STIP state highway projects, and local agencies provide the non-federal matching funds for local street and road projects.



**Table 1**  
**2006 Regional Transportation Improvement Program**  
**San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL001		Capacity Status: NCI						RTIP #: 06-00		
TITLE: Go California projects		Exempt Category: Various								
DESCRIPTION: Lump sum for exempt Go California projects in San Diego region										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
CBI	\$1,800		\$1,800						\$4	\$1,796
SHOPP - State Cash	\$15,154	\$2,087	\$13,067					\$2,087		\$13,067
<b>TOTAL</b>	<b>\$16,954</b>	<b>\$2,087</b>	<b>\$14,867</b>					<b>\$2,087</b>	<b>\$4</b>	<b>\$14,863</b>

MPO ID: CAL09		Capacity Status: CI						RTIP #: 06-00		
TITLE: Interstate 5 - HOV Managed Lanes										
DESCRIPTION: From San Diego to Oceanside - construct HOV/Managed Lanes										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
CBI	\$500	\$500						\$500		
IM	\$4,000	\$4,000						\$4,000		
RSTP	\$9,316	\$9,316						\$9,316		
STIP State Cash	\$321	\$321						\$321		
STIP-RIP NHS	\$2,475	\$2,475						\$2,475		
STP	\$2,000	\$2,000						\$2,000		
TransNet - MC	\$12,553		\$12,553					\$12,553		
<b>TOTAL</b>	<b>\$31,165</b>	<b>\$18,612</b>	<b>\$12,553</b>					<b>\$31,165</b>		

MPO ID: CAL09A		Capacity Status: CI						RTIP #: 06-00		
TITLE: I-5 Lomas Sante Fe Interchange/HOV lanes										
DESCRIPTION: Between Via de la Valle and San Elijo Lagoon - construct interchange and HOV Lane										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
RSTP	\$18,177		\$18,177							\$18,177
TCRP	\$6,000		\$6,000							\$6,000
TransNet - MC	\$32,113		\$32,113					\$3,626		\$28,487
<b>TOTAL</b>	<b>\$56,290</b>		<b>\$56,290</b>					<b>\$3,626</b>		<b>\$52,664</b>

MPO ID: CAL09B		Capacity Status: CI						RTIP #: 06-00		
TITLE: Interstate 5 - Auxiliary Lanes										
DESCRIPTION: Between Via de la Valle and Lomas Santa Fe - construct north and southbound auxiliary lanes										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
SHOPP - State Cash	\$11,520	\$220	\$11,300					\$220		\$11,300
<b>TOTAL</b>	<b>\$11,520</b>	<b>\$220</b>	<b>\$11,300</b>					<b>\$220</b>		<b>\$11,300</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL18		Capacity Status: CI					RTIP #: 06-00			
TITLE: I-15 Managed Lanes (Middle)										
DESCRIPTION: From SR 56 to Centre City Pkwy - construct managed lanes including 3 direct access ramps; implement electronic toll collection and violation enforcement system (DEMO ID: CA707; HPP No: 3783)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
CMAQ	\$35,586	\$35,586							\$974	\$34,612
DEMO - Sec 115	\$1,000	\$1,000								\$1,000
HPP	\$3,000	\$2,000	\$1,000							\$3,000
HPP AC	\$2,000			\$1,000	\$1,000					\$2,000
Local Funds	\$5,861	\$5,861								\$5,861
RSTP	\$56,500	\$56,500								\$56,500
SHOPP - State Cash	\$4,136	\$4,136								\$4,136
STIP State Cash	\$5,184	\$5,184						\$516		\$4,668
STIP-IIP NHS	\$36,032	\$36,032								\$36,032
STIP-IIP NHS GARVEE	\$49,250	\$49,250								\$49,250
STIP-RIP NHS	\$3,984	\$3,984						\$3,984		
STIP-RIP NHS GARVEE	\$147,750	\$147,750								\$147,750
TCRP	\$64,300	\$64,300						\$24,963	\$9,337	\$30,000
TransNet - MC	\$12,264		\$5,961	\$6,303				\$10,119	\$126	\$2,019
TransNet - MC AC		\$2,000		\$(1,000)	\$(1,000)					
<b>TOTAL</b>	<b>\$426,847</b>	<b>\$413,583</b>	<b>\$6,961</b>	<b>\$6,303</b>				<b>\$39,582</b>	<b>\$10,437</b>	<b>\$376,828</b>

MPO ID: CAL18A		Capacity Status: CI					RTIP #: 06-00			
TITLE: I-15 Managed Lanes-North Segment										
DESCRIPTION: From Clarence Lane to SR 78 - construct Manged Lanes (north segment)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
CMAQ	\$5,093		\$2,414	\$2,679					\$3,219	\$1,874
CMAQ - AC	\$67,035				\$20,942	\$22,880	\$23,213			\$67,035
RSTP	\$11,898			\$11,898				\$9,309		\$2,589
RSTP - AC	\$48,006				\$24,160	\$23,846				\$48,006
STIP State Cash	\$574	\$574						\$574		
STIP-RIP NHS	\$4,426	\$4,426						\$4,426		
TransNet - MC	\$54,487	\$1,730	\$5,373	\$29,516	\$6,995	\$7,247	\$3,626	\$7,997	\$417	\$46,073
TransNet - MC AC				\$115,041	\$(45,102)	\$(46,726)	\$(23,213)			
<b>TOTAL</b>	<b>\$191,519</b>	<b>\$6,730</b>	<b>\$7,787</b>	<b>\$159,134</b>	<b>\$6,995</b>	<b>\$7,247</b>	<b>\$3,626</b>	<b>\$22,306</b>	<b>\$3,636</b>	<b>\$165,577</b>

MPO ID: CAL18B		Capacity Status: CI					RTIP #: 06-00			
TITLE: I-15 Managed Lanes- South Segment										
DESCRIPTION: From SR 163 to Route 15/56 Separation - construct Managed Lanes south segment										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
CMAQ	\$26,350		\$12,186	\$14,164				\$26,350		
STIP State Cash	\$1,147	\$1,147						\$1,147		
STIP-RIP NHS	\$8,853	\$8,853						\$8,853		
TransNet - MC	\$25,650	\$3,000	\$20,814	\$1,836				\$25,650		
<b>TOTAL</b>	<b>\$62,000</b>	<b>\$13,000</b>	<b>\$33,000</b>	<b>\$16,000</b>				<b>\$62,000</b>		

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL26		Capacity Status: CI					RTIP #: 06-00			
TITLE: State Route 52 Freeway (E&F)										
DESCRIPTION: From SR 125 to Cuyamaca Street to SR 67 - construct 4 lane freeway (DEMO ID: CA424/CA604; HPP No: 1134/2735)										
	TOTAL	PRIOR	06/07	07/08	08/09	09/10	10/11	PE	RW	CON
DEMO	\$2,250	\$2,250							\$2,250	
HPP	\$8,000			\$8,000						\$8,000
HPP AC	\$2,000				\$2,000					\$2,000
RSTP	\$35,848	\$17,550		\$18,298					\$17,550	\$18,298
RSTP - AC	\$7,411				\$7,411					\$7,411
STIP State Cash	\$22,114	\$5,150	\$802			\$8,538	\$7,624	\$1,032	\$5,552	\$15,530
STIP-IIP NHS	\$3,010	\$3,010						\$2,125	\$885	
STIP-RIP NHS	\$167,664	\$36,735	\$6,198			\$65,887	\$58,844	\$5,848	\$41,958	\$119,858
TCRP	\$45,000	\$45,000							\$45,000	
TCSP	\$1,000	\$1,000							\$1,000	
TransNet - H	\$44,340	\$44,340							\$44,340	
TransNet - MC	\$108,553	\$8,200	\$86,350	\$9,271	\$4,732			\$13,295	\$68,155	\$27,103
TransNet - MC AC			\$5,505	\$144,799	\$(9,411)	\$(74,425)	\$(66,468)			
<b>TOTAL</b>	<b>\$447,190</b>	<b>\$163,235</b>	<b>\$98,855</b>	<b>\$180,368</b>	<b>\$4,732</b>			<b>\$22,300</b>	<b>\$226,690</b>	<b>\$198,200</b>

MPO ID: CAL26A		Capacity Status: CI					RTIP #: 06-00			
TITLE: SR 52 HOV/Managed Lanes										
DESCRIPTION: From I-805 to SR 125 - construct HOV/Managed Lanes										
	TOTAL	PRIOR	06/07	07/08	08/09	09/10	10/11	PE	RW	CON
TransNet - MC	\$28,000	\$60	\$15,940	\$12,000				\$28,000		
<b>TOTAL</b>	<b>\$28,000</b>	<b>\$60</b>	<b>\$15,940</b>	<b>\$12,000</b>				<b>\$28,000</b>		

MPO ID: CAL26B		Capacity Status: CI					RTIP #: 06-00			
TITLE: SR 52 Auxiliary Lanes										
DESCRIPTION: From .2 km east of SR 52/I-15 separation to Mast Blvd undercrossing - construct east and westbound auxiliary lanes										
	TOTAL	PRIOR	06/07	07/08	08/09	09/10	10/11	PE	RW	CON
Local Funds	\$1,000	\$750	\$250					\$1,000		
TransNet - MC	\$42,200		\$33,300	\$8,900				\$3,800		\$38,400
<b>TOTAL</b>	<b>\$43,200</b>	<b>\$750</b>	<b>\$33,550</b>	<b>\$8,900</b>				<b>\$4,800</b>		<b>\$38,400</b>

MPO ID: CAL26C		Capacity Status: CI					RTIP #: 06-00			
TITLE: SR 52 Truck Lane										
DESCRIPTION: From 2.km west of Santo Road overcrossing to 2.4 km west of Oak Canyon Bridge - extend westbound truck lane										
	TOTAL	PRIOR	06/07	07/08	08/09	09/10	10/11	PE	RW	CON
SHOPP - State Cash	\$2,000		\$2,000							\$2,000
TransNet - MC	\$6,100		\$6,100					\$900		\$5,200
<b>TOTAL</b>	<b>\$8,100</b>		<b>\$8,100</b>					<b>\$900</b>		<b>\$7,200</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL29		Capacity Status: CI					RTIP #: 06-00			
TITLE: SR 76 Middle										
DESCRIPTION: Melrose Drive to Mission Rd (South) - widen from 2 to 4 lanes (DEMO ID: CA603; HPP No: 2719)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
DEMO - TEA 21	\$4,132	\$1,560	\$2,572					\$1,560	\$2,572	
HPP	\$3,200			\$3,200					\$3,200	
HPP AC	\$800				\$800				\$800	
RSTP	\$9,904		\$9,904						\$9,904	
STP	\$1,000		\$1,000					\$1,000		
TransNet - H	\$3,759	\$2,464	\$1,295					\$2,440	\$1,319	
TransNet - MC	\$6,300		\$5,300	\$800	\$200			\$5,300	\$1,000	
TransNet - MC AC				\$800	\$(800)					
<b>TOTAL</b>	<b>\$29,095</b>	<b>\$4,024</b>	<b>\$20,071</b>	<b>\$4,800</b>	<b>\$200</b>			<b>\$10,300</b>	<b>\$18,795</b>	

MPO ID: CAL29B		Capacity Status: CI					RTIP #: 06-00			
TITLE: SR 76 East										
DESCRIPTION: From Mission Rd to I-15 - widen from 2 to 4 lanes										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - MC	\$8,400		\$5,700	\$2,700				\$8,400		
<b>TOTAL</b>	<b>\$8,400</b>		<b>\$5,700</b>	<b>\$2,700</b>				<b>\$8,400</b>		

MPO ID: CAL31		Capacity Status: CI					RTIP #: 06-00			
TITLE: SR 125 (Toll, Gap, Connector)										
DESCRIPTION: From SR 905 to SR 54 - construct 6-lane freeway with interchange and HOV provisions										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$332,946	\$332,946						\$24,850	\$40,075	\$268,021
RSTP	\$121,702	\$121,702							\$29,116	\$92,586
TransNet - H	\$22,596	\$20,493	\$2,103						\$3,764	\$18,832
<b>TOTAL</b>	<b>\$477,244</b>	<b>\$475,141</b>	<b>\$2,103</b>					<b>\$24,850</b>	<b>\$72,955</b>	<b>\$379,439</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL38		Capacity Status: CI					RTIP #: 06-00			
TITLE: SR-905 New Freeway		Exempt Category: Other - Truck size and weight inspection stations								
DESCRIPTION: From I-805 to Otay Mesa Port of Entry- construct 6-lane freeway (Phase 1) (DEMO ID: CA612; HPP No: 2813)		At Tecate, Mexican border to Humphries Road - construct a Commercial Vehicle Enforcement Facility (CVEF) and related intersection modifications @ SR188 and Thing Road								
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
CBI	\$102,657	\$25,342			\$77,315				\$25,342	\$77,315
DEMO - Sec 115	\$3,000	\$3,000							\$3,000	
DEMO - TEA 21	\$40,485	\$40,485							\$40,485	
HPP	\$7,200		\$7,200							\$7,200
HPP AC	\$4,800			\$2,400	\$2,400					\$4,800
STIP State Cash	\$14,946	\$14,946						\$1,933	\$5,965	\$7,048
STIP-IIP Interstate	\$90,009	\$90,009						\$14,920	\$34,974	\$40,115
STIP-IIP Prior NHS	\$15,035		\$15,035							\$15,035
STIP-IIP Prior State Cash	\$14,965		\$14,965							\$14,965
STIP-RIP NHS	\$22,353	\$22,353							\$11,066	\$11,287
STP	\$1,000	\$1,000							\$1,000	
STP - Sec 117	\$1,000	\$1,000							\$1,000	
State Cash AC			\$27,989	\$(2,400)	\$(25,589)					
TCRP	\$21,000	\$21,000							\$21,000	
<b>TOTAL</b>	<b>\$338,450</b>	<b>\$219,135</b>	<b>\$65,189</b>		<b>\$54,126</b>			<b>\$16,853</b>	<b>\$143,832</b>	<b>\$177,765</b>
* CBI funds anticipated to be available in FY 07 upon enactment of state legislation										

MPO ID: CAL41		Capacity Status: NCI					RTIP #: 06-00			
TITLE: CHP Inspection Facility @ Tecate		Exempt Category: Other - Damage repair caused by unusual disasters								
DESCRIPTION: At Tecate, Mexican border to Humphries Road - construct a Commercial Vehicle Enforcement Facility (CVEF) and related intersection modifications @ SR188 and Thing Road		Various areas of the county - lump sum for exempt projects that would replace and/or rehabilitate bridges								
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
CBI	\$23,892	\$23,892							\$3,758	\$20,134
SHOPP - State Cash	\$8,927		\$8,927					\$7,758	\$487	\$682
<b>TOTAL</b>	<b>\$32,819</b>	<b>\$23,892</b>	<b>\$8,927</b>					<b>\$7,758</b>	<b>\$4,245</b>	<b>\$20,816</b>

MPO ID: CAL42A		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Emergency Repair Program		Exempt Category: Other - Damage repair caused by unusual disasters								
DESCRIPTION: At various locations - state highway projects to repair damage caused by natural disasters, civil unrest, or terrorist acts		Various areas of the county - lump sum for exempt projects that would replace and/or rehabilitate bridges								
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
SHOPP Roadway Emergency	\$150		\$50	\$50	\$50					\$150
<b>TOTAL</b>	<b>\$150</b>		<b>\$50</b>	<b>\$50</b>	<b>\$50</b>					<b>\$150</b>

MPO ID: CAL44		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Highway Bridge Program		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
DESCRIPTION: Various areas of the county - lump sum for exempt projects that would replace and/or rehabilitate bridges		Various areas of the county - lump sum for exempt projects that would replace and/or rehabilitate bridges								
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
HBP	\$46,106		\$71	\$53	\$16,438	\$8,866	\$20,678			\$46,106
HBRR	\$23,552	\$23,552								\$23,552
Local Funds	\$9,026	\$3,052	\$9	\$7	\$2,130	\$1,149	\$2,679			\$9,026
<b>TOTAL</b>	<b>\$78,684</b>	<b>\$26,604</b>	<b>\$80</b>	<b>\$60</b>	<b>\$18,568</b>	<b>\$10,015</b>	<b>\$23,357</b>			<b>\$78,684</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL45		Capacity Status: NCI					RTIP #: 06-00			
TITLE: SHOPP Minor Exempt Projects		Exempt Category: Safety - Safety Improvement Program								
DESCRIPTION: Various locations - lump sum for minor safety projects along state highways										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Minor Program	\$8,239		\$8,239							\$8,239
<b>TOTAL</b>	<b>\$8,239</b>		<b>\$8,239</b>							<b>\$8,239</b>

MPO ID: CAL46A		Capacity Status: NCI					RTIP #: 06-00			
TITLE: SHOPP Mobility		Exempt Category: Safety - Safety Improvement Program								
DESCRIPTION: Lump sum for SHOPP mobility projects including operational improvements, transportation management systems, weigh station and WIM										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
SHOPP - State Cash	\$4,992	\$1,595			\$1,235	\$2,162		\$488		\$4,504
SHOPP NHS - Mobility	\$38,527	\$12,313			\$9,528	\$16,686		\$3,760		\$34,767
<b>TOTAL</b>	<b>\$43,519</b>	<b>\$13,908</b>			<b>\$10,763</b>	<b>\$18,848</b>		<b>\$4,248</b>		<b>\$39,271</b>

MPO ID: CAL46B		Capacity Status: NCI					RTIP #: 06-00			
TITLE: SHOPP Collision Reduction		Exempt Category: Safety - Safety Improvement Program								
DESCRIPTION: Lump sum for SHOPP collision reduction projects including safety improvements, collision severity reduction and updating median barriers										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
SHOPP - State Cash	\$3,662	\$1,104	\$2,558					\$462	\$52	\$3,148
SHOPP STP - Collision Reduction	\$28,269	\$8,525	\$19,744					\$3,564	\$399	\$24,306
<b>TOTAL</b>	<b>\$31,931</b>	<b>\$9,629</b>	<b>\$22,302</b>					<b>\$4,026</b>	<b>\$451</b>	<b>\$27,454</b>

MPO ID: CAL46C		Capacity Status: NCI					RTIP #: 06-00			
TITLE: SHOPP Roadside Preservation		Exempt Category: Safety - Safety Improvement Program								
DESCRIPTION: Lump sum for roadside preservation projects including planting restoration, freeway maintenance access, roadside enhancement, beautification and modernization, safety rest area restoration, new safety roadside rest areas										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
SHOPP - State Cash	\$6,479	\$2,271	\$1,682	\$1,133	\$906	\$487		\$1,148		\$5,331
SHOPP NHS - Roadside Preserv.	\$50,006	\$17,531	\$12,978	\$8,741	\$6,999	\$3,757		\$8,858		\$41,148
<b>TOTAL</b>	<b>\$56,485</b>	<b>\$19,802</b>	<b>\$14,660</b>	<b>\$9,874</b>	<b>\$7,905</b>	<b>\$4,244</b>		<b>\$10,006</b>		<b>\$46,479</b>

MPO ID: CAL46D		Capacity Status: NCI					RTIP #: 06-00			
TITLE: SHOPP Bridge Preservation		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
DESCRIPTION: Non capacity increase bridge preservation projects including rehabilitation, scour mitigation, rail replacement and upgrade, seismic restoration, widening, preservation and transportation permit requirements										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
SHOPP - State Cash	\$6,660		\$5,674		\$986			\$2,255	\$13	\$4,392
SHOPP-HBP	\$7,613				\$7,613			\$1,864		\$5,749
SHOPP-HBRR	\$736		\$736					\$261	\$2	\$473
<b>TOTAL</b>	<b>\$15,009</b>		<b>\$6,410</b>		<b>\$8,599</b>			<b>\$4,380</b>	<b>\$15</b>	<b>\$10,614</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL46E		Capacity Status: NCI					RTIP #: 06-00			
TITLE: SHOPP Roadway Preservation		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Lump sum for roadway preservation projects including roadway/pavement rehabilitation, pavement preservation, long-life pavement rehabilitation, roadway protective betterments, drainage system restoration, signs and lighting rehabilitation										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
SHOPP - State Cash	\$8,241	\$2,454	\$1,776	\$1,284	\$404	\$2,323		\$651	\$5	\$7,585
SHOPP NHS - Roadway Preserv.	\$63,596	\$18,933	\$13,712	\$9,904	\$3,119	\$17,928		\$5,024	\$40	\$58,532
<b>TOTAL</b>	<b>\$71,837</b>	<b>\$21,387</b>	<b>\$15,488</b>	<b>\$11,188</b>	<b>\$3,523</b>	<b>\$20,251</b>		<b>\$5,675</b>	<b>\$45</b>	<b>\$66,117</b>

MPO ID: CAL46I		Capacity Status: NCI					RTIP #: 06-00			
TITLE: SHOPP Mandates										
DESCRIPTION: Lump sum for SHOPP mandates projects including relinquishments, noise attenuation for schools, railroad grade crossings, hazardous waste mitigation, storm water mitigation, ADA curb ramps, SHOPP TEA, and minor programs										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
SHOPP - State Cash	\$10,035			\$4,110		\$5,925		\$2,949		\$7,086
SHOPP NHS - Mandates	\$46,258			\$532		\$45,726		\$10,434		\$35,824
<b>TOTAL</b>	<b>\$56,293</b>			<b>\$4,642</b>		<b>\$51,651</b>		<b>\$13,383</b>		<b>\$42,910</b>

MPO ID: CAL51		Capacity Status: CI					RTIP #: 06-00			
TITLE: Ramp Meters										
DESCRIPTION: In Chula Vista - Telegraph Canyon road to Bonita road - install northbound ramp meters and HOV lane										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
SHOPP - State Cash	\$1,052			\$1,052				\$206		\$846
SHOPP NHS - Mobility	\$8,115			\$8,115				\$1,588		\$6,527
STIP State Cash	\$73	\$73						\$73		
STIP-RIP NHS	\$568	\$568						\$568		
<b>TOTAL</b>	<b>\$9,808</b>	<b>\$641</b>		<b>\$9,167</b>				<b>\$2,435</b>		<b>\$7,373</b>

MPO ID: CAL56		Capacity Status: NCI					RTIP #: 06-00			
TITLE: I-5/805 Port of Entry		Exempt Category: Other - Truck size and weight inspection stations								
DESCRIPTION: On I-5 US/Mexico Border to Willow Road and On I-805 from Border to San Ysidro Blvd - modify port of entry										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
CBI	\$2,198	\$2,198						\$1,998		\$200
SHOPP - State Cash	\$75	\$75						\$75		
TCRP	\$10,000	\$600			\$5,000	\$4,400		\$7,600	\$2,400	
<b>TOTAL</b>	<b>\$12,273</b>	<b>\$2,873</b>			<b>\$5,000</b>	<b>\$4,400</b>		<b>\$9,673</b>	<b>\$2,400</b>	<b>\$200</b>

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San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL66		Capacity Status: CI					RTIP #: 06-00			
TITLE: State Route 11										
DESCRIPTION: Border of Mexico, east of SR 905/Otay Mesa Border Crossing to future SR 125/905 junction - study for future construction of 4-lane freeway and truck bypass road (DEMO ID: CA393; HPP No:740)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
HPP	\$480		\$480					\$480		
HPP AC	\$320			\$160	\$160			\$320		
Local Funds AC			\$320	\$(160)	\$(160)					
STIP State Cash	\$919	\$919						\$919		
STIP-IIP NHS	\$6,882	\$6,882						\$6,882		
STIP-IIP Prior State Cash	\$200		\$200					\$200		
<b>TOTAL</b>	<b>\$8,801</b>	<b>\$7,801</b>	<b>\$1,000</b>					<b>\$8,801</b>		

MPO ID: CAL67		Capacity Status: NCI					RTIP #: 06-00			
TITLE: SR 94 Widening		Exempt Category: Other - Engineering studies								
DESCRIPTION: From I-5 to SR 125 - study future widening										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TCRP	\$16,000	\$4,000		\$3,000	\$2,000	\$1,000	\$6,000	\$16,000		
<b>TOTAL</b>	<b>\$16,000</b>	<b>\$4,000</b>		<b>\$3,000</b>	<b>\$2,000</b>	<b>\$1,000</b>	<b>\$6,000</b>	<b>\$16,000</b>		

MPO ID: CAL68		Capacity Status: NCI					RTIP #: 06-00			
TITLE: SR 94/125 Widening		Exempt Category: Other - Engineering studies								
DESCRIPTION: Near La Mesa and Lemon Grove - study future freeway to freeway connector										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TCRP	\$6,700	\$3,000			\$1,850	\$1,850		\$6,700		
<b>TOTAL</b>	<b>\$6,700</b>	<b>\$3,000</b>			<b>\$1,850</b>	<b>\$1,850</b>		<b>\$6,700</b>		

MPO ID: CAL69		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Noise Barrier Program		Exempt Category: Safety - Guardrails, median barriers, crash cushions								
DESCRIPTION: Construct soundwalls in the City of La Mesa										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
RSTP	\$1,311	\$429	\$882					\$177	\$252	\$882
TransNet - H	\$170	\$56	\$114					\$23	\$33	\$114
<b>TOTAL</b>	<b>\$1,481</b>	<b>\$485</b>	<b>\$996</b>					<b>\$200</b>	<b>\$285</b>	<b>\$996</b>

MPO ID: CAL71		Capacity Status: NCI					RTIP #: 06-00			
TITLE: I-5/SR 78 Direct Connectors		Exempt Category: Other - Engineering studies								
DESCRIPTION: In the Cities of Oceanside & Carlsbad - modify interchange, construct auxiliary lanes, construct direct connectors										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
STP	\$1,000	\$500	\$500					\$1,000		
<b>TOTAL</b>	<b>\$1,000</b>	<b>\$500</b>	<b>\$500</b>					<b>\$1,000</b>		

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL73		Capacity Status: NCI						RTIP #: 06-00		
TITLE: Balboa Park Historic Preservation		Exempt Category: Other - Transportation enhancement activities								
DESCRIPTION: Richmond Street to Washington Street - landscape, lighting and fencing										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
STIP State Cash	\$403	\$42	\$2	\$359				\$42	\$2	\$359
STIP-IIP STP TE	\$3,114	\$328	\$14	\$2,772				\$328	\$14	\$2,772
<b>TOTAL</b>	<b>\$3,517</b>	<b>\$370</b>	<b>\$16</b>	<b>\$3,131</b>				<b>\$370</b>	<b>\$16</b>	<b>\$3,131</b>

MPO ID: CAL74		Capacity Status: NCI						RTIP #: 06-00		
TITLE: Transportation Museum		Exempt Category: Other - Transportation enhancement activities								
DESCRIPTION: On Taylor Street in Old Town - interior rehab of existing Caltrans building										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
STIP State Cash	\$109	\$21		\$88				\$21		\$88
STIP-IIP STP TE	\$841	\$164		\$677				\$164		\$677
<b>TOTAL</b>	<b>\$950</b>	<b>\$185</b>		<b>\$765</b>				<b>\$185</b>		<b>\$765</b>

MPO ID: CAL75		Capacity Status: CI						RTIP #: 06-00		
TITLE: I-5 Sorrento Valley Auxiliary Lane										
DESCRIPTION: On I-5 from Genesee Avenue to south of Sorrento Valley overhead - construct southbound auxiliary lane										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
SHOPP - State Cash	\$741	\$90			\$651			\$372		\$369
SHOPP NHS - Mobility	\$5,720	\$692			\$5,028			\$2,869		\$2,851
<b>TOTAL</b>	<b>\$6,461</b>	<b>\$782</b>			<b>\$5,679</b>			<b>\$3,241</b>		<b>\$3,220</b>

MPO ID: CAL76		Capacity Status: NCI						RTIP #: 06-00		
TITLE: SR 67 Improvements		Exempt Category: Other - Engineering studies								
DESCRIPTION: From Mapleview to Dye Rd - future widening of expressway from 2 to 4 lanes										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
STP	\$500		\$500					\$500		
<b>TOTAL</b>	<b>\$500</b>		<b>\$500</b>					<b>\$500</b>		

MPO ID: CAL77		Capacity Status: NCI						RTIP #: 06-00		
TITLE: I-5/I-8 Connector		Exempt Category: Other - Engineering studies								
DESCRIPTION: On I-5 from I-8 to De Anza and on I-8 from I-5/I-8 separator to Morena Blvd - future construction of auxiliary lanes and widen connectors										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
IM	\$1,200		\$1,200					\$1,200		
<b>TOTAL</b>	<b>\$1,200</b>		<b>\$1,200</b>					<b>\$1,200</b>		

MPO ID: CAL78		Capacity Status: NCI						RTIP #: 06-00		
TITLE: I-805 HOV/Managed Lanes		Exempt Category: Other - Engineering studies								
DESCRIPTION: From SR 905 to I-5 - future construction of managed lanes										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - MC	\$26,000	\$7,500	\$11,100	\$7,400				\$26,000		
<b>TOTAL</b>	<b>\$26,000</b>	<b>\$7,500</b>	<b>\$11,100</b>	<b>\$7,400</b>				<b>\$26,000</b>		

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL81		Capacity Status: CI					RTIP #: 06-00			
TITLE: SR 54 HOV Restripe										
DESCRIPTION: From I-805 to SR 125 and on SR 125 from SR 54 to SR 94 - restripe HOV lanes										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
SHOPP - State Cash	\$265	\$10	\$255					\$10		\$255
<b>TOTAL</b>	<b>\$265</b>	<b>\$10</b>	<b>\$255</b>					<b>\$10</b>		<b>\$255</b>

MPO ID: CAL82		Capacity Status: CI					RTIP #: 06-00			
TITLE: HOV bypass to SR 94/SR 125 Connector										
DESCRIPTION: From Grove Street to west of Kenwood Drive - add HOV bypass to minimize SR 94 westbound meter queuing										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
SHOPP - State Cash	\$1,143	\$135	\$1,008					\$135		\$1,008
<b>TOTAL</b>	<b>\$1,143</b>	<b>\$135</b>	<b>\$1,008</b>					<b>\$135</b>		<b>\$1,008</b>

MPO ID: CAL90		Capacity Status: CI					RTIP #: 06-00			
TITLE: I-8 Auxiliary Lane										
DESCRIPTION: In El Cajon from Second Street to Greenfield Drive - construct auxiiary lane eastbound and remove pedestrian overcrossing bridge										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
SHOPP - State Cash	\$2,974				\$2,974			\$774	\$6	\$2,193
SHOPP NHS - Mobility	\$22,950				\$22,950			\$5,973	\$49	\$16,929
<b>TOTAL</b>	<b>\$25,924</b>				<b>\$25,924</b>			<b>\$6,747</b>	<b>\$55</b>	<b>\$19,122</b>

MPO ID: CAL91		Capacity Status: CI					RTIP #: 06-00			
TITLE: SR 15 Citricado to Valley Parkway										
DESCRIPTION: In San Diego - Citricado Parkway to Valley Parkway - construct north and southbound auxiliary lanes										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
SHOPP - State Cash	\$2,826				\$2,826			\$624	\$82	\$2,120
SHOPP NHS - Mobility	\$21,815				\$21,815			\$4,817	\$633	\$16,365
<b>TOTAL</b>	<b>\$24,641</b>				<b>\$24,641</b>			<b>\$5,441</b>	<b>\$715</b>	<b>\$18,485</b>

MPO ID: CAL92		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Border Bicycle Parking										
DESCRIPTION: San Ysidro										
Exempt Category: Air Quality - Bicycle and pedestrian facilities										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - B	\$249	\$23	\$226							\$249
<b>TOTAL</b>	<b>\$249</b>	<b>\$23</b>	<b>\$226</b>							<b>\$249</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL94		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Bridge Preventive Maintenance Program		Exempt Category: Other - Non construction related activities								
DESCRIPTION: Planning of bridge preventive maintenance program by local agencies statewide - planning only for developing project lists										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
	<b>TOTAL</b>									

MPO ID: CAL95		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Statewide Scour Plan Action		Exempt Category: Other - Non construction related activities								
DESCRIPTION: Scour local agency plan of action statewide										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
	<b>TOTAL</b>									

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Carlsbad, City of**

MPO ID: CB04		Capacity Status: CI						RTIP #: 06-00		
TITLE: El Camino Real Improvements										
DESCRIPTION: Between SR 78 and Olivenhain Road - widen and improve to 6 lane arterial including traffic signal upgrades, bike lanes & sidewalks										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$14,127	\$6,827	\$1,600	\$1,800	\$3,900					\$14,127
TransNet - L	\$5,193	\$1,893	\$3,300							\$5,193
TransNet - LSI	\$1,750				\$950		\$800			\$1,750
<b>TOTAL</b>	<b>\$21,070</b>	<b>\$8,720</b>	<b>\$4,900</b>	<b>\$1,800</b>	<b>\$4,850</b>		<b>\$800</b>			<b>\$21,070</b>

MPO ID: CB07		Capacity Status: NCI						RTIP #: 06-00		
TITLE: Pavement Management Program										
Exempt Category: Safety - Pavement resurfacing and/or rehabilitation										
DESCRIPTION: Various locations - rehabilitate roadway pavement										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$13,600	\$8,400	\$2,600	\$2,600						\$13,600
<b>TOTAL</b>	<b>\$13,600</b>	<b>\$8,400</b>	<b>\$2,600</b>	<b>\$2,600</b>						<b>\$13,600</b>

MPO ID: CB11		Capacity Status: CI						RTIP #: 06-00		
TITLE: Cannon Road Reach 4										
DESCRIPTION: College Blvd. to boundary with Oceanside - construct 4-lane arterial with median, bike lanes, sidewalks, pedestrian trails										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$14,546						\$14,546	\$2,174	\$2,292	\$10,080
TransNet - L	\$1,136	\$1,136						\$1,136		
<b>TOTAL</b>	<b>\$15,682</b>	<b>\$1,136</b>					<b>\$14,546</b>	<b>\$3,310</b>	<b>\$2,292</b>	<b>\$10,080</b>

MPO ID: CB12		Capacity Status: CI						RTIP #: 06-00		
TITLE: College Boulevard Reach A										
DESCRIPTION: From Badger Lane to future Cannon Road - construct 4-lane arterial with median, bike lanes and sidewalks/trails										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$11,952	\$2,774	\$957	\$8,221				\$2,774		\$9,178
<b>TOTAL</b>	<b>\$11,952</b>	<b>\$2,774</b>	<b>\$957</b>	<b>\$8,221</b>				<b>\$2,774</b>		<b>\$9,178</b>

MPO ID: CB13		Capacity Status: CI						RTIP #: 06-00		
TITLE: Poinsettia Lane Reach E										
DESCRIPTION: From Cassia Drive to Skimmer Court - construct 4-lane arterial with median, bike lanes, and sidewalks/trails (DEMO ID: CA366 HPP No: 517)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
HPP	\$1,600				\$1,600					\$1,600
Local Funds	\$7,850				\$7,850			\$1,000	\$945	\$5,905
<b>TOTAL</b>	<b>\$9,450</b>				<b>\$9,450</b>			<b>\$1,000</b>	<b>\$945</b>	<b>\$7,505</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Carlsbad, City of**

MPO ID: CB16		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Carlsbad Blvd. Bridge over Las Encinas Creek		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
DESCRIPTION: 0.6 miles south of Palomar Airport Road - replace and reconstruct bridge over Las Encinas Creek along southbound Carlsbad Blvd										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$255		\$39	\$216				\$39		\$216
<b>TOTAL</b>	<b>\$255</b>		<b>\$39</b>	<b>\$216</b>				<b>\$39</b>		<b>\$216</b>

MPO ID: CB17		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Carlsbad Blvd. Bridge over Encina Power Station		Exempt Category: Safety - Guardrails, median barriers, crash cushions								
DESCRIPTION: Upgrade the bridge railings on the bridge over the warm water discharge from the Encina power plant										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - LSI	\$8				\$8					\$8
<b>TOTAL</b>	<b>\$8</b>				<b>\$8</b>					<b>\$8</b>

MPO ID: CB18		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Carlsbad Blvd. Bridge over SDNR Railroad		Exempt Category: Safety - Guardrails, median barriers, crash cushions								
DESCRIPTION: 0.6 miles NW of Carlsbad Village Drive - upgrade/replace the bridge railings on the Carlsbad Blvd Bridge over the San Diego Northern Railway (SDNR) railroad										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$12			\$12						\$12
<b>TOTAL</b>	<b>\$12</b>			<b>\$12</b>						<b>\$12</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Chula Vista, City of**

MPO ID: CHV06		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Pavement Rehabilitation Program		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: At various locations - AC overlay, chip seals and slurry seal rehabilitation										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$9,200	\$6,400	\$2,100	\$700				\$1,900		\$7,300
TransNet - LSI	\$2,700				\$800	\$900	\$1,000	\$425		\$2,275
<b>TOTAL</b>	<b>\$11,900</b>	<b>\$6,400</b>	<b>\$2,100</b>	<b>\$700</b>	<b>\$800</b>	<b>\$900</b>	<b>\$1,000</b>	<b>\$2,325</b>		<b>\$9,575</b>

MPO ID: CHV08		Capacity Status: CI					RTIP #: 06-00			
TITLE: Willow Street Bridge Project										
DESCRIPTION: Between Bonita & Sweetwater - replace & widen from 2 to 4 lanes including bicycle lanes										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
HBP	\$5,031			\$298	\$4,733				\$260	\$4,771
HBRR	\$500	\$500						\$500		
Local Funds	\$892	\$240		\$39	\$613			\$240	\$39	\$613
<b>TOTAL</b>	<b>\$6,423</b>	<b>\$740</b>		<b>\$337</b>	<b>\$5,346</b>			<b>\$740</b>	<b>\$299</b>	<b>\$5,384</b>

MPO ID: CHV18		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Sidewalk Rehab/Installation Program		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Sidewalk construction, replacements, installation										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$1,289	\$1,289								\$1,289
TransNet - L	\$1,950	\$1,744	\$100	\$106						\$1,950
<b>TOTAL</b>	<b>\$3,239</b>	<b>\$3,033</b>	<b>\$100</b>	<b>\$106</b>						<b>\$3,239</b>

MPO ID: CHV19		Capacity Status: NCI					RTIP #: 06-00			
TITLE: North Broadway Reconstruction		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: From C to F Street - pavement reconstruction										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$324	\$324								\$324
TransNet - L	\$6,300	\$1,600	\$400	\$4,300				\$600		\$5,700
<b>TOTAL</b>	<b>\$6,624</b>	<b>\$1,924</b>	<b>\$400</b>	<b>\$4,300</b>				<b>\$600</b>		<b>\$6,024</b>

MPO ID: CHV21		Capacity Status: NCI					RTIP #: 06-00			
TITLE: North Fourth Ave. Reconstruction		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: From Davidson Street to SR 54 - pavement reconstruction										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$4,500	\$1,500	\$3,000					\$400		\$4,100
<b>TOTAL</b>	<b>\$4,500</b>	<b>\$1,500</b>	<b>\$3,000</b>					<b>\$400</b>		<b>\$4,100</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Chula Vista, City of**

MPO ID: CHV22		Capacity Status: NCI						RTIP #: 06-00		
TITLE: Advance Planning Studies		Exempt Category: Other - Engineering studies								
DESCRIPTION: Study GIS-based infrastructure deficiency database for pavement and street improvements; planning rehabilitation programs										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$1,125	\$100	\$195	\$200	\$205	\$210	\$215	\$1,125		
TransNet - L	\$460	\$50	\$200	\$210				\$460		
TransNet - LSI	\$169				\$53	\$57	\$59	\$169		
<b>TOTAL</b>	<b>\$1,754</b>	<b>\$150</b>	<b>\$395</b>	<b>\$410</b>	<b>\$258</b>	<b>\$267</b>	<b>\$274</b>	<b>\$1,754</b>		

MPO ID: CHV28		Capacity Status: NCI						RTIP #: 06-00		
TITLE: Third Avenue, Orange to Main Street Improvements		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Along Third Avenue between Orange Ave and Main Street - construct improvements including curb, gutter and sidewalk, and pavement rehabilitation. Pavement rehabilitation will consist of at least a 2-inch overlay										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$1,033		\$100	\$933				\$170	\$415	\$448
TransNet - LSI	\$867				\$867					\$867
<b>TOTAL</b>	<b>\$1,900</b>		<b>\$100</b>	<b>\$933</b>	<b>\$867</b>			<b>\$170</b>	<b>\$415</b>	<b>\$1,315</b>

MPO ID: CHV29		Capacity Status: NCI						RTIP #: 06-00		
TITLE: L Street Improvements from Monserate to Nacion Avenue		Exempt Category: Safety - Lighting improvements								
DESCRIPTION: Street light installation and relocation to be done in conjunction with electric utility undergrounding project										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$50		\$50					\$50		
TransNet - L	\$430		\$430					\$15		\$415
<b>TOTAL</b>	<b>\$480</b>		<b>\$480</b>					<b>\$65</b>		<b>\$415</b>

MPO ID: CHV30		Capacity Status: NCI						RTIP #: 06-00		
TITLE: H Street and I-5 Interchange Improvements		Exempt Category: Other - Engineering studies								
DESCRIPTION: At H Street and I-5 interchange - preliminary engineering, environmental analysis and project design for future widening and improvement (DEMO ID: CA677 HPP No: 3482)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
HPP	\$2,160				\$2,160			\$2,160		
TransNet - LSI	\$540				\$540			\$540		
<b>TOTAL</b>	<b>\$2,700</b>				<b>\$2,700</b>			<b>\$2,700</b>		

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Chula Vista, City of**

MPO ID: CHV33		Capacity Status: NCI		RTIP #: 06-00						
TITLE: School Zone Traffic Calming Program		Exempt Category: Safety - Non signalization traffic control and operatng								
DESCRIPTION: Field identification and installation/ construction of traffic calming devices in public school zones, such as traffic control devices (for example, flashing beacons), signs, striping and minor street improvements										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$125		\$25	\$25	\$25	\$25	\$25	\$125		
TransNet - L	\$280		\$150	\$130				\$280		
TransNet - LSI	\$450				\$140	\$150	\$160	\$450		
<b>TOTAL</b>	<b>\$855</b>		<b>\$175</b>	<b>\$155</b>	<b>\$165</b>	<b>\$175</b>	<b>\$185</b>	<b>\$855</b>		

MPO ID: CHV34		Capacity Status: NCI		RTIP #: 06-00						
TITLE: Neighborhood Traffic and Pedestrian Safety Program		Exempt Category: Safety - Non signalization traffic control and operatng								
DESCRIPTION: For Fiscal Years 2006-07 and 2007-08, provide community outreach and education regarding traffic safety/ hazards; install and construct traffic calming and pedestrian safety measures										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$350		\$70	\$70	\$70	\$70	\$70	\$350		
TransNet - L	\$280		\$150	\$130				\$280		
TransNet - LSI	\$450				\$140	\$150	\$160	\$450		
<b>TOTAL</b>	<b>\$1,080</b>		<b>\$220</b>	<b>\$200</b>	<b>\$210</b>	<b>\$220</b>	<b>\$230</b>	<b>\$1,080</b>		
* Tentative programming – subject to clarification of outstanding issues										

MPO ID: CHV35		Capacity Status: NCI		RTIP #: 06-00						
TITLE: Traffic Signing and Studies		Exempt Category: Other - Engineering studies								
DESCRIPTION: Transportation Planning including Traffic Monitoring Program studies, transportation forecasting and intersection analysis, and traffic signing and striping for Fiscal Years 2006-07 and 2007-08 (TransNet funds will be used exclusively for the Traffic Signing and Striping CIP project for FY09 through FY11)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$1,025		\$205	\$205	\$205	\$205	\$205	\$1,025		
TransNet - L	\$135		\$80	\$55				\$135		
TransNet - LSI	\$165				\$55	\$55	\$55	\$165		
<b>TOTAL</b>	<b>\$1,325</b>		<b>\$285</b>	<b>\$260</b>	<b>\$260</b>	<b>\$260</b>	<b>\$260</b>	<b>\$1,325</b>		

MPO ID: CHV36		Capacity Status: NCI		RTIP #: 06-00						
TITLE: Heritage Road Bridge Studies		Exempt Category: Other - Engineering studies								
DESCRIPTION: Preliminary Engineering, environmental analysis and project design for future widening of Heritage Road Bridge (DEMO ID: CA356; HPP No: 450)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
HPP	\$1,680		\$1,680					\$1,680		
HPP AC	\$1,120			\$560	\$560			\$1,120		
Local Funds	\$1,820		\$1,820					\$1,820		
Local Funds AC			\$1,120	\$(560)	\$(560)					
<b>TOTAL</b>	<b>\$4,620</b>		<b>\$4,620</b>					<b>\$4,620</b>		

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Coronado, City of**

MPO ID: COR04		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Street and Road Preventive Maintenance; Minor Drainage Repair		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Various areas - preventive maintenance such as slurry seal, crack sealing, and minor drainage repair										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$750	\$190	\$112	\$112	\$112	\$112	\$112			\$750
TransNet - L	\$890	\$613	\$76	\$201						\$890
TransNet - LSI	\$406				\$206	\$49	\$151			\$406
<b>TOTAL</b>	<b>\$2,046</b>	<b>\$803</b>	<b>\$188</b>	<b>\$313</b>	<b>\$318</b>	<b>\$161</b>	<b>\$263</b>			<b>\$2,046</b>

MPO ID: COR05		Capacity Status: NCI					RTIP #: 06-00			
TITLE: SR 75 Tunnel		Exempt Category: Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action								
DESCRIPTION: From San Diego-Coronado Bridge plaza westerly 1.4 miles beneath Fourth Street with egress onto NAS North Island - SR 75 Tunnel EIS to provide analysis of a tunnel & other congestion relief alternatives to SR 75 corridor (DEMO ID: CA397/713; HPP No: 866/3789)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
CBI	\$500	\$500						\$500		
HPP	\$4,590		\$4,590					\$4,590		
HPP AC	\$3,060			\$1,530	\$1,530			\$3,060		
Local Funds	\$8,337	\$8,337						\$8,337		
STP	\$745	\$745						\$745		
TCSP	\$564	\$564						\$564		
<b>TOTAL</b>	<b>\$17,796</b>	<b>\$10,146</b>	<b>\$4,590</b>	<b>\$1,530</b>	<b>\$1,530</b>			<b>\$17,796</b>		
* Use of tapered funding approved July 1, 2004										

MPO ID: COR06		Capacity Status: NCI					RTIP #: 06-00			
TITLE: SR 75/282 Toll Removal Mitigation		Exempt Category: Other - Intersection channelization projects								
DESCRIPTION: From San Diego-Coronado bridge plaza to Naval Air Station North Island - mitigation and enhancement measures including metering, traffic signals, bulbouts, landscaping										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Toll - Managed Lanes	\$2,100	\$1,400	\$700					\$700		\$1,400
<b>TOTAL</b>	<b>\$2,100</b>	<b>\$1,400</b>	<b>\$700</b>					<b>\$700</b>		<b>\$1,400</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Coronado, City of**

MPO ID: COR07	Capacity Status: NCI	RTIP #: 06-00
TITLE: Street and Road Major Rehabilitation; Exempt Category: Safety - Pavement resurfacing and/or rehabilitation Major Drainage; Reconstruction, and Traffic Operations		
DESCRIPTION: In Coronado, Adella Ln from Fourth Street to Eighth Street, Cabrillo Ave from Sixth Street to Tenth Street, First Street from F Ave to east end, Fifth Street from Alameda Blvd to A Ave, J Ave from First Street to Alameda Blvd, Margarita Ave from Pomona Ave to Monterey Ave, Pendleton Road from Glorietta Blvd to Pomona Ave, and Star Park Circle (entire circle) - rehabilitation of roadways including removal and replacement of severely damaged areas, grinding and overlays of 1 1/2"; Orange Avenue/Sixth Street - drainage improvements include approximately 1500 lineal feet of new storm drains and associated drainage structures to relieve flooding		

	TOTAL	PRIOR	06/07	07/08	08/09	09/10	10/11	PE	RW	CON
Local Funds	\$1,873		\$109	\$366	\$1,037	\$145	\$216	\$180		\$1,693
TransNet - L	\$1,186		\$637	\$549				\$119		\$1,067
TransNet - LSI	\$1,761				\$479	\$676	\$606	\$178		\$1,583
<b>TOTAL</b>	<b>\$4,820</b>		<b>\$746</b>	<b>\$915</b>	<b>\$1,516</b>	<b>\$821</b>	<b>\$822</b>	<b>\$477</b>		<b>\$4,343</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Del Mar, City of**

MPO ID: DM01		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Resurfacing & Drainage Projects		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Various locations - resurface and/or rehabilitate roadways										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$590	\$276	\$152	\$162						\$590
TransNet - L	\$857	\$407	\$220	\$230						\$857
<b>TOTAL</b>	<b>\$1,447</b>	<b>\$683</b>	<b>\$372</b>	<b>\$392</b>						<b>\$1,447</b>

MPO ID: DM02		Capacity Status: NCI					RTIP #: 06-00			
TITLE: North Torrey Pines Bridge Retrofit		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
DESCRIPTION: At N. Torrey Pines Bridge - provide for seismic retrofit										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - LSI	\$666				\$230	\$213	\$223			\$666
<b>TOTAL</b>	<b>\$666</b>				<b>\$230</b>	<b>\$213</b>	<b>\$223</b>			<b>\$666</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**El Cajon, City of**

MPO ID: EL03		Capacity Status: NCI						RTIP #: 06-00		
TITLE: Overlay/Reconstruction Projects		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: El Cajon Blvd, Fletcher Pkwy (Hacienda to SR67), Washington Ave (Avocado Blvd to Jamacha Rd), East Main Street (Weld Blvd to Fletcher Pkwy), Third Street and Johnson Ave - Street reconstruction and overlays of 2" - 3" thick, including collectors, thoroughfares & residential streets										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$6,862	\$3,757	\$1,190	\$1,915						\$6,862
TransNet - LSI	\$6,742				\$2,136	\$2,191	\$2,415			\$6,742
<b>TOTAL</b>	<b>\$13,604</b>	<b>\$3,757</b>	<b>\$1,190</b>	<b>\$1,915</b>	<b>\$2,136</b>	<b>\$2,191</b>	<b>\$2,415</b>			<b>\$13,604</b>

MPO ID: EL06		Capacity Status: NCI						RTIP #: 06-00		
TITLE: Traffic Signals Project		Exempt Category: Other - Traffic signal synchronization projects								
DESCRIPTION: Various locations - new or modify traffic signals										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$780	\$280	\$300	\$200						\$780
TransNet - LSI	\$600				\$200	\$200	\$200			\$600
<b>TOTAL</b>	<b>\$1,380</b>	<b>\$280</b>	<b>\$300</b>	<b>\$200</b>	<b>\$200</b>	<b>\$200</b>	<b>\$200</b>			<b>\$1,380</b>

MPO ID: EL10		Capacity Status: NCI						RTIP #: 06-00		
TITLE: Jamacha Road		Exempt Category: Other - Engineering studies								
DESCRIPTION: From East Main Street to south of City limit - future widening of Jamacha Road from 4 to 6 lanes										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
RSTP	\$490	\$490						\$490		
TransNet - L	\$823	\$535	\$288					\$823		
<b>TOTAL</b>	<b>\$1,313</b>	<b>\$1,025</b>	<b>\$288</b>					<b>\$1,313</b>		

MPO ID: EL11		Capacity Status: NCI						RTIP #: 06-00		
TITLE: Sidewalk and other Repairs		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Various locations - repair broken sidewalk, driveway, ramps, etc										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$600	\$300	\$150	\$150				\$150		\$450
TransNet - LSI	\$450				\$150	\$150	\$150			\$450
<b>TOTAL</b>	<b>\$1,050</b>	<b>\$300</b>	<b>\$150</b>	<b>\$150</b>	<b>\$150</b>	<b>\$150</b>	<b>\$150</b>	<b>\$150</b>		<b>\$900</b>

MPO ID: EL14		Capacity Status: NCI						RTIP #: 06-00		
TITLE: State Route 54 Corridor Feasibility Study		Exempt Category: Other - Engineering studies								
DESCRIPTION: Joint study between the City of El Cajon and the County of San Diego to determine type of facility (freeway, expressway or other) on this important regional corridor										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$100		\$100					\$100		
<b>TOTAL</b>	<b>\$100</b>		<b>\$100</b>					<b>\$100</b>		

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Encinitas, City of**

MPO ID: ENC14A		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Street Overlay Program		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Various locations - asphalt grinding, 6" dig outs, and 1-1/2" polymer modified asphalt overlay										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$720		\$350	\$370						\$720
TransNet - L	\$1,200		\$600	\$600						\$1,200
<b>TOTAL</b>	<b>\$1,920</b>		<b>\$950</b>	<b>\$970</b>						<b>\$1,920</b>

MPO ID: ENC17		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Safe Routes to School Sidewalk Program		Exempt Category: Safety - Safety Improvement Program								
DESCRIPTION: Bonita from Santa Fe to Melba; Balour from Santa Fe to Melba, Melba from Balour to Crest, Melba from Nardo to Bonita, San Elijo Ave from Mozart to Santa Fe, Union St. from Vulcan to Hermes, Hermes from Ceres to Union St., Capri from Caudor to Burgundy; and Caudor from Pluto to Capri - street widening for bike lanes, concrete curb and gutter, and sidewalk with ADA compliant pedestrian ramps										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$120	\$120								\$120
TransNet - L	\$2,285	\$1,785	\$250	\$250						\$2,285
TransNet - LSI	\$750				\$250	\$250	\$250			\$750
<b>TOTAL</b>	<b>\$3,155</b>	<b>\$1,905</b>	<b>\$250</b>	<b>\$250</b>	<b>\$250</b>	<b>\$250</b>	<b>\$250</b>			<b>\$3,155</b>

MPO ID: ENC19		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Traffic Safety/Calming		Exempt Category: Safety - Non signalization traffic control and operatng								
DESCRIPTION: Install traffic safety and calming improvements on Rubenstein Avenue, Summit Avenue and Westminster Dr., such as speed humps, chicanes, narrowing roadway, landscaped pop-outs and stop signs										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$700	\$400	\$150	\$150						\$700
TransNet - LSI	\$450				\$150	\$150	\$150			\$450
<b>TOTAL</b>	<b>\$1,150</b>	<b>\$400</b>	<b>\$150</b>	<b>\$150</b>	<b>\$150</b>	<b>\$150</b>	<b>\$150</b>			<b>\$1,150</b>

MPO ID: ENC20		Capacity Status: NCI					RTIP #: 06-00			
TITLE: North Coast Highway 101 Beautification		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: From A Street to La Costa Avenue- design/construct comprehensive streetscape improvements: new curb, gutter, sidewalk & landscaping										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$3,500	\$3,000	\$500					\$1,000		\$2,500
<b>TOTAL</b>	<b>\$3,500</b>	<b>\$3,000</b>	<b>\$500</b>					<b>\$1,000</b>		<b>\$2,500</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Encinitas, City of**

MPO ID: ENC21		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Hall Property										
DESCRIPTION: I-5 & Santa Fe Drive - Reconstruction of Santa Fe Drive from MacKinnon Avenue to the I-5 Interchange to including new curb, gutter, sidewalk, asphalt and traffic signals, medians, new driveways, drainage improvements (including storm drains and catch basins), ADA-compliant pedestrian ramps and new landscaping										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$1,450	\$500	\$200	\$750				\$700		\$750
TransNet - LSI	\$750				\$750					\$750
<b>TOTAL</b>	<b>\$2,200</b>	<b>\$500</b>	<b>\$200</b>	<b>\$750</b>	<b>\$750</b>			<b>\$700</b>		<b>\$1,500</b>

MPO ID: ENC28		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Traffic Signal Modifications										
Exempt Category: Other - Traffic signal synchronization projects										
DESCRIPTION: On Santa Fe Drive, El Camino Real and Encinitas Blvd - install radio communication to traffic signals, hard wiring system to traffic signals										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$400	\$300	\$50	\$50						\$400
TransNet - LSI	\$150				\$50	\$50	\$50			\$150
<b>TOTAL</b>	<b>\$550</b>	<b>\$300</b>	<b>\$50</b>	<b>\$50</b>	<b>\$50</b>	<b>\$50</b>	<b>\$50</b>			<b>\$550</b>

MPO ID: ENC31		Capacity Status: NCI					RTIP #: 06-00			
TITLE: I-5/Encinitas Blvd Interchange Modification										
Exempt Category: Other - Interchange reconfiguration projects										
DESCRIPTION: Between Santa Fe Drive and Leucadia Blvd - modify interchange to improve safety and alleviate congestion										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$600	\$260	\$340					\$600		
<b>TOTAL</b>	<b>\$600</b>	<b>\$260</b>	<b>\$340</b>					<b>\$600</b>		

MPO ID: ENC32		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Encinitas Pedestrian Crossing Study										
Exempt Category: Other - Engineering studies										
DESCRIPTION: Between La Costa Ave and Chesterfield Dr (LOSSAN MP 235.1 to 239.5) - PE, PS&E for 4 grade separated crossings (located at Montgomery Ave, Santa Fe Drive, El Portal and Hillcrest)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$1,248	\$461	\$787					\$1,248		
<b>TOTAL</b>	<b>\$1,248</b>	<b>\$461</b>	<b>\$787</b>					<b>\$1,248</b>		

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Escondido, City of**

MPO ID: ESC02A		Capacity Status: CI					RTIP #: 06-00			
TITLE: East Valley/Valley Center										
DESCRIPTION: East Valley Pkwy to Valley Center Dr - widen roadway from 4 to 6 lanes with raised medians and left turn pockets; New Eureka Ranch Street and E. Valley Pkwy - modify signal at Lake Wohlford and Valley Center Road; widen bridge over Escondido Creek (DEMO ID: CA332; HPP No: 260)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
HPP	\$1,600			\$1,280		\$320			\$1,280	\$320
Local Funds	\$1,606	\$1,031				\$575		\$229	\$802	\$575
RSTP	\$7,969	\$7,969						\$1,771	\$6,198	
TransNet - L	\$256			\$256					\$256	
TransNet - LSI	\$754					\$754				\$754
<b>TOTAL</b>	<b>\$12,185</b>	<b>\$9,000</b>		<b>\$1,536</b>		<b>\$1,649</b>		<b>\$2,000</b>	<b>\$8,536</b>	<b>\$1,649</b>

MPO ID: ESC03		Capacity Status: CI					RTIP #: 06-00			
TITLE: Citracado Parkway										
DESCRIPTION: From Don Lee Lane to Vineyard Avenue - widen from 2 to 4 lanes with left turn pockets and new traffic signal at Aero Way and Citracado Parkway										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$1,800	\$1,800							\$600	\$1,200
TransNet - L	\$3,300	\$2,700	\$600					\$100		\$3,200
<b>TOTAL</b>	<b>\$5,100</b>	<b>\$4,500</b>	<b>\$600</b>					<b>\$100</b>	<b>\$600</b>	<b>\$4,400</b>

MPO ID: ESC04		Capacity Status: CI					RTIP #: 06-00			
TITLE: Citracado Parkway II										
DESCRIPTION: From West Valley Pkwy to Harmony Grove Road - widen from 2 to 4 lanes with raised medians, construct bridge over Escondido Creek										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
HUD	\$908	\$908						\$908		
Local Funds	\$13,000			\$13,000					\$1,000	\$12,000
TransNet - L	\$581		\$581						\$581	
<b>TOTAL</b>	<b>\$14,489</b>	<b>\$908</b>	<b>\$581</b>	<b>\$13,000</b>				<b>\$908</b>	<b>\$1,581</b>	<b>\$12,000</b>

MPO ID: ESC05		Capacity Status: CI					RTIP #: 06-00			
TITLE: El Norte Parkway, Phase IV										
DESCRIPTION: From La Honda Drive at Citrus/Mission Avenue & at E Washington Avenue - widen from 2 to 4 lanes and construct missing section of El Norte Pkwy with left turn pockets, raised medians and new traffic signals at Lincoln Ave, Citrus/Mission Ave and E Washington Ave										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$2,000		\$2,000							\$2,000
TransNet - L	\$3,435	\$3,435								\$3,435
<b>TOTAL</b>	<b>\$5,435</b>	<b>\$3,435</b>	<b>\$2,000</b>							<b>\$5,435</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Escondido, City of**

MPO ID: ESC06		Capacity Status: CI					RTIP #: 06-00			
TITLE: El Norte Parkway Bridge at Escondido Creek										
DESCRIPTION: From Washington Avenue to E Valley Parkway - construct missing two lane bridge at Escondido Creek										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$650	\$650								\$650
TransNet - L	\$2,350	\$350	\$2,000					\$50		\$2,300
<b>TOTAL</b>	<b>\$3,000</b>	<b>\$1,000</b>	<b>\$2,000</b>					<b>\$50</b>		<b>\$2,950</b>

MPO ID: ESC08		Capacity Status: CI					RTIP #: 06-00			
TITLE: Felicita Ave/Juniper Street										
DESCRIPTION: From Escondido Boulevard to Juniper Street and from Juniper Street to Chestnut Street - widen from 2 to 4 lanes with left turn pockets, raised medians on Felicita; new traffic signals at Juniper and Chestnut, Juniper and 13th Ave, Juniper and 15th Ave; modify traffic signal at Juniper and Felicita										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$575						\$575			\$575
TransNet - L	\$1,356	\$1,356						\$50	\$1,306	
TransNet - LSI	\$6,391				\$1,569	\$2,000	\$2,822		\$2,000	\$4,391
<b>TOTAL</b>	<b>\$8,322</b>	<b>\$1,356</b>			<b>\$1,569</b>	<b>\$2,000</b>	<b>\$3,397</b>	<b>\$50</b>	<b>\$3,306</b>	<b>\$4,966</b>

MPO ID: ESC09		Capacity Status: CI					RTIP #: 06-00			
TITLE: Ninth Avenue										
DESCRIPTION: From La Terraza to Spruce Street - widen from 2 to 4 lanes with raised median and modify traffic signals at Ninth Ave and Tulip Street										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$1,150			\$575	\$575					\$1,150
TransNet - L	\$3,816	\$1,900		\$1,916						\$3,816
TransNet - LSI	\$900				\$900					\$900
<b>TOTAL</b>	<b>\$5,866</b>	<b>\$1,900</b>		<b>\$2,491</b>	<b>\$1,475</b>					<b>\$5,866</b>

MPO ID: ESC11		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Street Rehabilitation & Resurface		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Various locations - reconstruction, resurfacing, chip sealing, crack filling, sidewalk repair										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$7,250	\$2,200	\$950	\$950	\$550	\$1,300	\$1,300			\$7,250
TransNet - L	\$1,200	\$1,200								\$1,200
TransNet - LSI	\$3,430				\$1,080	\$1,150	\$1,200			\$3,430
<b>TOTAL</b>	<b>\$11,880</b>	<b>\$3,400</b>	<b>\$950</b>	<b>\$950</b>	<b>\$1,630</b>	<b>\$2,450</b>	<b>\$2,500</b>			<b>\$11,880</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Escondido, City of**

MPO ID: ESC13		Capacity Status: CI					RTIP #: 06-00			
TITLE: Nordahl Rd Bridge Widening @ SR-78										
DESCRIPTION: From Mission to Montiel - widen Nordahl Road overcrossing from 4 to 6 lanes; widen EB off ramp from 2 to 3 lanes										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
DEMO - TEA 21	\$2,250	\$1,300	\$950					\$1,200	\$100	\$950
RSTP	\$300	\$300						\$300		
TransNet - L	\$2,602	\$364	\$238	\$2,000				\$191	\$25	\$2,386
<b>TOTAL</b>	<b>\$5,152</b>	<b>\$1,964</b>	<b>\$1,188</b>	<b>\$2,000</b>				<b>\$1,691</b>	<b>\$125</b>	<b>\$3,336</b>

MPO ID: ESC23		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Valley/Maple and 2nd/Maple Traffic Signals										
DESCRIPTION: At the intersections of Valley Parkway/Maple Street and Second Avenue/Maple Street - construct two new traffic signals										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$74		\$74					\$15		\$59
TransNet - L	\$400		\$400							\$400
<b>TOTAL</b>	<b>\$474</b>		<b>\$474</b>					<b>\$15</b>		<b>\$459</b>

MPO ID: ESC24		Capacity Status: CI					RTIP #: 06-00			
TITLE: Centre City Parkway										
DESCRIPTION: State Route 78 to Mission Avenue - widen 4 lanes to 6 lanes with intersection improvements on Mission Avenue										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$846	\$846						\$300	\$100	\$446
TransNet - H (78)	\$882		\$882							\$882
<b>TOTAL</b>	<b>\$1,728</b>	<b>\$846</b>	<b>\$882</b>					<b>\$300</b>	<b>\$100</b>	<b>\$1,328</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Imperial Beach, City of**

MPO ID: IB02		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Street Maintenance Operations		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Various locations - street maintenance										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$1,658	\$797	\$420	\$441						\$1,658
TransNet - LSI	\$712				\$225	\$238	\$249			\$712
<b>TOTAL</b>	<b>\$2,370</b>	<b>\$797</b>	<b>\$420</b>	<b>\$441</b>	<b>\$225</b>	<b>\$238</b>	<b>\$249</b>			<b>\$2,370</b>

MPO ID: IB03		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Street Maintenance & Improvement - Slurry Seal		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Various locations - slurry seal, curb & gutter repairs										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$908	\$508	\$200	\$200				\$40		\$868
<b>TOTAL</b>	<b>\$908</b>	<b>\$508</b>	<b>\$200</b>	<b>\$200</b>				<b>\$40</b>		<b>\$868</b>

MPO ID: IB05		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Elder & Evergreen Streets Major Roadway Reconstruction		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Asphalt grinding, 1-1/2" overlay, replacing rolled curb with G-curbs and new driveway ADA compliant access ramps; will provide new contiguous sidewalks (around driveways) and pedestrian ramps										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - LSI	\$525				\$525			\$105		\$420
<b>TOTAL</b>	<b>\$525</b>				<b>\$525</b>			<b>\$105</b>		<b>\$420</b>

MPO ID: IB06		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Elm Street Major Roadway Reconstruction and Major Storm Drain Pipe Installation		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: From 11th Street to Florence Street and on the 900 block of Florence Street - asphalt grinding and 1-1/2" overlay; install major storm drain pipe down the middle of 900 block Florence Street and Elm Street between 11th St and Florence										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - LSI	\$556					\$556		\$111		\$445
<b>TOTAL</b>	<b>\$556</b>					<b>\$556</b>		<b>\$111</b>		<b>\$445</b>

MPO ID: IB07		Capacity Status: NCI					RTIP #: 06-00			
TITLE: 5th St. and Silverstrand Blvd Major Roadway Reconstruction		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: On 5th Street - asphalt grinding and 1-1/2" overlay; on Silverstrand Blvd - asphalt grinding, 1-1/2" overlay, replacement of rolled curbs, gutters and new driveway ADA compliant access ramps										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - LSI	\$581						\$581	\$116		\$465
<b>TOTAL</b>	<b>\$581</b>						<b>\$581</b>	<b>\$116</b>		<b>\$465</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Imperial Beach, City of**

MPO ID: IB08			Capacity Status: NCI				RTIP #: 06-00			
TITLE: Street Maintenance & Improvements - Minor projects			Exempt Category: Safety - Pavement resurfacing and/or rehabilitation							
DESCRIPTION: Various locations - minor repairs such as but not limited to street repairs, striping, and sign repairs										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$342		\$161	\$181				\$68		\$274
<b>TOTAL</b>	<b>\$342</b>		<b>\$161</b>	<b>\$181</b>				<b>\$68</b>		<b>\$274</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**La Mesa, City of**

MPO ID: LAM17		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Street Construction		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Using existing Pavement Management System Study, rehabilitate pavement of identified priority streets that are in poor condition and in need of major reconstruction including removal of existing pavement greater than 1" in depth, and construction of new structural pavement to provide a smooth travel surface. Projects include: FY 07 Jackson Dr from Parkway Dr to northern city limit; FY 08 Normal Ave from Lowell St to La Mesa Blvd; FY 09 Baltimore Ave from Parkway Dr to northern city limit; FY 10 Waite Ave from Massachusetts Ave to Murray Hill Rd and Center St from Commercial St to Guild St; FY 11 Commercial St from Center St to Industrial Ln										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$1,100		\$550	\$550				\$100		\$1,000
TransNet - LSI	\$3,000				\$900	\$1,000	\$1,100	\$300		\$2,700
<b>TOTAL</b>	<b>\$4,100</b>		<b>\$550</b>	<b>\$550</b>	<b>\$900</b>	<b>\$1,000</b>	<b>\$1,100</b>	<b>\$400</b>		<b>\$3,700</b>

MPO ID: LAM18		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Street Maintenance - Various Locations		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Various locations - minor repairs of maintenance based on Pavement Management System Study										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$340		\$170	\$170						\$340
TransNet - LSI	\$510				\$170	\$170	\$170			\$510
<b>TOTAL</b>	<b>\$850</b>		<b>\$170</b>	<b>\$170</b>	<b>\$170</b>	<b>\$170</b>	<b>\$170</b>			<b>\$850</b>

MPO ID: LAM19		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Update Pavement Management Study		Exempt Category: Other - Engineering studies								
DESCRIPTION: Updates to the existing Pavement Management System Study to determine condition of all city streets										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$50		\$25	\$25				\$50		
TransNet - LSI	\$15				\$5	\$5	\$5	\$15		
<b>TOTAL</b>	<b>\$65</b>		<b>\$25</b>	<b>\$25</b>	<b>\$5</b>	<b>\$5</b>	<b>\$5</b>	<b>\$65</b>		

MPO ID: LAM20		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Curb and Gutter and Sidewalk		Exempt Category: Safety - Safety Improvement Program								
DESCRIPTION: Various locations - remove and replace identified and prioritized tripping hazards										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$200		\$200							\$200
TransNet - LSI	\$600				\$200	\$200	\$200			\$600
<b>TOTAL</b>	<b>\$800</b>		<b>\$200</b>		<b>\$200</b>	<b>\$200</b>	<b>\$200</b>			<b>\$800</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**La Mesa, City of**

MPO ID: LAM21		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Street Lights for Utility Undergrounding		Exempt Category: Safety - Lighting improvements								
DESCRIPTION: Installation of new streetlights to bring underground districts up to current city standards										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$100		\$50	\$50						\$100
TransNet - LSI	\$60				\$20	\$20	\$20			\$60
<b>TOTAL</b>	<b>\$160</b>		<b>\$50</b>	<b>\$50</b>	<b>\$20</b>	<b>\$20</b>	<b>\$20</b>			<b>\$160</b>

MPO ID: LAM22		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Traffic Signal Upgrades - Various Locations		Exempt Category: Other - Intersection signalization projects								
DESCRIPTION: Various locations - improve existing traffic signal and intersection locations by providing safety improvements such as protected left turns, overhead signals in lieu of island signals, and pedramps for improved pedestrian access										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$400		\$200	\$200				\$40		\$360
TransNet - LSI	\$265				\$80	\$85	\$100	\$30		\$235
<b>TOTAL</b>	<b>\$665</b>		<b>\$200</b>	<b>\$200</b>	<b>\$80</b>	<b>\$85</b>	<b>\$100</b>	<b>\$70</b>		<b>\$595</b>

MPO ID: LAM23		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Pedestrian Ramps - various locations		Exempt Category: Safety - Shoulder Improvements								
DESCRIPTION: Install pedestrian ramps in the sidewalk where there is no existing access, in order to comply with the Americans with Disabilities Act										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$100		\$50	\$50						\$100
TransNet - LSI	\$150				\$50	\$50	\$50			\$150
<b>TOTAL</b>	<b>\$250</b>		<b>\$50</b>	<b>\$50</b>	<b>\$50</b>	<b>\$50</b>	<b>\$50</b>			<b>\$250</b>

MPO ID: LAM24		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Roadway Drainage Improvements		Exempt Category: Other - Damage repair caused by unusual disasters								
DESCRIPTION: Improvements to address inadequate street drainage by constructing new or improving existing storm drain or surface improvements, reducing congestion by improved vehicular and pedestrian flow all year around										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$160		\$80	\$80				\$16		\$144
TransNet - LSI	\$300				\$100	\$100	\$100	\$30		\$270
<b>TOTAL</b>	<b>\$460</b>		<b>\$80</b>	<b>\$80</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$46</b>		<b>\$414</b>

MPO ID: LAM25		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Traffic Calming - various locations		Exempt Category: Safety - Non signalization traffic control and operatng								
DESCRIPTION: Various locations - implement traffic calming measures including signing and striping, speed bumps and other similar measures										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$100		\$50	\$50						\$100
TransNet - LSI	\$75				\$25	\$50				\$75
<b>TOTAL</b>	<b>\$175</b>		<b>\$50</b>	<b>\$50</b>	<b>\$25</b>	<b>\$50</b>				<b>\$175</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Lemon Grove, City of**

MPO ID: LG08		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Major Street Improvements		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Annual installation of in-fill sidewalks, pedestrian ramps to comply with ADA, and pavement rehabilitation of grinding and repaving 2" of asphalt concrete at the following locations: 1) Federal Blvd from San Miguel Ave to the city's west end, 2) Lemon Grove Ave from Central Ave to the city's south end, 3) New Jersey Ave from Broadway to San Miguel Ave, 4) Siegle Drive from Ildica to city's north end, 5) Buena Vista Ave from Broadway to San Miguel Ave, 6) El Prado Ave from Massachusetts to Alburdi, 7) La Corta Street from Massachusetts to La Corta Circle. 8) Licoln Street from Washington Street to Golden Ave, 9) Primera Street from Massachusetts to Madera Street, 10) Ramon Street from San Altos Street to La Corta Street (list may be modified based on annual evaluation); install storm drain systems on frequently flooded streets including the following locations: 1) Federal Blvd from Central Ave to the westerly city limit, 2) Lemon Grove Ave from Central Ave to southerly city limit, 3) Madera Street west of Massachusetts Ave, 4) Darryl Street from Washington Street to Kempf Street, 5) Roy Street from Washington Street to Kemp Street										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$1,340		\$650	\$690				\$100		\$1,240
TransNet - LSI	\$1,310				\$400	\$440	\$470	\$120		\$1,190
<b>TOTAL</b>	<b>\$2,650</b>		<b>\$650</b>	<b>\$690</b>	<b>\$400</b>	<b>\$440</b>	<b>\$470</b>	<b>\$220</b>		<b>\$2,430</b>

MPO ID: LG09		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Traffic Signal Improvement Projects		Exempt Category: Other - Traffic signal synchronization projects								
DESCRIPTION: Various locations - installation or rehabilitation of traffic signal devices and equipment including signing and striping within intersections; upgrades to software and hardware associated with traffic signal coordination and timing										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$240		\$120	\$120				\$40		\$200
TransNet - LSI	\$327				\$117	\$108	\$102	\$37		\$290
<b>TOTAL</b>	<b>\$567</b>		<b>\$120</b>	<b>\$120</b>	<b>\$117</b>	<b>\$108</b>	<b>\$102</b>	<b>\$77</b>		<b>\$490</b>

MPO ID: LG10		Capacity Status: NCI					RTIP #: 06-00			
TITLE: City-wide Street Maintenance Program		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Various locations - pavement, sidewalk, pedestrian ramp and storm drain preventative and routine maintenance and other related work										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - LSI	\$703				\$222	\$235	\$246			\$703
<b>TOTAL</b>	<b>\$703</b>				<b>\$222</b>	<b>\$235</b>	<b>\$246</b>			<b>\$703</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**National City, City of**

MPO ID: NC01		Capacity Status: CI					RTIP #: 06-00			
TITLE: Plaza Blvd Widening										
DESCRIPTION: From Highland Ave to Euclid Ave - widen from 2 to 3 lanes										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
RSTP	\$2,000	\$2,000						\$708	\$1,292	
TransNet - L	\$1,092	\$766	\$200	\$126				\$247	\$265	\$580
<b>TOTAL</b>	<b>\$3,092</b>	<b>\$2,766</b>	<b>\$200</b>	<b>\$126</b>				<b>\$955</b>	<b>\$1,557</b>	<b>\$580</b>

MPO ID: NC03		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Street Resurfacing Project										
DESCRIPTION: Various locations - construct and overlay streets										
Exempt Category: Safety - Pavement resurfacing and/or rehabilitation										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$3,514	\$2,966	\$271	\$277						\$3,514
TransNet - L	\$6,180	\$4,856	\$618	\$706						\$6,180
<b>TOTAL</b>	<b>\$9,694</b>	<b>\$7,822</b>	<b>\$889</b>	<b>\$983</b>						<b>\$9,694</b>

MPO ID: NC04		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Traffic Signal Install/Upgrade										
DESCRIPTION: Install and/or upgrade traffic signals										
Exempt Category: Other - Intersection signalization projects										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$50	\$50								\$50
TransNet - L	\$675	\$425	\$125	\$125						\$675
<b>TOTAL</b>	<b>\$725</b>	<b>\$475</b>	<b>\$125</b>	<b>\$125</b>						<b>\$725</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**North County Transit District**

MPO ID: NCTD01		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Bus Associated Capital Maintenance		Exempt Category: Mass Transit - Rehabilitation of transit vehicles								
DESCRIPTION: Bus Tire Lease										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$1,880	\$600	\$320	\$320	\$320	\$320				\$1,880
Local Funds	\$470	\$150	\$80	\$80	\$80	\$80				\$470
<b>TOTAL</b>	<b>\$2,350</b>	<b>\$750</b>	<b>\$400</b>	<b>\$400</b>	<b>\$400</b>	<b>\$400</b>				<b>\$2,350</b>

MPO ID: NCTD02		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Preventive Maintenance		Exempt Category: Mass Transit - Transit operating assistance								
DESCRIPTION: Fixed route, rail fleet and facility maintenance costs										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$52,204	\$23,189	\$6,895	\$7,120	\$7,500	\$7,500		\$52,204		
FTA 5309 (FG)	\$15,128	\$6,878	\$1,900	\$1,950	\$2,200	\$2,200		\$15,128		
Local Funds	\$16,833	\$7,517	\$2,199	\$2,268	\$2,425	\$2,425		\$16,833		
<b>TOTAL</b>	<b>\$84,165</b>	<b>\$37,584</b>	<b>\$10,993</b>	<b>\$11,338</b>	<b>\$12,125</b>	<b>\$12,125</b>		<b>\$84,165</b>		

MPO ID: NCTD03		Capacity Status: NCI					RTIP #: 06-00			
TITLE: ADA Paratransit Services		Exempt Category: Mass Transit - Transit operating assistance								
DESCRIPTION: Operating cost associated with providing ADA/Paratransit services										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$6,510	\$1,720	\$690	\$1,000	\$1,500	\$1,600		\$6,510		
Local Funds	\$12,045	\$4,471	\$1,779	\$1,879	\$1,911	\$2,005		\$12,045		
TransNet - ADA	\$683				\$331	\$352		\$683		
TransNet - Transit (S&D)	\$1,110	\$609	\$244	\$257				\$1,110		
<b>TOTAL</b>	<b>\$20,348</b>	<b>\$6,800</b>	<b>\$2,713</b>	<b>\$3,136</b>	<b>\$3,742</b>	<b>\$3,957</b>		<b>\$20,348</b>		

MPO ID: NCTD05		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Bus/ADA/ Revenue Vehicle Purchases & Related Equipment		Exempt Category: Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet								
DESCRIPTION: Purchase replacement vehicles and related equipment - CNG buses, ADA Vans and shuttle vehicles										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$17,114	\$6,770	\$520	\$2,489	\$2,047	\$5,289				\$17,114
FTA 5311	\$1,715	\$757		\$366		\$592				\$1,715
Local Funds	\$4,423	\$1,639	\$130	\$697	\$512	\$1,445				\$4,423
TCRP	\$7,700	\$7,700								\$7,700
<b>TOTAL</b>	<b>\$30,953</b>	<b>\$16,866</b>	<b>\$650</b>	<b>\$3,552</b>	<b>\$2,559</b>	<b>\$7,326</b>				<b>\$30,953</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**North County Transit District**

MPO ID: NCTD06		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Bus/Rail Support Equipment & Facility		Exempt Category: Mass Transit - Purchase of office, shop and operating equipment for existing facilities								
DESCRIPTION: Facility and support equipment for fixed route and rail services including radio equipment, buildings and structures, shop and garage equipment, computer hardware & software, furnitures and fixtures, and service vehicles										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$8,991	\$2,910	\$3,322	\$1,176	\$1,017	\$566				\$8,991
Local Funds	\$3,135	\$1,614	\$831	\$294	\$254	\$142				\$3,135
<b>TOTAL</b>	<b>\$12,126</b>	<b>\$4,524</b>	<b>\$4,153</b>	<b>\$1,470</b>	<b>\$1,271</b>	<b>\$708</b>				<b>\$12,126</b>

MPO ID: NCTD07		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Fixed Route - Bus Shelters & Stops		Exempt Category: Mass Transit - Construction of small passenger shelters and information kiosks								
DESCRIPTION: Upgrade bus shelters & bus stops										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$1,038	\$216	\$144	\$310	\$168	\$200				\$1,038
Local Funds	\$259	\$53	\$36	\$78	\$42	\$50				\$259
<b>TOTAL</b>	<b>\$1,297</b>	<b>\$269</b>	<b>\$180</b>	<b>\$388</b>	<b>\$210</b>	<b>\$250</b>				<b>\$1,297</b>

MPO ID: NCTD16		Capacity Status: CI					RTIP #: 06-00			
TITLE: Oceanside-Escondido Rail Project										
DESCRIPTION: From Oceanside Transit Center to Escondido - design & construct 22 mile light rail (Sprinter) including 15 stations and maintenance facility										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
CMAQ	\$4,900	\$4,900								\$4,900
FTA 5309 (NS)	\$152,100	\$151,416	\$684					\$7,930	\$3,392	\$140,778
HBRR	\$61	\$61								\$61
Local Funds	\$5,400	\$5,400								\$5,400
Prop. 108	\$17,600	\$17,600							\$17,600	
STIP State Cash	\$6,600	\$6,600						\$3,600		\$3,000
TCRP	\$80,000	\$80,000								\$80,000
TransNet - Transit	\$98,963	\$78,011	\$10,500	\$10,452					\$27,892	\$71,071
<b>TOTAL</b>	<b>\$365,624</b>	<b>\$343,988</b>	<b>\$11,184</b>	<b>\$10,452</b>				<b>\$11,530</b>	<b>\$48,884</b>	<b>\$305,210</b>

MPO ID: NCTD16A		Capacity Status: CI					RTIP #: 06-00			
TITLE: Oceanside-Escondido Rail Non-federal										
DESCRIPTION: From Oceanside to Escondido - locally funded miscellaneous costs associated with Sprinter project including development designs, track work, road widenings, settlements, vehicle purchases, easement costs, and debt service during construction										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$18,571	\$18,571								\$18,571
TransNet - Transit	\$1,377	\$300	\$300	\$777						\$1,377
<b>TOTAL</b>	<b>\$19,948</b>	<b>\$18,871</b>	<b>\$300</b>	<b>\$777</b>						<b>\$19,948</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**North County Transit District**

MPO ID: NCTD16B		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Oceanside to Escondido Rail Operations		Exempt Category: Mass Transit - Transit operating assistance								
DESCRIPTION: Start-up operating cost for the Sprinter; debt service payments on \$34 million COP's after construction is completed										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
CMAQ	\$16,000			\$5,000	\$5,000	\$6,000		\$16,000		
Local Funds	\$16,000			\$5,000	\$5,000	\$6,000		\$16,000		
TransNet - TSI	\$3,109				\$1,555	\$1,555		\$3,109		
TransNet - Transit	\$777			\$777				\$777		
<b>TOTAL</b>	<b>\$35,887</b>			<b>\$10,777</b>	<b>\$11,555</b>	<b>\$13,555</b>		<b>\$35,887</b>		

MPO ID: NCTD18		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Rail - ROW Improvements		Exempt Category: Mass Transit - Track rehabilitation in existing right of way								
DESCRIPTION: Cross-tie renewal program, street cross protection, rail structure rehabilitation, rail replacement, storage tracks, rail lubricators, at-grade crossing renewal, turnout renewal, other misc. improvements										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$3,491	\$1,781	\$1,709							\$3,491
FTA 5309 (FG)	\$7,071	\$579	\$204	\$2,096	\$2,096	\$2,096				\$7,071
Local Funds	\$2,390	\$340	\$478	\$524	\$524	\$524				\$2,390
TransNet - Transit	\$2,006	\$1,756	\$250							\$2,006
<b>TOTAL</b>	<b>\$14,958</b>	<b>\$4,456</b>	<b>\$2,642</b>	<b>\$2,620</b>	<b>\$2,620</b>	<b>\$2,620</b>				<b>\$14,958</b>

MPO ID: NCTD20		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Rail Vehicles & Related Equipment		Exempt Category: Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet								
DESCRIPTION: Locomotive purchase/overhaul, revenue vehicles, misc. support equipment including vehicles, spare components and signal equipment upgrade/replacement										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$1,213	\$1,213								\$1,213
FTA 5309 (FG)	\$476	\$476								\$476
Local Funds	\$551	\$551								\$551
STIP State Cash	\$1,000		\$500	\$500				\$500		\$500
TCRP	\$129	\$129								\$129
<b>TOTAL</b>	<b>\$3,369</b>	<b>\$2,369</b>	<b>\$500</b>	<b>\$500</b>				<b>\$500</b>		<b>\$2,869</b>

MPO ID: NCTD22		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Bridge & Infrastructure Program		Exempt Category: Safety - Railroad/highway crossing								
DESCRIPTION: Bridges & other infrastructure improvements along rail ROW										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$8,192			\$2,904	\$3,752	\$1,535		\$2,904		\$5,288
FTA 5309 (FG)	\$15,391	\$9,247	\$2,608	\$1,064	\$1,128	\$1,345		\$1,745		\$13,647
Local Funds	\$5,922	\$2,338	\$652	\$992	\$1,220	\$720		\$1,162		\$4,760
<b>TOTAL</b>	<b>\$29,506</b>	<b>\$11,586</b>	<b>\$3,260</b>	<b>\$4,960</b>	<b>\$6,100</b>	<b>\$3,600</b>		<b>\$5,811</b>		<b>\$23,694</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**North County Transit District**

MPO ID: NCTD29		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Planning		Exempt Category: Other - Non construction related activities								
DESCRIPTION: Local short range and other transit planning studies										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$700	\$300	\$100	\$100	\$100	\$100		\$700		
Local Funds	\$175	\$75	\$25	\$25	\$25	\$25		\$175		
<b>TOTAL</b>	<b>\$875</b>	<b>\$375</b>	<b>\$125</b>	<b>\$125</b>	<b>\$125</b>	<b>\$125</b>		<b>\$875</b>		

MPO ID: NCTD32		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Oceanside Transit Center Parking		Exempt Category: Other - Bus terminals and transfer points								
DESCRIPTION: At Oceanside Transit Center - build multi-level parking structure to accommodate multi-modal transit services										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
CMAQ	\$3,482	\$3,482								\$3,482
FTA 5309 (Bus)	\$2,000	\$2,000								\$2,000
Local Funds	\$2,400	\$2,400							\$400	\$2,000
RSTP	\$1,232	\$1,232								\$1,232
TCRP	\$1,500	\$1,500						\$910		\$590
TransNet - Transit	\$518		\$518							\$518
<b>TOTAL</b>	<b>\$11,132</b>	<b>\$10,614</b>	<b>\$518</b>					<b>\$910</b>	<b>\$400</b>	<b>\$9,822</b>

MPO ID: NCTD34		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Expanded Transit Service		Exempt Category: Mass Transit - Transit operating assistance								
DESCRIPTION: Operating support for existing fixed route and rail transit service										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - TSI	\$22,642				\$10,927	\$11,714		\$22,642		
TransNet - Transit	\$22,499	\$12,573	\$4,830	\$5,096				\$22,499		
<b>TOTAL</b>	<b>\$45,141</b>	<b>\$12,573</b>	<b>\$4,830</b>	<b>\$5,096</b>	<b>\$10,927</b>	<b>\$11,714</b>		<b>\$45,141</b>		

MPO ID: NCTD36		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Solana Beach Intermodal Transit Station		Exempt Category: Mass Transit - Reconstruction or renovation of transit structures								
DESCRIPTION: Construct parking structure at the Solana Beach train station, part of mixed-use transit oriented development										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5309 (Bus)	\$2,863	\$1,907	\$298	\$323	\$335			\$649		\$2,214
Local Funds	\$722	\$484	\$74	\$81	\$84			\$163		\$559
STIP State Cash	\$6,000		\$6,000							\$6,000
<b>TOTAL</b>	<b>\$9,586</b>	<b>\$2,391</b>	<b>\$6,372</b>	<b>\$403</b>	<b>\$419</b>			<b>\$812</b>		<b>\$8,774</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**North County Transit District**

MPO ID: NCTD40		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Rail Station Improvements		Exempt Category: Mass Transit - Reconstruction or renovation of transit structures								
DESCRIPTION: Coaster Station Improvements - platform extension, Convention Center/Padres stadium design information display panel, and mini hi relocation										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$797	\$79	\$718							\$797
Local Funds	\$201	\$21	\$180							\$201
<b>TOTAL</b>	<b>\$998</b>	<b>\$100</b>	<b>\$898</b>							<b>\$998</b>

MPO ID: NCTD41		Capacity Status: NCI					RTIP #: 06-00			
TITLE: San Luis Rey Transit Center		Exempt Category: Other - Bus terminals and transfer points								
DESCRIPTION: Construct new multi-modal transit center as a component of a transit-oriented, mixed-use development which would include retail, commercial, residential and office space.										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$412	\$412							\$412	
FTA 5309 (Bus)	\$1,595	\$1,276	\$99	\$108	\$112			\$297		\$1,298
Local Funds	\$509	\$429	\$25	\$27	\$28			\$74	\$103	\$332
<b>TOTAL</b>	<b>\$2,516</b>	<b>\$2,117</b>	<b>\$124</b>	<b>\$134</b>	<b>\$140</b>			<b>\$371</b>	<b>\$516</b>	<b>\$1,629</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Oceanside, City of**

MPO ID: O04		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Miscellaneous Street Improvements		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Citywide - asphalt overlay and repair of arterial streets										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$4,400	\$2,400	\$2,000							\$4,400
	<b>TOTAL</b>	<b>\$4,400</b>	<b>\$2,400</b>	<b>\$2,000</b>						<b>\$4,400</b>

MPO ID: O08		Capacity Status: NCI					RTIP #: 06-00			
TITLE: College Boulevard Raising		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
DESCRIPTION: College Blvd between Plaza Drive and Lake Blvd - reconstruct box culvert of College Blvd over Buena Vista Creek to raise the highway above the flood level										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$3,300	\$1,200	\$2,100					\$900	\$300	\$2,100
	<b>TOTAL</b>	<b>\$3,300</b>	<b>\$1,200</b>	<b>\$2,100</b>				<b>\$900</b>	<b>\$300</b>	<b>\$2,100</b>

MPO ID: O09		Capacity Status: NCI					RTIP #: 06-00			
TITLE: El Camino Real Bridge Widening		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
DESCRIPTION: @ SR 78 - reconstruct to accommodate increased lane/shoulder width										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$1,344	\$1,244	\$100					\$1,000		\$344
	<b>TOTAL</b>	<b>\$1,344</b>	<b>\$1,244</b>	<b>\$100</b>				<b>\$1,000</b>		<b>\$344</b>

MPO ID: O12		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Pala Road Extension		Exempt Category: Other - Engineering studies								
DESCRIPTION: From Foussat Road to Los Arbolitos Blvd - future construction of 4-lane arterial										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$400	\$200	\$100	\$100				\$400		
	<b>TOTAL</b>	<b>\$400</b>	<b>\$200</b>	<b>\$100</b>	<b>\$100</b>			<b>\$400</b>		

MPO ID: O13		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Street Rehabilitation		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Citywide - minor repair and slurry sealing of secondary streets										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$1,868	\$1,368	\$500							\$1,868
	<b>TOTAL</b>	<b>\$1,868</b>	<b>\$1,368</b>	<b>\$500</b>						<b>\$1,868</b>

MPO ID: O14		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Bridge Rehabilitation		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
DESCRIPTION: Coast Highway and Douglas Drive - seismic retrofit of highway bridges over the San Luis Rey River										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$6,300	\$5,800	\$500							\$6,300
	<b>TOTAL</b>	<b>\$6,300</b>	<b>\$5,800</b>	<b>\$500</b>						<b>\$6,300</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Oceanside, City of**

MPO ID: O15		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Pacific Bridge over San Luis Rey		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
DESCRIPTION: South of Harbor Drive - replace bridge with same number of lanes										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
HBRR	\$1,735	\$1,735						\$1,653	\$82	
Local Funds	\$13,385	\$13,385						\$413	\$21	\$12,951
TransNet - L	\$400		\$200	\$200						\$400
<b>TOTAL</b>	<b>\$15,520</b>	<b>\$15,120</b>	<b>\$200</b>	<b>\$200</b>				<b>\$2,066</b>	<b>\$103</b>	<b>\$13,351</b>

MPO ID: O17		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Loma Alta Creek/Sprinter Detention Basins		Exempt Category: Other - Damage repair caused by unusual disasters								
DESCRIPTION: Construction of flood control walls along Loma Alta Creek east of El Camino Real and east of Rancho del Oro Drive and south of Oceanside Boulevard and north of the NCTD Sprinter railroad tracks in Oceanside										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$7,000		\$7,000							\$7,000
<b>TOTAL</b>	<b>\$7,000</b>		<b>\$7,000</b>							<b>\$7,000</b>

MPO ID: O18		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Neighborhood Sidewalk/ADA/Traffic Improvements		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Completion of missing segments of sidewalks, new access ramps and shoulder improvements for pedestrian accessibility and road safety improvements										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$450		\$450							\$450
<b>TOTAL</b>	<b>\$450</b>		<b>\$450</b>							<b>\$450</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Orange Co. Trans Corridor Agency**

MPO ID: TCA01			Capacity Status: CI					RTIP #: 06-00		
TITLE: Foothill Transportation Corridor South										
DESCRIPTION: On SR 241 from Orange Co./San Diego Co. line to Cristianitos interchange - construct 3 general purpose toll lanes; from Cristianitos interchange to I-5 - construct 2 general purpose toll lanes (program funding for Phase 1)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$386,100	\$59,840	\$37,520	\$82,740	\$106,000	\$100,000		\$130,860	\$20,240	\$235,000
<b>TOTAL</b>	<b>\$386,100</b>	<b>\$59,840</b>	<b>\$37,520</b>	<b>\$82,740</b>	<b>\$106,000</b>	<b>\$100,000</b>		<b>\$130,860</b>	<b>\$20,240</b>	<b>\$235,000</b>
* Funding Source = Foothill/Eastern Transportation Corridor Agency										

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

MPO ID: SAN03A		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Freeway Service Patrol		Exempt Category: Safety - Non signalization traffic control and operatng								
DESCRIPTION: Joint project between SANDAG, Caltrans and CHP to alleviate traffic congestion associated with non-recurring incidents; provides rapid removal of disabled vehicles										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FSP	\$13,839		\$2,259	\$2,895	\$2,895	\$2,895	\$2,895			\$13,839
Local Funds	\$2,375		\$868	\$491	\$351	\$340	\$325			\$2,375
RSTP	\$3,461		\$565	\$724	\$724	\$724	\$724			\$3,461
<b>TOTAL</b>	<b>\$19,675</b>		<b>\$3,692</b>	<b>\$4,110</b>	<b>\$3,970</b>	<b>\$3,959</b>	<b>\$3,944</b>			<b>\$19,675</b>

MPO ID: SAN04		Capacity Status: NCI					RTIP #: 06-00			
TITLE: I-15 Managed Lane/Value Pricing		Exempt Category: Other - Non construction related activities								
DESCRIPTION: Studies, preliminary engineering and initial implementation of electronic toll collection and violation enforcement system										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
CMAQ	\$234	\$234						\$234		
Local Funds	\$17	\$17						\$17		
RSTP	\$250	\$250						\$250		
Toll - Managed Lanes	\$460	\$460						\$460		
Value Pricing Program	\$1,606	\$1,037	\$569					\$1,606		
<b>TOTAL</b>	<b>\$2,567</b>	<b>\$1,998</b>	<b>\$569</b>					<b>\$2,567</b>		

MPO ID: SAN07A		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Plan, Program & Monitor		Exempt Category: Other - Non construction related activities								
DESCRIPTION: Plan, program and monitor										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
STIP State Cash	\$3,699	\$1,141	\$334	\$334	\$630	\$630	\$630	\$3,699		
STIP-RIP (AB3090)	\$473			\$473				\$473		
TransNet - H	\$473	\$473						\$473		
<b>TOTAL</b>	<b>\$4,645</b>	<b>\$1,614</b>	<b>\$334</b>	<b>\$807</b>	<b>\$630</b>	<b>\$630</b>	<b>\$630</b>	<b>\$4,645</b>		

MPO ID: SAN11A		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Regional Rideshare Program		Exempt Category: Air Quality - Ride-sharing and van-pooling program								
DESCRIPTION: Regional rideshare program										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
CMAQ	\$13,538		\$2,524	\$2,579	\$2,635	\$2,800	\$3,000			\$13,538
Local Funds	\$831		\$409	\$422						\$831
TDA	\$175		\$175							\$175
<b>TOTAL</b>	<b>\$14,544</b>		<b>\$3,108</b>	<b>\$3,001</b>	<b>\$2,635</b>	<b>\$2,800</b>	<b>\$3,000</b>			<b>\$14,544</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

MPO ID: SAN19		Capacity Status: NCI						RTIP #: 06-00		
TITLE: GARVEE Debt Service		Exempt Category: Other - Non construction related activities								
DESCRIPTION: Debt service for issue of GARVEE bonds for the I-15 ML (CAL18) project										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
STIP-IIP NHS GARVEE	\$59,670	\$10,539	\$5,459	\$5,459	\$5,459	\$5,459	\$5,459	\$59,670		
STIP-RIP NHS GARVEE	\$179,001	\$31,617	\$16,376	\$16,376	\$16,376	\$16,376	\$16,376	\$179,001		
<b>TOTAL</b>	<b>\$238,671</b>	<b>\$42,156</b>	<b>\$21,835</b>	<b>\$21,835</b>	<b>\$21,835</b>	<b>\$21,835</b>	<b>\$21,835</b>	<b>\$238,671</b>		

MPO ID: SAN21		Capacity Status: NCI						RTIP #: 06-00		
TITLE: Non-motorized Projects		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
DESCRIPTION: Various locations countywide - lump sum for non-motorized projects										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TDA - Bicycles	\$3,767	\$1,661	\$2,106					\$1,075		\$2,692
TransNet - B	\$3,971	\$3,071	\$900					\$673		\$3,298
<b>TOTAL</b>	<b>\$7,738</b>	<b>\$4,732</b>	<b>\$3,006</b>					<b>\$1,748</b>		<b>\$5,990</b>

MPO ID: SAN22		Capacity Status: NCI						RTIP #: 06-00		
TITLE: Regional Fare Technology		Exempt Category: Mass Transit - Purchase of vehicle operating equipment								
DESCRIPTION: Design, procure, and install fare collection system for all operators in the County										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$18,220	\$18,220								\$18,220
Local Funds	\$780	\$780								\$780
STIP State Cash	\$800	\$800								\$800
STIP-RIP (AB3090)	\$19,500		\$19,500							\$19,500
<b>TOTAL</b>	<b>\$39,300</b>	<b>\$19,800</b>	<b>\$19,500</b>							<b>\$39,300</b>

MPO ID: SAN23		Capacity Status: CI						RTIP #: 06-00		
TITLE: Mid-Coast Corridor Project										
DESCRIPTION: Design/construct light rail line from Old Town Transit Center to Balboa Ave; conduct alternative alignment study; begin PE from Balboa Ave to University City; mid-coast corridor planning/environmental										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$519	\$519						\$519		
FTA 5309 (NS)	\$8,940	\$1,922	\$7,018					\$8,940		
PTA	\$537	\$537						\$537		
STIP State Cash	\$9,254	\$4,000			\$5,254			\$9,254		
TCRP	\$10,000	\$1,300	\$8,700					\$10,000		
TransNet - MC	\$3,500	\$2,100	\$1,400					\$3,500		
TransNet - Transit	\$24,072	\$24,072						\$16,072	\$8,000	
<b>TOTAL</b>	<b>\$56,822</b>	<b>\$34,450</b>	<b>\$17,118</b>		<b>\$5,254</b>			<b>\$48,822</b>	<b>\$8,000</b>	

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

MPO ID: SAN26		Capacity Status: CI					RTIP #: 06-00			
TITLE: I-15 BRT Transit Stations										
DESCRIPTION: From SR 163 to SR 78 - construct transit stations along the I-15 HOV/ML including stations at Mira Mesa Blvd, SR 56, Rancho Bernardo Road, and Del Lago Blvd; modify Escondido Transit Station										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5309 (Bus)	\$3,624	\$321	\$3,303					\$321		\$3,303
TCRP	\$5,700	\$5,700							\$5,700	
TransNet - MC	\$30,113		\$1,604	\$26,969	\$1,491	\$24	\$25			\$30,113
TransNet - Transit	\$9,106	\$9,106						\$1,833	\$7,273	
<b>TOTAL</b>	<b>\$48,543</b>	<b>\$15,127</b>	<b>\$4,907</b>	<b>\$26,969</b>	<b>\$1,491</b>	<b>\$24</b>	<b>\$25</b>	<b>\$2,154</b>	<b>\$12,973</b>	<b>\$33,416</b>

MPO ID: SAN26A		Capacity Status: CI					RTIP #: 06-00			
TITLE: I-15 BRT Operations and Vehicles										
DESCRIPTION: From Escondido to San Diego - planning, operations and vehicle acquisition for the BRT service along I-15 HOV/ML										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
CMAQ	\$22,132	\$22,132								\$22,132
TransNet - MC	\$2,795		\$435	\$891	\$1,463	\$6		\$2,795		
<b>TOTAL</b>	<b>\$24,927</b>	<b>\$22,132</b>	<b>\$435</b>	<b>\$891</b>	<b>\$1,463</b>	<b>\$6</b>		<b>\$2,795</b>		<b>\$22,132</b>

MPO ID: SAN26B		Capacity Status: CI					RTIP #: 06-00			
TITLE: I-15 BRT Downtown Transit Stations										
DESCRIPTION: Downtown San Diego (East Village and financial core area) - construct transit stations and transit lanes										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - MC	\$9,528	\$21	\$259	\$459	\$331	\$8,458		\$1,070		\$8,458
<b>TOTAL</b>	<b>\$9,528</b>	<b>\$21</b>	<b>\$259</b>	<b>\$459</b>	<b>\$331</b>	<b>\$8,458</b>		<b>\$1,070</b>		<b>\$8,458</b>

MPO ID: SAN26C		Capacity Status: CI					RTIP #: 06-00			
TITLE: I-15 BRT Mid-City Transit Stations										
DESCRIPTION: Mid-city area of San Diego - construct transit stations and transit lanes										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - MC	\$19,227		\$429	\$1,446	\$1,728	\$5,609	\$10,015	\$3,603		\$15,624
<b>TOTAL</b>	<b>\$19,227</b>		<b>\$429</b>	<b>\$1,446</b>	<b>\$1,728</b>	<b>\$5,609</b>	<b>\$10,015</b>	<b>\$3,603</b>		<b>\$15,624</b>

MPO ID: SAN28		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Del Mar Bluff Stabilization										
DESCRIPTION: Stabilize bluff areas										
Exempt Category: Other - Damage repair caused by unusual disasters										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5309 (NS)	\$3,981	\$3,981								\$3,981
STIP State Cash	\$9,851	\$5,254		\$1,200		\$3,397		\$1,200		\$8,651
<b>TOTAL</b>	<b>\$13,832</b>	<b>\$9,235</b>		<b>\$1,200</b>		<b>\$3,397</b>		<b>\$1,200</b>		<b>\$12,632</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

MPO ID: SAN29		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Sorrento to Miramar Double Track/Realign		Exempt Category: Mass Transit - Track rehabilitation in existing right of way								
DESCRIPTION: Realign curve, construct 2nd main track										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
PTA	\$1,010	\$1,010						\$1,010		
Prop. 116	\$2,718	\$2,718						\$715	\$1,339	\$664
STIP State Cash	\$5,200	\$1,300		\$3,900				\$5,200		
<b>TOTAL</b>	<b>\$8,928</b>	<b>\$5,028</b>		<b>\$3,900</b>				<b>\$6,925</b>	<b>\$1,339</b>	<b>\$664</b>

MPO ID: SAN30		Capacity Status: NCI					RTIP #: 06-00			
TITLE: San Dieguito Bridge		Exempt Category: Mass Transit - Track rehabilitation in existing right of way								
DESCRIPTION: Replace bridge and add new segment of main track to connect with passing tracks										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
STIP State Cash	\$855		\$855					\$855		
<b>TOTAL</b>	<b>\$855</b>		<b>\$855</b>					<b>\$855</b>		

MPO ID: SAN39		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Rail Electrification & Power Distribution		Exempt Category: Mass Transit - Track rehabilitation in existing right of way								
DESCRIPTION: Cantenary improvements, substation standardization										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$6,272	\$3,144	\$1,616	\$800	\$712					\$6,272
Local Funds	\$1,576	\$786	\$412	\$200	\$178					\$1,576
<b>TOTAL</b>	<b>\$7,848</b>	<b>\$3,930</b>	<b>\$2,028</b>	<b>\$1,000</b>	<b>\$890</b>					<b>\$7,848</b>

MPO ID: SAN40		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Metropolitan Planning		Exempt Category: Other - Non construction related activities								
DESCRIPTION: Regional planning; vanpool program										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$20,816	\$9,164	\$2,697	\$2,893	\$3,056	\$3,006		\$20,816		
Local Funds	\$5,205	\$2,292	\$674	\$723	\$764	\$752		\$5,205		
<b>TOTAL</b>	<b>\$26,020</b>	<b>\$11,456</b>	<b>\$3,371</b>	<b>\$3,616</b>	<b>\$3,820</b>	<b>\$3,758</b>		<b>\$26,020</b>		

MPO ID: SAN41		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Replace Santa Margarita Bridge		Exempt Category: Mass Transit - Reconstruction or renovation of transit structures								
DESCRIPTION: Near Oceanside - within the boundaries of Pendleton USMC Base at the Santa Margarita River - replace bridge and construct double track to Stuart Mesa and Fallbrook passing tracks										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
STIP State Cash	\$17,480	\$287	\$987	\$16,206				\$1,274		\$16,206
STIP-IIP STP	\$2,213	\$2,213						\$2,213		
<b>TOTAL</b>	<b>\$19,693</b>	<b>\$2,500</b>	<b>\$987</b>	<b>\$16,206</b>				<b>\$3,487</b>		<b>\$16,206</b>

**2006 Regional Transportation Improvement Program  
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MPO ID: SAN43A		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Reduced Price Pass Subsidy		Exempt Category: Mass Transit - Transit operating assistance								
DESCRIPTION: Subsidy for reduced price passes required by TransNet measure										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - TSI	\$16,500				\$5,500	\$5,500	\$5,500	\$16,500		
TransNet - Transit	\$11,000		\$5,500	\$5,500				\$11,000		
<b>TOTAL</b>	<b>\$27,500</b>		<b>\$5,500</b>	<b>\$5,500</b>	<b>\$5,500</b>	<b>\$5,500</b>	<b>\$5,500</b>	<b>\$27,500</b>		

MPO ID: SAN46		Capacity Status: CI					RTIP #: 06-00			
TITLE: Mid-Coast Super Loop										
DESCRIPTION: University City - design and construction of transit priority treatments que jumper lanes, arterial improvements, new transit stations for transit shuttle service and acquisition of 12 expansion shuttles; operation of services										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - MC	\$45,073	\$715	\$2,512	\$21,949	\$12,315	\$3,724	\$3,858	\$12,422	\$2,446	\$30,205
<b>TOTAL</b>	<b>\$45,073</b>	<b>\$715</b>	<b>\$2,512</b>	<b>\$21,949</b>	<b>\$12,315</b>	<b>\$3,724</b>	<b>\$3,858</b>	<b>\$12,422</b>	<b>\$2,446</b>	<b>\$30,205</b>

MPO ID: SAN47		Capacity Status: CI					RTIP #: 06-00			
TITLE: South Bay BRT										
DESCRIPTION: Between Otay Ranch and downtown San Diego - plan, design, and construct transit facilities, transitways, freeway shoulder improvements, and freeway on-ramp modifications										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - MC	\$5,899	\$570	\$1,771	\$3,558				\$5,899		
<b>TOTAL</b>	<b>\$5,899</b>	<b>\$570</b>	<b>\$1,771</b>	<b>\$3,558</b>				<b>\$5,899</b>		

MPO ID: SAN48		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Regional Environmental Mitigation Program		Exempt Category: Other - Advance land acquisitions								
DESCRIPTION: Biological mitigation related to implementation of early action program including I-5, I-15, I-805, SR 52, SR 76, Mid-coast LRT, and other early action BRT projects; regional habitat conservation										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - MC	\$76,774	\$156	\$29,194	\$47,424				\$2,836	\$64,571	\$9,367
<b>TOTAL</b>	<b>\$76,774</b>	<b>\$156</b>	<b>\$29,194</b>	<b>\$47,424</b>				<b>\$2,836</b>	<b>\$64,571</b>	<b>\$9,367</b>

MPO ID: SAN52		Capacity Status: NCI					RTIP #: 06-00			
TITLE: East County Bus Maintenance Facility		Exempt Category: Mass Transit - Const of new bus or rail storage/maint facilities excluded in 23 CFR part 771								
DESCRIPTION: Construction of new bus facility in the City of El Cajon to provide capacity for operation and maintenance for 100-150 vehicles										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$11,582	\$8,382		\$1,600	\$800	\$800		\$4,880		\$6,702
FTA 5309 (Bus)	\$2,971	\$2,971								\$2,971
Local Funds	\$3,638	\$2,838		\$400	\$200	\$200		\$1,620		\$2,018
<b>TOTAL</b>	<b>\$18,190</b>	<b>\$14,190</b>		<b>\$2,000</b>	<b>\$1,000</b>	<b>\$1,000</b>		<b>\$6,500</b>		<b>\$11,690</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

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MPO ID: SAN53		Capacity Status: NCI					RTIP #: 06-00			
TITLE: South Bay Bus Maintenance Facility		Exempt Category: Mass Transit - Const of new bus or rail storage/maint facilities excluded in 23 CFR part 771								
DESCRIPTION: In Chula Vista - expand existing facility from 4 to 9 acres to permit up to 150 buses										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$3,378		\$2,000	\$578	\$400	\$400				\$3,378
Local Funds	\$845		\$500	\$145	\$100		\$100			\$845
<b>TOTAL</b>	<b>\$4,223</b>		<b>\$2,500</b>	<b>\$723</b>	<b>\$500</b>	<b>\$400</b>	<b>\$100</b>			<b>\$4,223</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**San Diego County**

MPO ID: CNTY05		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Channel Road Equestrian Crossing		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
DESCRIPTION: Design and construct an equestrian trail to cross the bridge										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$158	\$30	\$111	\$17				\$158		
<b>TOTAL</b>	<b>\$158</b>	<b>\$30</b>	<b>\$111</b>	<b>\$17</b>				<b>\$158</b>		

MPO ID: CNTY06		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Los Coches Road II		Exempt Category: Other - Interchange reconfiguration projects								
DESCRIPTION: Phase I: From Hwy 8 (Olde 80) to Julian Avenue; Phase II: Julian Ave to Woodside Ave - reconstruct to provide 2 traffic lanes with left turn lane, parking lanes, and bike lanes										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$5,296	\$5,277	\$19					\$19	\$710	\$4,567
<b>TOTAL</b>	<b>\$5,296</b>	<b>\$5,277</b>	<b>\$19</b>					<b>\$19</b>	<b>\$710</b>	<b>\$4,567</b>

MPO ID: CNTY08		Capacity Status: CI					RTIP #: 06-00			
TITLE: Mission Road										
DESCRIPTION: From Pepper Tree Lane to Clemmens Lane in Fallbrook - widen from 3 to 5 lanes										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$9,668	\$8,803	\$865					\$5		\$9,663
<b>TOTAL</b>	<b>\$9,668</b>	<b>\$8,803</b>	<b>\$865</b>					<b>\$5</b>		<b>\$9,663</b>

MPO ID: CNTY10		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Riverside Drive		Exempt Category: Other - Interchange reconfiguration projects								
DESCRIPTION: Channel Road to Riverford - reconstruct road to provide 2 bike lanes, median lanes; construct PCC curbs, gutters, sidewalks, upgrade drainage facilities, modify/install traffic signals										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$5,617	\$5,604	\$13					\$913		\$4,704
<b>TOTAL</b>	<b>\$5,617</b>	<b>\$5,604</b>	<b>\$13</b>					<b>\$913</b>		<b>\$4,704</b>

MPO ID: CNTY14		Capacity Status: CI					RTIP #: 06-00			
TITLE: South Santa Fe Avenue										
DESCRIPTION: Vista City limits to San Marcos City limits - reconstruct and widen from 2 to 4 lanes including bicycle lane										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$450	\$200	\$250						\$450	
TransNet - H	\$9,200	\$6,713	\$2,487					\$987	\$8,213	
TransNet - H (78)	\$8,900	\$7,215	\$1,685					\$8,550	\$350	
TransNet - L	\$3,699	\$3,181	\$412	\$106				\$3,287	\$412	
TransNet - LSI	\$4,086				\$4,086					\$4,086
<b>TOTAL</b>	<b>\$26,335</b>	<b>\$17,309</b>	<b>\$4,834</b>	<b>\$106</b>	<b>\$4,086</b>			<b>\$12,824</b>	<b>\$9,425</b>	<b>\$4,086</b>

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San Diego Region (in \$000s)**

**San Diego County**

MPO ID: CNTY16		Capacity Status: NCI					RTIP #: 06-00			
TITLE: SR52 Forester Creek		Exempt Category: Other - Intersection channelization projects								
DESCRIPTION: \$3M County contribution to Forester Creek Drainage project (City of Santee)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$3,000	\$385	\$2,615							\$3,000
<b>TOTAL</b>	<b>\$3,000</b>	<b>\$385</b>	<b>\$2,615</b>							<b>\$3,000</b>

MPO ID: CNTY17		Capacity Status: CI					RTIP #: 06-00			
TITLE: SR54/94										
DESCRIPTION: Ph 1: widen from 4 to 6 lanes with intersection improvements, raised median and left turn pockets; Ph 2: on SR94 extend Jamacha Blvd; Ph 3: on SR54 extend from Cuyamaca College east to Braham										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$1,207		\$1,207							\$1,207
TransNet - L	\$17,299	\$6,363	\$10,300	\$636				\$200		\$17,099
<b>TOTAL</b>	<b>\$18,506</b>	<b>\$6,363</b>	<b>\$11,507</b>	<b>\$636</b>				<b>\$200</b>		<b>\$18,306</b>

MPO ID: CNTY18		Capacity Status: NCI					RTIP #: 06-00			
TITLE: SR 56 Contribution		Exempt Category: Other - Non construction related activities								
DESCRIPTION: Final payment for County's share to City of San Diego										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$825	\$300	\$525							\$825
<b>TOTAL</b>	<b>\$825</b>	<b>\$300</b>	<b>\$525</b>							<b>\$825</b>

MPO ID: CNTY19		Capacity Status: CI					RTIP #: 06-00			
TITLE: Valley Center North & South										
DESCRIPTION: From City of Escondido to Cole Grade Road - widen and reconstruct with 14-ft striped center 2-way lane, bike lanes and pathways										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$20,596	\$9,759	\$6,837	\$3,600	\$400					\$20,596
TransNet - L	\$47,680	\$22,100	\$13,390	\$12,190				\$1,611	\$3,318	\$42,751
TransNet - LSI	\$3,826				\$3,815	\$11		\$61		\$3,765
<b>TOTAL</b>	<b>\$72,102</b>	<b>\$31,859</b>	<b>\$20,227</b>	<b>\$15,790</b>	<b>\$4,215</b>	<b>\$11</b>		<b>\$1,672</b>	<b>\$3,318</b>	<b>\$67,112</b>

MPO ID: CNTY21		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Bradley Avenue Overpass at SR 67		Exempt Category: Other - Engineering studies								
DESCRIPTION: From Magnolia Ave to Mollison Ave - future widening of Bradley Ave overpass from 2 to 4 lanes										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
RSTP	\$750	\$750						\$750		
TransNet - L	\$395	\$343	\$52					\$395		
<b>TOTAL</b>	<b>\$1,145</b>	<b>\$1,093</b>	<b>\$52</b>					<b>\$1,145</b>		

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MPO ID: CNTY22		Capacity Status: CI					RTIP #: 06-00			
TITLE: Valley Center Road Bridge										
DESCRIPTION: At San Luis River - replace 2-lane structurally deficient bridge with 4-lanes with median and sidewalks										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
HBP	\$10,857		\$133			\$10,724			\$133	\$10,724
HBRR	\$1,040	\$1,040						\$1,040		
Local Funds	\$1,664	\$258	\$17			\$1,389		\$258	\$17	\$1,389
<b>TOTAL</b>	<b>\$13,561</b>	<b>\$1,298</b>	<b>\$150</b>			<b>\$12,113</b>		<b>\$1,298</b>	<b>\$150</b>	<b>\$12,113</b>

MPO ID: CNTY23		Capacity Status: CI					RTIP #: 06-00			
TITLE: Valley Center Road (Wohlford Intersection)										
DESCRIPTION: From East of Valley Center & Cole Grade Road and extending approximately 6 miles to Rincon Casino - widen from 2 to 3 lanes; construct traffic signal at North Lake Wohlford Road/Valley Center Road intersection										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$1,426	\$454	\$972					\$296	\$159	\$971
<b>TOTAL</b>	<b>\$1,426</b>	<b>\$454</b>	<b>\$972</b>					<b>\$296</b>	<b>\$159</b>	<b>\$971</b>

MPO ID: CNTY24		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Cole Grade Road		Exempt Category: Other - Engineering studies								
DESCRIPTION: Future widening of Cole Grade Road from north of Horse Creek Trail to south of Pauma Heights Road to accommodate 14-ft traffic lane in both direction, 12-ft center 2-way left turn, 6-ft bike lane & 10-ft pathway										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$1,880	\$285	\$670	\$925				\$1,880		
<b>TOTAL</b>	<b>\$1,880</b>	<b>\$285</b>	<b>\$670</b>	<b>\$925</b>				<b>\$1,880</b>		

MPO ID: CNTY25		Capacity Status: NCI					RTIP #: 06-00			
TITLE: East Mission Road		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: From Hill Street to Main in Fallbrook - reconstruct road										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$1,524	\$1,500	\$24							\$1,524
<b>TOTAL</b>	<b>\$1,524</b>	<b>\$1,500</b>	<b>\$24</b>							<b>\$1,524</b>

MPO ID: CNTY26		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Street Improvements Lump Sum		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Ramona Drive Sidewalks, Julian Avenue, Olive Vista Drive, and Valley Center Road Medians Improvements - construction of curbs, gutter, sidewalks, drainage, and landscaping										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$9,483	\$7,100	\$1,165	\$1,218						\$9,483
<b>TOTAL</b>	<b>\$9,483</b>	<b>\$7,100</b>	<b>\$1,165</b>	<b>\$1,218</b>						<b>\$9,483</b>

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MPO ID: CNTY33		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Via de Santa Fe/La Granada		Exempt Category: Other - Intersection signalization projects								
DESCRIPTION: Modify the Via de Santa Fe/La Granada intersection to encourage northbound traffic to use La Granada north of this intersection including sidewalk bulb-out, new striping and stop signs										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$121		\$121					\$121		
	<b>TOTAL</b>		<b>\$121</b>					<b>\$121</b>		

MPO ID: CNTY34		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Dye Road Extension		Exempt Category: Other - Engineering studies								
DESCRIPTION: In the community of Ramona from Ramona St. to San Vicente Road - study and design future new road extension										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$764		\$383	\$381				\$764		
	<b>TOTAL</b>		<b>\$383</b>	<b>\$381</b>				<b>\$764</b>		

MPO ID: CNTY35		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Ramona Street Extension		Exempt Category: Other - Engineering studies								
DESCRIPTION: In the community of Ramona from Boundary to Warnock - study and design of future road extension										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$400		\$233	\$167				\$400		
	<b>TOTAL</b>		<b>\$233</b>	<b>\$167</b>				<b>\$400</b>		

MPO ID: CNTY36		Capacity Status: NCI					RTIP #: 06-00			
TITLE: San Vicente Road South I		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
DESCRIPTION: In the community of Ramona from Warnock Drive to 5000 feet south - reconstruct road, 2 lanes with intermittent turn lanes and bike lanes										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$917		\$569	\$348				\$813	\$41	\$64
	<b>TOTAL</b>		<b>\$569</b>	<b>\$348</b>				<b>\$813</b>	<b>\$41</b>	<b>\$64</b>

MPO ID: CNTY37		Capacity Status: NCI					RTIP #: 06-00			
TITLE: San Vicente Road South II (East)		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
DESCRIPTION: In the community of Ramona from 5000 feet south of Warnock Drive to Wildcat Canyon Road -reconstruct road - 2 lanes with intermittent turn lanes and 2 bike lanes										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$372		\$372					\$351	\$11	\$10
	<b>TOTAL</b>		<b>\$372</b>					<b>\$351</b>	<b>\$11</b>	<b>\$10</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**San Diego Metropolitan Transit System**

MPO ID: MTS23A		Capacity Status: NCI					RTIP #: 06-00			
TITLE: TransNet Expanded Service Subsidy		Exempt Category: Mass Transit - Transit operating assistance								
DESCRIPTION: Operating support for existing service										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - TSI	\$98,462				\$30,729	\$32,712	\$35,021	\$98,462		
TransNet - Transit	\$40,341		\$18,940	\$21,401				\$40,341		
<b>TOTAL</b>	<b>\$138,803</b>		<b>\$18,940</b>	<b>\$21,401</b>	<b>\$30,729</b>	<b>\$32,712</b>	<b>\$35,021</b>	<b>\$138,803</b>		

MPO ID: MTS27A		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Mission Valley East LRT Operating		Exempt Category: Mass Transit - Transit operating assistance								
DESCRIPTION: Start-up cost for the 5.8 mile extension of Blue Line										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
CMAQ	\$16,800	\$7,000	\$5,600	\$4,200				\$16,800		
Local Funds	\$2,177	\$907	\$726	\$544				\$2,177		
<b>TOTAL</b>	<b>\$18,977</b>	<b>\$7,907</b>	<b>\$6,326</b>	<b>\$4,744</b>				<b>\$18,977</b>		

MPO ID: MTS28		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Bus & Rail Rolling Stock		Exempt Category: Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet								
DESCRIPTION: Purchase replacement buses (9 mid-size CNG; 141 ADA small; 11 medium; 83 40 foot CNG; 10 high capacity)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$25,718	\$2,550	\$7,586	\$3,239	\$5,303	\$7,041				\$25,718
FTA 5309 (Bus)	\$488	\$488								\$488
Local Funds	\$10,237	\$4,445	\$1,896	\$810	\$1,326	\$1,760				\$10,237
TransNet - Transit	\$1,317	\$1,317								\$1,317
<b>TOTAL</b>	<b>\$37,760</b>	<b>\$8,800</b>	<b>\$9,482</b>	<b>\$4,049</b>	<b>\$6,629</b>	<b>\$8,801</b>				<b>\$37,760</b>

MPO ID: MTS30		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Bus/Rail Support Equipment and Facilities		Exempt Category: Mass Transit - Purchase of office, shop and operating equipment for existing facilities								
DESCRIPTION: Bus video cameras, bus/rail facility and station security improvements, office/computer equipment, rail traction motors, rail rehabilitation, other misc capital equipment for transit maintenance										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$45,971	\$6,783	\$725	\$12,821	\$12,821	\$12,821				\$45,971
FTA 5309 (FG)	\$17,844	\$2,484	\$3,340	\$3,667	\$4,003	\$4,350				\$17,844
Local Funds	\$14,883	\$4,233	\$291	\$3,397	\$3,481	\$3,481				\$14,883
TransNet - TSI	\$1,450				\$725	\$725				\$1,450
TransNet - Transit	\$2,175	\$725	\$725	\$725						\$2,175
<b>TOTAL</b>	<b>\$82,323</b>	<b>\$14,225</b>	<b>\$5,081</b>	<b>\$20,610</b>	<b>\$21,030</b>	<b>\$21,377</b>				<b>\$82,323</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**San Diego Metropolitan Transit System**

MPO ID: MTS32A		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Bus & Rail Preventive Maintenance		Exempt Category: Mass Transit - Transit operating assistance								
DESCRIPTION: Maintenance of federally funded equipment, rolling stock and facilities for bus and rail systems										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5307	\$56,816		\$14,204	\$14,204	\$14,204	\$14,204		\$56,816		
FTA 5309 (FG)	\$30,180		\$7,545	\$7,545	\$7,545	\$7,545		\$30,180		
Local Funds	\$29,004		\$7,251	\$7,251	\$7,251	\$7,251		\$29,004		
<b>TOTAL</b>	<b>\$116,000</b>		<b>\$29,000</b>	<b>\$29,000</b>	<b>\$29,000</b>	<b>\$29,000</b>		<b>\$116,000</b>		

MPO ID: MTS33A		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Senior Disabled Program		Exempt Category: Mass Transit - Transit operating assistance								
DESCRIPTION: Subsidy for senior and disabled as required by TransNet										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - TSI	\$2,650				\$834	\$887	\$929	\$2,650		
TransNet - Transit	\$1,264		\$615	\$649				\$1,264		
<b>TOTAL</b>	<b>\$3,914</b>		<b>\$615</b>	<b>\$649</b>	<b>\$834</b>	<b>\$887</b>	<b>\$929</b>	<b>\$3,914</b>		

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**San Diego, City of**

MPO ID: SD01		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Alvarado Canyon Road Realignment		Exempt Category: Other - Interchange reconfiguration projects								
DESCRIPTION: From Fairmount Ave/Camino Del Rio N. to Fairmount Ave/Mission Gorge Rd - relocate intersection (CIP: 52-713.0)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$4,900	\$1,500	\$3,400					\$365	\$2,635	\$1,900
TransNet - L	\$460	\$10	\$450					\$460		
<b>TOTAL</b>	<b>\$5,360</b>	<b>\$1,510</b>	<b>\$3,850</b>					<b>\$825</b>	<b>\$2,635</b>	<b>\$1,900</b>

MPO ID: SD04		Capacity Status: CI					RTIP #: 06-00			
TITLE: Division Street										
DESCRIPTION: I-5 to 43rd Street - Phase I: signal additions, drainage rehabilitation and minor street improvements; Phase II: widen from 2 to 4 lanes roadway (CIP: 52-347)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$1,250	\$50		\$1,200						\$1,250
TransNet - L	\$4,364	\$228		\$4,136						\$4,364
<b>TOTAL</b>	<b>\$5,614</b>	<b>\$278</b>		<b>\$5,336</b>						<b>\$5,614</b>

MPO ID: SD06		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Aldine Drive and Fairmont Avenue Slope Restoration		Exempt Category: Safety - Guardrails, median barriers, crash cushions								
DESCRIPTION: Fairmount Ave north of Meade Ave and south of Aldine Drive, Aldine Drive south slope between Fairmount Ave and Adams Ave - slope stability improvements (CIP 52-592.0)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$10	\$10								\$10
TransNet - L	\$1,875	\$100	\$400	\$1,375				\$300		\$1,575
<b>TOTAL</b>	<b>\$1,885</b>	<b>\$110</b>	<b>\$400</b>	<b>\$1,375</b>				<b>\$300</b>		<b>\$1,585</b>

MPO ID: SD09		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Sidewalks		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Various locations - replace and reconstruct sidewalks (CIP 52-327/700/715, 59-002, 39-087)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$3,160	\$1,960	\$600	\$600				\$21		\$3,139
<b>TOTAL</b>	<b>\$3,160</b>	<b>\$1,960</b>	<b>\$600</b>	<b>\$600</b>				<b>\$21</b>		<b>\$3,139</b>

MPO ID: SD101		Capacity Status: NCI					RTIP #: 06-00			
TITLE: First Avenue Bridge Over Maple Canyon		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
DESCRIPTION: First Avenue Bridge over Maple Canyon - provide seismic retrofit and replace corroded rivets (525540)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$839	\$411		\$428						\$839
TransNet - L	\$1,368	\$750	\$514	\$104				\$750		\$618
<b>TOTAL</b>	<b>\$2,207</b>	<b>\$1,161</b>	<b>\$514</b>	<b>\$532</b>				<b>\$750</b>		<b>\$1,457</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**San Diego, City of**

MPO ID: SD102		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Otay Truck Route		Exempt Category: Safety - Safety Improvement Program								
DESCRIPTION: Between Drucker Lane to POE - add emergency lane primarily for Border Patrol use and fire department access (Phase 3) (CIP 52-821)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$780	\$780						\$780		
STP - Sec 117	\$2,000		\$2,000							\$2,000
TransNet - L	\$700	\$700						\$700		
<b>TOTAL</b>	<b>\$3,480</b>	<b>\$1,480</b>	<b>\$2,000</b>					<b>\$1,480</b>		<b>\$2,000</b>

MPO ID: SD102A		Capacity Status: CI					RTIP #: 06-00			
TITLE: Otay Truck Route Widening (Ph. 4)										
DESCRIPTION: 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) (DEMO ID: CA596/700; HPP No: 2655/3776)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
HPP	\$4,200		\$473		\$3,728			\$473		\$3,728
Local Funds	\$1,050		\$118		\$932			\$118		\$932
TransNet - L	\$100	\$100						\$100		
<b>TOTAL</b>	<b>\$5,350</b>	<b>\$100</b>	<b>\$591</b>		<b>\$4,660</b>			<b>\$691</b>		<b>\$4,660</b>

MPO ID: SD103		Capacity Status: CI					RTIP #: 06-00			
TITLE: I-5/Genesse Ave Interchange										
DESCRIPTION: In San Diego, replace Genesee Ave overcrossing from 4-lane bridge with 6-lane bridge; between Sorrento Valley Road and La Jolla Village Drive - construct auxiliary lanes and replace Voight Drive bridge (DEMO ID: CA639; HPP No: 3086)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
HPP	\$960		\$960					\$960		
HPP AC	\$640			\$320	\$320			\$640		
Local Funds	\$24,800	\$5,000	\$4,940	\$14,860				\$9,940	\$3,960	\$10,900
Local Funds AC			\$640	\$(320)	\$(320)					
RSTP	\$963			\$963						\$963
<b>TOTAL</b>	<b>\$27,363</b>	<b>\$5,000</b>	<b>\$6,540</b>	<b>\$15,823</b>				<b>\$11,540</b>	<b>\$3,960</b>	<b>\$11,863</b>

MPO ID: SD104		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Reo Drive Improvement		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Between Albermarle and Cumberland Street - provide improvements including relocation bus stops, restriping, installing catch basins, replacing curb & gutter; widen Reo Drive including diagonal parking, street lights, sidewalks, pop outs and pedestrian ramps										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$500	\$190	\$310							\$500
<b>TOTAL</b>	<b>\$500</b>	<b>\$190</b>	<b>\$310</b>							<b>\$500</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**San Diego, City of**

MPO ID: SD106 Capacity Status: NCI RTIP #: 06-00										
TITLE: Mission Beach Bulkhead Preservation Exempt Category: Other - Damage repair caused by unusual disasters										
DESCRIPTION: From Balboa Court to Pacific Beach Drive - preserves bulkhead including replacing concrete deck and restoring wall (CIP 527190)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$520	\$420	\$100							\$520
<b>TOTAL</b>	<b>\$520</b>	<b>\$420</b>	<b>\$100</b>							<b>\$520</b>

MPO ID: SD107 Capacity Status: NCI RTIP #: 06-00										
TITLE: North Torrey Pines Road @ Genesee Exempt Category: Other - Interchange reconfiguration projects										
DESCRIPTION: Reconstruction of intersection (CIP 52-471)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$100		\$100							\$100
<b>TOTAL</b>	<b>\$100</b>		<b>\$100</b>							<b>\$100</b>

MPO ID: SD108 Capacity Status: NCI RTIP #: 06-00										
TITLE: Bayshore Bikeway Exempt Category: Air Quality - Bicycle and pedestrian facilities										
DESCRIPTION: Along the bayshore bikeway at the borders of Imperial Beach (13th Street) and Chula Vista (Main Street) - design/construct class I bike path (581400)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
CMAQ	\$2,188	\$310	\$1,878					\$797	\$80	\$1,311
PTA	\$90	\$90						\$90		
TransNet - B	\$297	\$54	\$243					\$54	\$10	\$233
<b>TOTAL</b>	<b>\$2,575</b>	<b>\$454</b>	<b>\$2,121</b>					<b>\$941</b>	<b>\$90</b>	<b>\$1,544</b>

MPO ID: SD11 Capacity Status: NCI RTIP #: 06-00										
TITLE: Regents Road Exempt Category: Other - Engineering studies										
DESCRIPTION: Bridge spanning the AT&SF railroad and a portion of the Rose Canyon floodplain connecting the existing Regents Rd on both sides of the canyon - future widening Regents Rd from 100' north of Lahitte Ct to Governor and from 100' north of Lahitte Ct to the south abutment of the bridge including four lane with sidewalks and class II bike lanes (523020/523680/530440)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$30,685	\$5,213	\$800	\$23,678	\$994			\$29,885	\$800	
TransNet - L	\$900	\$108		\$792				\$900		
<b>TOTAL</b>	<b>\$31,585</b>	<b>\$5,321</b>	<b>\$800</b>	<b>\$24,470</b>	<b>\$994</b>			<b>\$30,785</b>	<b>\$800</b>	

MPO ID: SD113 Capacity Status: NCI RTIP #: 06-00										
TITLE: I-5/Sorrento Valley Road Exempt Category: Other - Engineering studies										
DESCRIPTION: On I-5 at Sorrento Valley - future new freeway access interchange including ramp										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
DEMO - Sec 115	\$1,500	\$1,500						\$1,500		
STP - Sec 112	\$600		\$600					\$600		
STP - Sec 117	\$1,500	\$1,500						\$1,500		
<b>TOTAL</b>	<b>\$3,600</b>	<b>\$3,000</b>	<b>\$600</b>					<b>\$3,600</b>		

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**San Diego, City of**

MPO ID: SD114		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Rose Creek Beach Bikeways		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
DESCRIPTION: Rose Creek to westerly end of Pacific Beach (581470) - design class I bike path										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$350	\$100	\$250					\$350		
<b>TOTAL</b>	<b>\$350</b>	<b>\$100</b>	<b>\$250</b>					<b>\$350</b>		

MPO ID: SD115		Capacity Status: NCI					RTIP #: 06-00			
TITLE: La Jolla Village Drive/I-805 Interchange Ramps		Exempt Category: Other - Interchange reconfiguration projects								
DESCRIPTION: I-805 at La Jolla Village Drive - reconfigure interchange and add 220 meters of acceleration lane (524850)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$23,975	\$19,150	\$4,825					\$3,055		\$20,920
<b>TOTAL</b>	<b>\$23,975</b>	<b>\$19,150</b>	<b>\$4,825</b>					<b>\$3,055</b>		<b>\$20,920</b>

MPO ID: SD125		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Park Boulevard-Harbor Drive Rail Grade Separation		Exempt Category: Safety - Railroad/highway crossing								
DESCRIPTION: On Park Boulevard and Harbor Drive - rail grade separation (DEMO ID: CA540/701; HPP No: 2174/3777)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
HPP	\$1,680		\$1,680							\$1,680
HPP AC	\$1,120			\$560	\$560					\$1,120
Local Funds	\$9,992		\$9,992					\$1,865		\$8,127
Local Funds AC			\$1,120	\$(560)	\$(560)					
<b>TOTAL</b>	<b>\$12,792</b>		<b>\$12,792</b>					<b>\$1,865</b>		<b>\$10,927</b>

MPO ID: SD127		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Shoal Creek Pedestrian Bridge - Phase 1		Exempt Category: Other - Engineering studies								
DESCRIPTION: Along Shoal Creek Drive to facilitate crossing of Ted Williams Parkway - construct a pedestrian bridge; this phase includes design and environmental (DEMO ID: CA373; HPP No: 572)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
HPP	\$480	\$480						\$480		
Local Funds	\$120	\$120						\$120		
TransNet - L	\$160		\$160					\$160		
<b>TOTAL</b>	<b>\$760</b>	<b>\$600</b>	<b>\$160</b>					<b>\$760</b>		

MPO ID: SD129		Capacity Status: NCI					RTIP #: 06-00			
TITLE: University Avenue Mobility Project		Exempt Category: Other - Engineering studies								
DESCRIPTION: University Avenue Mobility Project Phase 1 - study to improve University Avenue transit corridor in North Park										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$415	\$15	\$400					\$415		
<b>TOTAL</b>	<b>\$415</b>	<b>\$15</b>	<b>\$400</b>					<b>\$415</b>		

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MPO ID: SD130		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Skyline Drive - Street Enhancements		Exempt Category: Other - Transportation enhancement activities								
DESCRIPTION: Along Skyline Drive from 58th Street to Sears Ave - landscaped medians, street trees, pedestrian improvements, street lights, and other street improvements and enhancements (DEMO ID: CA574; HPP No: 2479)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
HPP	\$480		\$480							\$480
HPP AC	\$320			\$160	\$160					\$320
Local Funds AC			\$320	\$(160)	\$(160)					
TransNet - L	\$215	\$15	\$200					\$215		
<b>TOTAL</b>	<b>\$1,015</b>	<b>\$15</b>	<b>\$1,000</b>					<b>\$215</b>		<b>\$800</b>

MPO ID: SD131		Capacity Status: NCI					RTIP #: 06-00			
TITLE: San Diego River Multiuse Bicycle and Pedestrian Path		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
DESCRIPTION: Hazard Center Road under SR163 north side of San Diego River - construct bicycle and pedestrian path (DEMO ID: CA317, HPP No: 90)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
HPP	\$400				\$400					\$400
Local Funds	\$400				\$400			\$350	\$50	
<b>TOTAL</b>	<b>\$800</b>				<b>\$800</b>			<b>\$350</b>	<b>\$50</b>	<b>\$400</b>

MPO ID: SD132		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Bird Rock Coastal Traffic Flow Improvement		Exempt Category: Other - Traffic signal synchronization projects								
DESCRIPTION: In Bird Rock coastal community north of Pacific Beach and south of La Jolla - construct 3 modern roundabouts on La Jolla Blvd and extensive traffic calming devices; improve pedestrian, bicycle, and transit accessibility; provide over 30 new on-street parking spaces										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$1,400	\$1,400								\$1,400
TransNet - L	\$1,000		\$1,000							\$1,000
<b>TOTAL</b>	<b>\$2,400</b>	<b>\$1,400</b>	<b>\$1,000</b>							<b>\$2,400</b>

MPO ID: SD133		Capacity Status: CI					RTIP #: 06-00			
TITLE: Mira Sorrento Place										
DESCRIPTION: Mira Sorrento Place-Scranton Rd to Vista Sorrento Pkwy - 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										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$11,885	\$11,885						\$2,600	\$1,500	\$7,785
TransNet - L	\$750		\$750							\$750
<b>TOTAL</b>	<b>\$12,635</b>	<b>\$11,885</b>	<b>\$750</b>					<b>\$2,600</b>	<b>\$1,500</b>	<b>\$8,535</b>

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MPO ID: SD134		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Euclid Avenue Corridor Improvements		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Euclid Avenue from 300' north of Redwood Street to El Cajon Blvd - install curb, gutter, sidewalk, roadway restoration, traffic calming elements										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$200		\$200					\$200		
	<b>TOTAL</b>		<b>\$200</b>					<b>\$200</b>		

MPO ID: SD135		Capacity Status: NCI					RTIP #: 06-00			
TITLE: North Harbor Drive Bridge over Navy Estuary		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
DESCRIPTION: North Harbor Drive Bridge - seismic retrofit (530381)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$2,000		\$2,000							\$2,000
	<b>TOTAL</b>		<b>\$2,000</b>							<b>\$2,000</b>

MPO ID: SD136		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Ocean Beach Bike Path/Hotel Circle North Bikeway Design		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
DESCRIPTION: Ocean Beach east to Hotel Circle along south side of San Diego River (581560) - design class I bike path										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$50		\$50					\$50		
	<b>TOTAL</b>		<b>\$50</b>					<b>\$50</b>		

MPO ID: SD137		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Palm Avenue/SR75 Concept Study		Exempt Category: Safety - Safety Improvement Program								
DESCRIPTION: Palm Avenue/State Route 75 from I-5 to Imperial Beach - study high speed roads with pedestrian issues										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$250		\$250					\$250		
	<b>TOTAL</b>		<b>\$250</b>					<b>\$250</b>		

MPO ID: SD138		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Fox Canyon		Exempt Category: Other - Engineering studies								
DESCRIPTION: Between Auburn Drive and Winona Ave - design a frontage road and bridge along Fox Canyon neighborhood park (295961)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$250		\$250					\$250		
	<b>TOTAL</b>		<b>\$250</b>					<b>\$250</b>		

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**San Diego, City of**

MPO ID: SD139		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Laurel Street Bridge over Highway 163		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
DESCRIPTION: Laurel Street over SR 163 - preliminary engineering relating to diagnostic testing and evaluation of bridge to scope the required rehabilitation work and seismic retrofitting of the bridge										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$144		\$144					\$144		
<b>TOTAL</b>	<b>\$144</b>		<b>\$144</b>					<b>\$144</b>		

MPO ID: SD14		Capacity Status: NCI					RTIP #: 06-00			
TITLE: SR 15 Bikeway		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
DESCRIPTION: SR 15 Bikeway Landis Street to Adams Avenue (581270)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
CMAQ	\$525	\$525						\$525		
TransNet - B	\$285	\$285						\$68		\$218
<b>TOTAL</b>	<b>\$810</b>	<b>\$810</b>						<b>\$593</b>		<b>\$218</b>

MPO ID: SD15		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Street Lights		Exempt Category: Safety - Lighting improvements								
DESCRIPTION: Various locations - install street lights (CIP 52-293, 61-201, 680120)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$200	\$200								\$200
TransNet - L	\$2,229	\$1,829	\$200	\$200						\$2,229
<b>TOTAL</b>	<b>\$2,429</b>	<b>\$2,029</b>	<b>\$200</b>	<b>\$200</b>						<b>\$2,429</b>

MPO ID: SD16A		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Traffic Signals Citywide		Exempt Category: Other - Traffic signal synchronization projects								
DESCRIPTION: Various locations - install traffic signal improvements (CIP 62-001/002/210, 63-002/043, 68-001/010/011, 62-275/292)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$5,160	\$3,220	\$970	\$970						\$5,160
<b>TOTAL</b>	<b>\$5,160</b>	<b>\$3,220</b>	<b>\$970</b>	<b>\$970</b>						<b>\$5,160</b>

MPO ID: SD17		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Guard Rails		Exempt Category: Safety - Guardrails, median barriers, crash cushions								
DESCRIPTION: Various locations - install new and replace old guard rails along streets (CIP 68-006.0)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$1,000	\$500	\$250	\$250						\$1,000
<b>TOTAL</b>	<b>\$1,000</b>	<b>\$500</b>	<b>\$250</b>	<b>\$250</b>						<b>\$1,000</b>

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**San Diego, City of**

MPO ID: SD18		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Traffic Control Measures		Exempt Category: Safety - Safety Improvement Program								
DESCRIPTION: Various locations - respond to traffic concerns in residential neighborhoods (CIP 61-001, 62-279/326, 33-066, 52-696, 63-033); maintains on going traffic volume count (CIP 63-001)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$2,014	\$1,294	\$360	\$360						\$2,014
<b>TOTAL</b>	<b>\$2,014</b>	<b>\$1,294</b>	<b>\$360</b>	<b>\$360</b>						<b>\$2,014</b>

MPO ID: SD19		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Streamview Drive		Exempt Category: Safety - Safety Improvement Program								
DESCRIPTION: 54th Street to College Ave - improvements to reduce excessive speeds, increase safety and reduce visual impacts with landscaping (CIP 52-588)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$340		\$250	\$90				\$340		
<b>TOTAL</b>	<b>\$340</b>		<b>\$250</b>	<b>\$90</b>				<b>\$340</b>		

MPO ID: SD21		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Earthquake Restrainers - Bridges		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
DESCRIPTION: Various locations - seismic restraining units on city bridges susceptible to damage during earthquakes (CIP 53-037)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$295	\$235	\$30	\$30						\$295
<b>TOTAL</b>	<b>\$295</b>	<b>\$235</b>	<b>\$30</b>	<b>\$30</b>						<b>\$295</b>

MPO ID: SD23		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Storm Drains		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Various locations - drainage projects (CIP 130050,180010, 11-3020/3060/3070, 170010, 121270, 523388, 526880)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$3,709	\$2,259	\$950	\$500						\$3,709
<b>TOTAL</b>	<b>\$3,709</b>	<b>\$2,259</b>	<b>\$950</b>	<b>\$500</b>						<b>\$3,709</b>

MPO ID: SD24		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Coastal Erosion		Exempt Category: Other - Damage repair caused by unusual disasters								
DESCRIPTION: Along shorelines affecting city streets - correct misc erosion problems (CIP 52-545)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$104	\$54	\$50					\$50		\$54
<b>TOTAL</b>	<b>\$104</b>	<b>\$54</b>	<b>\$50</b>					<b>\$50</b>		<b>\$54</b>

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**San Diego, City of**

MPO ID: SD29		Capacity Status: CI					RTIP #: 06-00			
TITLE: 43rd/Logan/National Avenues										
DESCRIPTION: At 43rd Street, Logan and National Ave - intersection realignments (CIP 52-409)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$117	\$117								\$117
TransNet - L	\$5,787	\$3,339		\$2,448				\$1,352	\$2,000	\$2,435
<b>TOTAL</b>	<b>\$5,904</b>	<b>\$3,456</b>		<b>\$2,448</b>				<b>\$1,352</b>	<b>\$2,000</b>	<b>\$2,552</b>

MPO ID: SD31		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Carmel Valley Road		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
DESCRIPTION: From Portofino Drive to Via Mar Valle - modify to 2-lane collector street with class II bike path (CIP 52-517)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$562	\$562								\$562
TransNet - L	\$6,788	\$5,372	\$1,416					\$1,859		\$4,929
<b>TOTAL</b>	<b>\$7,350</b>	<b>\$5,934</b>	<b>\$1,416</b>					<b>\$1,859</b>		<b>\$5,491</b>

MPO ID: SD34		Capacity Status: CI					RTIP #: 06-00			
TITLE: El Camino Real										
DESCRIPTION: 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)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
HBP	\$66,398					\$66,398				\$66,398
HBRR	\$1,772	\$1,772						\$1,692	\$80	
Local Funds	\$11,392	\$690	\$2,096			\$8,606		\$332	\$1,527	\$9,533
TransNet - L	\$226	\$226						\$226		
<b>TOTAL</b>	<b>\$79,788</b>	<b>\$2,688</b>	<b>\$2,096</b>			<b>\$75,004</b>		<b>\$2,250</b>	<b>\$1,607</b>	<b>\$75,931</b>

MPO ID: SD38		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Georgia St Bridge/University Ave		Exempt Category: Safety - Guardrails, median barriers, crash cushions								
DESCRIPTION: Provides for bridge replacement, retaining walls and guardrails along bridge walls (CIP 52-555)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$3,197	\$1,702	\$431	\$1,064				\$1,095		\$2,102
<b>TOTAL</b>	<b>\$3,197</b>	<b>\$1,702</b>	<b>\$431</b>	<b>\$1,064</b>				<b>\$1,095</b>		<b>\$2,102</b>

MPO ID: SD43		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Lisbon-Imperial		Exempt Category: Other - Noise attenuation								
DESCRIPTION: 217' east of 71st Street - improve traffic flow by adding left turn pocket from Imperial Ave to 71st Street (CIP 52-654)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$369	\$369						\$63	\$15	\$291
TransNet - L	\$1,452	\$1,407	\$45						\$123	\$1,329
<b>TOTAL</b>	<b>\$1,821</b>	<b>\$1,776</b>	<b>\$45</b>					<b>\$63</b>	<b>\$138</b>	<b>\$1,620</b>

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**San Diego, City of**

MPO ID: SD48		Capacity Status: NCI					RTIP #: 06-00			
TITLE: National Avenue		Exempt Category: Other - Engineering studies								
DESCRIPTION: From SR 15 to 43rd Street - widen to modified 4-lane major street (CIP 52-436; engineering design for Phase 2)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$1,716	\$1,616		\$100				\$1,119		\$597
<b>TOTAL</b>	<b>\$1,716</b>	<b>\$1,616</b>		<b>\$100</b>				<b>\$1,119</b>		<b>\$597</b>

MPO ID: SD49		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Median Improvements Citywide		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Various locations including Navajo (CIP 52-668) and Thorn (52-406)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$1,102	\$1,102						\$1,102		
TransNet - L	\$2,505	\$2,385	\$120					\$2,505		
<b>TOTAL</b>	<b>\$3,607</b>	<b>\$3,487</b>	<b>\$120</b>					<b>\$3,607</b>		

MPO ID: SD54		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Rigel Street Bridge		Exempt Category: Safety - Non capacity widening or bridge reconstruction								
DESCRIPTION: Over Chollas Creek - replace existing bridge (CIP 52-661)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$158		\$158							\$158
TransNet - L	\$522	\$522						\$200		\$322
<b>TOTAL</b>	<b>\$680</b>	<b>\$522</b>	<b>\$158</b>					<b>\$200</b>		<b>\$480</b>

MPO ID: SD70		Capacity Status: CI					RTIP #: 06-00			
TITLE: W. Mission Bay Bridge										
DESCRIPTION: Over San Diego River - replace from 4 to 6-lane bridge with class II bike lane (52-643)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
HBP	\$66,398					\$66,398				\$66,398
HBRR	\$2,600	\$2,600						\$2,600		
Local Funds	\$8,603					\$8,603				\$8,603
TransNet - L	\$590	\$590						\$590		
<b>TOTAL</b>	<b>\$78,191</b>	<b>\$3,190</b>				<b>\$75,001</b>		<b>\$3,190</b>		<b>\$75,001</b>

MPO ID: SD71		Capacity Status: NCI					RTIP #: 06-00			
TITLE: General Fund Reimbursement										
DESCRIPTION: Reimbursement to City's general fund for eligible TransNet expenses										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$64,264	\$32,328	\$15,968	\$15,968				\$64,264		
<b>TOTAL</b>	<b>\$64,264</b>	<b>\$32,328</b>	<b>\$15,968</b>	<b>\$15,968</b>				<b>\$64,264</b>		

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**San Diego, City of**

MPO ID: SD81		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Genesee Avenue - Nobel Drive to SR52		Exempt Category: Other - Engineering studies								
DESCRIPTION: From Nobel Drive to SR 52 - future widening to 6-lane major street north of Decoro Street and to a 6-lane primary arterial south of Decoro Street (CIP 52-458.0)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$1,500	\$1,299	\$201					\$1,500		
<b>TOTAL</b>	<b>\$1,500</b>	<b>\$1,299</b>	<b>\$201</b>					<b>\$1,500</b>		

MPO ID: SD86		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Famosa Slough Salt Marsh Restoration		Exempt Category: Other - Damage repair caused by unusual disasters								
DESCRIPTION: Provide mitigation for impacts to coastal salt marsh by Sorrento West channel (CIP 12-152.0)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$193	\$153	\$40					\$193		
<b>TOTAL</b>	<b>\$193</b>	<b>\$153</b>	<b>\$40</b>					<b>\$193</b>		

MPO ID: SD88		Capacity Status: NCI					RTIP #: 06-00			
TITLE: I-5/SR 56 Interchange		Exempt Category: Other - Engineering studies								
DESCRIPTION: on I-5 and SR56 - future construction of freeway to freeway interchange and associated operational improvements outside of interchange (523110)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
CBI	\$1,942	\$1,942						\$1,942		
DEMO - Sec 115	\$1,000	\$1,000						\$1,000		
DEMO - TEA 21	\$375	\$375						\$375		
Local Funds	\$879	\$879						\$579		\$300
STP	\$4,500		\$4,500					\$3,000		\$1,500
STP - Sec 112	\$400		\$400					\$400		
<b>TOTAL</b>	<b>\$9,096</b>	<b>\$4,196</b>	<b>\$4,900</b>					<b>\$7,296</b>		<b>\$1,800</b>

MPO ID: SD90		Capacity Status: CI					RTIP #: 06-00			
TITLE: SR 163/Clairemont Blvd. Interchange										
DESCRIPTION: From Kearny Mesa to Kearny Villa Road - widen from 4 to 6 lane prime arterial (527450)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$9,862	\$8,389	\$1,473					\$2,535		\$7,327
RSTP	\$5,238	\$5,238								\$5,238
<b>TOTAL</b>	<b>\$15,100</b>	<b>\$13,627</b>	<b>\$1,473</b>					<b>\$2,535</b>		<b>\$12,565</b>

MPO ID: SD96		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Street Resurfacing Citywide		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Various locations - resurface slurry seal city streets (590010)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$4,000	\$2,000	\$1,000	\$1,000						\$4,000
<b>TOTAL</b>	<b>\$4,000</b>	<b>\$2,000</b>	<b>\$1,000</b>	<b>\$1,000</b>						<b>\$4,000</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**San Diego, City of**

MPO ID: SD97		Capacity Status: NCI					RTIP #: 06-00			
TITLE: School Traffic Safety Improvements		Exempt Category: Safety - Safety Improvement Program								
DESCRIPTION: Various locations including Willow Elementary School (62-266.0) - provide traffic control devices (CIP 68-017)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$550	\$250	\$200	\$100						\$550
<b>TOTAL</b>	<b>\$550</b>	<b>\$250</b>	<b>\$200</b>	<b>\$100</b>						<b>\$550</b>

MPO ID: SD99		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Bridge Rails		Exempt Category: Safety - Guardrails, median barriers, crash cushions								
DESCRIPTION: Various locations - install new or replace old railings on bridges where existing railing does not meet current standards (525190)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$300	\$200		\$100						\$300
<b>TOTAL</b>	<b>\$300</b>	<b>\$200</b>		<b>\$100</b>						<b>\$300</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**San Marcos, City of**

MPO ID: SM09		Capacity Status: CI					RTIP #: 06-00			
TITLE: South Santa Fe Road										
DESCRIPTION: From Rancho Santa Fe Road to Bosstick Boulevard - construct new 4-lane arterial with raised median, curb and gutter, sidewalk, utility undergrounding and traffic signal system (CIP-011)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$8,310	\$8,310						\$600		\$7,710
TransNet - H (78)	\$4,316	\$4,316								\$4,316
TransNet - L	\$2,915	\$915	\$2,000					\$515	\$400	\$2,000
<b>TOTAL</b>	<b>\$15,541</b>	<b>\$13,541</b>	<b>\$2,000</b>					<b>\$515</b>	<b>\$1,000</b>	<b>\$14,026</b>

MPO ID: SM10		Capacity Status: CI					RTIP #: 06-00			
TITLE: SR78/Smilax Interchange Improvements										
DESCRIPTION: Construct new interchange at Smilax Road and SR78										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$600	\$150		\$450				\$400	\$200	
<b>TOTAL</b>	<b>\$600</b>	<b>\$150</b>		<b>\$450</b>				<b>\$400</b>	<b>\$200</b>	

MPO ID: SM11		Capacity Status: CI					RTIP #: 06-00			
TITLE: Twin Oaks Valley Road										
DESCRIPTION: From F Street to easterly boundary of San Elijo Hills Development (CIP-003)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$15,530	\$9,450	\$6,080					\$750	\$200	\$14,580
<b>TOTAL</b>	<b>\$15,530</b>	<b>\$9,450</b>	<b>\$6,080</b>					<b>\$750</b>	<b>\$200</b>	<b>\$14,580</b>

MPO ID: SM14		Capacity Status: CI					RTIP #: 06-00			
TITLE: Linda Vista Drive Realignment										
DESCRIPTION: From Poinsettia Ave to Tilley Lane - construct new secondary arterial including roadway pavement, curb gutter and sidewalk										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$5,150	\$4,050	\$1,100					\$400	\$2,050	\$2,700
<b>TOTAL</b>	<b>\$5,150</b>	<b>\$4,050</b>	<b>\$1,100</b>					<b>\$400</b>	<b>\$2,050</b>	<b>\$2,700</b>

MPO ID: SM15		Capacity Status: CI					RTIP #: 06-00			
TITLE: Linda Vista Drive										
DESCRIPTION: From Rancho Santa Fe Road to Tilly Lane - design and construct secondary arterial street improvement (CIP-019)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
HUD	\$322	\$322						\$322		
Local Funds	\$5,885	\$2,835	\$3,050							\$5,885
<b>TOTAL</b>	<b>\$6,207</b>	<b>\$3,157</b>	<b>\$3,050</b>					<b>\$322</b>		<b>\$5,885</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**San Marcos, City of**

MPO ID: SM19		Capacity Status: CI					RTIP #: 06-00			
TITLE: Grand Avenue Bridge										
DESCRIPTION: On Discovery between Craven Road and Grand Ave - construct 4-lane arterial; and between Grand Ave to Discovery Street - 6-lane arterial (CIP-055)										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$11,250	\$2,200	\$2,750	\$6,300				\$1,500	\$1,200	\$8,550
<b>TOTAL</b>	<b>\$11,250</b>	<b>\$2,200</b>	<b>\$2,750</b>	<b>\$6,300</b>				<b>\$1,500</b>	<b>\$1,200</b>	<b>\$8,550</b>

MPO ID: SM22		Capacity Status: CI					RTIP #: 06-00			
TITLE: South Santa Fe from Bosstick to Smilax										
DESCRIPTION: Widen and realign existing road to 4-lane secondary arterial standards										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$700		\$700					\$200	\$500	
TransNet - H (78)	\$580		\$580						\$580	
TransNet - L	\$1,000			\$1,000						\$1,000
<b>TOTAL</b>	<b>\$2,280</b>		<b>\$1,280</b>	<b>\$1,000</b>				<b>\$200</b>	<b>\$1,080</b>	<b>\$1,000</b>

MPO ID: SM23		Capacity Status: CI					RTIP #: 06-00			
TITLE: Barham Drive Widening										
DESCRIPTION: From Woodland Pkwy to Opper Street - widen Barham Drive to secondary arterial standards										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$5,500			\$5,500					\$1,000	\$4,500
TransNet - L	\$1,000		\$1,000							\$1,000
<b>TOTAL</b>	<b>\$6,500</b>		<b>\$1,000</b>	<b>\$5,500</b>				<b>\$1,000</b>		<b>\$5,500</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Santee, City of**

MPO ID: SNT02		Capacity Status: CI					RTIP #: 06-00			
TITLE: Forester Creek Channelization										
DESCRIPTION: Forester Creek Channelization - construct Olive Lane & Mission Gorge Road bridges over flood control channel										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$4,540	\$4,540							\$484	\$4,056
RSTP	\$10,166	\$10,166							\$2,966	\$7,200
TransNet - H	\$6,800	\$2,900	\$3,900							\$6,800
<b>TOTAL</b>	<b>\$21,506</b>	<b>\$17,606</b>	<b>\$3,900</b>						<b>\$3,450</b>	<b>\$18,056</b>

MPO ID: SNT04		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Street Maintenance										
DESCRIPTION: Various locations - minor surface repairs to major street reconstruction										
Exempt Category: Safety - Pavement resurfacing and/or rehabilitation										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$686	\$686								\$686
TransNet - L	\$7,118	\$5,401	\$755	\$962						\$7,118
<b>TOTAL</b>	<b>\$7,804</b>	<b>\$6,087</b>	<b>\$755</b>	<b>\$962</b>						<b>\$7,804</b>

MPO ID: SNT05		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Major Rehabilitation and Reconstruction of City Streets										
DESCRIPTION: FY 2009 1) Mission Gorge from SR 125 to Town Center Pkwy, 2) Cuyamaca St from Mission Gorge Rd to southerly city limits; FY 2010 1) Mast Blvd from Carlton Hills Blvd to Magnolia Ave, 2) Carlton Hills Blvd from Mast Blvd to Mission Gorge Rd, 3) Woodside Ave from Magnolia to SR 67; FY 2011 1) Magnolia from El Nopal to Mission Gorge Rd, 2) Mission Gorge Rd from Big Rock to westerly city limits - reconstruct and rebuild major streets and high-traffic areas all work to be 2-4 inch removal and replacement of AC										
Exempt Category: Safety - Pavement resurfacing and/or rehabilitation										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - LSI	\$3,224				\$1,017	\$1,079	\$1,128			\$3,224
<b>TOTAL</b>	<b>\$3,224</b>				<b>\$1,017</b>	<b>\$1,079</b>	<b>\$1,128</b>			<b>\$3,224</b>

MPO ID: SNT07		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Santee Slurry Seal and Minor Overlay Work										
DESCRIPTION: Various locations - maintain and repair primarily residential and collector level streets										
Exempt Category: Safety - Pavement resurfacing and/or rehabilitation										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - LSI	\$1,381				\$435	\$462	\$484			\$1,381
<b>TOTAL</b>	<b>\$1,381</b>				<b>\$435</b>	<b>\$462</b>	<b>\$484</b>			<b>\$1,381</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Solana Beach, City of**

MPO ID: SB01		Capacity Status: CI					RTIP #: 06-00			
TITLE: Lomas Santa Fe Drive/I-5 Interchange										
DESCRIPTION: Design and ROW for interchange and auxiliary lanes on I-5 north & southbound										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
RSTP	\$2,525	\$2,525						\$1,602	\$923	
TransNet - L	\$975	\$603	\$372					\$268	\$707	
<b>TOTAL</b>	<b>\$3,500</b>	<b>\$3,128</b>	<b>\$372</b>					<b>\$1,870</b>	<b>\$1,630</b>	

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**U.S. Bureau of Indian Affairs**

MPO ID: BIA01			Capacity Status: NCI					RTIP #: 06-00		
TITLE: Indian Reservation Roads Program										
DESCRIPTION: Lump sum IRR projects in the San Diego region										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
BIA	\$3,745	\$3,630	\$115					\$265		\$3,480
	<b>TOTAL</b>	<b>\$3,745</b>	<b>\$3,630</b>	<b>\$115</b>				<b>\$265</b>		<b>\$3,480</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Various Agencies**

MPO ID: V01		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Inland Rail Trail		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
DESCRIPTION: Joint project between NCTD and cities of San Marcos, Escondido, Vista & Oceanside - design and construct 22 miles of regional bikeway project LIMITS: From Escondido Transit Center to Oceanside Transit Center along Sprinter ROW										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
BTA	\$550	\$550						\$450		\$100
CMAQ	\$18,294	\$18,294						\$2,700		\$15,594
PTA	\$180	\$180						\$180		
TDA	\$550	\$550						\$400		\$150
TDA - Bicycles	\$479		\$479							\$479
TEA-R	\$800	\$800						\$800		
TransNet - B	\$2,068	\$2,068						\$200		\$1,868
<b>TOTAL</b>	<b>\$22,922</b>	<b>\$22,442</b>	<b>\$479</b>					<b>\$4,730</b>		<b>\$18,192</b>

MPO ID: V02		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Coastal Rail Trail		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
DESCRIPTION: From Oceanside to Solana Beach - multi-jurisdictional class I bike & pedestrian trail along the Coaster ROW										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
CMAQ	\$6,592	\$3,968	\$2,624					\$1,399		\$5,193
STIP-RIP STP TE	\$5,114	\$5,114						\$1,220		\$3,894
TDA	\$651	\$651						\$467		\$184
TransNet - B	\$1,461	\$1,121	\$340					\$391		\$1,070
<b>TOTAL</b>	<b>\$13,818</b>	<b>\$10,854</b>	<b>\$2,964</b>					<b>\$3,477</b>		<b>\$10,341</b>

MPO ID: V03		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Otay Valley Regional Park Trails		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
DESCRIPTION: West of Heritage Road and south of Main St - multi-jurisdictional (City & County) to improve existing footpaths and create trails to meet local trail standards										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$1,900	\$980	\$920							\$1,900
RTP	\$142				\$142					\$142
<b>TOTAL</b>	<b>\$2,042</b>	<b>\$980</b>	<b>\$920</b>		<b>\$142</b>					<b>\$2,042</b>

MPO ID: V04		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Smart Growth Incentive Program		Exempt Category: Other - Transportation enhancement activities								
DESCRIPTION: Lump Sum for Transportation Enhancement Activities (TE) Program including enhancement of sidewalks and pedestrian plazas (landscaping, kiosks, trees, lighting, benches), intersection bulb-outs, traffic calming, landscaping and safety enhancements, and enhanced pedestrian amenities around transit stations										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
STIP State Cash	\$485	\$27	\$458					\$27		\$458
STIP-RIP STP TE	\$3,546	\$4	\$3,542					\$4		\$3,542
<b>TOTAL</b>	<b>\$4,031</b>	<b>\$31</b>	<b>\$4,000</b>					<b>\$31</b>		<b>\$4,000</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Vista, City of**

MPO ID: VISTA03		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Street Rehabilitation & Maintenance		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Various locations - repair/rehabilitate distressed pavement areas and overlay streets with asphalt/rubberized asphalt where identified as priorities in street inventory										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$1,314	\$1,014	\$100	\$100	\$100					\$1,314
TransNet - L	\$2,986	\$2,015	\$435	\$536				\$97		\$2,889
<b>TOTAL</b>	<b>\$4,300</b>	<b>\$3,029</b>	<b>\$535</b>	<b>\$636</b>	<b>\$100</b>			<b>\$97</b>		<b>\$4,203</b>

MPO ID: VISTA07		Capacity Status: NCI					RTIP #: 06-00			
TITLE: SR-78 Corridor Enhancement		Exempt Category: Other - Plantings, landscaping, etc								
DESCRIPTION: Along SR 78 - the project is separated into three phases to install freeway landscaping and maintenance along SR-78 between Smilax Road and Thunder Drive including providing 80 acres of freeway landscaping along the SR-78 corridor, with "gateway" treatments at Vista Village Drive and Sycamore Ave interchanges										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$321	\$321								\$321
TEA-R	\$1,013	\$1,013								\$1,013
TransNet - L	\$4,103	\$3,773	\$150	\$180						\$4,103
TransNet - LSI	\$715				\$200	\$200	\$315			\$715
<b>TOTAL</b>	<b>\$6,152</b>	<b>\$5,107</b>	<b>\$150</b>	<b>\$180</b>	<b>\$200</b>	<b>\$200</b>	<b>\$315</b>			<b>\$6,152</b>

MPO ID: VISTA08		Capacity Status: NCI					RTIP #: 06-00			
TITLE: West Vista Way Widening		Exempt Category: Other - Engineering studies								
DESCRIPTION: From Melrose Drive west to Thunder Drive - realign W Vista Way including providing preliminary improvement plans, final right-of-way maps, and a metes and bounds legal description anticipated to provide congestion relief by widening W Vista Way from 2 to 4 lanes										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
RSTP	\$990	\$990						\$990		
TransNet - L	\$333	\$233		\$100				\$333		
TransNet - LSI	\$2,369				\$587	\$850	\$932	\$2,369		
<b>TOTAL</b>	<b>\$3,692</b>	<b>\$1,223</b>		<b>\$100</b>	<b>\$587</b>	<b>\$850</b>	<b>\$932</b>	<b>\$3,692</b>		

MPO ID: VISTA10		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Olive Avenue Sidewalks		Exempt Category: Safety - Safety Improvement Program								
DESCRIPTION: Between Melrose Drive to new Transit Center - design and install improvements to widen pavement, install bikeways & parking										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$1,720	\$1,000	\$720							\$1,720
<b>TOTAL</b>	<b>\$1,720</b>	<b>\$1,000</b>	<b>\$720</b>							<b>\$1,720</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Vista, City of**

MPO ID: VISTA12		Capacity Status: NCI					RTIP #: 06-00			
TITLE: East Vista Way Street Improvements		Exempt Category: Other - Engineering studies								
DESCRIPTION: From Arcadia Ave northerly to the city limits - alignment study to widen E Vista Way from 2 to 4 lanes										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$200	\$200						\$200		
TransNet - LSI	\$150				\$50	\$50	\$50	\$150		
<b>TOTAL</b>	<b>\$350</b>	<b>\$200</b>			<b>\$50</b>	<b>\$50</b>	<b>\$50</b>	<b>\$350</b>		

MPO ID: VISTA13		Capacity Status: NCI					RTIP #: 06-00			
TITLE: ADA Street Sidewalk Improvements		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: Various locations - repair/replace sidewalks, curbs & gutters, and upgrade to current ADA standards										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$75	\$75								\$75
TransNet - L	\$499	\$449	\$25	\$25						\$499
TransNet - LSI	\$500				\$150	\$200	\$150			\$500
<b>TOTAL</b>	<b>\$1,074</b>	<b>\$524</b>	<b>\$25</b>	<b>\$25</b>	<b>\$150</b>	<b>\$200</b>	<b>\$150</b>			<b>\$1,074</b>

MPO ID: VISTA14		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Traffic Signals and Modifications		Exempt Category: Other - Intersection signalization projects								
DESCRIPTION: Various locations - install new traffic signals and construct minor signal modifications										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$474	\$174	\$100	\$100	\$100					\$474
TransNet - LSI	\$115				\$25	\$45	\$45			\$115
<b>TOTAL</b>	<b>\$589</b>	<b>\$174</b>	<b>\$100</b>	<b>\$100</b>	<b>\$125</b>	<b>\$45</b>	<b>\$45</b>			<b>\$589</b>

MPO ID: VISTA15		Capacity Status: NCI					RTIP #: 06-00			
TITLE: SR 78 @ Sycamore Ramp Improvement		Exempt Category: Other - Interchange reconfiguration projects								
DESCRIPTION: From the eastbound SR 78 off ramp to Sycamore Avenue - construct right turn lane										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$20	\$20								\$20
TransNet - L	\$215	\$115	\$50	\$50				\$100		\$115
TransNet - LSI	\$150				\$150					\$150
<b>TOTAL</b>	<b>\$385</b>	<b>\$135</b>	<b>\$50</b>	<b>\$50</b>	<b>\$150</b>			<b>\$100</b>		<b>\$285</b>

MPO ID: VISTA16		Capacity Status: NCI					RTIP #: 06-00			
TITLE: HES Grapevine Road/W. Vista Way Traffic Signal		Exempt Category: Safety - Hazard elimination program								
DESCRIPTION: W Vista Way and Grapevine Road - install a new signal and construct a left turn lane and bus stop										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$25		\$25							\$25
<b>TOTAL</b>	<b>\$25</b>		<b>\$25</b>							<b>\$25</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Vista, City of**

MPO ID: VISTA17		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Grapevine Road Street Improvement Project		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
DESCRIPTION: On Grapevine Road from Olive Avenue to Date Street - reconstruct pavement and install curb, gutter, sidewalk, and bike lanes to provide a safe route to school										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$200			\$200						\$200
TransNet - LSI	\$200				\$200					\$200
<b>TOTAL</b>	<b>\$400</b>			<b>\$200</b>	<b>\$200</b>					<b>\$400</b>

MPO ID: VISTA18		Capacity Status: NCI					RTIP #: 06-00			
TITLE: California Avenue Improvements		Exempt Category: Safety - Safety Improvement Program								
DESCRIPTION: From W. Los Angeles Drive to North Santa Fe Avenue - Safe Routes to School Project to install curb, gutter, and sidewalk										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$130			\$130						\$130
<b>TOTAL</b>	<b>\$130</b>			<b>\$130</b>						<b>\$130</b>

MPO ID: VISTA19		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Maryland Drive Sidewalks		Exempt Category: Safety - Safety Improvement Program								
DESCRIPTION: Along the east side of Maryland Drive from Olive Avenue to Highland Drive - Safe Route to School Program to reconstruct road, install curb, gutter, and sidewalks										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$350			\$350						\$350
<b>TOTAL</b>	<b>\$350</b>			<b>\$350</b>						<b>\$350</b>

MPO ID: VISTA20		Capacity Status: NCI					RTIP #: 06-00			
TITLE: HES Emerald and West Vista Way Intersection Improvements		Exempt Category: Safety - Hazard elimination program								
DESCRIPTION: West of Emerald Drive on W Vista Way - design and construct minor roadway reconstruction, re-striping of traffic lanes and a new bus turnout										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - LSI	\$15		\$15							\$15
<b>TOTAL</b>	<b>\$15</b>		<b>\$15</b>							<b>\$15</b>

MPO ID: VISTA21		Capacity Status: NCI					RTIP #: 06-00			
TITLE: S. Melrose and Sycamore Intersection		Exempt Category: Other - Intersection channelization projects								
DESCRIPTION: From Melrose to Sycamore Avenue - add a left turn lane for traffic traveling southbound										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$130			\$130						\$130
<b>TOTAL</b>	<b>\$130</b>			<b>\$130</b>						<b>\$130</b>

**2006 Regional Transportation Improvement Program  
San Diego Region (in \$000s)**

**Vista, City of**

MPO ID: VISTA22		Capacity Status: NCI					RTIP #: 06-00			
TITLE: Inland Rail Trail Bike Lane Facility		Exempt Category: Air Quality - Bicycle and pedestrian facilities								
DESCRIPTION: Bike trail along the Sprinter Rail Line (from San Marcos to Oceanside) within the City of Vista - install Class I bike lane and bicycle facilities										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - LSI	\$2,230				\$630	\$800	\$800			\$2,230
	<b>TOTAL</b>				<b>\$630</b>	<b>\$800</b>	<b>\$800</b>			<b>\$2,230</b>

MPO ID: VISTA23		Capacity Status: NCI					RTIP #: 06-00			
TITLE: HES Escondido Avenue Medians		Exempt Category: Other - Plantings, landscaping, etc								
DESCRIPTION: From SR-78 to Crescent Drive - install landscaped medians on Escondido Avenue										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - L	\$147		\$67	\$80				\$147		
	<b>TOTAL</b>		<b>\$67</b>	<b>\$80</b>				<b>\$147</b>		

## Acronyms

### Fund Type

AC	=	Advanced Construction
BIA	=	Bureau of Indian Affairs
BTA	=	Bicycle Transportation Account (State)
CMAQ	=	Congestion Mitigation and Air Quality (Federal)
CBI	=	Corridors and Borders Infrastructure Program (Federal)
DEMO-TEA 21	=	High Priority Demonstration Program under TEA-21 (Federal) <sup>1</sup>
DEMO-LU	=	High Priority Demonstration Program under SAFETEA-LU (Federal) <sup>2</sup>
DEMO-Sec 115	=	High Priority Demonstration Program FY 2004 Appropriations*
Demo-Sec 117	=	Same as STP below
FSP	=	Freeway Service Patrol (State)
HBRR	=	Highway Bridge Repair & Replacement under TEA-21(Federal)
HBP	=	Highway Bridge Program under SAFETEA-LU (Federal)
HES/SR2S	=	Hazard Elimination System/Safe Routes to School (Federal)
IBRC	=	Innovative Bridge Research & Construction (Federal)
IRR	=	Indian Reservation Roads program (Federal)
IMD	=	Interstate Maintenance Discretionary (Federal)
ITS	=	Intelligent Transportation System (Federal)
JARC	=	Jobs Access Reverse Commute (Federal)
NCPD	=	National Corridor Planning & Development (Federal - part of CBI)
PLH	=	Public Lands Highway (Federal)
RSTP	=	Regional Surface Transportation Program (Federal)
RTP	=	Recreational Trails Program (Federal)
SHOPP	=	State Highway Operation & Protection Program (State)
STIP-IIP	=	State Transportation Improvement Program - Interregional Program (Federal/State)
STIP-RIP	=	State Transportation Improvement Program - Regional Improvement Program (Federal/State)
STP	=	Surface Transportation Program under FHWA Administrative Program (congressionally directed appropriations)
TCI	=	Transit Capital Improvement Program (State)
TCRP	=	Traffic Congestion Relief Program (State)
TCSP	=	Transportation & Community & System Preservation (Federal)
TSM	=	Transportation Systems Management (State)
TDA	=	Transportation Development Act (State)
TDA-B	=	Transportation Development Act-Bicycle & Pedestrian Facilities (State)
TEA	=	Transportation Enhancement Activities Program (Federal)

## Acronyms

### Fund Type

<i>TransNet -H</i>	=	Prop. A Local Transportation Sales Tax - Highway (Local)
<i>TransNet-78</i>	=	Prop. A Local Transportation Sales Tax - SR 78 (Local)
<i>TransNet -L</i>	=	Prop. A Local Transportation Sales Tax - Local Streets & Roads (Local)
<i>TransNet -T</i>	=	Prop. A Local Transportation Sales Tax - Transit (Local)
<i>TransNet -MC</i>	=	Prop. A Extension Local Transportation Sales Tax - Major Corridors (Local)
<i>TransNet-TSI</i>	=	Prop. A Extension Local Transportation Sales Tax - Transit System Improvements (Local)
<i>TransNet -LSI</i>	=	Prop. A Extension Local Transportation Sales Tax -Local System Improvements (Local)
Section 5307	=	Federal Transit Administration Urbanized Area Formula Program (Federal)
Section 5309 (Bus)	=	Federal Transit Administration Discretionary Bus Program (Federal)
Section 5309 (NS)	=	Federal Transit Administration Discretionary New Starts Program (Federal)
Section 5309 (FG)	=	Federal Transit Administration Fixed Guideway Modernization (Federal)
Section 5311	=	Federal Transit Administration Rural Program (Federal)
Section 5310	=	Federal Transit Administration Elderly & Disabled Program (Federal)

<sup>1</sup>TEA-21: Transportation Equity Act for the 21st Century (federal transportation bill 1998-2003)

<sup>2</sup>SAFETEA-LU: Safe, Accountable, Flexible, and Efficient Transportation Equity Act a Legacy for Users (federal transportation bill 2004-2009)

\*During the two year gap between the expiration of TEA-21 and signing of SAFETEA-LU congress appropriated special DEMO funds

### Project Phases

PE	=	Preliminary Engineering (includes studies, environmental and design)
RW	=	Right-of-Way (includes purchase and mitigation)
CON	=	Construction

### Capacity Status

CI	=	Capacity Increasing (widening of freeway/roadway)
NCI	=	Non-capacity increasing (includes projects exempt from air quality conformity)

**Chapter 4**  
**FINANCIAL CAPACITY ANALYSIS**

## Chapter 4

### FINANCIAL CAPACITY ANALYSIS

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

Separate analyses are provided for the state highway and local street and road projects, the transit program, and other transportation projects and programs. The assumptions used in the forecasts of available funding are based upon information provided in the 2006 State Transportation Improvement Program (STIP) Fund Estimate that was adopted by the California Transportation Commission (CTC) in September 2005 and other forecasts of ongoing transportation funding programs.

#### INFLATION ASSUMPTIONS

For the outyears, the project costs are in future-year or escalated dollars. These future-year costs have been determined by using present-day costs and applying year-by-year inflation factors. Although in past RTIP cycles, SANDAG generally used the same yearly inflation factors that are used by the California Department of Finance in preparation of the STIP Fund Estimate, the 2006 RTIP escalations were determined slightly different from the STIP. The STIP used a one-time 8.3 percent escalation to FY 2006, then 3 percent per year thereafter. However, the 3 percent escalation rate applies only to the capital construction phase, while the right-of-way phase increases will be determined on a project-by-project basis. For the *TransNet* Early Action Program (EAP) projects, SANDAG, in consultation with Caltrans, used a 7.25 percent increase per year from 2002 to 2005. When crafting the *TransNet* reauthorization language for a ballot vote, 2002 was the base year. By the time the reauthorization was approved (November 2004) and SANDAG began to initiate the EAP projects, three years had passed. During this time, statewide Construction Cost Index (CCI) posted high increases. Therefore, the 7.25 percent per year was used to bring the project costs up to the 2005 year. Unlike the CTC, SANDAG's out-year escalation of 3.6 percent is a blended rate for both the right-of-way and construction phases.

#### EXPENDITURES AND REVENUES DEMONSTRATION OF FISCAL CONSTRAINT

Table 4-1a to 4-1c provides a summary by major funding source (i.e., federal, state, *TransNet*, and local) of programs, expenditures, and balance of remaining revenues for the RTIP program period. The five-year project costs and programmed revenues are contained within the individual project listings in Chapter 3. Individual projects listed in Chapter 3 include phases where full funding is

Table 4-1a  
**2006 Regional Transportation Improvement Program (RTIP)**  
**San Diego Region**  
**Revenue Totals (\$000s)**

REVENUE DESCRIPTION	PRIOR	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	TOTAL
<b>State Highway Account Funds (State &amp; State FHWA Funds)</b>							
SHOPP	\$72,171	\$95,417	\$34,871	\$87,034	\$94,994	\$0	\$384,487
SHOPP Emergency	\$0	\$50	\$50	\$50	\$0	\$0	\$150
STIP	\$504,974	\$57,485	\$48,344	\$27,719	\$100,287	\$88,933	\$915,082
STIP Prior	\$0	\$30,200	\$0	\$0	\$0	\$0	\$30,200
STIP TE	\$6,931	\$6,026	\$4,268	\$4,500	\$4,295	\$3,875	\$29,895
<b>Local Assistance</b>							
Congestion Mitigation and Air Quality	\$96,431	\$30,142	\$31,935	\$32,273	\$32,918	\$33,576	\$257,275
Regional Surface Transportation Program	\$237,407	\$33,578	\$37,000	\$37,655	\$38,408	\$39,176	\$423,224
Highway Bridge Program	\$31,260	\$204	\$351	\$21,171	\$8,866	\$164,198	\$226,050
Surface Transportation Program Hazard Elimination & Safety	\$0	\$8,239	\$0	\$0	\$0	\$0	\$8,239
<b>Other Federal Highway Programs</b>							
Federal Lands Highway Program	\$3,630	\$115	\$0	\$0	\$0	\$0	\$3,745
NCPD Program/Borders/Corridor Program	\$54,374	\$1,800	\$0	\$77,315	\$0	\$0	\$133,489
Recreational Trails	\$0	\$0	\$0	\$142	\$0	\$0	\$142
Transportation and Community and System Preservation Pilot Program	\$1,564	\$0	\$0	\$0	\$0	\$0	\$1,564
Highway Priority/Demonstration Projects	\$54,950	\$22,065	\$19,170	\$17,378	\$320	\$0	\$113,883
Congressionally Directed STP	\$6,745	\$9,500	\$0	\$0	\$0	\$0	\$16,245
Other (IM/ITS/AMTRAK/HUD/IBRC/VP)	\$6,267	\$1,769	\$0	\$0	\$0	\$0	\$8,036
<b>Federal Transit Administration Funds</b>							
5307 - Urbanized Area Formula Program	\$87,952	\$47,601	\$53,871	\$53,701	\$57,126	\$59,411	\$359,662
5309(a) - Fixed Guideway Modernization	\$19,664	\$15,598	\$16,322	\$17,032	\$18,079	\$18,802	\$105,497
5309(b) - New Starts	\$157,319	\$7,702	\$0	\$0	\$0	\$0	\$165,021
5309(c) - Bus Allocation	\$8,962	\$3,700	\$430	\$447	\$0	\$0	\$13,539
Formula Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5311 - Nonurbanized Area Formula	\$757	\$0	\$527	\$547	\$592	\$626	\$3,049
5316 - Job Access and Reverse Commute	\$0	\$1,401	\$1,477	\$1,600	\$1,687	\$1,754	\$7,919
5317 - New Freedom	\$0	\$666	\$699	\$755	\$798	\$830	\$3,748
<b>Other State Funds</b>							
Traffic Congestion Relief Program	\$234,229	\$14,700	\$3,000	\$8,850	\$7,250	\$6,000	\$274,029
FSP	\$0	\$2,259	\$2,895	\$2,895	\$2,895	\$2,895	\$13,839
Other (Prop 108/118/PTA/BTA/TDA-B)	\$25,547	\$2,766	\$2,620	\$2,722	\$2,944	\$3,087	\$39,686
State Cash (Advanced Construction) <sup>1</sup>	\$0	\$27,989	\$0	\$0	\$0	\$0	\$27,989
<b>Local Funds</b>							
TransNet <sup>2</sup>	\$456,189	\$464,695	\$454,198	\$277,361	\$295,423	\$309,418	\$2,257,284
TransNet (Advanced Construction) <sup>3</sup>	\$2,000	\$5,505	\$259,640	\$0	\$0	\$0	\$267,145
Local Funds	\$614,933	\$119,276	\$192,595	\$151,954	\$130,990	\$38,966	\$1,248,714
Local Funds (Advanced Construction) <sup>4</sup>	\$0	\$3,520	\$0	\$0	\$0	\$0	\$3,520
<b>Total Revenues Available</b>	<b>\$2,684,256</b>	<b>\$1,013,968</b>	<b>\$1,164,263</b>	<b>\$823,101</b>	<b>\$797,872</b>	<b>\$771,547</b>	<b>\$7,342,347</b>

<sup>1</sup>Includes advancement of state cash in FY 2007 for SR095 project anticipated to be reimbursed/credited back with federal CBI funds over the following two fiscal years (2008 and 2009) - see program table

<sup>2</sup>Includes bond proceeds

<sup>3</sup>Includes advancement of local *TransNet* funds in FYs 2006 to 2008 anticipated to be reimbursed/credited back with various federal funds (RSTP, CMAQ, DEMO) over the following three fiscal years (2009 to 2011) - see program table

<sup>4</sup>Includes advancement of local funds in FY 2007 anticipated to be reimbursed/credited back with federal DEMOfunds over the following two fiscal years (2008 and 2009) - see program table

Table 4-1b  
**2006 Regional Transportation Improvement Program (RTIP)**  
**San Diego Region**  
**Program Totals (\$000s)**

DESCRIPTION	PRIOR	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	TOTAL
<b>State Highway Account Funds (State &amp; State FHWA Funds)</b>							
SHOPP	\$72,171	\$95,417	\$34,871	\$87,034	\$94,994	\$0	\$384,487
SHOPP Emergency	\$0	\$50	\$50	\$50	\$0	\$0	\$150
STIP	\$504,974	\$57,485	\$48,344	\$27,719	\$100,287	\$88,933	\$915,082
STIP Prior	\$0	\$30,200	\$0	\$0	\$0	\$0	\$30,200
STIP TE	\$6,931	\$3,542	\$0	\$0	\$0	\$0	\$10,473
<b>Local Assistance</b>							
Congestion Mitigation and Air Quality	\$96,431	\$27,226	\$28,622	\$28,577	\$31,680	\$26,213	\$238,749
Regional Surface Transportation Program	\$237,407	\$29,528	\$31,883	\$32,295	\$24,570	\$724	\$356,407
Highway Bridge Program	\$31,260	\$204	\$351	\$21,171	\$8,866	\$164,198	\$226,050
Surface Transportation Program Hazard Elimination & Safety	\$0	\$8,239	\$0	\$0	\$0	\$0	\$8,239
<b>Other Federal Highway Programs</b>							
Federal Lands Highway Program	\$3,630	\$115	\$0	\$0	\$0	\$0	\$3,745
NCPD Program/Borders/Corridor Program	\$54,374	\$1,800	\$0	\$77,315	\$0	\$0	\$133,489
Recreational Trails	\$0	\$0	\$0	\$142	\$0	\$0	\$142
Transportation and Community and System Preservation Pilot Program	\$1,564	\$0	\$0	\$0	\$0	\$0	\$1,564
Highway Priority/Demonstration Projects	\$54,950	\$22,065	\$19,170	\$17,378	\$320	\$0	\$113,883
Congressionally Directed STP	\$6,745	\$9,500	\$0	\$0	\$0	\$0	\$16,245
Other (IM/ITS/AMTRAK/HUD/IBRC/VP)	\$6,267	\$1,769	\$0	\$0	\$0	\$0	\$8,036
<b>Federal Transit Administration Funds</b>							
5307 - Urbanized Area Formula Program	\$87,952	\$43,246	\$51,555	\$53,701	\$55,382	\$0	\$291,836
5309(a) - Fixed Guideway Modernization	\$19,664	\$15,598	\$16,322	\$16,972	\$17,535	\$0	\$86,091
5309(b) - New Starts	\$157,319	\$7,702	\$0	\$0	\$0	\$0	\$165,021
5309(c) - Bus Allocation	\$8,962	\$3,700	\$430	\$447	\$0	\$0	\$13,539
Formula Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5311 - Nonurbanized Area Formula	\$757	\$0	\$366	\$0	\$592	\$0	\$1,715
5316 - Job Access and Reverse Commute	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5317 - New Freedom	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Other State Funds</b>							
Traffic Congestion Relief Program	\$234,229	\$14,700	\$3,000	\$8,850	\$7,250	\$6,000	\$274,029
FSP	\$0	\$2,259	\$2,895	\$2,895	\$2,895	\$2,895	\$13,839
Other (Prop 108/118/PTA/BTA/TDA-B)	\$25,547	\$2,760	\$0	\$0	\$0	\$0	\$28,307
State Cash (Advanced Construction) <sup>1</sup>	\$0	\$27,989	(\$2,400)	(\$25,589)	\$0	\$0	\$0
<b>Local Funds</b>							
TransNet <sup>2</sup>	\$456,189	\$442,117	\$298,714	\$105,943	\$94,612	\$76,722	\$1,474,297
TransNet (Advanced Construction) <sup>3</sup>	\$2,000	\$5,505	\$259,640	(\$56,313)	(\$121,151)	(\$89,681)	\$0
Local Funds	\$614,933	\$119,276	\$192,595	\$151,954	\$130,990	\$38,966	\$1,248,714
Local Funds (Advanced Construction) <sup>4</sup>	\$0	\$3,520	(\$1,760)	(\$1,760)	\$0	\$0	\$0
<b>Total Revenues Available</b>	<b>\$2,684,256</b>	<b>\$975,512</b>	<b>\$984,648</b>	<b>\$548,781</b>	<b>\$448,822</b>	<b>\$314,970</b>	<b>\$6,044,329</b>

<sup>1</sup>The negative amounts in FY 2007 and FY 2008 reflect the anticipated reimbursement/credit for the initial advancement of state funds in FY 2007 - see revenue table

<sup>2</sup>Includes bond proceeds

<sup>3</sup>The negative amounts in FYs 2009 through 2011 reflect the anticipated reimbursement/credit for the initial advancement of *TransNet* funds in earlier fiscal years - see revenue table

<sup>4</sup>The negative amounts in FY 2007 and FY 2008 reflect the anticipated reimbursement/credit for the initial advancement of local funds in FY 2007 - see revenue table

Table 4-1c  
**2006 Regional Transportation Improvement Program (RTIP)**  
**San Diego Region**  
**Program Capacity (\$000s)**

DESCRIPTION	PRIOR	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	TOTAL
<b>State Highway Account Funds (State &amp; State FHWA Funds)</b>							
SHOPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SHOPP Emergency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STIP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STIP TE	\$0	\$2,484	\$4,268	\$4,500	\$4,295	\$3,875	\$19,422
<b>Local Assistance</b>							
Congestion Mitigation and Air Quality	\$0	\$2,916	\$3,313	\$3,696	\$1,238	\$7,363	\$18,526
Regional Surface Transportation Program	\$0	\$4,050	\$5,117	\$5,360	\$13,838	\$38,452	\$66,817
Highway Bridge Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Surface Transportation Program Hazard Elimination & Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Other Federal Highway Programs</b>							
Federal Lands Highway Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NCPD Program/Borders/Corridor Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Recreational Trails	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Preservation Pilot Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Highway Priority/Demonstration Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Congressionally Directed STP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other (IM/ITS/AMTRAK/HUD/IBRC/VP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Federal Transit Administration Funds</b>							
5307 - Urbanized Area Formula Program	\$0	\$0	\$2,316	\$0	\$1,744	\$59,411	\$63,471
5309(a) - Fixed Guideway Modernization	\$0	\$0	\$0	\$60	\$544	\$18,802	\$19,406
5309(b) - New Starts	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5309(c) - Bus Allocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Formula Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5311 - Nonurbanized Area Formula	\$0	\$0	\$161	\$547	\$0	\$626	\$1,334
5316 - Job Access and Reverse Commute	\$0	\$1,401	\$1,477	\$1,600	\$1,687	\$1,754	\$7,919
5317 - New Freedom	\$0	\$666	\$699	\$755	\$798	\$830	\$3,748
<b>Other State Funds</b>							
Traffic Congestion Relief Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FSP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other (Prop 108/118/PTA/BTA/TDA-B)	\$0	\$6	\$2,620	\$2,722	\$2,944	\$3,087	\$11,379
State Cash (Advanced Construction)	\$0	\$0	\$2,400	\$25,589	\$0	\$0	\$27,989
<b>Local Funds</b>							
TransNet	\$0	\$22,578	\$155,484	\$171,418	\$200,811	\$232,696	\$782,987
TransNet (Advanced Construction)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Funds (Advanced Construction)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Revenues Available</b>	<b>\$0</b>	<b>\$34,101</b>	<b>\$177,855</b>	<b>\$216,247</b>	<b>\$227,899</b>	<b>\$366,896</b>	<b>\$1,022,998</b>

reasonably anticipated to be available within the time period contemplated for completion of the phase or project. For some of the major projects, as well as projects funded with federal funds included in SAFETEA-LU, agencies programmed funds using Advanced Construction (AC). The AC funds source fronts local or state funds in order to fully fund a phase or to advance the funds with the anticipation of a credit against the advancement once the federal funds become available. In order to provide an accurate project cost, the AC funds are shown as a negative number in the future reimbursement years. The tables provide specific explanations.

## **INNOVATIVE FINANCING**

The Grant Anticipation Revenue Vehicle (GARVEE) program is an innovative financing technique established in federal law and defined in state law (SB 928, 1999). The intent of the program is to provide a financing mechanism to accelerate the funding and construction of critical transportation projects in order to provide the congestion relief benefits to the public significantly sooner than under traditional financing techniques. SANDAG and the state successfully pursued GARVEE bond for the I-15 Managed Lane project (CAL18). In a joint venture with Caltrans, SANDAG pays for 75 percent of the debt service through its RIP share of the STIP, while Caltrans pays for the remaining 25 percent through the Interregional Improvement Program (IIP) share of the STIP.

With the approval by the voters of San Diego County to extend the *TransNet* program, the SANDAG Board, at its meeting on January 2005, approved a set of projects for accelerated implementation referred to as the *TransNet* EAP, a list of regionally significant projects in the region. Within the next 10 years, SANDAG anticipates all of the EAP projects to open to traffic, providing much needed congestion relief. To accomplish this SANDAG developed the Plan of Finance (POF), the financial strategy for implementing the EAP, which includes work on 20 of the 47 major corridor projects identified in the *TransNet* Extension Ordinance and Expenditure Plan. The POF is the debt financing mechanism through which SANDAG plans to complete the EAP projects.

Even with the passage of SAFETEA-LU, the region, the state, and much of the country continues to suffer under severe budget and fiscal limitations. SANDAG firmly believes that the continuation of major transportation projects would benefit the regional economic outlook by providing jobs, containing costs (by avoiding cost increases associated with project delays), and providing congestion relief, which saves travel time. With the use of such financial tools as GARVEE, the financial strategy outline in the *TransNet* POF, and other borrowings, SANDAG, with endorsement from its Board of Directors, fully intends to continue to aggressively promote early completion of transportation projects.

## **STATE HIGHWAY AND LOCAL STREET AND ROAD REVENUES**

The state highway and local street and road projects programmed are all based upon committed and reasonably expected revenue sources over the five-year period. Funds shown in the 'prior' column of the project listings have been obligated (for federal and state funds) or expended (for *TransNet* funds) and are shown for informational purposes in order to provide the full picture of projects cost. The following section describes specific revenues for state highway and local street and road projects.

- **State Transportation Improvement Program (STIP) and State Highway Operation and Protection Program (SHOPP):** The CTC programs the STIP and SHOPP on a statewide basis. The program funding is based upon reasonably expected state and federal revenues, as identified in the 2006 STIP Fund Estimate that was adopted by the CTC on September 2005. The STIP- and SHOPP-funded projects programmed are based upon the recommended funding amounts. The final approved funding, as adopted by CTC at its April 2006 meeting, is incorporated into the final 2006 RTIP.
- **Regional STP (RSTP):** Federal RSTP funds are apportioned by Caltrans to various areas of the state, including the San Diego region. RSTP funding levels are based on estimates provided by Caltrans. RSTP funds have been programmed to EAP projects, as well as toward other eligible projects.
- **Congestion Mitigation and Air Quality (CMAQ) Program:** Federal CMAQ funds also are apportioned by Caltrans to the San Diego region. Eligible EAP and other projects include CMAQ funds.
- **Borders and Corridors Program:** SAFETEA-LU changed the distribution of this program to a formula-based program at the national level. The funds are allocated to the state which develops the project eligibility and funding. In addition to addressing these issues, SB 1282 exempts these federal funds from being included in the transportation funds subject to the distribution and fair share formulas (the current method for STIP-RIP distribution). Although the legislation is still pending, San Diego, as the major border city with Mexico, anticipates funding for its SR 905 project. As outlined in the pending legislation, \$77.3 million is programmed for SR 905 in the 2006 RTIP. Because the legislation is not expected to pass until after the 2006 RTIP adoption, these funds are programmed in the third year of the triennial element.
- **Traffic Congestion Relief Program (TCRP):** In FY 2001, the Governor of California initiated a new funding program (TCRP) in an effort to relieve congestion statewide. The TCRP was created as a result of a budget surplus; however, with the continuing budget deficit, TCRP allocations haven been sporadic. TCRP funds are based on the priority list of TCRP allocations.
- **Highway Bridge Program (HBP)/Hazard Elimination Safety including Safe Routes to Schools (HES/SR2S):** These programs are administered by Caltrans at the statewide level. Funding levels for the HBP program are based upon Caltrans' recommended list of projects. SANDAG will program the HES/SR2S programs as soon as they become available from Caltrans. SANDAG maintains a lump sum listing for each program as provided by Caltrans. Caltrans has committed to updating the lump sum list every six months.
- **Demonstration/High-Priority Projects:** SAFETEA-LU includes several San Diego region projects under the High-Priority Project Authorizations program.
- **TransNet Local Sales Tax Program:** *TransNet* revenues are estimated based upon taxable retail sales forecasts derived from SANDAG's Demographic and Economic Forecasting Model (DEFM).
- **Local Agency Funding:** The local agency revenues programmed are based on reasonably expected revenues as submitted by local agencies. Included are city and county local gas tax subventions, local public funds, Prop. 42 funds, and developer funds administered by local agencies.

- **Local Privatization/Toll Revenues:** The 2006 RTIP includes two local privatization/toll revenue funding: (1) the SR 125 private toll road project from SR 905 to SR 54 (authorized by AB 680) – the project and the privatization funding programmed are based upon the most recent information provided by California Transportation Ventures (CTV) and Caltrans; and (2) the SR 241 Foothill Corridor toll road.

## TRANSIT PROGRAM REVENUES

The transit projects are all based upon reasonably expected revenue sources as described below.

- **Congestion Mitigation and Air Quality (CMAQ) Program:** Federal CMAQ funds also are apportioned by Caltrans to the San Diego region. CMAQ funding levels are based on estimates provided by Caltrans. SANDAG allocated CMAQ funds to provide operating assistance for the start-up for to two transit projects: Mission Valley East and Sprinter (Oceanside-Escondido) light rail projects.
- **FTA (Section 5309) Capital Program:** The FTA Section 5309 program includes both a discretionary program for major bus and new starts capital projects and a formula program for the fixed guideway rail modernization. The revenues for the formula program (5309 fixed guideway) are based on SAFETEA-LU through FY 2009 then escalated by four percent to 2011 (the escalation rate is based on an average growth over the SAFETEA-LU period). The new starts funding programmed for the Sprinter light rail project is based on the full funding grant agreement. Other new discretionary funding is based on the FY 2006 appropriations published in the Federal Register.
- **FTA Urbanized Area Formula (Section 5307) Capital Program:** The FTA Section 5307 program is a formula-funding program to fund ongoing preventive maintenance, bus acquisition programs, the regional vanpool program, office and shop equipment, and other capital projects. The revenues are based on SAFETEA-LU through FY 2009 then escalated by four percent to 2011 (the escalation rate is based on an average growth over the SAFETEA-LU period).
- **FTA Formula (Section 5310) Capital Program:** This program is administered by Caltrans, and the funds are allocated each year by the California Transportation Commission (CTC). Recipients are nonprofit organizations serving the elderly and the disabled community in need of vehicles and other capital items in order to provide services. No funds are shown under this category since the allocation occurs after the adoption of the FSTIP and all previous funds have been obligated. After CTC approves the funding, the project will be amended into the RTIP.
- **FTA Formula (Section 5311) Operating Program:** Section 5311 funds provide support for transit services in the nonurbanized areas of the region. To date, NCTD has been the primary recipient of these funds. The estimates of future revenues for this formula program were based on SAFETEA-LU.
- **Traffic Congestion Relief Program (TCRP):** The Governor of California initiated a new funding program (TCRP) in an effort to relieve congestion statewide in FY 2001. The TCRP was created as a result of a budget surplus; however, with the continuing budget deficit, the status of TCRP is uncertain. TCRP funds are based on the priority list of TCRP allocations.

- **State Transit Assistance (STA):** The STA program provides state operating and capital support for the region's transit operators through a formula program. The STA funds can be used for both operating (after meeting certain eligibility criteria) and capital projects. Certain STA funds are included in the 'local' revenue sources. The funding levels are based on estimates provided by the State Controller's office.
- **Transportation Development Act (TDA):** TDA funds are based on a ¼ percent state sales tax, with revenues made available primarily for transit operating and capital purposes. By law, the San Diego County Auditor's office estimates the apportionment for the upcoming fiscal year. SANDAG prepares forecasts of TDA funds using the apportionment as the base level. The forecasts are based on a forecast of sales tax revenues estimated for the San Diego County using SANDAG's Demographic and Economic Forecasting Model (DEFM), an econometric forecasting model which takes into consideration numerous variables, including population growth, inflation, and real income growth. Certain TDA funds are included in the 'local' revenue sources and in the operating costs.
- **TransNet Local Sales Tax Program:** *TransNet* allocates 1/3 of the available local sales tax revenues for transit purposes. Of these funds, no more than 40 percent is available for operating and for nonrail capital purposes, and at least 60 percent is used for capital projects specified in the original ballot measure. The *TransNet* Extension allocates 24.6 percent to transit, of which 16 percent is allocated directly to the transit operators for operations and other capital needs. The forecasts of sales tax funds are developed using the same DEFM model discussed above. The *TransNet* funds include proceeds from bonds backed by the sales tax revenues. The *TransNet* funds revenues for transit projects are consistent with SANDAG's annual forecasts.
- **Other Funds:** These funds include contributions from various state funding sources, local agency contributions, private sector funding, advertising income, investment earnings, passenger fare revenue, and other miscellaneous income. Revenues from these sources are generally consistent with established historical trends or are based upon funding commitments from local agencies.

## OTHER TRANSPORTATION PROGRAM REVENUES

Other transportation programs and projects programmed are all based upon reasonably expected revenue sources over the five-year period as described below.

- **Bicycle-Pedestrian Program:** The bicycle and pedestrian projects are funded through various revenue sources – CMAQ, TDA, and *TransNet*. *TransNet* allocates \$1 million annually for this program in the current program and increases to two percent of total revenues in the *TransNet* Extension. The bicycle-pedestrian projects are listed as a lump sum item under SANDAG in Chapter 3 (SAN21). Other regionally significant or federally funded bike projects are listed individually. As required, SANDAG maintains an updated list of projects that make up the lump sum item.
- **Freeway Service Patrol (FSP) Program:** The 2006 RTIP programs state funding for the region's FSP program from funding provided through the state FSP Act and RSTP funds allocated by SANDAG. The FSP program costs and revenue estimates have been developed jointly by SANDAG, Caltrans, and the California Highway Patrol based upon the most current statewide FSP Act funding levels.

- **Regional Transportation Demand Management (TDM) Program:** The Regional TDM revenues programmed are derived from multiple sources – CMAQ, *TransNet*, TDA, FTA Section 5307, and local/private funding.

**TRANSNET REVENUE ESTIMATES**

The *TransNet* Ordinance and Expenditure Plans (1987 and 2004) describe the process for allocating the sales tax program revenues to specified agencies and for selecting which major projects will be eligible to receive sales tax funding. Table 4-2a shows the current forecast of *TransNet* sales tax revenues from FY 2007 to FY 2008. Table 4-2b shows the forecast for FY 2009 to FY 2011. Since the subprograms changed with the *TransNet* Extension, for clarification purposes the revenues are shown in two separate tables.

The *TransNet* revenues programmed reflect the latest estimate of sales tax revenues based upon SANDAG’s Demographic and Economic Forecasting Model. The programming of *TransNet* funds is typically less than the *TransNet* receipts, since a portion of the annual receipts is committed to revenue bond debt service. Debt service information is provided as part of the annual Cash Flow Update sent to each agency at the beginning of the fiscal year.

**Table 4-2a**  
***TransNet* Revenue Forecast**  
**FY 2007-2008 RTIP – San Diego Region** (in \$000s of future dollars)

	<b>FY 2007</b>	<b>FY 2008</b>	<b>Total</b>
Estimated Revenue <sup>(1)</sup>	\$261,210	\$275,530	\$536,740
Administration <sup>(2)</sup>	\$2,612	\$2,755	\$5,367
Bicycle Projects	\$1,000	\$1,000	\$2,000
Highway Projects	\$85,866	\$90,592	\$176,458
Transit Projects	\$85,866	\$90,592	\$176,458
Local Streets & Roads	\$85,866	\$90,592	\$176,458

<sup>(1)</sup> ½ percent sales tax

<sup>(2)</sup> 1 percent maximum

**Table 4-2b**  
**TransNet Revenue Forecast**  
**FY 2009-2011 RTIP – San Diego Region** (in \$000s of future dollars)

	<b>FY 2009</b>	<b>FY 2010</b>	<b>FY 2011</b>	<b>Total</b>
Estimated Revenue <sup>(1)</sup>	\$291,570	\$309,940	\$324,620	\$926,130
Administration <sup>(2)</sup>	\$2,916	\$3,099	\$3,246	\$9,261
Independent Taxpayer Oversight Committee	\$297	\$307	\$317	\$921
Bicycle Projects	\$5,831	\$6,199	\$6,492	\$18,522
Major Corridors	\$107,360	\$114,127	\$119,534	\$341,021
Environmental Mitigation Program	\$17,516	\$18,621	\$19,503	\$55,640
Transit System Improvements	\$69,501	\$73,882	\$77,383	\$220,766
Local Streets Improvements	\$88,148	\$93,704	\$98,144	\$279,996

<sup>(1)</sup> ½ percent sales tax

<sup>(2)</sup> 1 percent maximum

Note: Revenue estimates are based on proposed FY 2007 *TransNet* budget and current SANDAG Demographic and Economic Forecasting Model (DEFM) using 2030 Cities/County Forecast assumptions.

**Chapter 5**  
**AIR QUALITY CONFORMITY ANALYSIS**

## Chapter 5

### AIR QUALITY CONFORMITY ANALYSIS

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The U.S. Environmental Protection Agency (EPA) designated the San Diego air basin as non-attainment for the federal 8-Hour Ozone standard. This designation took effect on June 15, 2004. The air basin has been classified as a basic nonattainment area under Subpart 1 of the Clean Air Act, and the attainment date for the 8-Hour Ozone standard is June 15, 2009. Several areas that are tribal lands in eastern San Diego County were excluded from the nonattainment designation. In cooperation with the San Diego Air Pollution Control District (APCD) and SANDAG, the California Air Resources Board (ARB) must develop an 8-Hour Ozone Attainment Plan for submission to the U.S. EPA by June 15, 2007.

The *Final Transportation Conformity Rule Amendments for the New 8-Hour Ozone and PM2.5 National Ambient Air Quality Standards* of July 2004 require that conformity of the RTP and the RTIP for nonattainment areas be determined to the 8-Hour Ozone standard by June 15, 2005. The SANDAG Board of Directors made a finding of conformity of the 2030 RTP and 2004 RTIP, as amended, on April 22, 2005. The U.S. Department of Transportation (DOT) issued its conformity finding on May 20, 2005.

Also, the U.S. EPA designated the San Diego region as a federal maintenance area for the Carbon Monoxide (CO) standard. On January 30, 2006, the U.S. EPA approved the *2004 Revision to the California State Implementation Plan for Carbon Monoxide* or CO Maintenance Plan as a State Implementation Plan (SIP) revision.

#### **DEMONSTRATION OF FISCAL CONSTRAINT**

The 2006 RTIP is consistent with the 2030 Revenue Constrained RTP: 2006 Update. As a financially constrained document, the 2006 RTIP contains only those major transportation projects listed in the revenue-constrained RTP. See Chapter 4 for detailed discussion on financial constraint.

#### **DEVELOPMENT OF TRANSPORTATION CONTROL MEASURES**

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

These four Transportation Tactics were subsequently approved by the San Diego Air Pollution Control Board (APCB) and are included in the 1982 SIP for Air Quality as Transportation Control Measures (TCMs). The U.S. EPA approved this State Implementation Plan (SIP) revision for the San Diego Air Basin in 1983. However, the four TCMs have been fully implemented.

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

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

The 1995 Triennial RAQS Update subsequently deleted the Employee Commute Travel Reduction Program contained in the TDM program because the program was no longer required under federal law. Assembly Bill 3048 (Statutes of 1996, Chapter 777) eliminated all state requirements for mandatory trip reduction programs. As a result, the Student Travel Reduction Program, the Non-Commute Travel Reduction Program, and the Goods Movement/Truck Operation Program proposed in the 1991 RAQS were no longer statutorily mandated and were deleted from the RAQS in 1998. Neither the 2001 nor the 2004 Triennial RAQS Revisions made changes to measures related to mobile sources or the TCM Plan.

## **AIR QUALITY CONFORMITY REQUIREMENTS**

SANDAG, as the Metropolitan Planning Organization (MPO), and the U.S. DOT must make a determination that the 2006 RTIP conforms to the applicable SIP. Conformity to the SIP means that transportation activities will not create new air quality violations, worsen existing violations, or delay the attainment of the National Ambient Air Quality Standards (NAAQS).

Based upon the U.S. EPA's Transportation Conformity Rule, as amended, conformity of transportation plans and programs, including the 2006 RTIP, is determined according to the 1990 Clean Air Act Amendments (CAAA) [Section 176(c)(3)(A)] if the following is demonstrated:

- The RTIP provides for the timely implementation of the Transportation Tactics contained in the 1991 RAQS. These tactics are also included as TCMs in the 1982 SIP, but have been fully implemented.
- A quantitative analysis is conducted on the cumulative emissions of projects programmed within the RTIP, including all regionally significant, capacity-increasing projects. Further, implementation of the projects and programs must meet the motor vehicle emissions budget developed by local and state air quality agencies and approved by the U.S. EPA. The 2006 RTIP must meet the applicable emission budgets and interim regional emissions analysis prescribed in the Final Transportation Conformity Rule Amendments for the New 8-Hour Ozone and PM<sub>2.5</sub> National Ambient Air Quality Standards of July 2004. Also, the RTIP must meet the CO emissions budget established in the CO Maintenance Plan (approved by the U.S. EPA in January 2006).
- In addition to the required emissions tests, consultation with transportation and air quality agencies is required. The consultation process followed to prepare the air quality conformity analysis complies with the San Diego Transportation Conformity Procedures adopted in July 1998.

- Interagency consultation involves SANDAG, the APCD, Caltrans, ARB, the U.S. DOT, and the U.S. EPA, which form the San Diego Region CWG.

Consultation is a three-tier process that:

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

SANDAG consulted with the San Diego Region Conformity Working Group (CWG) for the preparation of the new air quality analysis of the 2006 RTIP. Conformity of the 2030 Revenue Constrained RTP: 2006 Update also is being redetermined for consistency purposes; however, no new regionally significant, capacity-increasing projects have been added to the regional emissions analysis.

The schedule for the development of the 2006 RTIP was presented to the CWG on January 18, 2006. Criteria and procedures for determining conformity of the 2006 RTIP were presented at the CWG meetings on February 15, 2006, March 15, 2006, and April 19, 2006. SANDAG also followed inter-agency consultation procedures for exempt projects. A draft list of exempt and capacity increasing projects was provided to the CWG at its April 19, 2006, meeting. An updated list, which included comments and revisions discussed at the April 19, 2006, meeting, was distributed to the CWG on April 28, 2006.

The quantitative emissions analyses for the 2006 RTIP were initiated on April 19, 2006, and the results distributed on May 10, 2006, for a 30-day public review and comment period. The San Diego Region CWG reviewed the draft air quality conformity analysis at its May 17, 2006, meeting. The results of the draft regional emissions analysis indicate that the 2006 RTIP meets the air quality conformity requirements.

After holding the public hearing, the Transportation Committee will be asked to recommend that the SANDAG Board of Directors make a conformity finding and approve the 2006 RTIP at its June 23, 2006, meeting, pending final comments.

The following sections provide a summary of the air quality conformity analysis of the 2006 RTIP in relation to the above conformity requirements. Appendix C provides additional information related to regional emissions analysis and modeling procedures and expeditious Implementation of Transportation Tactics.

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

The 1982 SIP established the TCMs, which identified general objectives and implementing actions for each tactic. Due to substantial investments since 1982, SANDAG has fully implemented the TCMs. Ridesharing, transit, bicycling, and traffic flow improvements continue to be funded, although the

level of implementation established in the SIP has been surpassed. No TCMs have been removed or substituted from the SIP.

The 2006 RTIP makes substantial progress in programming funds for implementation of the four adopted Transportation Tactics for the San Diego region contained in the 1991 RAQS. Table 5-1 shows that Transportation Tactics programmed for implementation total approximately \$1.4 billion, or 23.5 percent of the total funds programmed. Included are \$14.5 million for Ridesharing, \$1.3 billion for Transit Improvements, \$53.6 million for Bicycle Facilities and Programs, and \$19.7 million for Traffic Flow Improvements.

Based upon this analysis, the 2006 RTIP continues to provide for the expeditious implementation of the four Transportation Tactics approved in the 1991 RAQS.

## **QUANTITATIVE EMISSIONS ANALYSIS**

The second requirement of the conformity finding is to conduct a quantitative emissions analysis on the proposed 2006 RTIP. The emissions analysis must show that implementation of the 2006 RTIP meets the emissions budget established in the 2004 CO Maintenance Plan and applicable emission budgets and the interim regional emissions tests for the 8-Hour Ozone standard prescribed by the July 2004 Transportation Conformity Rule Amendments.

A quantitative emissions analysis was conducted according to the requirements established in the Transportation Conformity Rule under Section 93.122(b). Motor vehicle emissions forecasts were produced for the following analysis years: 2002, 2009, 2010, 2014, 2020, and 2030.

SANDAG's regional growth forecasts and transportation models, as well as ARB's emissions model, were used to generate the emissions forecasts. Transportation forecasts were developed using the TransCAD transportation planning computer package. The four-step transportation modeling process includes trip generation, trip distribution, mode split, and trip assignment. The quantitative emissions analysis was conducted using the EMFAC 2002 model.

All of the proposed capacity-increasing improvements identified in the 2006 RTIP that are on the Regional Arterial System (as defined in the RTP) or the FHWA functional classification system (other principal arterials and higher classifications) were modeled.

## **EMISSIONS BUDGET ANALYSIS**

Tables 5-2 and 5-3 on the following page provide a summary of the results of the quantitative emissions analysis conducted for the 2006 RTIP.

The analysis shown in Table 5-2 demonstrates that the 2006 RTIP and the 2030 Revenue Constrained RTP: 2006 Update (including interim years) meets the applicable budgets and interim tests for the 8-Hour Ozone standard. Projected reactive organic gas (ROG) and nitrogen oxide (NO<sub>x</sub>) emissions for 2009 are lower than the base year 2002, and those for 2010, 2014, 2020, and 2030 are below the SIP budgets for 2010 and 2014. Table 5-3 shows that projected CO emissions from the 2006 RTIP and the 2030 Revenue Constrained RTP: 2006 Update are below the 2003 CO budget of 730 tons per day.

Table 5-1

**2006 RTIP - SAN DIEGO REGION (IN \$000s)  
TRANSPORTATION TACTICS**

<b>RIDESHARING</b>	
Transportation Demand Management (TDM)	<u>\$14,544</u>
<i>Subtotal:</i>	<i>\$14,544</i>
<b>TRANSIT IMPROVEMENTS</b>	
Transit - Bus/Rail Infrastructure	\$215,852
Transit - Bus/Rail Intermodal Stations	\$25,528
Transit - Bus/Rail Vehicle Purchase	\$108,014
Transit - I-15 BRT	\$102,225
Transit - Mid-Coast	\$56,822
Transit - Other BRT	\$50,972
Transit - Other Bus/Rail (Operations/Planning)	\$368,093
Transit - Sprinter	<u>\$421,458</u>
<i>Subtotal:</i>	<i>\$1,348,964</i>
<b>BICYCLE FACILITIES PROJECTS</b>	
Bicycle/Pedestrian Projects	<u>\$53,474</u>
<i>Subtotal:</i>	<i>\$53,474</i>
<b>TRAFFIC FLOW IMPROVEMENTS</b>	
Traffic Management/Signal Projects	<u>\$19,634</u>
<i>Subtotal:</i>	<i>\$19,634</i>
<b>Total Transportation Tactics in 2006 RTIP:</b>	<b>\$1,436,616</b>
Total All Transportation Projects in 2006 RTIP:	\$6,044,329
Share of T-Tactics Projects in 2006 RTIP:	23.8%

**Table 5-2**  
**2006 RTIP and 2030 Revenue Constrained RTP: 2006 Update**  
**Air Quality Conformity Analysis for 8-Hour Ozone**

Year	Average Weekday Vehicle Starts (1,000s)	Average Weekday Vehicle Miles (1,000s)	ROG		NOx	
			SIP Emissions Budget Tons/Day	ROG Emissions Tons/Day	SIP Emissions Budget Tons/Day	NOx Emissions Tons/Day
2002	13,316	79,088	---	73	---	133
2009	14,316	88,299	---	44	---	87
2010	14,273	87,979	46	40	88	79
2014	15,048	93,466	36	32	66	58
2020	15,578	97,751	36	24	66	38
2030	17,133	108,047	36	17	66	23

Note: Emissions budgets from *San Diego Region 1-Hour Ozone Maintenance Plan* (Approved as SIP revision in July 2003).

**Table 5-3**  
**2006 RTIP and 2030 Revenue Constrained RTP: 2006 Update**  
**Air Quality Conformity Analysis for Carbon Monoxide**

Year	Average Weekday Vehicle Starts (1,000s)	Average Weekday Vehicle Miles (1,000s)	CO	
			SIP Emissions Budget Tons/Day	CO Emissions Tons/Day
2010	14,273	87,979	730	425
2018	15,317	95,797	730	257
2020	15,578	97,751	730	215
2030	17,133	108,047	730	136

Note: Emissions budgets for the San Diego region from *2004 Revision to California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for Ten Federal Planning Areas* (Approved as SIP revision in January 2006).

## **CONCLUSION**

Based upon an evaluation of projects and funds programmed and a quantitative emissions analysis, the 2006 RTIP meets the U.S. EPA transportation conformity regulations contained within the federal guidelines published on August 15, 1997, and subsequent amendments, as well as the requirements of the federal Clean Air Act amendments of 1990.

**Appendix A**  
**PUBLIC PARTICIPATION**

## Appendix A

### PUBLIC PARTICIPATION

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It is the policy of SANDAG to encourage public participation in the transportation planning and programming processes. The public involvement program consists of (1) participation on various SANDAG working groups, (2) opportunities to comment at SANDAG Board meetings and public hearings, and (3) through the SANDAG public communications program. All three components were used in the development of the 2006 RTIP.

#### SANDAG COMMITTEES AND WORKING GROUPS

SANDAG uses policy and advisory committees and technical working groups to provide additional opportunities for involvement in SANDAG transportation planning and programming activities by local agency officials and staff, interested groups, and the general public. The following committee and working groups have participated in the development of the RTIP. Meeting notices and agendas are sent to the committee and working group members and other citizen groups and individuals expressing an interest. All committee and working group meetings are open to the public.

#### POLICY ADVISORY COMMITTEE

- **Transportation Committee:** This committee of SANDAG Board members has been delegated additional authority for numerous transportation related issues including holding public hearings and approving RTIP amendments in addition to continuing its advisory role to the full SANDAG Board on matters pertaining to major transportation projects and transportation policy-level matters. The Committee provides recommendations to the Board regarding funding of transportation projects included in the RTIP and *TransNet* Program. Caltrans, MTS, and NCTD are ex-officio members of the Committee.

#### WORKING GROUPS/ADVISORY COMMITTEES

**Independent Taxpayer Oversight Committee (ITOC):** This advisory committee made up of members of the public was created in FY 2006 with the passage of the *TransNet* extension. Based on the provisions of the *TransNet Extension Ordinance*, the ITOC is responsible for reviewing projects proposed for funding with *TransNet* funds and providing comments to the SANDAG Transportation Committee and to the Board of Directors for consideration when actions are taken on the RTIP. Specifically, the ITOC's role in the RTIP process is provided below:

8. "Review and comment on the programming of *TransNet* revenues in the Regional Transportation Improvement Program (RTIP). This provides an

opportunity for the ITOC to raise concerns regarding the eligibility of projects proposed for funding before any expenditures are made. In addition to a general eligibility review, this effort should focus on significant cost increases and/or scope changes on the major corridor projects identified in the Ordinance and Expenditure Plan.

- **Cities/County Transportation Advisory Committee (CTAC):** CTAC reviews and provides an advisory role in (1) transportation fund allocations; (2) local streets and road projects included in the RTP and RTIP; and (3) highway and local streets and road-related SANDAG studies. Membership includes public works directors or engineers from each city and the County, Caltrans, MTS, NCTD, the Port of San Diego, and APCD.
- **Bicycle-Pedestrian Advisory Working Group:** This working group helps in the development of the bicycle and pedestrian facilities portion of the RTP and RTIP, and recommends projects for funding under the Transportation Development Act (TDA), the *TransNet* Program, and any federal funding programs. Membership includes citizen participants, the cities and County, Caltrans, MTS, NCTD, and the Port of San Diego.
- **Subcommittee for Accessible Transportation (SCAT):** SCAT is responsible for review and comment on accessibility issues related to services and programs for the elderly and physically challenged. Membership includes representatives from the region's transit operators and user groups.
- **San Diego Regional Traffic Engineers' Council (SANTEC):** SANTEC serves as SANDAG's technical advisory committee on regional traffic engineering matters. Membership includes a traffic engineering representative from each city, the County, and Caltrans.
- **San Diego Region Conformity Working Group (CWG):** The CWG provides federal interagency coordination for the transportation/air quality conformity process and advises on regional and statewide air quality matters. The CWG includes representatives from SANDAG, Caltrans, APCD, the California Air Resources Board (CARB), FHWA, FTA, and EPA.

**Stakeholders Working Group (SWG):** The purpose of the SWG is to review and provide input into key activities associated with the implementation of the Regional Comprehensive Plan (RCP) and the update of the Regional Transportation Plan (RTP). Beginning with the 2006 RTIP, the SWG will also review and provide comments to the RTIP. There are 26 members made up of interested citizens representing different sub-areas of the County.

The Transportation Committee and the various working groups previously have been provided with both written material and staff presentations on the major projects included in the 2006 RTIP. Where appropriate, their comments are noted in staff reports to the SANDAG Board, and may be reflected in the 2006 RTIP or in its subsequent amendments.

### **SANDAG Board Meetings and Public Hearings**

All SANDAG Board meetings are noticed, open to the public, and held in handicapped-accessible meeting rooms served by public transportation. The public hearing notices are published in local

newspapers of general circulation as well as in various minority newspapers. The SANDAG Transportation Committee will be asked to accept the draft 2006 RTIP for review and distribution at its meeting on May 19, 2006, and schedule a public hearing at its June 16, 2006 meeting.

In addition, each city, the County of San Diego, MTS, and NCTD are responsible for providing adequate notice and holding public meetings and/or public hearings as part of their process to develop and submit transportation projects for inclusion in the 2006 RTIP. These public meetings/hearings provide further opportunities for public involvement and participation on specific projects and programs.



## **PUBLIC PARTICIPATION/INVOLVEMENT POLICY**

### **Purpose**

This policy establishes a process for obtaining input from and providing information to the public concerning agency programs, projects, and program funding in order to ensure the public is informed and has the opportunity to provide SANDAG with input so plans can reflect the public's desire. SANDAG will review and update this plan every three years. Various federal and state laws and regulations require that an agency such as SANDAG conduct public participation programs to ensure that the public is involved and that community concerns are addressed. For example, planning of mass transit capital projects, development of short range service policies and plans, and fare policy and structure changes to public transportation require public participation. The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) also have public information components that require an agency such as SANDAG to conduct public participation programs to ensure that the public is involved and that community concerns are addressed. A significant component of SANDAG's mission is a strong commitment to public participation and involvement to include all residents and stakeholders in the regional planning process.

The public participation policy is consistent with the requirements of Public Utility Code Section 132360.1 established with the passage of Assembly Bill 361 which reads as follows:

*(c) The agency shall engage in a public collaborative planning process; recommendations from that process shall be made available and considered for integration into the plan. A procedure to carry out this process including a method of addressing and responding to recommendations from the public shall be adopted.*

### *Social Equity and Environmental Justice*

Ensuring the meaningful involvement of low income, minority, disabled, senior, and other traditionally underrepresented communities is a key component of SANDAG's public participation activities. SANDAG's policies, procedures, and programs are consistent with federal and state environmental justice laws, regulations, and requirements, Title VI, related nondiscrimination requirements, and reflect the principles of social equity and environmental justice. Social equity means ensuring that all communities are treated fairly and are given equal opportunity to participate in the planning and decision-making process, with an emphasis on ensuring that traditionally disadvantaged groups are not left behind. Environmental justice means ensuring that plans, policies, and actions do not disproportionately affect low income and minority communities.

## Scope

The policy addresses public participation policies and public information efforts in the following areas:

- A. Overall Public Participation Process
- B. Development Planning
- C. Design and Construction
- D. Short Range Transit Service Planning and Fare Changes
- E. Native American Consultation

**A. Overall Public Participation Process** -- *Unless otherwise noted or required, these are SANDAG's general policies for public participation for major planning initiatives such as the Regional Transportation Plan, Regional Comprehensive Plan, Regional Short Range Transit Plan, and other planning and programming projects.*

1. SANDAG's Public Participation/Involvement Program is designed to inform and involve the region's residents in the decision-making process on issues such as growth, transportation, environmental management, housing, open space, air quality, energy, fiscal management, economic development, and public safety.
2. The Public Participation/Involvement Program seeks to involve all citizens, including but not limited to low income households, Hispanic, African American, Asian, American Indian, senior, and other communities, persons with disabilities, as well as community and civic organizations, public agencies, business groups and associations, environmental organizations, and other stakeholders.
3. SANDAG's board meetings provide the public forum and decision point for significant regional issues. SANDAG Directors usually hold one or two board meetings each month: a Board Policy Meeting the second Friday of each month and a Board Business Meeting the fourth Friday of each month. Meetings held at the SANDAG office are accessible by public transit. During these meetings, Directors adopt plans, allocate transportation funds, approve transit construction plans, approve transit fare changes, and establish policies and develop programs that are used by local governments as well as other public and private organizations.
4. SANDAG's Public Participation/Involvement Program shall comply with the Americans with Disabilities Act (ADA). SANDAG shall hold public meetings in buildings, rooms, or locations that are accessible to persons with disabilities. SANDAG shall provide public meeting information in alternate formats and shall provide special accommodations at public meetings with three business days notice.
5. SANDAG's Public Participation/Involvement Program is carried out as an integrated work element of the agency's Overall Work Program and Budget and as part of other programming, development, and implementation processes such as the Regional Transportation Plan, the Regional Comprehensive Plan, Regional Short Range Transit Plan, Environmental Impact Reports, transit capital project

development, project construction, transit fare changes, corridor studies, and other projects.

6. SANDAG shall proactively seek and promote public participation in SANDAG's workshops and public hearings, as well as participation and attendance at committees, working groups, and task forces. SANDAG shall follow local, state, and federal guidelines for posting public meeting and hearing notices. Depending upon the specific project, SANDAG shall endeavor to hold meetings at times that can attract as many participants as possible, including evenings and weekends and at locations in communities throughout the region. SANDAG shall endeavor to hold these meetings in locations that are accessible by public transit.
7. SANDAG shall inform the public in a timely manner about regional issues, actions, and pending decisions through a number of efforts. As needed or required, SANDAG shall post public notices in newspapers of general circulation for publication of legal notices. Other publication and distribution efforts can include mail distribution to residents, agencies, and city/county governments, the SANDAG Web site, e-mail lists, and rEgion – SANDAG's monthly electronic newsletter. As needed, SANDAG also shall distribute press releases and media alerts to local, regional, and Mexico border area print and broadcast media.
8. SANDAG shall regularly inform local print and broadcast media about SANDAG decisions, events, research, and other issues. SANDAG shall regularly distribute press releases to County News Service, Daily Transcript, East County Californian, El Latino, La Prensa, Los Angeles Times, North County Times, San Diego Business Journal, San Diego Metropolitan, San Diego Union-Tribune, San Diego Voice & Viewpoint, The Star News, and numerous community newspapers. SANDAG shall also distribute information to local and Mexico radio and television stations.
9. SANDAG shall use its Web site to provide the public with useful and timely information including meeting schedules and agendas; plans and environmental documents; reports and other publications; demographic profiles and data downloads; and interactive database and mapping applications.
10. As appropriate and depending on the specific project, SANDAG shall translate into Spanish, and other languages, publications, announcements, and Web content. In addition, numerous staff members are bilingual Spanish-English speakers and participate in public outreach and conduct presentations in Spanish. Translators shall be hired as needed to provide services in Spanish and other languages as appropriate.
11. SANDAG conducts periodic public opinion surveys as part of the outreach and citizen participation component of SANDAG's work program. These surveys shall be designed to include the San Diego region's residents in the regional planning process and to keep SANDAG officials aware of issues that are of concern to the people who live here.

12. SANDAG will endeavor to respond to general comments received by phone, fax, letter, or e-mail within five (5) business days of receipt. Comments shall be routed to the SANDAG staff person who is responsible for that issue. Comments may be responded to in writing (e-mail or letter) or may be resolved with the initial phone call. Some comments may need to be resolved by another agency or jurisdiction so the customer is referred to the appropriate entity. When a comment is submitted as part of a public review process (e.g., a plan or environmental report) the comment and response is logged into a database. Comments, concerns, and responses received as part of a public review process shall be included in the final plan or report.

**B. Development Planning – *Planning, environmental, preliminary engineering activities on major capital projects.***

1. SANDAG shall follow current federal and state regulations regarding public involvement processes and procedures. SANDAG shall develop public involvement programs tailored to meet specific project needs which address the unique challenges presented by each project. Programs shall be developed using the joint Federal Highway Administration and Federal Transit Administration (FHWA/FTA) guidelines titled “Public Involvement Techniques for Transportation Decision-Making.”
2. The public involvement program shall set objectives, identify people to be reached, develop public involvement strategy, and define specific outreach techniques.
3. The public involvement program shall be developed so that critical community concerns and technical issues are identified in the study. The issues need to address the engineering, environmental, economic, and financial analyses that respond effectively to community needs and preferences and satisfy local, state, and federal environmental clearance requirements.
4. To facilitate community participation, lists of individuals, agencies, and organizations shall be developed for distribution of agency materials. These lists will include persons who have indicated an interest in transportation planning projects during previous public information efforts and/or focused on the specific project. Project information would be distributed to the persons on this list in conjunction with public meetings and workshops, to solicit comments and recommendations.
5. Environmental documents shall be prepared in accordance with California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as appropriate, and in coordination and consultation with various federal, state, and local agencies, and with elected officials, community leaders, organizations, and other individuals from the neighborhoods and communities potentially affected by the proposed action. Coordination and public involvement shall be achieved through a variety of means, such as formal public hearings and meetings, circulation of draft documents, mailings, focus group meetings, workshops, and individual/group contacts.
6. Formal scoping meetings, public hearings, and/or other meetings during the comment period and environmental document certification shall be held in

accordance with the requisite environmental document. As required, meetings shall be announced in the Federal Register, local publications, and on SANDAG's Web site. Persons and organizations on the project mailing list also will be notified. SANDAG shall *endeavor* to hold public meetings in locations accessible by public transit.

7. SANDAG shall prepare and distribute appropriate notices and communications to comply with CEQA and NEPA requirements.
8. A public information program shall be developed to inform the community of factors related to the project. The information program may include briefings for the news media, informational meetings, presentations to include community and professional associations and educational institutions, business groups and associations, environmental organizations, and other public forums.
9. A project working group may be organized to review and comment on the project to build understanding and identify support for feasible alternatives. This group may consist of various elected officials/staff, community and neighborhood organizations, business organizations, property owners, and other stakeholders and interested parties. This group would be formed to provide comment and guidance regarding technical issues, review study alternatives and evaluation results, and provide community input regarding the alternatives. This iterative process would allow for identified issues and concerns to receive follow-up responses. Meeting summaries of project working group activities shall be produced. Meeting notices, agendas, and/or other information shall be posted to SANDAG's Web site.
10. Other public input opportunities include SANDAG Board of Directors meetings and meetings of SANDAG's five policy committees: Executive, Transportation, Regional Planning, Borders, and Public Safety. Other opportunities for public participation are at working group meetings, general public meetings, and presentations to planning and community groups.

**C. Design and Construction – *Design and construction of capital projects.***

1. For all capital improvement projects with significant community impacts, SANDAG shall provide opportunities for members of the public to provide input and express concerns. SANDAG also shall implement a program designed to inform the public of progress, as well as safety and community impacts in the event of construction.
2. SANDAG shall hold publicly noticed meetings at key stages of project development and implementation in the area(s) being impacted. The location of the meetings shall depend upon the geographic location of the project. Meetings concerning projects exclusively within the North San Diego County Transit Development Board's (NSDCTDB's) service area shall be held in North County locations, and if appropriate, at SANDAG's offices. Meetings concerning all other projects shall be held at SANDAG's offices or other locations specified in SANDAG's agendas. SANDAG, MTS, and NCTD offices are accessible by public transit. SANDAG shall *endeavor* to hold off-site public meetings at locations accessible by public transit.

3. SANDAG shall solicit input from the representatives of interest groups of the local population, such as community groups, planning groups, business groups and associations, business improvement districts, environmental organizations, neighborhood associations, and senior and disabled riders. These stakeholders will be consulted during the design and construction of capital projects.
4. SANDAG shall work to advise the public regarding actual and perceived disruption during construction of capital projects by distributing informational, educational, and public information materials, and by using other traditional community relations tools.
5. SANDAG shall endeavor to meet citizen concerns as they arise and attempt to resolve those concerns.
6. For all projects requiring environmental review under CEQA and NEPA, such as major capital improvement projects, SANDAG shall provide opportunities for members of the public to provide input and comply with all related legal requirements.
  - 6.1 SANDAG shall solicit input from the representatives of interest groups of the local population, such as community groups, planning groups, business groups and associations, and neighborhood associations.
  - 6.2 SANDAG shall incorporate public input into project planning and development where practical and feasible.
  - 6.3 SANDAG shall hold a public hearing to seek public comment whenever required under CEQA and/or NEPA.
    - 6.3.1 Published notifications for such hearings shall be published in newspapers of general circulation for publication of legal notices. Notices also may be published in regional, community, or Spanish-language newspapers to reach the affected area.
    - 6.3.2 Any item subject to a public hearing will be listed and described in the Board's published agenda, which shall be posted at least 72 hours in advance of the meeting at the Board's meeting place and on SANDAG's Web site.
    - 6.3.3 Public hearings shall be conducted by SANDAG at the published date, time, and place. The public hearing will allow for interested parties to be heard. The Board also will consider any written comments that were forwarded to the Board prior to the hearing.

## D. Short Range Transit Service Planning and Fare Changes

1. SANDAG has adopted Transit Service Planning and Fare Setting policies to provide policy guidance for transit service and fare changes. This section of the policy is designed to inform and involve public transit riders, stakeholders, and the general public about proposed changes in transit fares. Public information and involvement programs for service changes would fall under adopted policies of the Metropolitan Transit System (MTS) and North San Diego County Transit Development Board (NSDCTDB).
  - 1.1. A public hearing will be held by SANDAG for transit fare changes. The public hearings will be held at the SANDAG offices during a regularly scheduled meeting of the SANDAG Transportation Committee and/or Board of Directors and/or in the general geographic area of the affected public at a special or relocated meeting of the SANDAG Transportation Committee or Board of Directors, as determined by the SANDAG Transportation Committee or Board. Public meetings shall be held at a time and location that is accessible by users of public transit. Public hearings for fare changes affecting North County and/or NCTD service area residents shall be held by SANDAG in the North County area. Public hearings for fare changes affecting MTS service area residents shall be held by SANDAG in the affected area.
  - 1.2. *Take One*, Rider Alerts, or other public notices in both English and Spanish will be posted on all affected public transit vehicles within the affected area at least 15 calendar days prior to the public hearing and will include a description of the proposed fare change, the date, time, intent and location of the public hearing, and the deadline for written, e-mail and phone comments from the public. The notices will be posted to the SANDAG and Transit Agency Web site(s).
  - 1.3. Print notice of public hearings will be provided at least 15 calendar days prior to the public hearing meeting date in newspapers of general circulation in the affected area(s), including appropriate minority and community publications. The public hearing notice will include a description of proposed fare changes, the date, time, intent, and location of the public hearing, and the deadline for written, e-mail, and phone comments from the public.
  - 1.4. An open phone line will be made available to take public comments at least 15 calendar days prior to public hearing.
  - 1.5. A SANDAG Policy Committee and/or Board report (as appropriate) will be completed and available for public review at least 72 hours prior to the public hearing and posted to the SANDAG Web site(s).
2. After a fare change is approved by SANDAG:

- 2.1. The public will be notified via news release(s)
- 2.2. *Take One*, Rider Alerts, or other public notices in both English and Spanish will be posted on all affected transit vehicles at least 15 calendar days prior to changes going into effect and posted to the SANDAG and Transit Agency Web site(s).
3. SANDAG shall follow federal Title VI and environmental justice requirements when implementing transit fare changes.
  - 3.1. Residential, employment, and transportation patterns of low-income and minority populations shall be identified so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed. SANDAG shall endeavor to involve the affected communities in evaluating the benefits and burdens of transportation investments.
  - 3.2. SANDAG shall evaluate and - where necessary - improve the public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

#### **E. Native American Consultation**

1. SANDAG shall establish and adhere to government-to-government relationships when interacting with Tribal Governments, acknowledging these tribes as unique and separate governments within the United States.
2. SANDAG shall recognize and respect important California Native American rights, sites, traditions, and practices.
3. SANDAG engages in "consultation" with Tribal Governments prior to making decisions, taking actions, or implementing programs that may impact their communities.
4. To facilitate effective consultation with Tribal Governments, SANDAG has established a Tribal Government Liaison. The Liaison shall serve as an initial contact for Tribal Governments and communicates with tribal governments regarding SANDAG's activities.
  - 4.1. "Consultation" is the active, affirmative process of: (1) identifying and seeking input from appropriate American Indian government bodies, community groups, and individuals; and (2) considering their interests as a necessary and integral part of the decision-making process.

Adopted March 2005  
Amended January 2006



# Making Smart Growth Work in our Region



The 18 cities and the county working through SANDAG have an ambitious plan to better connect transportation to jobs and homes in the San Diego region. With broad support from residents, community and business leaders, and the region's elected officials, the SANDAG Regional Comprehensive Plan focuses more of our growth and infrastructure investments in the urban areas to better connect residents to the region's transportation system and to preserve thousands of acres of open space. Already, neighborhoods are benefiting from smart growth investments. SANDAG has awarded \$19 million to 14 smart growth projects. Another \$1 million is being awarded this spring for habitat conservation.

SANDAG is now working with the cities and the county on a "Smart Growth Concept Map" to identify locations that can support smart growth and transportation investments. This map will serve as the foundation for refining the regional transit network and identifying other transportation needs in the long-range Regional Transportation Plan.

We need your help in making these important regional decisions. Join us at a public workshop near you in April.

## Help make smart growth work!

Join your fellow residents, community leaders, and SANDAG officials at a workshop near where you live or work.

In these workshops participants will...

- consider locations where smart growth can work
- talk about what smart growth should look like now and in the future
- discuss transportation improvements needed to support smart growth
- identify resources to make smart growth work in our communities

## Attend a workshop near where you live or work!

### Monday, April 3, 6-8:30 p.m.

Escondido City Hall  
Mitchell Room  
201 North Broadway  
Escondido, CA 92025

### Tuesday, April 4, 6-8:30 p.m.

Powerhouse Community Center  
1658 Coast Blvd.  
Del Mar, CA 92014

### Thursday, April 6,\* 6-8:30 p.m.

South County Regional Education Center  
800 National City Blvd.  
National City, CA 91950

### Monday, April 10,\* 6-8:30 p.m.

San Ysidro Multicultural Center  
4345 Otay Mesa Rd  
San Ysidro, CA 92173

### Tuesday, April 11, 6-8:30 p.m.

Kearny Mesa Recreation Center  
3170 Armstrong Street  
San Diego, CA 92111

### Monday, April 17, 6-8:30 p.m.

La Mesa Community Center  
4975 Memorial Drive  
La Mesa, CA 91941

### Wednesday, April 19, 11 a.m.-1:30 p.m.

Balboa Park Club  
2150 Pan American Road  
San Diego, CA 92101

### Thursday, April 20,\* 6-8:30 p.m.

Oceanside Community Rooms  
300 North Coast Highway  
Oceanside, CA 92054

Registration will begin 30 minutes before each workshop. Workshops will begin on time.



### For more information:

Please RSVP to attend a workshop at [www.sandag.org/rcp](http://www.sandag.org/rcp), call (619) 515-4727, or e-mail [rcp@sandag.org](mailto:rcp@sandag.org). Maps to each workshop are available on the workshop Web page or can be requested by phone or e-mail. Driving and transit information are included on each map. If you can't attend a workshop or want to give us your views, visit [www.sandag.org/rcp](http://www.sandag.org/rcp) and tell us how you think we can make smart growth work in the San Diego region. For more information, call Marisa Hampton at (619) 699-7336.

\*These workshops will include English/Spanish translation services. Bilingual English/Spanish staff will participate in all workshops and materials will be available in Spanish.

# REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) FACT SHEET



SANDAG, as the designated Metropolitan Planning Organization (MPO) for the San Diego region is required by state and federal laws to develop and adopt a Regional Transportation Improvement Program (RTIP) every two years. The RTIP is a multi-year program of proposed major highway, arterial, transit, and bikeway projects. It also includes projects funded by *TransNet*, the voter approved half-cent sales tax for transportation improvements. The current 2004 RTIP, adopted by the SANDAG Board in July 2004, covers a five-year period—fiscal years 2005 through 2009—and expires October 2006.

The RTIP incrementally develops the Regional Transportation Plan (RTP), the long-range, 30-year transportation plan for the San Diego region. The RTIP is a short-term, prioritized program designed to implement the region's overall strategy for providing mobility and improving the efficiency and safety of the transportation system, while reducing transportation-related air pollution in support of efforts to attain federal and state air quality standards for the region.

### Federal Air Quality Conformity Requirements

Federal regulations require that SANDAG conduct an air quality conformity analysis of all regionally significant projects that increase the transportation system capacity. This includes major local and developer funded projects and any other state or federally funded projects that might not otherwise appear in the RTIP, as well as new projects or major changes in project scope for existing programmed projects. Projections of pollutant

emissions are developed for several analysis years based on the estimated project opening date.

### RTIP Biennial Update

SANDAG is currently undergoing the required biennial update to the RTIP which would cover FY 2007 to FY 2011. In addition to soliciting project nominations from member jurisdictions, transit agencies, and Caltrans, SANDAG seeks public involvement to the RTIP process. Below provide some important dates:

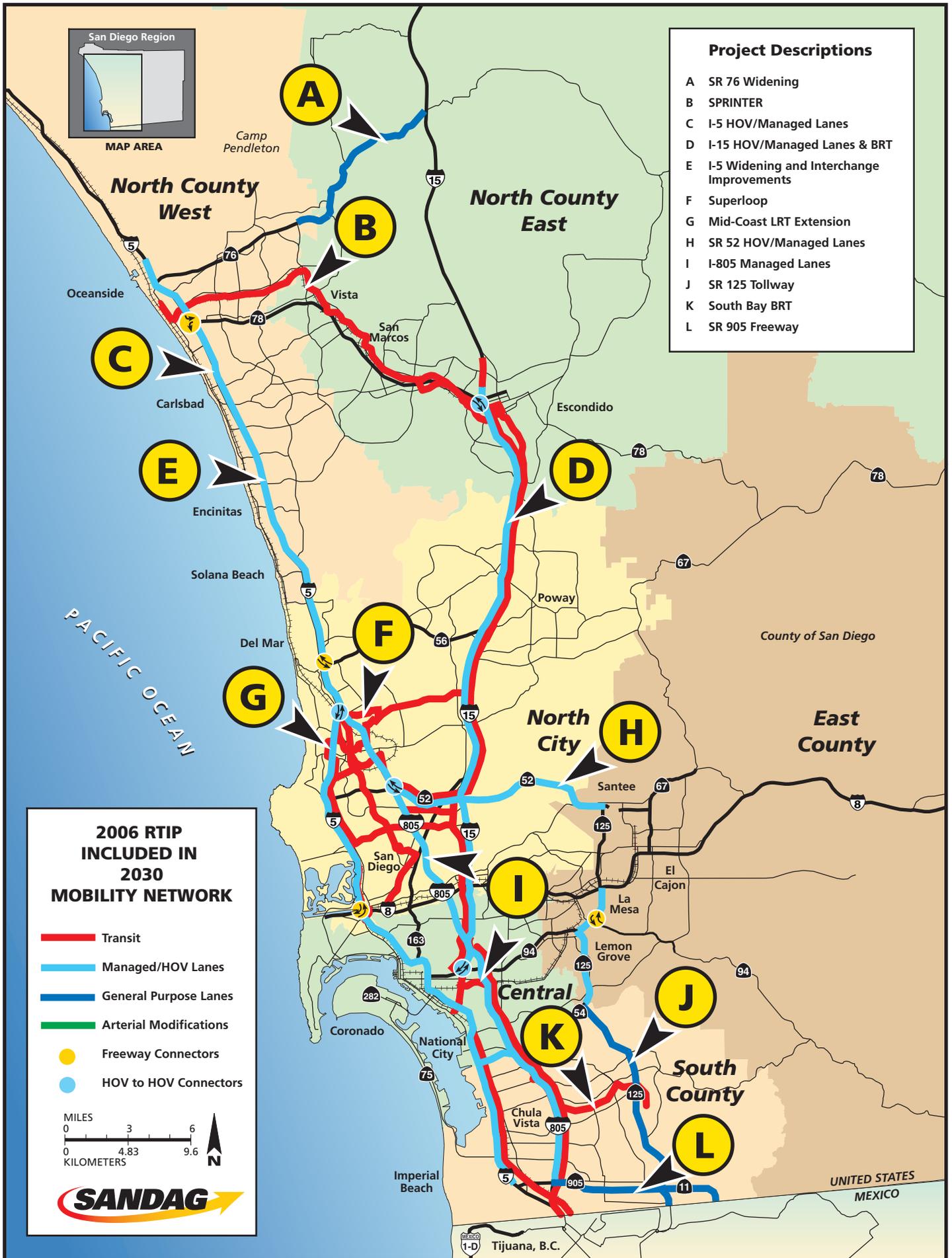
- » *April 2006:* Participate in the Smart Growth Public Workshops to provided information and seek comments from the public
- » *May 12, 2006:* Issue the draft RTIP Air Quality Conformity Analysis for 30-day public review and comment
- » *May 19, 2006:* SANDAG Transportation Committee accepts and releases the draft RTIP including its conformity determination
- » *June 16, 2006:* SANDAG Transportation Committee holds a public hearing to review the draft RTIP including its conformity determination.
- » *June 23, 2006:* SANDAG Board of Directors adopts the final Regional Transportation Improvement Program

*Additional information also available on the SANDAG Web site, [www.sandag.org/RTIP](http://www.sandag.org/RTIP)*

*(Continued on reverse)*



401 B Street, Suite 800  
San Diego, CA 92101  
(619) 699-1900  
Fax (619) 699-1905  
[www.sandag.org](http://www.sandag.org)



**Project Descriptions**

- A SR 76 Widening
- B SPRINTER
- C I-5 HOV/Managed Lanes
- D I-15 HOV/Managed Lanes & BRT
- E I-5 Widening and Interchange Improvements
- F Superloop
- G Mid-Coast LRT Extension
- H SR 52 HOV/Managed Lanes
- I I-805 Managed Lanes
- J SR 125 Tollway
- K South Bay BRT
- L SR 905 Freeway

**2006 RTIP INCLUDED IN 2030 MOBILITY NETWORK**

- Transit
- Managed/HOV Lanes
- General Purpose Lanes
- Arterial Modifications
- Freeway Connectors
- HOV to HOV Connectors



## **Appendix B**

# **PROJECTS EXEMPT FROM AIR QUALITY CONFORMITY DETERMINATION**

## APPENDIX B

### PROJECTS EXEMPT FROM AIR QUALITY CONFORMITY DETERMINATION\*

<b>SAFETY</b>	
<ul style="list-style-type: none"> <li>- Railroad/highway crossing.</li> <li>- Safer non-Federal-aid systems roads.</li> <li>- Increasing sight distance.</li> <li>- Traffic control devices and operating assistance other than signalization projects.</li> <li>- Pavement resurfacing and/or rehabilitation.</li> <li>- Emergency relief (23 U.S.C. 125).</li> <li>- Skid treatments.</li> <li>- Adding medians.</li> <li>- Lighting improvements.</li> <li>- Emergency truck pullovers.</li> </ul>	<ul style="list-style-type: none"> <li>- Hazard elimination program.</li> <li>- Shoulder improvements.</li> <li>- Safety Improvement program.</li> <li>- Railroad/highway crossing warning devices.</li> <li>- Guardrails, median barriers, crash cushions.</li> <li>- Pavement marking demonstration.</li> <li>- Fencing.</li> <li>- Safety roadside rest areas.</li> <li>- Truck climbing lanes outside the urbanized area.</li> <li>- Widening narrow pavements or reconstructing bridges (no additional travel lanes).</li> </ul>
<b>MASS TRANSIT</b>	
<ul style="list-style-type: none"> <li>- Operating assistance to transit agencies.</li> <li>- Rehabilitation of transit vehicles.</li> <li>- Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).</li> <li>- Construction of small passenger shelters and information kiosks.</li> <li>- Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.</li> <li>- Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of fleet.</li> </ul>	<ul style="list-style-type: none"> <li>- Purchase of support vehicles.</li> <li>- Purchase of office, shop, and operating equipment for existing facilities.</li> <li>- Construction or renovation of power, signal, and communications systems.</li> <li>- Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).</li> <li>- Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.</li> </ul>
<b>AIR QUALITY</b>	
<ul style="list-style-type: none"> <li>- Continuation of ride-sharing and vanpooling promotion activities at current levels.</li> </ul>	<ul style="list-style-type: none"> <li>- Bicycle and pedestrian facilities.</li> </ul>
<b>OTHER</b>	
<ul style="list-style-type: none"> <li>- Specific activities which do not involve or directly lead to construction, such as:                             <ul style="list-style-type: none"> <li>Planning and technical studies.</li> <li>Grants for training and research programs.</li> <li>Planning activities conducted pursuant to titles 23 and 49 U.S.C.</li> <li>Federal-aid systems revisions.</li> </ul> </li> <li>- Sign removal.</li> <li>- Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).</li> </ul>	<ul style="list-style-type: none"> <li>- Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.</li> <li>- Noise attenuation.</li> <li>- Emergency or hardship advance land acquisitions (23 CFR 712.204(d)).</li> <li>- Acquisition of scenic easements.</li> <li>- Plantings, landscaping, etc.</li> <li>- Directional and informational signs.</li> <li>- Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes.</li> </ul>
<b>ALL PROJECTS</b>	
<ul style="list-style-type: none"> <li>- Intersection channelization projects.</li> <li>- Interchange reconfiguration projects.</li> <li>- Truck size and weight inspection stations.</li> </ul>	<ul style="list-style-type: none"> <li>- Intersection signalization projects at individual intersections.</li> <li>- Changes in vertical and horizontal alignment.</li> <li>- Bus terminal and transfer points.</li> </ul>

\* Source: Part II Environmental Protection Agency 40 CFR Parts 51 & 93 Transportation Conformity Rule, as amended, August 15, 1997.

## **Appendix C**

# **REGIONAL EMISSIONS ANALYSIS AND MODELING PROCEDURES**

## APPENDIX C

# REGIONAL EMISSIONS ANALYSIS AND MODELING PROCEDURES

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### BACKGROUND

The federal Clean Air Act (CAA), last amended in 1990, requires the U.S. Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and the environment. California has adopted state air quality standards that are more stringent than the NAAQS. Areas with levels that exceed the standard for specified pollutants are designated as nonattainment areas.

The U.S. EPA requires that each state containing nonattainment areas develop plans to attain the NAAQS by a specified attainment deadline. These attainment plans are called State Implementation Plans. The San Diego County Air Pollution Control District (APCD) prepares the San Diego portion of the California State Implementation Plan (SIP). Once the standards are attained, further plans—called Maintenance Plans—are required to demonstrate continued maintenance of the NAAQS.

SANDAG and the U.S. Department of Transportation (DOT) must make a determination that the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) conform to the SIP for air quality. Conformity to the SIP means that transportation activities will not create new air quality violations, worsen existing violations, or delay the attainment of the national ambient air quality standards.

On February 24, 2006, the SANDAG Board of Directors made a finding of conformity of the 2030 Revenue Constrained RTP: 2006 Update and adopted the RTP. The U.S. DOT made its conformity determination on March 29, 2006.

The 2004 RTIP was found in conformity with the SIP by the SANDAG Board of Directors and by the U.S. DOT on July 23, 2004, and on October 4, 2004, respectively. Several amendments to the 2004 RTIP have been processed since then.

The current conformity analysis is being prepared simultaneously for the 2006 RTIP and the 2030 Revenue Constrained RTP: 2006 Update to ensure consistency of the long-range transportation plan and the improvement program.

The U.S. EPA designated the San Diego air basin as nonattainment for the federal 8-Hour Ozone standard. This designation took effect on June 15, 2004. The air basin has been classified as a basic nonattainment area under Subpart 1 of the Clean Air Act and the attainment date for the 8-Hour Ozone standard is June 15, 2009. Several areas that are tribal lands in eastern San Diego County were excluded from the nonattainment designation. As shown in Figure B.1, La Posta Areas #1 and #2, Cuyapaipe, Manzanita, and Campo Areas #1 and #2 are attainment areas for the 8-Hour Ozone

NAAQS. In cooperation with the San Diego APCD and SANDAG, the California Air Resources Board (ARB) must develop an 8-Hour Ozone Attainment Plan for submission to the U.S. EPA by June 15, 2007.

The *Final Transportation Conformity Rule Amendments for the New 8-Hour Ozone and PM<sub>2.5</sub> National Ambient Air Quality Standards* of July 2004 require that conformity of the RTP and the RTIP for nonattainment areas be determined to the 8-Hour ozone standard by June 15, 2005. The SANDAG Board of Directors made a finding of conformity of the 2030 RTP and 2004 RTIP, as amended, on April 22, 2005. The U.S. DOT issued its conformity finding on May 20, 2005.

The San Diego region attained the federal 1-Hour ozone standard in 2001. The U.S. EPA redesignated the San Diego air basin as attainment/maintenance and approved the 1-Hour Ozone Maintenance Plan as a SIP revision, effective on July 28, 2003. On June 15, 2005, the U.S. EPA revoked the federal 1-Hour ozone standard.

The U.S. EPA also designated the San Diego region as a federal maintenance area for the Carbon Monoxide (CO) standard. On January 30, 2006, the U.S. EPA approved the *2004 Revision to the California State Implementation Plan for Carbon Monoxide* or CO Maintenance Plan as a SIP revision. The new CO motor vehicle emissions budgets are the applicable budgets for transportation conformity.

## **DEMONSTRATION OF FISCAL CONSTRAINT**

The 2006 RTIP is consistent with the 2030 Revenue Constrained RTP: 2006 Update. As a financially constrained document, the 2006 RTIP contains only those major transportation projects listed in the revenue-constrained RTP. See Chapter 4 for detailed discussion on financial constraint.

## **TRANSPORTATION CONFORMITY: REGIONAL EMISSIONS ANALYSIS AND MODELING PROCEDURES**

### **Introduction**

SANDAG is conducting a new regional air quality emissions analysis for the 2006 RTIP. Conformity of the 2030 Revenue Constrained RTP: 2006 Update also will be redetermined for consistency purposes; however, no new regionally significant, capacity-increasing projects have been added to the regional emissions analysis. Chapter 3 includes the projects included in the 2006 RTIP. Chapter 4 provides an analysis of the financial capacity of the region's transportation agencies to implement the programmed projects.

### **Growth Forecasts**

Every three to five years, SANDAG produces a long-range forecast of population, housing, and employment growth for the San Diego region. The most recent is the Final 2030 Regional Growth Forecast, which was accepted by the SANDAG Board of Directors on December 19, 2003, for use in planning studies.

The forecast process relies on three integrated forecasting models. First is the Demographic and Economic Forecasting Model (DEFM), which provides a detailed econometric and demographic forecast for the entire region. Second is the Interregional Commuting Model, which provides a forecast of commuting between the San Diego region, southwest Riverside County, and Tijuana/Northern Baja California. Third, the Urban Development Model, allocates the results of the first two models to subregional areas based upon the current plans and policies of the jurisdictions.

The Final 2030 Regional Growth Forecast is based solely on the adopted general plans and community plans and policies of the 18 cities. For the unincorporated area, the forecast is based on the most recent (December 2002) version of the County's GP2020 plan update, as directed by the County Board of Supervisors.

In February 2006, SANDAG consulted with the San Diego Region Conformity Working Group (CWG) on the use of the Final 2030 Regional Growth Forecast for the air quality conformity analysis of the 2006 RTIP and conformity redetermination of the 2030 Revenue Constrained RTP 2006 Update. Previously, both U.S. DOT and U.S. EPA concurred that approved plans should be used as input in the air quality conformity process. Table B.1 shows the regional population and employment growth forecast for the San Diego region through 2030.

**TABLE B.1—SAN DIEGO REGIONAL POPULATION AND EMPLOYMENT FORECAST**

<b>Final 2030 Regional Growth Forecast</b>		
<b>Year</b>	<b>Total Population</b>	<b>Total Employment</b>
2000	2,813,833	1,384,676
2010	3,211,721	1,528,522
2020	3,528,605	1,672,883
2030	3,855,085	1,824,030

Source: SANDAG, December 2003

### **Transportation Modeling**

SANDAG follows a widely used four-step transportation modeling process of trip generation, trip distribution, mode choice, and assignment to forecast travel activity in the San Diego region. After trip generation, several iterations through the trip distribution, mode choice, and assignment steps are made to bring travel demand into equilibrium with supply. Finally, travel model results are combined with additional input and output functions to form the complete modeling chain. Travel forecasting procedures are described in more detail in SANDAG's *Final 2030 Forecast Process and Model Documentation* (April 2004) and the *Addendum to Transportation Model Documentation* (June 2005).

The estimates of regional transportation-related emissions analysis meet the requirements established in the Transportation Conformity Rule, Sections 93.122(b) and 93.122(c). These requirements relate to the procedures to determine regional transportation-related emissions, including the use of network-based travel models, methods to estimate traffic speeds and delays, and the estimation of vehicle miles of travel.

TransCAD is the transportation planning computer package used by SANDAG to provide a framework for performing much of the computer processing involved with modeling. Another software package used extensively in the modeling process is ArcInfo. This geographic information system (GIS) maintains, manipulates, and displays transportation, land use, and demographic data. SANDAG has written numerous programs that provide a linkage between TransCAD and ArcInfo. Other programs manipulate data and perform some modeling functions such as trip generation and mode choice.

A number of data files and surveys are used to calibrate the transportation models. These include:

- 1995 Travel Behavior Survey
- 2001 Caltrans Statewide Travel Survey
- 2001-2003 San Diego Regional Transit Survey
- External Trip Surveys
- Traffic Generation Studies
- 1991 San Diego Visitor Survey
- 2000 Census Transportation Planning Package

In addition to model parameters derived from these surveys, there are three major inputs to the transportation models:

- growth forecast inputs used to describe existing and planned land use patterns and demographic characteristics
- highway networks used to describe existing roadway facilities and planned improvements to the roadway system
- transit networks used to describe existing and planned public transit service

## **Highway Networks**

The regional highway networks in the 2006 RTIP and the 2030 Revenue Constrained RTP: 2006 Update include all roads classified by local jurisdictions in their General Plan circulation elements. These roads include freeways, expressways, and the Regional Arterial System (RAS). The RAS consists of all conventional state highways, prime arterials, and selected major streets. In addition, some local streets are included in the networks for connectivity between zones.

The route improvements and additions in the 2006 RTIP and the 2030 Revenue Constrained RTP: 2006 Update provides adequate travel service that is compatible with adopted regional policies for land use and population growth. All regionally significant projects are included in the quantitative emissions analysis. These include all state highways, all proposed National Highway System routes, all regionally significant arterials, and all FHWA functionally classified "Other Principal Arterials."

The networks also account for programs intended to improve the operation of the highway system, including high-occupancy-vehicle (HOV) lanes and ramp metering. Existing and proposed toll facilities also are modeled to reflect time, cost, and capacity effects of these facilities. The SR 125 South project and SR 241 are the only modeled toll facilities in the San Diego region.

In addition, several managed/HOV lanes are included in the Revenue Constrained Plan. Facilities with proposed managed lanes include I-5, I-15, I-805, and SR 52. Managed lanes are defined as reversible HOV routes and HOV routes with two or more lanes in the peak direction. It is assumed that the excess capacity not utilized by carpools and transit on these facilities would be managed so that single occupant vehicles could use these lanes under a pricing mechanism. Traffic flows would be managed so that the facility would operate at level of service C or better.

Based on the networks and programs described above, the transportation forecasts of the 2006 RTIP and the 2030 Revenue Constrained RTP: 2006 Update differentiate between four highway modes: drive alone/non-toll, drive alone/toll, shared-ride/HOV, and shared-ride/non-HOV.

SANDAG normally maintains networks for 2000 (the 2030 Regional Growth Forecast base year) and the years 2010, 2020, and 2030. A 2014 network also was created to conduct air quality conformity analyses for the 2006 RTIP and conformity redetermination of the 2030 Revenue Constrained RTP: 2006 Update to the 2014 1-Hour ozone emissions budgets. Additionally, a base year 2002 network and a 2009 network were created to conduct the interim emissions test for the 8-Hour ozone standard attainment year.

### **Transit Networks**

SANDAG also maintains transit network datasets for existing and proposed transit systems. Most transit routes run over the same streets, freeways, HOV lanes and ramps used in the highway networks. As a result the only additional facilities that are added to the transportation coverage for transit modeling purposes are:

- trolley and commuter rail lines
- streets used by buses that are not part of local general plan circulation elements

There are seven transit modes, which group routes with similar operating characteristics: commuter rail, trolley, regional bus rapid transit (BRT), corridor BRT, limited express bus, express bus, and local bus. Regional and corridor BRT modes were recently added to represent a new type of transit service proposed in the 2030 RTP. BRT service would have stations and operating characteristics similar to commuter rail and trolleys, but service would be provided by advanced design buses operating on HOV lanes, some grade-separated transit ways, and surface streets. Once TransCAD transit networks have been built, TransCAD finds minimum time paths between transit access points (TAPs). TAPs are selected transit stops that are used to represent walk and auto access to the transit system. The following four sets of paths are created for modes:

- AM peak period local bus
- AM peak period premium service
- Mid-day local bus
- Mid-day premium service

Bus speeds assumed in the transit networks are derived from modeled highway speeds and reflect the effects of congestion. Regional and express transit routes on surface streets are assumed to operate out of congestion due to priority transit treatments. Higher bus speeds may result for

transit vehicles operating on highways with HOV lanes and HOV bypass lanes at ramp meters, compared to those routes that operate on highways where these facilities do not exist.

In addition to transit travel times, transit fares are required as input to the mode choice model. TransCAD procedures replicate the San Diego region's complicated fare policies that differ between:

- buses which collect a flat fare of between \$1.75 and \$4.00 depending on the type of service;
- trolleys which charge a variable fare of between \$1.25 and \$3.00 depending on how many stations are traversed;
- commuter rail which has a zone-based fare of between \$3.50 and \$4.75;
- proposed regional BRT routes which are assumed to charge a distance based fare of between \$0.14 and \$0.60 per mile that replicates limited express and commuter rail fares; and
- proposed corridor BRT routes, which are assumed to use trolley station-based fares.

Fares are expressed in 2004 dollars and assumed to remain constant in inflation-adjusted dollars over the forecast period.

Near-term transit route changes are drawn from the Regional Short-Range Transit Plan produced in cooperation with the region's transit agencies. Longer-range improvements are proposed as a part of the RTP development and other transit corridor studies. In addition to federal and state funded projects, locally funded regionally significant transit projects have been included in the air quality conformity analysis of the 2006 Revenue Constrained Scenario of the 2030 RTP. These transit projects also are funded with *TransNet* funds or other local revenue sources. Once network coding is completed, the transportation models are run for the applicable scenarios (2002, 2009, 2010, 2014, 2020, and 2030).

## **Trip Generation**

Trip generation is the first step in the transportation modeling process. Average weekday trip ends by all forms of transportation starting and ending in each zone are estimated for ten trip types: home-work, home-college, home-school, home-shop, home-other, work-other, and other-other, serve passenger, visitor, and airport. The model computes person trips, which account for all forms of transportation including automobiles, trucks, taxicabs, motorcycles, public transit, bicycling and walking.

The trip generation model works by applying trip rates to zone level growth forecasts. The model calculates each of the trip ends separately, as trip productions and attractions. Trip production rates are expressed as trips per household while trip production rates vary by trip type and structure type. Trip attractions are expressed as trips per acre of nonresidential land use or trips per household. Trip attraction rates vary by trip type and land use category. The Final 2030 Regional Growth Forecast was used to produce trip generation forecasts for the years 2002, 2009, 2010, 2014, 2020, and 2030. Trip generation rates were established by utilizing data from traffic generator studies and expanding rates from the 1995 Travel Behavior Survey and 2001 Caltrans Statewide Travel Survey.

SANDAG's regional transportation model uses a relatively high trip generation rate for households (8.1 vehicle trips per day), which may account for possible increases in trip making as new facilities are built. Also, the model accounts for travel diversion among facilities.

The model reduces future year person trips by a small amount to reflect increased use of teleworking and e-commerce. Reduction factors of 3 to 5 percent were applied to selected trip purposes and land uses.

### **Trip Distribution**

After trip generation, trip movements between zones are determined using a doubly-constrained gamma-function gravity model form of the trip distribution model. Inputs to the trip distribution model include zone level trip generation forecasts by trip type, zone-to-zone impedances, and gamma function parameters by trip type. The model is designed to modify trip patterns in response to new development and reflects shortened trip lengths in the vicinity of Smart Growth, mixed-use developments. The model also modifies trip patterns as new roadways are added.

The model is calibrated to match observed trip length frequencies from the 1995 Travel Behavior Survey and 2001 Caltrans Statewide Travel Survey. Zone-to-zone impedances are a composite measure of peak and off-peak travel times and costs by highway, transit and non-motorized modes. Several iterations of trip distribution, mode choice, and assignment are performed to bring model-estimated highway travel into equilibrium with supply. After each iteration or feedback loop, impedances are recomputed to reflect changes in highway congestion.

### **Mode Choice**

At this point in the modeling process, total person trip movements between zones are split into different forms of transportation by highway, transit, and non-motorized modes (bicycling and walking). Highway modes include drive alone/non-toll, drive alone toll, shared-ride/HOV, and shared-ride/non-HOV. Nine transit modes differentiate transit trips by three ride modes (rail/BRT, express bus and local bus) and three access modes (walk, drive, and drop-off). The mode choice model is designed to link mode use to demographic assumptions, highway network conditions, transit system configuration, land use alternatives, parking costs, transit fares, and auto operating costs. Trips between zone pairs are allocated to modes based on the cost and time of traveling by a particular mode compared to the cost and time of traveling by other modes. For example, vehicle trips on a congested route would be more likely to be diverted to light rail than vehicle trips on an uncongested freeway.

Income level also is considered since lower income households tend to own fewer automobiles and therefore make more trips by transit and carpooling. People in higher income households tend to choose modes based on time and convenience rather than cost. The mode choice model is calibrated using 1995 and 2001 Travel Behavior Survey trip tables by mode and income and 2001-2003 Regional Transit Survey transit trip characteristics. Regional level Census 2000 work trip mode shares were also used to fine-tune mode share estimates.

Highway and transit travel times reflect highway congestion effects from the final iteration of the feedback loop. The model produces a.m. peak, p.m. peak, and off-peak period trip tables for vehicles and transit riders. The a.m. peak period is from 6 to 9 in the morning and the p.m. peak period is from 3 to 6 in the afternoon. The off-peak period covers the remaining 18 hours of the day. A series of mode choice model runs were performed in the course of analyzing the 2006 RTIP and the 2030 Revenue Constrained RTP: 2006 Update through two model iterations.

## Highway and Transit Assignment

### *Highway*

Highway assignment produces traffic volume estimates for all roadway segments in the system. These traffic volumes are an important input to emissions modeling. Similarly, transit trips are assigned to transit routes and segments.

SANDAG loads traffic using TransCAD's "Multimodal Multiclass Assignment" function. The highway assignment model works by finding roads that provide the shortest travel impedance between each zone pair. Trips between zone pairs are then accumulated on road segments making up minimum paths. Highway impedances consider posted speed limits, signal delays, congestion delays, and costs. The model computes congestion delays for each segment based on the ratio of the traffic volume to roadway capacity. Motorists may choose different paths during peak hours when congestion can be heavy and off-peak hours when roadways are typically free flowing. For this reason, traffic is assigned separately for a.m. peak, p.m. peak, and off-peak periods. Vehicle trip tables for each scenario reflect increased trip-making due to population growth and variations in travel patterns due to the alternative transportation facilities/networks proposed.

Model accuracy is assessed by comparing model estimated traffic volumes with actual traffic counts obtained through SANDAG's traffic monitoring program and Highway Performance Monitoring System (HPMS) estimates of vehicle miles of travel (VMT).

After completing the highway assignments additional processing is needed. Adjustments are made for calibration error volume, HOV/managed lane volume, bus volumes, hourly distribution factors, level-of-service (LOS), and travel time.

### *Transit*

For transit assignment, TransCAD software assigns Transit Access Point (TAP)-to-TAP transit trips to the network. Eight separate transit assignments are produced for peak and off-peak periods; walk and auto access; and local bus and premium service. These individual assignments are summed to obtain total transit ridership forecasts.

Before assigning transit trips, external transit trips coming into San Diego from outside the region are added to the internal transit trips estimated by the mode choice model. Currently few transit trips enter from the north or east, however, over 20,000 transit trips cross the Mexican border each day. An external transit trip table for the base year is developed from on-board transit ridership surveys and factored to future years based on border crossing trends to account for these trips.

For accuracy transit ridership forecasts from the transit assignment model are compared with transit counts from SANDAG's transit passenger counting program to determine whether transit modeling parameters need to be adjusted.

Some of these comparisons of model-estimated boardings with actual boardings include:

- system level boardings, which may reveal transfer rate problems and lead to changes to the transfer wait time factor in the mode choice model;

- boardings by mode, which may reveal modal biases and lead to changes in mode choice modal constants;
- boardings by frequency of service, which may show biases that lead to changes in the first wait factor in the mode choice model; and
- Centre City screenline crossings, which may lead to changes in parking costs, boardings by stop location, which may indicate problems which specific generators such as a university.

### **Post-TransCAD Processing**

Standard TransCAD output needs to be reformatted and adjusted to be useful for emissions modeling. Several routines and computer programs have been written to accomplish the following major functions:

- Correcting link specific traffic volume forecasts for calibration error
- Adding in estimated travel on roads not in the transportation modeling process
- Computing link speeds based on corrected link volumes, Highway Capacity Manual relationships between congestion and speed (or signal delay)
- Splitting link volumes into heavy-duty truck and other traffic to obtain speed distributions by vehicle class
- Preparing a data set that contains total VMT, number of trip starts, and VMT by speed category by time of day for each vehicle class.

### **Motor Vehicle Emissions Modeling**

#### *Emissions Model*

In October 2002, ARB released EMFAC 2002, an emissions inventory model that calculates emissions for motor vehicles operating in California. It is an integrated model that combines emission rate data with vehicle activity to calculate regional emissions. The U.S. EPA approved EMFAC 2002 for use in conformity determinations on April 1, 2003.

The EMFAC 2002 model supports calculation of emissions for the Burden mode. The Burden mode is used for calculating regional emission inventories. In this mode, the model reports total emissions as tons per day for each pollutant, by vehicle class and the total vehicle fleet. The Burden mode uses emission factors that have been corrected for ambient conditions and speeds combined with vehicle activity to calculate emissions in tons per day. Vehicle activity includes the number of vehicles, daily vehicle miles traveled, and the number of daily trips. Vehicle fleet data included in EMFAC 2002 is from the year 2000 and remains the most recently available for conformity purposes. ARB currently is developing an update of the EMFAC model. A draft version of EMFAC 2007 is anticipated to be available in Fall 2006.

The air quality analysis of the 2006 RTIP and the conformity redetermination of the 2030 Revenue Constrained RTP: 2006 Update were conducted using EMFAC 2002's Burden mode. Projections of daily regional emissions were prepared for reactive organic gases (ROG), nitrogen oxides (NOx), and carbon monoxide (CO).

On-road motor vehicle emissions are attributed to several different processes:

- Starting exhaust
- Running exhaust
- Idle exhaust (calculated for heavy-duty trucks only)
- Resting and diurnal evaporation
- Running losses
- Hot soak evaporation

Emission factors vary by vehicle class, fuel usage, and technology. Thirteen vehicle classes are modeled: passenger car, two types of light-duty trucks, medium-duty truck, two types of light-heavy-duty trucks, medium-heavy-duty truck, heavy-heavy-duty truck, line-haul vehicle, urban bus, school bus, motorcycle, and motor-home. The fuels modeled are gasoline, diesel, and electrically powered vehicles. Technology categories can be grouped into catalyst, noncatalyst, and diesel.

Emission factors for processes that vary by temperature (i.e., starting exhaust, hot soak, and running exhaust) are broken down further by specified temperature ranges. Exhaust emission factors also are broken down by speed range.

## **Regional Emissions Forecasts**

Regional transportation forecasts were initiated in April 2006. Output from the TransCAD model was then reformatted and adjusted to be useful for emissions modeling.

### *8-Hour Ozone Standard*

The transportation conformity rule prescribes different conformity tests for 8-Hour ozone areas that have 1-Hour Ozone SIP budgets and for areas that do not have 1-Hour Ozone SIPs. The San Diego 1-Hour Ozone Maintenance Plan established ROG and NO<sub>x</sub> budgets for 2010 and 2014, but not for 2009. On June 26, 2003, The U.S. EPA approved the Maintenance Plan and motor vehicle emissions budgets as SIP revisions. These SIP revisions became effective on July 28, 2003.

In August 2004, SANDAG consulted with the CWG on various options for interim emissions analysis. The approach agreed by the CWG is as follows:

- Under the new 8-Hour ozone standard, the San Diego air basin falls under Boundary Scenario 2, where the 8-Hour ozone area is smaller than and within the 1-Hour ozone boundary. Figure B.1 shows the Eastern San Diego County attainment areas, which are tribal lands (Cuyapaibe, La Posta #1 and #2, Campo #1 and #2, and Manzanita). The CWG agreed to use the existing approved budget for the entire 1-Hour ozone nonattainment area for the analysis years for which 1-Hour ozone budgets are available (2010 and 2014) and for the remaining analysis years (2020 and 2030).
- To conduct the interim emissions test for 2009, the CWG agreed to use the no-greater-than-2002 test for the attainment year 2009.

In February 2006, the CWG reaffirmed the approach described above for the 8-hour ozone emissions analysis of the 2006 RTIP and conformity redetermination of the 2030 Revenue

Constrained RTP: 2006 Update. Countywide forecasts of average weekday ROG and NOx emissions were produced for 2002, 2009, 2010, 2014, 2020, and 2030 using the EMFAC 2002 model. ROG and NOx emissions are based on the summer season.

The analysis years were selected to comply with Sections 93.106(a) (1) and 93.118 (a) of the Transportation Conformity Rule. According to these sections, the first horizon year (2010) must be within ten years from the base year used to validate the regional transportation model (2000), the last horizon year must be the last year of the transportation plan's forecast period (2030), and the horizon years may be no more than ten years apart (2020). In addition, as explained above, the interim regional emissions analysis for the 8-Hour ozone standard must be conducted for the emissions budgets in the applicable SIP (ROG and NOx budgets for 2010 and 2014). Finally, emissions forecasts for 2002 and 2009 were prepared to conduct the interim attainment year 2009 test.

#### *CO Standard*

CO regional emissions were projected for 2010, 2018, 2020, and 2030 for the conformity determination of the 2006 RTIP and redetermination of the Constrained RTP: 2006 Update. Regional emissions for 2018 were interpolated. CO emissions are based on the winter season.

#### *Emissions Modeling Results*

An emissions budget is the part of the SIP that identifies emissions levels necessary for meeting emissions reduction milestones, attainment, or maintenance demonstrations.

To determine conformity of the 2006 RTIP and redetermine conformity of the 2030 Revenue Constrained RTP: 2006 Update, the plan must comply with the interim emission analysis described in the Regional Emissions Forecast section.

Table B.2 summarizes the 2006 RTIP and 2030 Revenue Constrained RTP: 2006 Update air quality conformity analysis for the 8-Hour ozone standard. This analysis shows that the 2006 RTIP and the 2030 Revenue Constrained RTP: 2006 Update (including interim years) meets the applicable budgets and interim tests. Projected ROG and NOx emissions for 2009 are lower than the base year 2002 and those for 2010, 2014, 2020, and 2030 are below the SIP budgets for 2010 and 2014.

Table B.3 shows that projected CO emissions from the 2006 RTIP and the 2030 Revenue Constrained RTP: 2006 Update are below the 2003 CO budget of 730 tons per day.

**TABLE B.2—2006 RTIP & 2030 REVENUE CONSTRAINED RTP: 2006 UPDATE**  
Air Quality Conformity Analysis for 8-Hour Ozone

Year	Average Weekday Vehicle Starts (1,000s)	Average Weekday Vehicle Miles (1,000s)	ROG		NOx	
			SIP Emissions Budget Tons/Day	ROG Emissions Tons/Day	SIP Emissions Budget Tons/Day	NOx Emissions Tons/Day
2002	13,316	79,088	---	73	---	133
2009	14,316	88,299	---	44	---	87
2010	14,273	87,979	46	40	88	79
2014	15,048	93,466	36	32	66	58
2020	15,578	97,751	36	24	66	38
2030	17,133	108,047	36	17	66	23

Note: Emissions budgets from *San Diego Region 1-Hour Ozone Maintenance Plan* (Approved as SIP revision in July 2003).

**TABLE B.3—2006 RTIP & 2030 REVENUE CONSTRAINED RTP: 2006 UPDATE**  
Air Quality Conformity Analysis for Carbon Monoxide

Year	Average Weekday Vehicle Starts (1,000s)	Average Weekday Vehicle Miles (1,000s)	CO	
			SIP Emissions Budget Tons/Day	CO Emissions Tons/Day
2010	14,273	87,979	730	425
2018	15,317	95,797	730	257
2020	15,578	97,751	730	215
2030	17,133	108,047	730	136

Note: Emissions budgets for the San Diego region from *2004 Revision to California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for Ten Federal Planning Areas* (Approved as SIP revision in January 2006).

## **Exempt Projects**

Section 93.126 of the Transportation Conformity Rule exempts certain highway and transit projects from the requirement to determine conformity. The categories of exempt projects include safety, mass transit, air quality (ridesharing and bicycle and pedestrian facilities), and other (such as planning studies). Chapter 3 includes the exempt projects.

## **Interagency Consultation Process and Public Input**

The consultation process followed to prepare the air quality conformity analysis for the 2006 RTIP and the 2030 Revenue Constrained RTP: 2006 Update complies with the San Diego Transportation Conformity Procedures adopted in July 1998. In turn, these procedures comply with federal requirements under 40 CFR 93. Interagency consultation involves SANDAG (as the MPO for San Diego County), the APCD, Caltrans, ARB, U.S. DOT, and U.S. EPA.

Consultation is a three-tier process that:

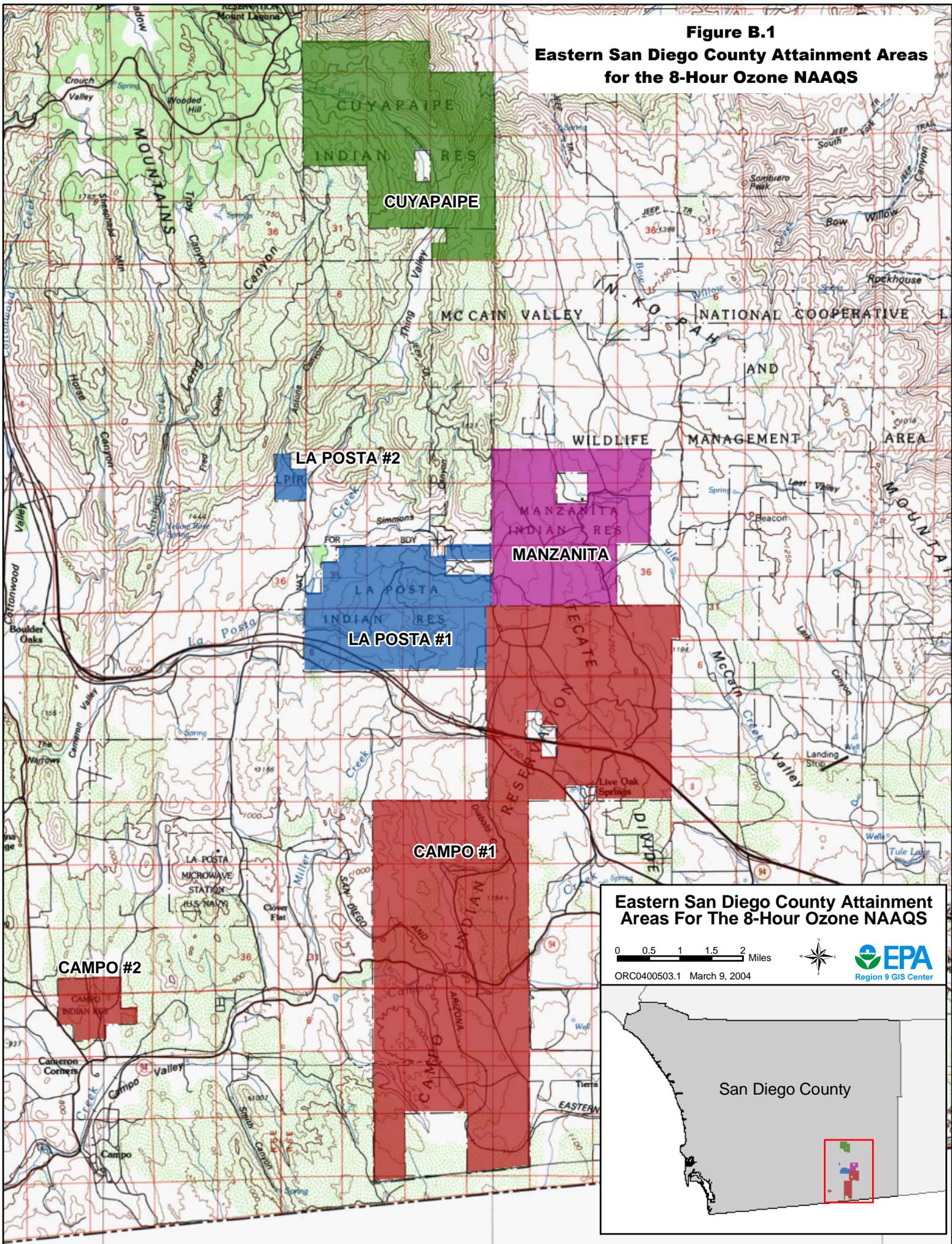
1. formulates and reviews drafts through a conformity working group
2. provides local agencies and the public with opportunities for input through existing regional advisory committees and workshops
3. seeks comments from affected federal and state agencies through participation in the development of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

SANDAG consulted on the development of the air quality conformity analysis of the 2006 RTIP and the redetermination of the 2030 Revenue Constrained RTP: 2006 Update at the February 15, 2006, March 15, 2006, and April 19, 2006, meetings of the San Diego Region CWG.

SANDAG staff presented the schedule for the preparation and adoption of the 2006 RTIP and its conformity analysis and the concurrent conformity determination of the 2030 Revenue Constrained RTP: 2006 Update. Staff also consulted on criteria and procedures for determining conformity. Items discussed included fiscal constraint analysis, projects exempt from regional emissions analysis, interim emissions analysis, the use of latest planning assumptions, implementation of Transportation Tactics, emissions model and budgets, as well as consultation and public involvement. The draft list of projects to be included in the 2006 RTIP was presented at the April 19, 2006 CWG meeting. An updated list, which included comments and revisions discussed at the April 19, 2006 meeting, was distributed to the CWG on April 28, 2006.

On May 19, 2006, the Transportation Committee accepted for distribution the Draft 2006 RTIP, including its air quality conformity analysis, for public review and comments and held a public hearing on June 16, 2006. Members of the public are welcome to provide comments at meetings of the San Diego Region CWG, the Transportation Committee, and the SANDAG Board of Directors.

**Figure B.1  
Eastern San Diego County Attainment Areas  
for the 8-Hour Ozone NAAQS**

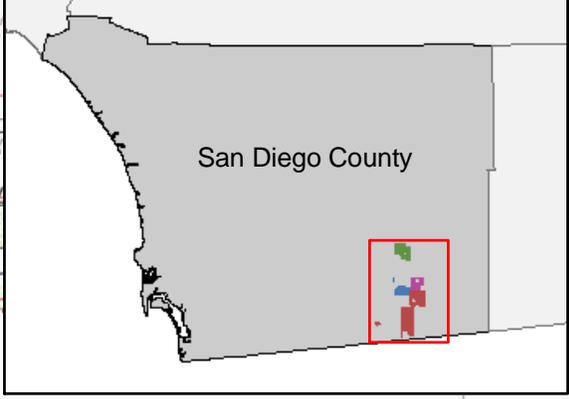


**Eastern San Diego County Attainment Areas For The 8-Hour Ozone NAAQS**

0 0.5 1 1.5 2 Miles

ORC0400503.1 March 9, 2004

EPA  
Region 9 GIS Center



**Appendix D**  
**EXPEDITED PROJECT SELECTION PROCESS**

## **APPENDIX D**

### **EXPEDITED PROJECT SELECTION PROCESS**

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Federal Regulations 23 Code of Federal Regulations (CFR) Part 450 and Title 23 of the United States Code (USC) allow for the movement of projects within the triennial element of the Federal Transportation Improvement Program (FTIP) subject to procedures agreed to by the cooperating parties. SANDAG as the Metropolitan Planning Agency (MPO) for the San Diego region, has in place a formal project selection process agreed to by all of the region's partners including the two transit districts.

SANDAG developed the project selection process through numerous consultations and cooperation of our region's partners – Caltrans, North County Transit District, Metropolitan Transit System, and local agencies. The SANDAG Board formally adopted the process and criteria as part of the Regional Transportation Plan (RTP) on March 28 2003 (federally approved April 9, 2003) and reaffirmed the process with the adoption of the 2030 RTP: 2006 Update on February 24, 2006 (federally approved March 29, 2006). The projects included in the 2006 RTIP reflect the projects prioritized in the RTP via the project selection process. Projects in the triennial element are either already in construction or identified as ready to deliver.

For projects within the State Transportation Improvement Program (STIP), SANDAG would advance projects subject to amendments approved by the California Transportation Commission.

For projects in which the state acts as the program manager - the State Highway Operation Protection Program (SHOPP), the Highway Bridge Program (HBP) and Hazard Elimination Safety (HES) programs, we would defer to the state, Caltrans, to move projects within these programs with notifications to SANDAG for information purposes. However, if there are major changes to the projects within these programs, SANDAG reserves the right to request the state to go through SANDAG's FTIP amendment process.

## **TECHNICAL APPENDIX 7 EVALUATION CRITERIA AND RANKINGS**

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This Technical Appendix describes the process for developing evaluation criteria for prioritizing regional arterial, highway, high occupancy vehicle (HOV) connectors, freeway connectors, and transit projects included in the 2030 RTP.

### **Regional Arterial System**

The Regional Arterial System constitutes that part of the local street and road network which, in conjunction with the system of highways and transit services, provides for a significant amount of mobility throughout the region. The Regional Arterial System defines roads eligible for SANDAG fund allocation and has been updated for the 2030 RTP. A Regional Arterial System has been included as part of the Regional Transportation Plan (RTP) since 1989.

A total of ten local jurisdictions requested additions and deletions to the Regional Arterial System for the 2030 RTP update. Their requests were analyzed based upon network criteria including critical linkage, population, employment, and activity centers served, future traffic, transit, freight, port, military and airport facility integration. The network criteria are shown in detail in Table TA 7.1. Based upon the analysis, 25 arterials have been added to and 11 arterials have been deleted from the Regional Arterial System for the 2030 RTP. The additions increased RAS mileage by 75 miles and the deletions reduced RAS mileage by 20 miles, bringing the new Regional Arterial System total mileage to 777 miles.

Two arterials were added to the Regional Arterial System contingent on being designated as 4-lane arterials by the County of San Diego. These include Dehesa Road from Harbison Canyon Road to Sycuan Road and Wildcat Canyon Road from Mapleview Street to San Vicente Road. These arterials are currently designated as 2-lane arterials by the County of San Diego.

In 1998, SANDAG allocated \$68 million of Regional Surface Transportation Program (RSTP) funding and in May 2002 allocated an additional \$35 million of 2002 State Transportation Improvement Program (STIP) funding toward projects on the Regional Arterial System.

There are certain design characteristics that can help facilitate regional trip movements on the Regional Arterial System. These characteristics can help to facilitate trip movement and include:

- Interconnection and systems management of traffic signals
- Raised or striped medians
- Limitation and separation of left-turn movements
- Limited driveway access and other access controls
- Grade separations at rail crossings
- Shoulders and bikeways to accommodate bicycle movement
- Pedestrian treatments at intersections
- Priority traffic signal systems for transit service
- Bypass or “queue-jumper” lanes for transit service at critical intersections
- Enhanced transit stops

- Pedestrian facilities designed according to the Regional Pedestrian Design Guidelines
- Modern roundabouts and alternate intersection design where appropriate
- Freeway interchange modifications in accordance with Caltrans standards

**TABLE TA 7.1—REGIONAL ARTERIAL SYSTEM NETWORK CRITERIA**

SANDAG has developed exhibits depicting congestion, employment density, population density, activity centers, and transit services. The exhibits are used to evaluate arterials recommended for addition or deletion to the Regional Arterial System. Seven criteria define the Regional Arterial System with the first criteria, Critical Link, being a “super criterion.” Designation as a Critical Link alone is justification for addition to the Regional Arterial System.

1. **Critical Link:** Provide direct connections between communities ensuring system continuity and congestion relief in high volume corridors. Arterials parallel to other congested arterials will receive partial credit. Arterials parallel to congested highways will receive full credit.
2. **Population:** Located in areas with high concentrations of existing and future populations. Arterials located in areas with a population density of 1,500 persons per quarter square mile in 2020 will receive partial credit. Arterials located in areas with a population density greater than 3,000 persons per quarter square mile in 2020 will receive full credit.
3. **Employment:** Linking areas with high concentrations of existing or future employment. Arterials serving areas with employment densities of 1,500 employees per quarter square mile in 2020 will receive partial credit. Arterials serving areas with employment densities of greater than 3,000 employees per quarter square mile in 2020 will receive full credit.
4. **Activity Centers:** Activity centers are defined as hospitals, retail centers over 75,000 square feet, major entertainment centers, major hotels, colleges and universities. Arterials linking at least one activity center per two miles will receive partial credit. Arterials linking at least one activity center per one mile will receive full credit.
5. **Future Traffic:** Generally accommodate high traffic volumes. Arterials with over 20,000 average daily trips (ADT) in 2020 will receive partial credit. Arterials with over 20,000 ADT and with segments over 40,000 ADT will receive full credit.
6. **Regional Transit Vision:** Accommodate the Regional Transit Vision. Arterials slated for one future Red Car or Yellow Car service as outlined in the Regional Transit Vision will receive partial credit. Arterials slated for future multiple Red or Yellow Car service will receive full credit.
7. **Intermodal:** Provide access to intermodal facilities. Arterials serving a major freight, port, military or airport facility will receive partial credit. Arterials serving multiple freight, port, military or airport facilities will receive full credit.

SANDAG uses both project screening and project evaluation criteria, developed by the Cities/County Transportation Advisory Committee (CTAC) and approved by SANDAG’s Transportation Committee, to prioritize projects on the Regional Arterial System for fund allocation. The current project screening criteria are summarized in Table TA 7.2, the current project evaluation criteria are summarized in Table TA 7.3. These were most recently used to prioritize RAS projects for 2002 STIP funding.

**TABLE TA 7.2—REGIONAL ARTERIAL SYSTEM PROJECT SCREENING CRITERIA**

1. Only Regional Arterial System projects needing funding for right of way and construction (not preliminary engineering) and that can be completed in the 2002 STIP Cycle (FY 2003 to FY 2007) are eligible.
2. Only projects located in a City/County that has an adopted a resolution in support of Smart Growth consistent with the principles outlined in REGION2020 (economic prosperity, transportation choices, increase housing supply, protect environment, fiscal reform) are eligible.
3. STIP funds shall not be used to replace or reduce existing developer or City/County commitments.
4. Projects must have 30 percent complete layout design plans.
5. Projects on the state highway/interstate system must have a Caltrans approved Project Study Report.

**TABLE TA 7.3—REGIONAL ARTERIAL SYSTEM PROJECT EVALUATION CRITERIA**

#	EVALUATION CRITERIA	QUANTITATIVE POINTS	QUALITATIVE POINTS	TOTAL POINTS
1	Traffic Usage	24		24
2	Congestion Relief	24		24
3	Traffic Safety	16		16
4	Cost-Effectiveness	24		24
5	Regional Arterial System Continuity	24		24
6	Regional Transit Vision	24		24
7	Environmental Stewardship	4	4	8
8	Process Complexity	16		16
9	Smart Growth	16	8	24
10	Project Readiness	24		24
11	Past Performance	8		8
12	Local Contribution	24		24
13	Housing Element	16		16
14	Feasibility		8	8
15	Regional Benefit		16	16
16	Bicycle/ Pedestrian		16	16
17	Factors Not Covered by Existing Criteria		4	4
	Totals	244	56	300

Regional Arterial System projects that have received SANDAG administered funding are shown in Table TA 7.4. These projects are included in the 2002 Regional Transportation Improvement Program (RTIP). A complete listing of the Regional Arterial System is provided in Table TA 7.5 and shown in Figure TA 7.1. All freeway interchanges are considered part of the Regional Arterial System. New freeway interchanges and freeway modification projects are shown in Figure TA 7.2.

**TABLE TA 7.4—REGIONALLY FUNDED ARTERIAL SYSTEM PROJECTS**

<b>SPONSOR</b>	<b>ARTERIAL</b>	<b>LIMITS/ DESCRIPTION</b>	<b>FUNDS (\$ THOUSANDS)</b>
City of Carlsbad	Rancho Santa Fe Road	Melrose Drive to La Costa Avenue/ Widen and realign to six-lanes	\$13,401
City of Chula Vista	Olympic Parkway/I-805	Main Street to Palomar Street/ Modify interchange, widen arterial and add auxiliary lanes	\$7,848
City of Chula Vista	Palomar Street	I-5 to Industrial Boulevard/ Widen from 4- to 6-lanes	\$1,700
City of El Cajon	Jamacha Road	E. Main St to South City Limit/ Widen from 4- to 6- lanes	\$490
City of Encinitas	Manchester Avenue/I-5	Lomas Santa Fe Dr to Manchester Ave/ Modify interchange, widen arterial, and add auxiliary lanes	\$2,125
City of Escondido	Bear Valley/East Valley Pkwy.	Orleans Ave to North City Limit/ Widen from 2- to 6-lanes	\$7,967
City of Escondido	Nordahl Road/SR 78	Mission Avenue to Montiel Road/ Widen arterial and modify interchange	\$300
City of National City	Plaza Boulevard	Highland Ave to Euclid Ave/ Widen from 4- to 6-lanes	\$2,000
City of Oceanside	Rancho Del Oro Drive	Mesa Drive to Oceanside Blvd/ Construct 4-lane roadway	\$4,000
City of Oceanside	Rancho Del Oro Drive/SR 78	El Camino Real to College Blvd/ Construct new interchange	\$3,000
City of Poway	Espola Road	Twin Peaks Rd to Titan Way/ Widen from 2- to 4-lanes	\$290
City of San Diego	Friars Road/SR 163	Fashion Valley Rd to Frazee Rd/ Widen arterial and modify interchange	\$2,252
City of San Diego	Clairemont Mesa Blvd./SR 163	Keary Mesa Rd to Kearny Villa Blvd/ Widen arterial and modify interchange	\$4,400
City of San Diego	El Camino Real	Via de la Valle to San Dieguito Rd/ Widen arterial	\$6,987
City of San Marcos	Las Posas Road/ SR 78	Las Posas Road at SR 78/ Construct new interchange	\$9,030
City of Santee	Forrester Creek Channel	Mission Gorge Rd to Prospect Ave/ Channelize Forrester Creek (for SR 52)	\$966
City of Solana Beach	Lomas Santa Fe Drive/I-5	Via De La Valle to Lomas Santa Fe Drive/ Modify interchange, widen arterial, and add auxiliary lanes	\$7,525
City of Vista	West Vista Way	Thunder Dr to Melrose Dr/ Widen from 2- to 4-lanes	\$990
County of SD	South Santa Fe Avenue	Montgomery Lane to Smilax Rd/ Widen from 2- to 4- lanes	\$9,200
County of SD	SR 67/Bradley Avenue	Magnolia Avenue to Graves Avenue/ Widen arterial and modify interchange	\$750
<b>TOTAL:</b>			<b>\$85,221</b>



**Figure TA 7.1  
REGIONAL  
ARTERIAL SYSTEM  
August 2003**

- Regional Arterials
- Future Regional Arterials
- Highways
- .....** Future Highways

MILES  
0 3 6  
KILOMETERS  
0 4.83 9.6  
N



**TABLE TA 7.5—REGIONAL ARTERIAL SYSTEM**

ARTERIAL	LIMITS
1st St	A St - K St.
2nd St	Greefield Dr - Main St
30th St	National City Blvd - 2 <sup>nd</sup> St
32nd St	Harbor Dr - Norman Scott Rd
54th St	El Cajon Blvd - SR94
70th St	University Ave - I-8
Ardath Rd	Hidden Valley Rd - I-5
Avocado Ave	Main St - Chase Ave
Avocado Blvd	Chase Ave - SR94
Balboa Ave	Mission Bay Dr - I-15
Ballantyne St	Broadway - Main St
Barham Dr	La Moree Rd - Mission Rd
Barnett Ave	Saint Charles St - Pacific Highway
Bay Marina Way (24th St)	I-5 - Terminal Ave
Bear Valley Pkwy	East Valley Pkwy - Sunset Dr
Bernardo Center Dr	Camino Del Norte - I-15
Beyer Blvd	Main St - Dairy Mart Road
Black Mountain Rd	Del Mar Hights - Pomarado Rd
Bobier Dr	Melrose Dr - E Vista Way
Bonita Rd	E St - San Miguel Rd
Borden Rd	Las Posas Rd – Woodland Pkwy
Borrego Springs Rd/Yaqui Pass Rd (S-3)	Palm Canyon Dr (S-22)- SR78
<del>Bradley Ave</del>	<del>Guyamaca St—Marshall Ave</del>
Bradley Ave	Marshall Ave - 2nd St
Broadway (El Cajon)	SR67 - E. Main St.
Broadway (Lemon Grove)	Spring St - College Ave
Broadway (San Diego)	C St - Main St
Broadway (Vista)	Lincoln Pkwy/SR78 - Washington Ave
Buckman Springs Rd/Hwy 80/Sunrise Hwy (S-1)	SR94 - SR79
Buena Creek Rd	Las Posas Rd - Twin Oaks Valley Rd
Cabrillo Dr (SR209)	Cochran St - Cabrillo Monument
Camino del Norte	Camino Ruiz - Pomarado Rd
<b>Camino Del Rio North</b>	<b>Mission Center Rd - Mission Gorge Rd</b>
Camino Ruiz	Camino del Norte - SR56
<b>Camino Santa Fe Ave</b>	<b>Sorrento Valley Blvd - Miramar Rd</b>
Cannon Rd	Carlsbad Blvd – Melrose Dr
<b>Cannon Road</b>	<b>Melrose Drive - SR 78</b>
Canon St	Rosecrans St - Jennings St
Carlsbad Blvd	Eaton St - La Costa Ave
Carlsbad Village Dr	I-5 - Coast Blvd/Coast Hwy
<b>Carmel Mountain Rd</b>	<b>Sorrento Valley Rd - El Camino Real</b>
Carmel Valley Rd	North Torrey Pines Rd - El Camino Real
Catalina Blvd	Jenning St - Cochran St
Centre City Pkwy	I-15(N) - I-15(S)

~~strikethrough~~ - deleted from Regional Arterial System with 2030 RTP  
**bold** - added to Regional Arterial System with 2030 RTP

ARTERIAL	LIMITS
Citracado Pkwy	Centre City Pkwy - SR78
Clairemont Mesa Blvd	I-15 - Moraga Ave
Coast Hwy (S-21)	La Costa Ave - Via de la Valle
College Ave	Federal Blvd - Waring Rd
College Blvd	North River Rd - Palomar Airport Rd
<del>Collwood Blvd</del>	<del>Montezuma Rd - El Cajon Blvd</del>
<b>Community Rd</b>	<b>Twin Peaks Rd - Scripps Poway Pkwy</b>
<b>Convoy St</b>	<b>Linda Vista Rd - SR 52</b>
Crosby St	I-5 - Harbor Dr
Cuyamaca St	Mission Gorge Rd - Marshall Ave
<del>Cuyamaca St</del>	<del>Marshall Ave - Fletcher Pkwy</del>
Dairy Mart Rd	SR-905 - I-5
Deer Springs Rd	Twin Oaks Valley Rd - I-15
<b>Dehesa Road</b>	<b>Jamacha Rd - Harbisonn Canyon Rd</b>
<b>Dehesa Road*</b>	<b>Harbisonn Canyon Rd - Sycuan Rd</b>
Del Dios Hwy	Via Rancho Pkwy - Claudan Rd
Del Mar Heights Rd (SA 710)	I-5 - Camino Del Norte
Discovery St	San Marcos Blvd - La Moree Rd
Douglas Dr	SR76 (Mission Ave) - North River Rd
E St	I-5 - E Bonita Rd
East H St	Hilltop Dr - Mount Miguel Rd
East Main St	Broadway - Greenfield Dr
East Valley Pkwy	Lake Wohlford Rd - East Valley Pkwy
East Via Ranho Pkwy	Broadway - Bear Valley Pkwy
East Vista Way	Vista Village Dr - SR76
El Cajon Blvd	Park Blvd - I-8
<b>El Cajon Blvd</b>	<b>Chase Ave - Washington Ave</b>
El Camino Real	Via de la Valle - Carmel Valley Rd/SR56
<b>El Camino Real</b>	<b>SR 56 - Carmel Mountain Rd</b>
El Camino Real (S-11)	Douglas Dr - Manchester Ave
El Norte Pkwy	Woodland Pkwy - Washington Ave
Encinitas Blvd	First St - El Camino Real
Espola Rd	Summerfield Ln - Poway Rd
Euclid Ave	SR94 - Sweetwater Rd
Fairmount Ave	I-8 - El Cajon Blvd
<b>Faraday Ave</b>	<b>Melrose Dr - College Blvd</b>
Federal Blvd	College Ave - SR94
Fletcher Pkwy	I-8 - SR-67
Friars Rd	Sea World Dr - Mission Gorge Rd
Garnet Ave	Balboa - Mission Bay Dr
Genesee Ave	N. Torrey Pines Rd - SR163
Gilman Dr	La Jolla Village Dr - I-5
<del>Girard Ave</del>	<del>Pearl St - Torrey Pines Road</del>
Grand Ave	Mission Blvd to Mission Bay Dr
Grape St	North Harbor Dr - I-5
Greenfield Dr	E Main St - I-8
Grossmont Center Dr	I-8 - Fletcher Pkwy

~~strike through~~ - deleted from Regional Arterial System with 2030 RTP

**bold** - added to Regional Arterial System with 2030 RTP

\* Included in Regional Arterial System contingent upon being designated as a 4-lane arterial by the County of San Diego.

ARTERIAL	LIMITS
H St	I-5 - Hilltop Dr
Harbor Dr	Pacific Hwy - I-5 (National City)
Hawthorn St	I-5 - North Harbor Dr
Heritage Rd	Otay Mesa Rd - Siempre Viva Rd
<del>Highland Valley Rd (SA-603/SA-604)</del>	<del>Pomerado Rd - SR67 (Ramona)</del>
Hill St	I-5 (Oceanside) - Eaton St
Hunte Pkwy	Proctor Valley Rd - SR 125
Imperial Ave	Valencia Pkwy - Lisbon St
Jackson Dr	Mission Gorge Rd - I-8
Jamacha Blvd	Sweetwater Pkwy - SR94
Jamanca Rd	Main St - SR94
Kearny Villa Rd	Pomarado Rd - Waxie Way
Kettner Blvd	I-5 - India St
L St	I-5 - I-805
La Costa Ave	Carlsbad Blvd - El Camino Real
<del>La Jolla Blvd</del>	<del>Pearl St - Mission Blvd</del>
La Jolla Village Dr	North Torrey Pines Rd - I-805
La Media Rd	Telegraph Canyon Rd - SR905
La Mesa Blvd	University Ave - I-8
Lake Jennings Rd	Mapleview St - I-8
Lake Murray	I-8 - Navajo Rd
<b>Lake Wohlford Rd</b>	<b>Valley Ctr Road (N) - Valley Ctr Rd (S)</b>
Las Posas Rd	Discovery St - Buena Creek Rd
Laurel St	North Harbor Dr - I-5
Lemon Grove Ave	Lisbon St - SR94
Leucadia Blvd	1st St - El Camino Real
<b>Linda Vista Rd</b>	<b>Morena Blvd - Convoy St</b>
Lomas Santa Fe Ave	I-5 - Coast Hwy
Lytton St	Rosecrans St - Saint Charles St
Main St	I-5 - Hilltop Dr
Manchester Ave	El Camino Real - I-5
Mapleview St	SR67 - Lake Jennings Rd
Mar Vista Dr	Buena Vista Dr - SR78
Market St	Harbor Dr - Valencia Pkwy
Marshall Ave	Fletcher Pkwy - West Main St
<b>Marshall Ave</b>	<b>Cuyamaca - Fletcher Pkwy</b>
<b>Marshall Ave</b>	<b>Main St - Washington Ave</b>
Massachusetts Ave	Broadway - University Ave
<b>Massachusetts Ave</b>	<b>Lemon Grove Ave - Broadway Ave</b>
Melrose Dr	SR76 - Rancho Santa Fe Rd
Mira Mesa Blvd	I-805 - I-15
Miramar Rd	I-805 to I-15
Mission Ave	Andreason Dr - Center City Pkwy
<b>Mission Ave</b>	<b>Escondido Blvd - Broadway Ave</b>
<b>Mission Ave</b>	<b>Coast Hwy - Frazee Rd</b>
Mission Bay Dr	Grand Ave to I-5
<del>Mission Blvd</del>	<del>Loring St - Grand Ave</del>

~~strike through~~ - deleted from Regional Arterial System with 2030 RTP  
**bold** - added to Regional Arterial System with 2030 RTP

ARTERIAL	LIMITS
Mission Gorge Rd	I-8 - Magnolia Ave
Mission Rd	Rancho Santa Fe Rd - Andreason Dr
Mission Road (S-13; incl. Main St in Fallbrook)	I-15 - SR76
Montezuma Rd	Fairmount Ave - El Cajon Blvd
Montezuma Valley Rd/Palm Canyon Dr (S-22)	SR79 - Imperial Co Line
Morena Blvd	Balboa Ave - I-8
National City Blvd	I-5 - C St
Navajo Rd	Waring Rd - Fletcher Pkwy
Nimitz Blvd	I-8 - Harbor Dr
Nobel Dr	I-5 - I-805
Nordahl Rd	SR78- Nordahl Rd
North Harbor Dr	Rosecrans St - Grape St
North River Rd	Douglas Dr - SR76 (Mission Rd)
North Santa Fe Ave	SR76 - Melrose Dr
North Torrey Pines Rd (S-21)	Carmel Valley Rd - La Jolla Village Dr
Ocean View Hills Pkwy	I-805 - SR905
Oceanside Blvd	Hill St - Melrose Dr
Old Highway 80	SR79 - Sunrise Hwy
Old Highway 80	Buckman Springs Rd - I-8 (In-ko-pah)
Olivehain Rd	El Camino Real - Rancho Santa Fe Rd
Olympic Pkwy	Brandywine Ave - SR125
Orange Ave	Palomar St - Brandywine Ave
Otay Lakes Rd	Bonita Rd - SR 94
Otay Mesa Rd	SR905 - SR125
Otay Valley Rd	Hilltop Dr - Heritage Rd
Pacific Highway	Sea World Dr - Harbor Dr
Palm Ave	I-5 - I-805
Palomar Airport Rd	Carlsbad Blvd - Business Park Dr
Palomar St	I-5 - Orange Ave
Paradise Valley Rd	8th Street - Sweetwater Pkwy
Paseo Ranchero	East H St - Otay Mesa Rd
<del>Pearl St</del>	<del>La Jolla Blvd to Girard Ave</del>
Plaza Blvd	National City Blvd - 8th St
<b>Poinsettia Lane</b>	<b>Carlsbad Blvd - Melrose Dr</b>
Pomerado Rd	I-15 (N) - I-15 (S)
Poway Rd	I-15 - SR67
Proctor Valley Rd	Mount Miguel Rd - Hunte Pkwy
Questhaven Rd	Twin Oaks Valley Rd - Rancho Santa Fe Rd
Rancho Bernardo Rd	I-15 - Summerfield Ln
<b>Rancho Del Oro Dr</b>	<b>SR 78 - SR 76</b>
Rancho Penasquitos Blvd	SR56 - I-15
Rancho Santa Fe Rd	Mission Rd - Olivenhain Rd
Regents Rd	Moraga Ave - Genesee Ave
Rosecrans St	I-8 - Canon St
Ruffin Rd	Waxie Way - Balboa Ave
San Felipe Rd/Great S. Overland Route (S-2)	S-22 - Imperial Co Line
San Marcos Blvd	Business Park Dr - Mission Rd

~~strikethrough~~ - deleted from Regional Arterial System with 2030 RTP  
**bold** - added to Regional Arterial System with 2030 RTP

ARTERIAL	LIMITS
<del>San Miguel Rd</del>	<del>Bonita Rd - SR 125</del>
Scripps Poway Pkwy	I-15 - SR67
Sea World Dr	W Mission Bay Dr - Morena Blvd
Siempre Viva Rd	Heritage Rd - SR905
<b>Sorrento Valley Blvd</b>	<b>Sorrento Valley Rd - Camino Santa Fe Ave</b>
<del>Sorrento Valley Rd</del>	<del>Carmel Valley Rd - Carmel Mountain Rd</del>
Sorrento Valley Rd	Carmel Mountain Rd - I-805
South Santa Fe Ave	Broadway (Vista) - Pacific St
Sports Arena Blvd	Sea World Dr - Rosecrans St/SR209
Spring St	I-8 - SR125
Sunrise Highway	SR79 - I-8
Sunset Cliffs Blvd	I-8 - W Mission Bay Dr
Sweetwater Rd	2nd St - Willow St
Sweetwater Rd	2nd St to Willow St
<b>Sweetwater Road</b>	<b>Broadway Ave - Troy St</b>
<b>Sycamore Avenue</b>	<b>South Santa Fe Avenue - S. Melrose Dr</b>
Ted Williams Pkwy	I-15 - Twin Peaks Rd
Telegraph Canyon Rd	I-805 - Otay Lakes Rd
<del>Torrey Pines Rd</del>	<del>Girard Ave - Prospect Pl</del>
Torrey Pines Rd	Prospect Pl - La Jolla Village Dr
Twin Oaks Valley Rd	Deer Springs Rd - Questhaven Rd
Twin Peaks Rd	Pomarado Rd - Espola Rd
Twin Peaks Rd	Ted Williams Pkwy - Espola Rd
University Ave	54th St - La Mesa Blvd
Valencia Pkwy	Market - Imperial Ave
Valley Center Rd	SR76 - Lake Wohlford Rd
Vandegrift Blvd	North River Rd - Camp Pendleton
Via de la Valle	Hwy 101 (S-21) - El Camino Real
Via Rancho Pkwy	I-15 - Del Dios Hwy
Via Rancho Pkwy	Sunset Dr - I-15
<b>Vista Sorrento Pkwy</b>	<b>Sorrento Valley Blvd - Carmel Mtn Rd</b>
Wabash Blvd	Norman Scott Rd - I-5
Washington Ave	El Norte Pkwy - Center Valley Pkwy
<b>Washington Ave</b>	<b>El Cajon Blvd - Jamacha Rd</b>
Washington St	Pacific Hwy - Park Blvd
West Main St	I-8 - Marshall Ave
West Valley Pkwy	Claudan Rd - Broadway
West Vista Way	Jefferson St/SR78 - Vista Village Dr
<b>Wildcat Canyon Rd*</b>	<b>Mapleview Street - San Vicente Rd</b>
Willow St	Sweetwater Rd - Bonita Rd
Willow St	Sweetwater - Bonita Rd
<b>Willows Road</b>	<b>I-8 - Viejas Casino</b>
Winter Gardens Blvd	SR67 - Greenfield Dr
Woodland Dr	Barham Dr - El Norte Pkwy
Woodside Ave	Magnolia Ave - SR67

~~strikethrough~~ - deleted from Regional Arterial System with 2030 RTP

**bold** - added to Regional Arterial System with 2030 RTP

All state and interstate highways are part of the Regional Arterial System but are not shown in table.

\* Included in Regional Arterial System contingent upon being designated as a 4-lane arterial by the County of San Diego.

## **Regionally Significant Transportation Network**

The Regionally Significant Transportation Network (“Network”) includes existing and planned Regional and Corridor transit services, highway corridors, and selected regional arterials. The Network provides essential mobility throughout the region and includes SANDAG’s highest priority projects for funding. Funding of specific projects is based upon adopted transportation evaluation criteria and project rankings. The Network also is the focus of SANDAG’s regional performance monitoring and congestion management programs.

### *Highway Corridors*

Highways currently carry about 27 million of the 67 million vehicle miles traveled in the region each day. All interstate and state highways in the region are included in the Network. Highways include freeways and conventional highways, which are owned and operated by Caltrans. Freeways include Interstates 5, 8, 15, and 805 as well as State Routes 11, 52, 54, 56, 67, 75, 76, 78, 94, 125, 163, 282, and 905 in the urban/suburban areas of the region. Conventional highways include portions of State Routes 67, 76, 78, 79, 94, and 188 in the outlying, rural areas of the region. The urban/suburban freeways combined with the conventional highways in the eastern portion of the region provide basic mobility and connectivity throughout the region.

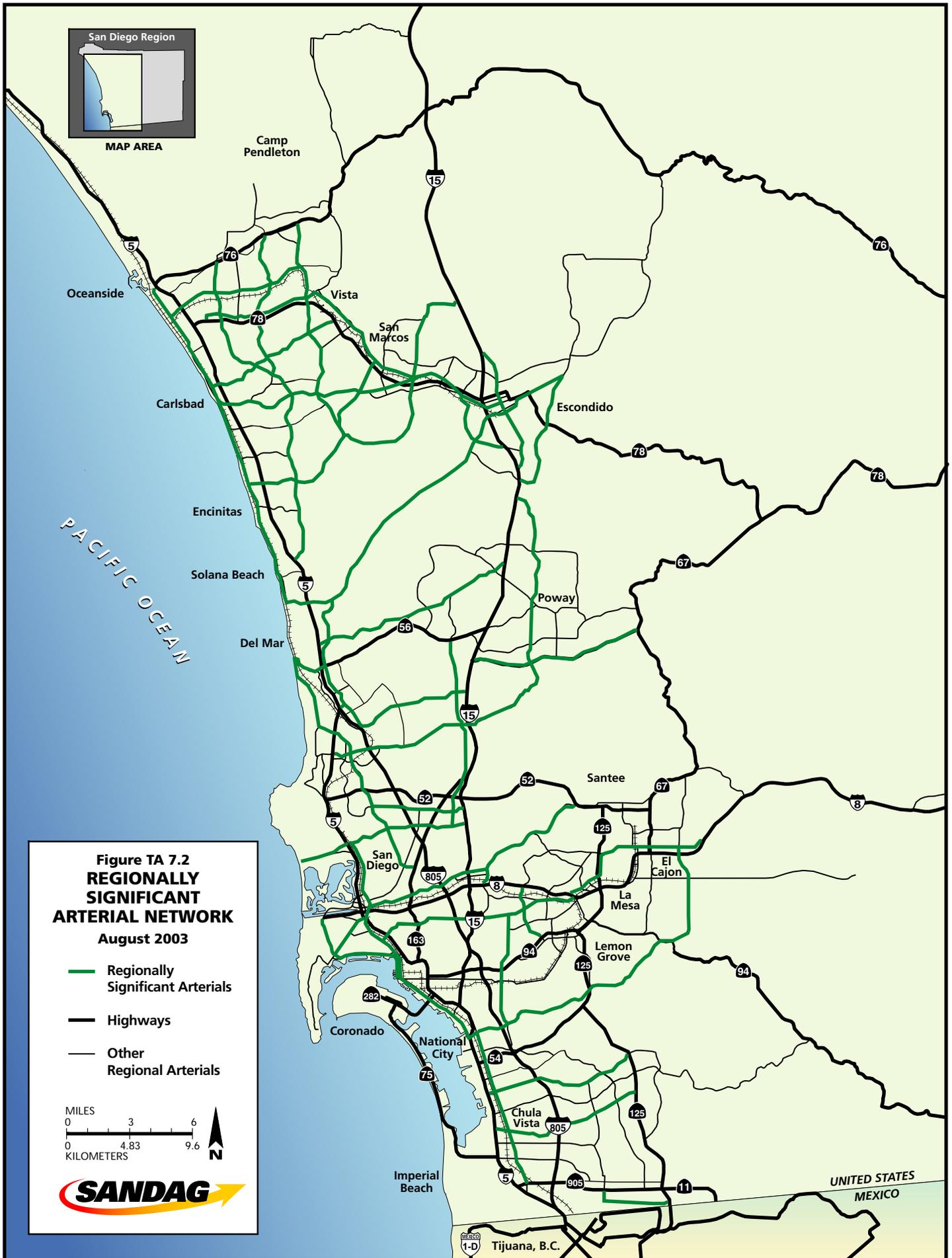
### *Transit Services*

Transit services included in the Network are the 17 new or improved priority Regional and Corridor transit services outlined in the 2030 Mobility Network. These services represent a rich network of high-end transit routes that serve major employment areas and population centers. These services are focused around transit supportive land uses, provide for cross jurisdiction/ community trip making, and provide good geographic coverage. Together, the 17 transit services will provide a double-digit mode share for transit in 2030 for peak period work trips.

### *Regional Arterials*

Arterial evaluation criteria were developed for identifying regional arterials for the Network. These criteria include factors of critical linkage, connectivity, population, employment, and activity centers served, future traffic, transit, freight, port, military and airport facility integration. The criteria are shown in greater detail in Table TA 7.6. Each arterial corridor in the 777-mile Regional Arterial System was evaluated based upon the criteria. The 41 arterial corridors meeting the criteria are shown in Table TA 7.7 and Figure TA 7.3.

Planned arterial network development projects include traffic signal interconnection, traffic monitoring infrastructure, roadway widening, and roadway extensions. These projects are defined by the Cities and County circulation elements. SANDAG is not recommending projects beyond those contained in the Cities and County Circulation Elements. The arterial component of the Network contains 343 miles of roadway. The estimated cost of the planned arterial projects is \$700 million and is defined in greater detail in Technical Appendix 9.



**Figure TA 7.2  
REGIONALLY  
SIGNIFICANT  
ARTERIAL NETWORK  
August 2003**

- Regionally Significant Arterials
- Highways
- Other Regional Arterials

MILES  
0 3 6  
KILOMETERS  
0 4.83 9.6



**TABLE TA 7.6—REGIONAL SIGNIFICANT TRANSPORTATION NETWORK  
ARTERIAL EVALUATION CRITERIA**

Arterials designated as a “Critical Link” or “Connector” are included in the Regionally Significant Transportation Network.

1. **Critical Link:** Provides congestion relief in high volume corridors. Arterials parallel to congested freeways or arterials that serve as a major thoroughfare receive full credit. For criteria #3 through #8 the arterial also must score a combined 2.5 points (one point for each credit and half a point for each partial credit). Congested freeways are identified in the Draft 2002 Congestion Management Program (CMP). All designated CMP arterials receive full credit. Arterials that serve as major thoroughfares are defined as arterials with projected volumes over 40,000 average daily trips (ADT) without a parallel highway within three miles. No partial credit is given for this criterion.
2. **Connector:** Provides direct connections between communities ensuring system continuity. Communities are defined as areas with a population density greater than 1,500 per quarter square mile in 2030. Arterials receive full credit that are longer than three miles and for criteria #3 through #8 score a combined 2.5 points (one point for each full credit and half a point for each partial credit). Full credit also is given to arterials that connect communities, are longer than six miles, projected to have volumes on any part over 20,000 ADT, and without a parallel Critical Link, Connector, or highway within three miles. No partial credit is given for this criterion.
3. **Population:** Located in areas with high concentrations of existing and future populations. Arterials located in areas with a population density of 1,500 to 3,000 persons per quarter square mile in 2030 will receive partial credit. Arterials located in areas with a population density greater than 3,000 persons per quarter square mile in 2030 will receive full credit.
4. **Employment:** Linking areas with high concentrations of existing or future employment. Arterials serving areas with employment densities of 1,500 to 3,000 employees per quarter square mile in 2030 will receive partial credit. Arterials serving areas with employment densities of greater than 3,000 employees per quarter square mile in 2030 will receive full credit.
5. **Activity Centers:** Activity centers are defined as hospitals, retail centers over 75,000 square feet, major entertainment centers, casinos, major hotels, colleges and universities. Arterials linking at least one activity center per two miles will receive partial credit. Arterials linking at least one activity center per one mile will receive full credit.
6. **Future Traffic:** Generally accommodate high traffic volumes. Arterials with over 20,000 average daily trips (ADT) in 2030 will receive partial credit. Arterials with over 20,000 ADT and with segments over 40,000 ADT will receive full credit.
7. **Regional Transit Service:** Accommodate Regional Transit Service. Arterials slated for a future Regional Transit Service will receive partial credit. Arterials slated for multiple future Regional Transit Service will receive full credit.
8. **Intermodal:** Provide access to intermodal facilities. Arterials serving a major freight, port, military or airport facility will receive partial credit. Arterials serving multiple freight, port, military or airport facilities will receive full credit.

**TABLE TA 7.7—REGIONALLY SIGNIFICANT TRANSPORTATION NETWORK – ARTERIALS**

<b>Arterial</b>	<b>Limits</b>
Balboa Ave.	I-5 to I-15
Bear Valley Pkwy.	I-15 to Valley Pkwy.
Black Mountain Rd./Kearny Villa Rd./Ruffin Rd.	SR 56 to Balboa Ave.
Cannon Rd.	Carlsbad Blvd. to SR 78
Centre City Pkwy.	I-15(N) to I-15(S)
Citracado Pkwy.	SR 78 to I-15
Clairemont Mesa Blvd.	Genesse Ave. to I-15
Coast Hwy./Carlsbad Blvd./Hwy 101	I-5 (Oceanside) to Via De La Valle
College Avenue	SR 94 to I-8
College Boulevard	El Camino Real to SR 76
Deer Springs Road/Twin Oaks Valley Road	I-15 to Rancho Santa Fe Road
Del Dios Hwy./Via De La Valle/Paseo Delicitas/Valley Pkwy.	El Camino Real to I-15
Del Mar Heights/Black Mtn Rd./Carmel Valley Rd./Bernardo Ctr.	I-5 to I-15
El Camino Real/ Manchester Avenue	SR 76 to I-5
El Cajon Boulevard/Washington Street	Pacific Highway to I-8
Euclid Avenue/54th Street	Plaza Boulevard to El Cajon Boulevard
Fletcher Pkwy./Broadway/E Main St./Greenfield Dr.	I-8 to I-8
Friars Road/Mission Gorge Road	Morena Boulevard to I-8
Garnet Avenue/Grand Avenue	I-5 to Mission Boulevard
Genesee Ave./N. Torrey Pines Rd./Carmel Valley Rd.	SR 163 to El Camino Real
H Street	I-5 to SR 125
Harbor Drive	Rosecrans Street to I-5 (National City)
La Jolla Village Drive/Miramar Road	I-5 to I-15
Market St./Imperial Ave./Lemon Grove Ave.	Harbor Drive to SR 94
Melrose Drive	SR76 to Rancho Santa Fe Road
Mira Mesa Boulevard	Sorrento Valley Rd. to I-15
National City Blvd./Broadway/Beyer Blvd.	Harbor Drive to SR 905
Nimitz Boulevard	I-8 to Harbor Drive
Oceanside Boulevard	Coast Highway to Melrose Drive
Pacific Highway/Sea World Dr./Morena Blvd.	Harbor Drive to Balboa Avenue
Palomar St./Orange Ave./Olympic Pkwy.	I-5 to SR 125
Palomar Airport Rd./San Marcos Blvd.	Carlsbad Boulevard to Mission Road
Plaza Blvd./Paradise Valley Rd./Jamacha Blvd/Rd.	I-5 to I-8
Pomerado Road	I-15 (N) to I-15 (S)
Rancho Santa Fe Rd./Olivenhain Rd./Leucadia Blvd.	South Santa Fe to Coast Highway
Rosecrans Street	I-8 to Harbor Drive
Scripps Poway Parkway	I-15 to SR 67
Siempre Viva Road/Heritage Road	SR 125 to SR 905
Via de la Valle/El Camino Real/Carmel Mtn Rd./Vista Sorrento Pkwy./Sorrento Valley Blvd./Vista Sorrento Pkwy.	Hwy 101 to Mira Mesa Boulevard
Valley Parkway	I-15 to Bear Valley Parkway
Vista Way/South Santa Fe Ave./Mission Rd./Mission Ave.	Jefferson St./SR 78 to Centre City

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## Highway Corridor Evaluation

SANDAG has used criteria for evaluating and ranking highway corridor projects since 1997. At its March 22, 2002 meeting, the SANDAG Board of Directors reviewed revised criteria for evaluating highway corridor projects for the 2030 Regional Transportation Plan (RTP). The criteria had been revised to reflect SANDAG Board adopted principles on smart growth and the Regional Transit Vision. The criteria have been further refined based upon comments received at the March 2002 Board meeting and subsequent Board direction.

The ten highway evaluation criteria presented in Tables TA 7.8 and TA 7.9 include both qualitative and quantitative criteria. These criteria evaluate traffic usage, travel time savings, cost, critical linkages, safety, goods movement, employment, smart growth, carpool lane integration, transit integration, habitat preservation, and residential impacts. These are important aspects for assessing highway corridor modifications. SANDAG staff has worked with Caltrans, CTAC, MTDB, NCTD, local jurisdictions, and the 2030 RTP Working Group to revise and update the criteria. Changes to the criteria based upon comments received at the March 2002 Board meeting and subsequent Board direction summarized in Table TA 7.10.

The highway network corridor evaluation has been used to develop the Mobility Network and Revenue Constrained Network alternatives in the 2030 RTP. The evaluation also has been used to develop the phasing plans in the 2030 RTP. The 35 highway corridors originally evaluated for the Draft 2030 RTP are listed in priority order in Table TA 7.11. The highway corridors included in the Mobility Network and Revenue Constrained Network alternatives also are shown in Table TA 7.11.

The prioritized list of highway projects is used as a tool in assembling logical networks of highway projects that complement transit and arterial projects. Priority order is not necessarily strictly followed. Rather, emphasis is placed upon developing meaningful networks in accordance with the 2030 RTP goals and objectives.

Quantitative scoring is shown in Table TA 7.12. Total cost, person-miles traveled (PMT) per day in 2030, and hours of travel time savings (TTS) per day in 2030 are shown. Total cost per PMT and total cost per TTS each total 35 percent of the total possible score. The lowest scoring project (best score) is assigned 35 points. The other scores are assigned scores proportionate to their relation to the lowest score. The equation for calculating the quantitative score is shown below. The quantitative score for each project is shown in the far right hand column in Table TA 7.12.

$$\text{Quantitative Score} = \frac{1}{\text{Cost/TTS}} \times \text{Best (Cost /TTS)} \times 35 + \frac{1}{\text{Cost/PMT}} \times \text{Best (Cost/PMT)} \times 35$$

Qualitative scoring is shown in Table TA 7.13. Quantitative scoring is worth 30 percent of the total possible score. There are eight qualitative criteria, each worth 3.75 percent of the total possible score. Each project is either assigned “++” worth 3.75 percent or points if it meets the criterion, “+” worth 1.88 points if it partially meets the criterion, or “blank” for zero points if it does not meet the criterion. The qualitative score for each project is shown in the far right hand column in Table TA 7.13.

**TABLE TA 7.8—SUMMARY OF HIGHWAY PROJECT EVALUATION CRITERIA**

<b>Quantitative Criteria</b>	<b>Percent of Total Score (Weight Factor)</b>
1. Total Cost Divided By Person-Miles Traveled	35%
2. Total Cost Divided By Travel Time Savings	35%
<b>Qualitative Criteria</b>	<b>Percent of Total Score (Weight Factor)</b>
3. Critical Linkage	3.75%
4. Addresses High Accident Rate	3.75%
5. High Truck Usage	3.75%
6. Serves Employment/Education	3.75%
7. Serves Smart Growth	3.75%
8. Facilitates Carpool and Transit Mobility	3.75%
9. Minimizes Habitat Impacts	3.75%
10. Minimizes Residential Impacts	3.75%

**TABLE TA 7.9—HIGHWAY CORRIDOR EVALUATION CRITERIA***Quantitative Evaluation Criteria*

## 1. Cost-Effectiveness (Traffic Usage)

This is a relative measure of benefit in terms of cost to widen or extend the highway corridor divided by the traffic usage on the additional highway lanes provided. The 2030 Smart Growth forecast has been used as the common base for the analysis. Traffic usage is measured as daily person-miles traveled (PMT). This measure incorporates both the amount of traffic and average vehicle occupancy. High occupancy vehicle (HOV) lane traffic usage is adjusted to account for higher average vehicle occupancy (2.1 AVO) compared to mixed-flow lane average vehicle occupancy (1.2 AVO). PMT is obtained for each corridor assuming all highway corridor improvements are in place, providing a system-wide measure of usage. Higher ranking projects have a lower cost per person-mile traveled.

## 2. Cost-Effectiveness (Travel Time Savings)

This is a relative measure of benefit in terms of cost to widen or extend the highway corridor divided by the travel time savings. The 2030 Smart Growth forecast has been used as the common base for the analysis. Travel time savings (TTS) is measured as the daily person-hours of travel time saved. This is the travel time savings resulting from widening or extending each highway corridor. Total daily travel time is computed for a baseline condition that includes all current (2002) fully funded and/or environmentally cleared projects. Travel time is again computed by adding each project, one by one, to the baseline

condition. The resulting travel time is then compared to the baseline travel time. The difference is the travel time savings that can be attributed to each project. Higher ranking highway corridors have a lower cost per person-hour of travel time saved.

### *Qualitative Evaluation Criteria*

3. Critical Linkage:
  - ++ High volume freeway corridor and lacking a continuous parallel arterial. High volume is defined as greater than 250,000 Average Daily Traffic using the 2030 Smart Growth forecast.
  - + High volume freeway corridor or lacking a continuous parallel arterial.
  
4. Addresses High Accident Rate:
  - ++ Greater than 160 percent of the 3-year average statewide accident rate for a similar facility (i.e., 60 percent over the state wide average).
  - + Greater than 120 percent of the 3-year average statewide accident rate for a similar facility (i.e., 20 percent over the state wide average).
  
5. High Truck Usage:
  - ++ Heavy trucks greater than 10 percent of the daily traffic or more than 9,000 per day.
  - + Heavy trucks greater than 7 percent of the daily traffic or more than 5,000 per day.
  
6. Serves Major Employment/Education Areas
  - ++ Existing major college or university within one mile of the highway corridor or greater than five employees per acre density within one mile.
  - + Planned major college or university within one mile of the highway corridor or greater than five employees per acre density planned (2030 Smart Growth forecast) within one mile.
  
7. Serves Smart Growth
  - ++ At least two percent of the existing land use within one mile of the highway is designated as smart growth. Smart growth is defined as, within a one-quarter mile radius, there are housing densities greater than 20 dwelling units per acre and employment densities greater than 45 employees per acre.
  - + At least two percent of the planned land use (2030 Smart Growth forecast) within one mile of the highway is designated as smart growth.
  
8. Facilitates Carpool and Transit Mobility
  - ++ Includes carpool facility and Regional or Corridor transit services identified in the Regionally Significant Transportation Network.
  - + Includes carpool facility or Regional or Corridor transit services identified in the Regionally Significant Transportation Network.
  
9. Minimizes Habitat Impacts
  - ++ Avoids preserve areas and natural areas as defined by habitat preserve plans
  - + Avoids preserve areas, but impacts natural areas as defined by habitat preserve plans
  
10. Minimizes Residential Impacts
  - ++ Existing housing stock density within 500 feet of the highway right of way is less than two dwelling units per acre (this does not imply a future housing take, this criteria is only used as measure of proximity).

- + Planned housing stock density within 500 feet of the highway right of way is less than two dwelling units per acre (this does not imply a future housing take, this criteria is only used as measure of proximity).

**TABLE TA 7.10—COMMENTS ON THE HIGHWAY CORRIDOR EVALUATION CRITERIA**

NO.	CRITERION	COMMENT	RESPONSE
1,2	Quantitative Criteria	Quantitative criteria should receive more weight than the qualitative criteria.	The qualitative percentage of the total score has been increased from 50 percent to 70 percent. The qualitative percentage of the total score has been decreased from 50 percent to 30 percent.
1,2	Quantitative Criteria	Total cost, instead of cost to complete should be used. This provides a check for projects with cost increases.	The criterion has been changed to reflect this comment.
4	Accident Rates	Highway corridors should only receive credit if the accident rates are higher than the state wide average.	The thresholds have been increased.
6	Employment/ Education	Major colleges and universities should receive credit.	The criterion has been expanded to include major colleges and universities.
7	Serves Smart Growth	The criterion should place more emphasis on rewarding existing smart growth instead of planned smart growth.	The criterion has been changed. Double credit is given for existing smart growth.
7	Serves Smart Growth	Transit service criteria should be contained within the Carpool and Transit criterion and not included in the smart growth criterion.	The criterion has been changed to reflect this comment.
7	Serves Smart Growth	How are smart growth areas defined?	Smart growth areas have been defined according to the Land Use Distribution Element.
8	Carpool and Transit	Credit should only be given for Regional and Corridor transit services identified in the Regionally Significant Transportation Network.	The criterion has been changed to reflect this comment.
10	Minimizes Residential Impacts	The percentages determining impacts should be reduced.	The percentages determining impacts have been reduced.
10	Minimizes Residential Impacts	What is meant by “immediately adjacent land?”	Immediately adjacent land is defined as within 500 feet of the highway right of way.

**TABLE TA 7.11—HIGHWAY CORRIDOR EVALUATION RANKING**

RANK	FREEWAY	FROM	TO	EXISTING	IMPROVEMENTS	QUANTITATIVE SCORE	QUALITATIVE SCORE	TOTAL SCORE	REVENUE CONSTRAINED NETWORK	MOBILITY NETWORK
1	SR 52	I-805	SR 125	4F	6F + 2ML	59.62	11.25	70.87	X	X
2	I-5	SR 56	Vandegrift Blvd.	8F	10F+4ML & 8F+4ML	41.03	15.00	56.03	P	X
3	I-5	Vandegrift Blvd.	Orange County	8F	8F + 2HOV	42.76	9.38	52.14		
4	I-805	I-8	I-5	8F	8F + 4ML	36.14	13.13	49.27	X	X
5	I-805	SR 54	I-8	8F	8F + 4ML	25.05	16.88	41.92	X	X
6	I-5	SR 905	SR 54	8F	8F + 2 HOV	30.29	9.38	39.67		X
7	I-805	SR 905	SR 54	8F	8F + 4ML	31.48	7.50	38.98	P	X
8	I-5	I-8	I-805	8F	10F + 2HOV 8F+4ML/MB & 8F+4ML	24.01	13.13	37.14		X
9	I-15	SR 163	SR 78	8F		21.68	15.00	36.68	X	X
10	SR 94/SR 125	I-5	I-8	8F/6F	8F + 2HOV	14.76	16.88	31.63		X
11	SR 56	I-5	I-15	4F	6F + 2HOV	28.90	1.88	30.77	P	X
12	I-15	I-5	SR163	4F/6F/8F	8F & 8F+2HOV	19.43	11.25	30.68	P	X
13	I-8	Los Coches Rd. SR 125	Tavern Rd.	4F	6F	22.77	7.50	30.27		
14	SR 94	(Spring St.)	Steele Canyon Rd.	4F/4C/2C	6F/6C/4C	26.25	3.75	30.00		X
15	SR 905	I-5	Mexico	4F/6F	8F	22.22	7.50	29.72		
16	I-5	SR 54	I-8	8F	8F + 2HOV	11.73	16.88	28.60	P	X
17	SR 52	SR 125	SR 67	4F	6F + 2HOV	20.82	5.63	26.45		
18	SR 54/SR 125	I-5	SR 94	6F & 4F+2HOV	6F + 2HOV	18.39	5.63	24.02	P	X
19	I-8	SR 125	Los Coches Rd.	8F/6F/4F	8F/6F+2HOV & 6F	15.91	7.50	23.41		X
20	SR 125	SR 905	SR 54	4T/4F	8T/8F	17.78	5.63	23.40	P	X
21	SR 52	I-5	I-805	4F	6F	21.52	1.88	23.39		X
22	SR 54	SR 125	I-8	2C	4C	19.36	3.75	23.11		
23	SR 67	I-8	Mapleview St.	6F/4F	8F/6F	14.26	7.50	21.76		
24	SR 76	I-5	Melrose Drive	4E	6E	17.87	3.75	21.62		
25	SR 67	Mapleview St.	Dye Road	2C	4C	16.61	3.75	20.36		X
26	SR 78	I-5	I-15	6F	6F + 2HOV	13.25	5.63	18.88		X
27	SR 76	Melrose Dr.	I-15	2C	6C/4C	7.88	9.38	17.26	P	P

RANK	FREEWAY	FROM	TO	EXISTING	IMPROVEMENTS	QUANTITATIVE SCORE	QUALITATIVE SCORE	TOTAL SCORE	REVENUE CONSTRAINED NETWORK	MOBILITY NETWORK
28	I-8	I-5	SR 125	8F/10F	10F	2.05	15.00	17.05		
29	SR 125	I-8	SR 52	6F	6F + 2HOV	10.25	5.63	15.88		
30	SR 76	I-15	Valley Center Rd.	2C	4C	5.34	9.38	14.72		
31	SR 11	SR 905	Mexico	---	4F	8.77	5.63	14.40	X	X
32	SR 75/SR 282	Glorietta Blvd	Alameda Blvd	6C	6C + 2TU	0.39	13.13	13.51	P	X
33	I-15	SR 78	Riverside County	8F	6F + 2HOV	0.08	13.13	13.21		
34	SR 125	SR 52	I-15	---	4F	8.41	3.75	12.16		
35	I-5/I-805	Mexico	SR 905	8F	10F	5.20	1.88	7.08		

KEY: P = partially included in network alternative  
C = Conventional Highway Lanes  
F = Freeway Lanes  
HOV = High Occupancy Vehicle Lanes  
MB = Movable Barrier  
ML = Managed Lanes (HOV & Value Pricing)  
T = Toll Road  
TU = Tunnel  
X = fully included in network alternative

**TABLE TA 7.12—HIGHWAY CORRIDOR EVALUATION QUANTITATIVE SCORE**

<b>FREEWAY</b>	<b>FROM</b>	<b>TO</b>	<b>EXISTING</b>	<b>IMPROVEMENTS</b>	<b>TOTAL COST (MILLIONS)</b>	<b>2030 PMT</b>	<b>2030 TTS</b>	<b>QUANTITATIVE SCORE</b>
I-5/I-805	Mexico	SR 905	8F	10F	\$100	61,411	42	5.20
I-5	SR 905	SR 54	8F	8F + 2 HOV	\$130	198,793	14,879	30.29
I-5	SR 54	I-8	8F	8F + 2HOV	\$700	432,415	30,029	11.73
I-5	I-8	I-805	8F	10F + 2HOV	\$440	814,117	24,561	24.01
I-5	SR 56	Vandegrift Blvd.	8F	10F+4ML & 8F+4ML	\$890	2,143,460	121,543	41.03
I-5	Vandegrift Blvd.	Orange County	8F	8F + 2HOV	\$180	753,156	9,136	42.76
I-8	I-5	SR 125	8F/10F	10F	\$2,500	295,567	17,330	2.05
I-8	SR 125	Los Coches Rd.	8F/6F/4F	8F/6F+2HOV & 6F	\$190	235,957	6,864	15.91
I-8	Los Coches	Tavern Rd.	4F	6F	\$100	223,414	2,671	22.77
SR 11	SR 905	Mexico	---	4F	\$190	177,873	1,167	8.77
I-15	I-5	SR 163	4F/6F/8F	8F & 8F+2HOV	\$230	377,036	8,598	19.43
I-15	SR 163	SR 78	8F	8F+4ML/MB & 8F+4ML	\$660	955,762	41,292	21.68
I-15	SR 78	Riverside County	8F	6F + 2HOV	\$2	1	1	0.08
SR 52	I-5	I-805	4F	6F	\$80	100,823	5,741	21.52
SR 52	I-805	SR 125	4F	6F + 2ML	\$220	647,659	50,352	59.62
SR 52	SR 125	SR 67	4F	6F + 2HOV	\$100	146,031	5,627	20.82
SR 54/SR 125	I-5	SR 94	6F & 4F+2HOV	6F + 2HOV	\$100	194,552	1,384	18.39
SR 54	SR 125	I-8	2C	4C	\$200	259,413	11,135	19.36
SR 56	I-5	I-15	4F	6F + 2HOV	\$180	493,022	7,047	28.90
SR 67	I-8	Mapleview St.	6F/4F	8F/6F	\$130	161,493	3,292	14.26
SR 67	Mapleview St.	Dye Road	2C	4C	\$240	140,959	18,360	16.61
SR 75/SR 282	Glorietta Blvd.	Alameda Blvd.	6C	6C + 2TU	\$300	13,161	42	0.39
SR 76	I-5	Melrose Drive	4E	6E	\$80	94,930	4,154	17.87
SR 76	Melrose Dr.	I-15	2C	6C/4C	\$230	89,131	6,979	7.88
SR 76	I-15	Valley Center Rd.	2C	4C	\$300	104,729	4,756	5.34
SR 78	I-5	I-15	6F	6F + 2HOV	\$500	523,035	14,729	13.25
SR 94/SR 125	I-5	I-8	8F/6F	8F + 2HOV	\$500	434,102	24,512	14.76
SR 94	SR 125 (Spring St.)	Steele Canyon Rd.	4F/4C/2C	6F/6C/4C	\$90	197,230	4,660	26.25
SR 125	SR 905	SR 54	4T/4F	8T/8F	\$170	293,695	3,697	17.78

<b>FREEWAY</b>	<b>FROM</b>	<b>TO</b>	<b>EXISTING</b>	<b>IMPROVEMENTS</b>	<b>TOTAL COST (MILLIONS)</b>	<b>2030 PMT</b>	<b>2030 TTS</b>	<b>QUANTITATIVE SCORE</b>
SR 125	I-8	SR 52	6F	6F + 2HOV	\$70	80,590	285	10.25
SR 125	SR 52	I-15	---	4F	\$2,500	2,186,066	17,904	8.41
I-805	SR 905	SR 54	8F	8F + 4ML	\$300	925,875	11,109	31.48
I-805	SR 54	I-8	8F	8F + 4ML	\$450	695,921	35,642	25.05
I-805	I-8	I-5	8F	8F + 4ML	\$400	1,050,912	37,056	36.14
SR 905	I-5	Mexico	4F/6F	8F	\$200	442,215	4,865	22.22

KEY: PMT = person-miles traveled (Preliminary 2030 Smart Growth forecast)  
TTS = travel time savings in daily person-hours (Preliminary 2030 Smart Growth forecast)

**TABLE TA 7.13—HIGHWAY CORRIDOR EVALUATION SCORES**

FREEWAY	FROM	TO	CRITICAL LINKAGE	ACCIDENT RATE	TRUCK USAGE	EMPLOYMENT/ EDUCATION	SMART GROWTH	CARPOOL/ TRANSIT	HABITAT	RESIDENTIAL	QUALITATIVE SCORE
I-5/I-805	Mexico	SR 905							+		1.88
I-5	SR 905	SR 54	+		+	+	+	+			9.38
I-5	SR 54	I-8	+		+	++	++	+	++		16.88
I-5	I-8	I-805	+		+	++	+	+		+	13.13
I-5	SR 56	Vandegrift Blvd	++		++	++		++			15.00
I-5	Vandegrift Blvd	Orange County	+		++					++	9.38
I-8	I-5	SR 125	+		+	++	++			++	15.00
I-8	SR 125	Los Coches Road	+		+			+	+		7.50
I-8	Los Coches Road	Tavern Road			++					++	7.50
SR 11	SR 905	Mexico							+	++	5.63
I-15	I-5	SR 163	+		+	++		++			11.25
I-15	SR 163	SR 78	++		++	++		++			15.00
I-15	SR 78	Riverside County			++			+	++	++	13.13
SR 52	I-5	I-805		+							1.88
SR 52	I-805	SR 125	+			+		++		++	11.25
SR 52	SR 125	SR 67				+			++		5.63
SR 54/SR 125	I-5	SR 94	+						++		5.63
SR 54	SR 125	I-8		++							3.75
SR 56	I-5	I-15						+			1.88
SR 67	I-8	Mapleview Street				+			+	++	7.50
SR 67	Mapleview Street	Dye Road								++	3.75
SR 75/SR 282	Glorietta Blvd.	Alameda Blvd.		++		++	++		+		13.13
SR 76	I-5	Melrose Drive		+						+	3.75
SR 76	Melrose Drive	I-15		+	++					++	9.38
SR 76	I-15	Valley Center Road		+	++					++	9.38
SR 78	I-5	I-15				++				+	5.63
SR 94/SR 125	I-5	I-8	+		+	++	+	++	++		16.88
SR 94	SR 125 (Spring St.)	Steele Canyon Rd.		++							3.75
SR 125	SR 905	SR 54				+				++	5.63
SR 125	I-8	SR 52				++			+		5.63
SR 125	SR 52	I-15								++	3.75
I-805	SR 905	SR 54	+		+			++			7.50
I-805	SR 54	I-8	+		+	+	++	++	++		16.88
I-805	I-8	I-5	+		++	++	+	+			13.13
SR 905	I-5	Mexico			++					++	7.50

## High Occupancy Vehicle (HOV) Connectors

HOV connectors will facilitate direct HOV to HOV access will allow for continuous movement on the HOV network from freeway to freeway. The average daily traffic (ADT) in 2030 on the HOV connectors analyzed in the HOV Network is shown in Table TA 7.14. The HOV Connectors are listed by pair in order of volume of traffic in 2030. A total of eight HOV connectors are included in the Mobility Network and four are included in the Revenue Constrained Network. The HOV connectors at I-15 and SR 94 are included in the Revenue Constrained and Mobility Networks, even though they rank fairly low, as they will link the I-15 corridor to the major downtown San Diego employment center.

**TABLE TA 7.14—HOV TO HOV CONNECTORS**

INTERSECTING FREEWAYS		DIRECTION	2030 ADT (BY PAIR)	2030 ADT (INDIVIDUAL)	REVENUE CONSTRAINED NETWORK	MOBILITY NETWORK
I-5	I-805	North to North	42,800	22,200	x	x
I-5	I-805	South to South		20,600	x	x
I-8	SR 125	West to South	23,900	12,300		
I-8	SR 125	North to East		11,600		
I-5	SR 78	South to East	21,500	11,200		
I-5	SR 78	West to North		10,300		
I-15	I-805	South to South	20,800	10,600		
I-15	I-805	North to North		10,200		
I-5	SR 94	South to East	19,000	11,600		
I-5	SR 94	West to North		7,400		
I-15	SR 78	East to South	17,700	8,900		x
I-15	SR 78	North to West		8,800		x
I-805	SR 52	West to North	16,900	8,700		x
I-805	SR 52	South to East		8,200		x
I-805	SR 94	East to South	16,500	8,700		
I-805	SR 94	North to West		7,800		
I-15	SR 52	West to North	13,900	7,000		
I-15	SR 52	South to East		6,900		
I-5	SR 56	North to East	12,100	6,100		
I-5	SR 56	West to South		6,000		
SR 54	SR 125	West to South	11,700	5,900		
SR 54	SR 125	North to East		5,800		
I-15	SR 94	East to North	11,700	5,900	x	x
I-15	SR 94	South to West		5,800	x	x
I-5	SR 94	West to South	11,300	6,700		
I-5	SR 94	North to East		4,600		
I-15	SR 56	East to North	10,600	6,200		
I-15	SR 56	South to West		4,400		
I-805	SR 94	West to North	9,500	5,300		
I-805	SR 94	South to East		4,200		

INTERSECTING FREEWAYS		DIRECTION	2030 ADT (BY PAIR)	2030 ADT (INDIVIDUAL)	REVENUE CONSTRAINED NETWORK	MOBILITY NETWORK
I-5	SR 78	West to South	9,200	4,900		
I-5	SR 78	North to East		4,300		
I-805	SR 54	South to East	8,800	4,600		
I-805	SR 54	West to North		4,200		
I-5	SR 56	South to East	8,500	4,500		
I-5	SR 56	West to North		4,000		
I-5	SR 54	West to South	7,500	4,100		
I-5	SR 54	North to East		3,400		
SR 54	SR 125	North to West	7,100	3,600		
SR 54	SR 125	East to South		3,500		
I-805	SR 94	West to South	5,000	2,900		
I-805	SR 94	North to East		2,100		
I-5	SR 54	South to East	4,500	2,400		
I-5	SR 54	West to North		2,100		
I-5	SR 52	West to South	3,300	2,300		
I-5	SR 52	North to East		1,000		
I-5	SR 52	South to East	3,200	1,800		
I-5	SR 52	West to North		1,400		

### Freeway to Freeway Connectors

In February 2002, the Transportation Committee reviewed the criteria for updating the Freeway Connectors Study and the draft study results, and asked staff to complete the final study report using 2030 forecast data. SANDAG and Caltrans staffs have completed the evaluation of the connectors based on the evaluation criteria shown in Table TA 7.15. The analysis is provided in Table TA 7.16, and the rankings are summarized as follows:

Rank	Connectors	Points
1 <sup>st</sup>	SR 56 West to I-5 North	44
2 <sup>nd</sup>	SR 94 West to SR 125 North	43
3 <sup>rd</sup>	I-5 South to SR 56 East (tie)	41
3 <sup>rd</sup>	I-5 South to SR 78 East (tie)	41
5 <sup>th</sup>	SR 78 West to I-5 South	34
6 <sup>th</sup>	I-8 East to I-5 North (tie)	27
6 <sup>th</sup>	SR 125 South to SR 94 East (tie)	27
8 <sup>th</sup>	I-15 North to SR 56 West	26
9 <sup>th</sup>	I-5 North to SR 94 East	21
10 <sup>th</sup>	I-5 South to I-8 West	19

## Discussion

Updated project information has been used to finalize the Freeway Connectors Study. In the calculation of the Cost Effectiveness (Traffic Usage) criterion, 2030 ADT forecasts have been used in lieu of the 2020 ADT used in the draft report. In addition, the cost to complete estimates used in the two quantitative criteria have been updated for the two SR 94/SR 125 connectors. The revised costs for these two connectors include all necessary freeway improvements required to construct the connectors, consistent with the cost methodology for the other eight connectors studied. The four qualitative criteria have not changed since the February 2002 Transportation Committee meeting.

The methodology for calculating travel time savings was slightly modified. The previous methodology for calculating travel time savings per project proved difficult, because of the uncertainties of potential ramp metering effects and the relative short distance of the trips on the connectors. To resolve this issue, staff calculated the existing travel time using local roadways that provide the same movement that the proposed freeway connector would provide. The travel time has been equated to the existing travel time along the local roadways.

**TABLE TA 7.15—FREEWAY CONNECTORS STUDY  
EVALUATION CRITERIA**

<b>QUANTITATIVE CRITERIA</b>	<b>DESCRIPTION</b>	<b>MAXIMUM POINTS</b>
Cost Effectiveness (Traffic Usage)	2030 Average Daily Traffic/ Cost to Complete	16
Cost Effectiveness (Travel Time Savings)	Travel Time Savings/ Cost to Complete	16
<b>QUANTITATIVE CRITERIA</b>	<b>DESCRIPTION</b>	<b>MAXIMUM POINTS</b>
Serves Goods Movement/Truck Usage	Average Daily Truck Volume	8
Improves Traffic Safety	Historical freeway accident rates in vicinity	8
Minimizes Environmental Impacts	Community, historic, noise, biological impacts	8
Compatibility with Smart Growth	Mode connectivity, transit use, proximity to transit stations and smart growth areas	8
<b>TOTAL</b>		<b>64</b>

**TABLE TA 7.16—FREEWAY CONNECTORS STUDY**

**Quantitative Criteria: Cost Effectiveness (Traffic Usage)**

Cost effectiveness is a measurement of project cost related to the amount of use the public will obtain from the improvement by the year 2030. The project cost includes environmental, engineering and construction expenses.

<b>Location</b>	<b>2030 Average Daily Traffic</b>	<b>Cost (Millions \$)</b>	<b>Cost Effective Factor</b>	<b>Quantitative Points</b>
<b>1. I-5/SR 94/SR 163 Complex</b>				
• I-5 North to SR 94 East	20,451	\$180	0.16	3
<b>2. I-5/I-8 Interchange</b>				
• I-8 East to I-5 North	12,306	\$110	0.16	3
• I-5 South to I-8 West	11,618	\$110	0.15	2
<b>3. SR 94/SR 125 Interchange</b>				
• SR 94 West to SR 125 North	28,315	\$55	0.73	12
• SR 125 South to SR 94 East	34,583	\$65	0.76	12
<b>4. SR 56/I-5 Interchange</b>				
• SR 56 West to I-5 North	23,343	\$55	0.60	10
• I-5 South to SR 56 East	23,533	\$65	0.51	8
<b>5. SR 78/I-5 Interchange</b>				
• SR 78 West to I-5 South	33,360	\$65	0.73	12
• I-5 South to SR 78 East	45,744	\$65	1.00	16
<b>6. I-15/SR 56 Interchange</b>				
• I-15 North to SR 56 West	13,466	\$120	0.32	3

**Ratings:**

The connector with the highest cost effectiveness is assigned a cost effectiveness factor of 1.00 and receives the maximum 16 points. Points for each of the other connectors are assigned based on their cost effectiveness relative to the highest ranked project.

**TABLE TA 7.16—FREEWAY CONNECTORS STUDY**

**Quantitative Criteria: Cost Effectiveness (Travel Time Saved)**

Cost effectiveness is a measurement of project cost related to the amount of travel time saved with connector as compared to existing routes along surface streets providing the same movement. The project cost includes environmental, engineering and construction expenses.

<b>Location</b>	<b>Existing Travel Time on Local Roadways (Minutes)</b>	<b>Cost (Millions \$)</b>	<b>Cost Effective Factor</b>	<b>Quantitative Points</b>
<b>1. I-5/SR 94/SR 163 Complex</b>				
• I-5 North to SR 94 East	7.0	\$180	0.50	8
<b>2. I-5/I-8 Interchange</b>				
• I-8 East to I-5 North	8.5	\$110	0.99	16
• I-5 South to I-8 West	5.0	\$110	0.58	9
<b>3. SR 94/SR 125 Interchange</b>				
• SR 94 West to SR 125 North	3.0	\$55	0.70	11
• SR 125 South to SR 94 East	2.1	\$65	0.41	7
<b>4. SR 56/I-5 Interchange</b>				
• SR 56 West to I-5 North	4.3	\$55	1.00	16
• I-5 South to SR 56 East	4.7	\$65	0.91	15
<b>5. SR 78/I-5 Interchange</b>				
• SR 78 West to I-5 South	3.8	\$65	0.75	12
• I-5 South to SR 78 East	2.1	\$65	0.41	7
<b>6. I-15/SR 56 Interchange</b>				
• I-15 North to SR 56 West	3.6	\$120	0.39	6

**Ratings:**

The connector with the highest cost effectiveness is assigned a cost effectiveness factor of 1.00 and receives the maximum 16 points. Points for each of the other connectors are assigned based on their cost effectiveness relative to the highest ranked project.

**TABLE TA 7.16—FREEWAY CONNECTORS STUDY**

**Qualitative Criteria: Serves Goods Movement/Truck Usage**

The percentage of truck traffic on a facility is an indication of the projects which would best benefit moving goods in and through the region. The estimated truck percentages for the study locations are shown below.

Location	Estimated Truck %	Truck Usage Points
1. I-5/SR 94/SR 163 Complex		
• I-5 North to SR 94 East	4%	2
2. I-5/I-8 Interchange		
• I-8 East to I-5 North	4%	2
• I-5 South to I-8 West	4%	2
3. SR 94/SR 125 Interchange		
• SR 94 West to SR 125 North	4%	2
• SR 125 South to SR 94 East	4%	2
4. SR 56/I-5 Interchange		
• SR 56 West to I-5 North	6%	6
• I-5 South to SR 56 East	6%	6
5. SR 78/I-5 Interchange		
• SR 78 West to I-5 South	7%	8
• I-5 South to SR 78 East	7%	8
6. I-15/SR 56 Interchange		
• I-15 North to SR 56 West	6%	6

**Ratings:**

<b>Truck % Range</b>	<b>Points</b>
4 to 4.9%	2
5 to 5.9%	4
6 to 6.9%	6
7 to 7.9%	8

**TABLE TA 7.16—FREEWAY CONNECTORS STUDY**

**Qualitative Criteria: Improves Safety**

Safety on the existing freeway system is a primary criterion in evaluating the performance of the system. The Traffic Accident Surveillance and Analysis System (TASAS) was used to evaluate whether the study locations were below, at or above the statewide averages for these types of facilities. The table below shows the results.

	<b>TASAS Results</b>	<b>Safety Points</b>
<b>1.</b> I-5/SR 94/SR 163 Complex		
• I-5 North to SR 94 East	Below	0
<b>2.</b> I-5/I-8 Interchange		
• I-8 East to I-5 North	Below	0
• I-5 South to I-8 West	Below	0
<b>3.</b> SR 94/SR 125 Interchange		
• SR 94 West to SR 125 North	Much Above	8
• SR 125 South to SR 94 East	Below	0
<b>4.</b> SR 56/I-5 Interchange		
• SR 56 West to I-5 North	Below	0
• I-5 South to SR 56 East	Below	0
<b>5.</b> SR 78/I-5 Interchange		
• SR 78 West to I-5 South	Below	0
• I-5 South to SR 78 East	Above	4
<b>6.</b> I-15/SR 56 Interchange		
• I-15 North to SR 56 West	Below	0

**Ratings:**

Below Statewide Average	0 points
Above Statewide Average	4 points
Much Above Statewide Average	8 points

**TABLE TA 7.16—FREEWAY CONNECTORS STUDY**

**Qualitative Criteria: Minimizes Environmental Impacts**

Environmental Impacts can be disruptive to the community and to existing ecosystems in the vicinity of transportation projects. Impacts can also increase the cost of projects and add to project delivery time. The following table shows the results of an evaluation of the environmental impacts of these projects.

	<b>Environmental Impact</b>	<b>Environmental Points</b>
<b>1.</b> I-5/SR 94/SR 163 Complex		
• I-5 North to SR 94 East	Major	0
<b>2.</b> I-5/I-8 Interchange		
• I-8 East to I-5 North	Major	0
• I-5 South to I-8 West	Major	0
<b>3.</b> SR 94/SR 125 Interchange		
• SR 94 West to SR 125 North	Minor	8
• SR 125 South to SR 94 East	Medium	4
<b>4.</b> SR 56/I-5 Interchange		
• SR 56 West to I-5 North	Minor	8
• I-5 South to SR 56 East	Minor	8
<b>5.</b> SR 78/I-5 Interchange		
• SR 78 West to I-5 South	Major	0
• I-5 South to SR 78 East	Medium	4
<b>6.</b> I-15/SR 56 Interchange		
• I-15 North to SR 56 West	Minor	8

**Ratings:**

Major Impacts	0 points
Medium Impacts	4 points
Minor Impacts	8 points

**TABLE TA 7.16—FREEWAY CONNECTORS STUDY**

**Qualitative Criteria: Compatibility with Smart Growth Principles**

Smart Growth is the ability to encourage a compact, efficient, and environmentally sensitive pattern of development that provides people with additional travel, housing, and employment choices. Smart Growth also can focus future growth away from rural areas and closer to existing and planned job centers, transit areas, and public facilities.

<b>Location</b>	<b>Factor 1</b>	<b>Factor 2</b>	<b>Factor 3</b>	<b>Factor 4</b>	<b>Smart Growth Points</b>
<b>1. I-5/SR 94/SR 163 Complex</b>					
• I-5 North to SR 94 East	++	++	++	++	8
<b>2. I-5/I-8 Interchange</b>					
• I-8 East to I-5 North	++	+	+	++	6
• I-5 South to I-8 West	++	+	+	++	6
<b>3. SR 94/SR 125 Interchange</b>					
• SR 94 West to SR 125 North	/	+	/	+	2
• SR 125 South to SR 94 East	/	+	/	+	2
<b>4. SR 56/I-5 Interchange</b>					
• SR 56 West to I-5 North	+	+	+	+	4
• I-5 South to SR 56 East	+	+	+	+	4
<b>5. SR 78/I-5 Interchange</b>					
• SR 78 West to I-5 South	/	/	+	+	2
• I-5 South to SR 78 East	/	/	+	+	2
<b>6. I-15/SR 56 Interchange</b>					
• I-15 North to SR 56 West	+	/	+	+	3

**Rating:**

/: Neutral or Not Applicable, +: Supports Smart Growth, ++: Strongly Supports Smart Growth

Points determined based upon the sum of the '+', with a maximum of eight points.

Factor 1: Mode Connectivity – Number of modes project accommodates/connects including airport, seaport, heavy rail, light rail, city bus, regional bus, high occupancy vehicles.

Factor 2: Compatibility with Regional Transit Vision (RTV) – Proximity to planned RTV lines

Factor 3: Proximity to RTV station locations

Factor 4: Proximity to Smart Growth areas

## Transit Services Evaluation

The SANDAG Board of Directors approved the Regional Transit Vision (RTV) in November 2001. With its approval, the Board instructed staff to use the RTV as a framework for the 2030 RTP. SANDAG, MTDB, and NCTD staffs have developed a set of transit evaluation criteria to prioritize new transit services. This evaluation and prioritization of regional transit services was used to develop the transit network in the 2030 RTP.

On March 22, 2002, the SANDAG Board of Directors approved 13 criteria to evaluate Yellow Car (Regional) and Red Car (Corridor) services, which are grouped into four broad categories (Table TA 7.17). All criteria are quantitative. Each route received a score of 1 to 5 for each criterion. Scores were tallied to determine an overall score and ranking of services. Table TA 7.18 shows the detailed scoring for each criterion. Table TA 7.19 shows the results of this analysis.

These criteria were reviewed by the MTDB Executive Committee and MTD Board of Directors, the NCTD Board of Directors, the Joint Committee on Regional Transit, and the 2030 RTP Working Group. Modifications to the criteria and/or modeling of regional transit services were made in response to comments received. Other remaining comments, such as a review of the RTV Showcase projects, recommended transit service coverage, and geographic balance of projects, were addressed as part of the 2030 RTP development.

**TABLE TA 7.17—TRANSIT SERVICES EVALUATION CRITERIA**

<b>GROUP</b>	<b>CRITERIA</b>	<b>DESCRIPTION</b>
Serves Commute Needs	Serves Congested Areas	Does the route serve the more congested corridors in the region?
	Serves Major Employment/Educational Areas	Does the route serve the major employment/educational areas?
	Provides High Speed Transit	What is the average speed of the route?
	Peak Ridership	What is the morning and afternoon peak period ridership?
	Peak Productivity	What is the morning and afternoon peak period ridership per service mile?
Serves Transit Supportive Corridors	Population Density	What is the average population per square mile within ½ mile of stations?
	Employment Density	What is the average employment per square mile within ¼ mile of stations?

<b>GROUP</b>	<b>CRITERIA</b>	<b>DESCRIPTION</b>
Serves Transit Supportive Corridors (continued)	Serves Variety of Activity Centers	How many non-employment major activity centers are within a ½ mile of stations (hospitals, retail centers, hotels, visitor attractions, government centers including K-12 schools, and colleges and universities)?
	Off-Peak Ridership	What is the midday and evening ridership?
	Off-Peak Productivity	What is the midday and evening ridership per service mile?
Develops Network Integration	Links Yellow and Red Car Services	How many other Yellow and Red Car routes does the route connect to?
	Transfer Patronage	What is the number of passengers who transfer by service mile?
Cost Effectiveness	Subsidy	What is the subsidy per passenger mile required for this route?

**TABLE TA 7.18—DETAILED SCORING FOR TRANSIT PROJECT CRITERIA**

CRITERIA	DESCRIPTION
Serves Congested Areas	<p><b>Does the route serve the more congested corridors in the region?</b></p> <p><i>Score Description</i></p> <p>5 more than 50% of route is on roadway with Level of Service E or F in 2020</p> <p>4 35% to 49% of route " "</p> <p>3 20%-34% of route " "</p> <p>2 10%-19% of route " "</p> <p>1 less than 10% of route " "</p>
Serves Major Employment Areas	<p><b>Does the route serve the major employment/educational areas?</b></p> <p>a. The following points are given to each route if it serves these subregional areas:</p> <p>Points Subregional Area(s)</p> <p>5 Central San Diego, Kearny Mesa</p> <p>4 Del Mar-Mira Mesa</p> <p>3 University, South Bay, Carlsbad-Palomar</p> <p>2 Coastal, North San Diego, Poway, Sweetwater, Chula Vista, El Cajon, San Dieguito, Oceanside, Pendleton, Escondido, San Marcos, Vista, Peninsula, MidCity San Diego</p> <p>1 Coronado, National City, Southeastern San Diego, Miramar, Elliot-Navajo, Jamul, Spring Valley, Lemon Grove, La Mesa, Santee, Lakeside, Harbison-Crest, Alpine, Ramona, Valley Center, Pauma, Fallbrook, Palomar-Julian, Laguna, Mt Empire, Anza-Borrego</p> <p>b. Scores are based on the total number of these points:</p> <p><i>Score Description</i></p> <p>5 16 to 24 points</p> <p>4 12 to 15 points</p> <p>3 10 to 11 points</p> <p>2 7 to 9 points</p> <p>1 1 to 6 points</p>
Provides High Speed Transit	<p><b>What is the average speed of the route?</b></p> <p><i>Score Description</i></p> <p>5 40.0 to 51.0 miles per hour average speed</p> <p>4 29.0 to 39.9 miles " "</p> <p>3 24.1 to 29.9 miles " "</p> <p>2 21.0 to 23.9 miles " "</p> <p>1 17.0 to 20.9 miles " "</p>

CRITERIA	DESCRIPTION
Peak Ridership	<p><b>What is the morning and afternoon peak period ridership?</b></p> <p><i>Score Description</i></p> <p>5 80% to 100% of highest ridership route during peak  4 60% to 79.9% " "  3 40% to 59.9% " "  2 20% to 39.9% " "  1 less than 20% " "</p>
Peak Productivity	<p><b>What is the morning and afternoon peak period ridership per service mile?</b></p> <p><i>Score Description</i></p> <p>5 80% to 100% of route with highest boardings/service mile during peak  4 60% to 79.9% " "  3 40% to 59.9% " "  2 20% to 39.9% " "  1 less than 20% " "</p>
Population Density	<p><b>What is the average population per square mile within ½ mile of stations?</b></p> <p>Routes ranked based on 2020 population per square mile within a ½ mile of the stations.</p> <p><i>Score Description</i></p> <p>5 Rank order of 1 through 9  4 Rank order of 10 through 19  3 Rank order of 20 through 28  2 Rank order of 29 through 36  1 Rank order of 37 through 45</p>
Employment Density	<p><b>What is the average employment per square mile within ¼ mile of stations?</b></p> <p>Routes ranked based on 2020 employment per square mile within a ¼ mile of the stations.</p> <p><i>Score Description</i></p> <p>5 Rank order of 1 through 9  4 Rank order of 10 through 18  3 Rank order of 19 through 24  2 Rank order of 25 through 32  1 Rank order of 33 through 45</p>

CRITERIA	DESCRIPTION
Serves Variety of Activity Centers	<p><b>How many non-employment major activity centers are within a ½ mile of stations (hospitals, retail centers, hotels, visitor attractions, government centers including K-12 schools, and colleges and universities)?</b></p> <p>Routes ranked based on number of non-employment centers within ½ mile of stations.</p> <p><i>Score Description</i></p> <p>5 Rank order of 1 through 9  4 Rank order of 10 through 18  3 Rank order of 19 through 25  2 Rank order of 26 through 33  1 Rank order of 34 through 41</p>
Off-Peak Ridership	<p><b>What is the midday and evening ridership?</b></p> <p><i>Score Description</i></p> <p>5 80% to 100% of highest ridership route during offpeak period  4 60% to 79.9% " "  3 40% to 59.9% " "  2 20% to 39.9% " "  1 less than 20% " "</p>
Off-Peak Productivity	<p><b>What is the midday and evening ridership per service mile?</b></p> <p><i>Score Description</i></p> <p>5 80% to 100% of route with highest boardings/service mile during offpeak  4 60% to 79.9% " "  3 40% to 59.9% " "  2 20% to 39.9% " "  1 less than 20% " "</p>
Links Yellow and Red Car Services	<p><b>How many other Yellow and Red Car routes does the route connect to?</b></p> <p><i>Score Description</i></p> <p>5 Route connects with 20 or more Yellow and Red Car routes  4 Route connects with 15 to 19 " "  3 Route connects with 10 to 14 " "  2 Route connects with 5 to 9 " "  1 Route connects with 1 to 4 " "</p>

CRITERIA	DESCRIPTION
Transfer Patronage	<b>What is the number of passengers who transfer by service mile?</b>
	<i>Score Description</i>
	5 80% to 100% of route with highest transfers/service mile
	4 60% to 79.9% " "
	3 40% to 59.9% " "
	2 20% to 39.9% " "
	1 less than 20% " "
Subsidy	<b>What is the subsidy per passenger mile required for this route?</b>
	<i>Score Description</i>
	5 Rank order of 1 through 10
	4 Rank order of 11 through 19
	3 Rank order of 20 through 27
	2 Rank order of 28 through 35
	1 Rank order of 36 to 45

**TABLE TA 7.19—TRANSIT SERVICES EVALUATION RANKING**

Rank	Route	Description	Transit District	Service Type	1. SERVES COMMUTE NEEDS					2. SERVES TRANSIT SUPPORT CORRIDORS					3. DEVELOPS NETWORK INTEGRATION		4. COST EFFECTIVENESS	Weighted Score (2)
					a. Serves Congested Areas	b. Serves Major Employment Areas	c. Provides High Speed Transit	d. Peak Ridership	e. Peak Productivity	a. Population Density	b. Employment Density	c. Serves Variety of Activity Centers	d. Off-Peak Ridership	e. Off-Peak Productivity	a. Links Yellow & Red Car	b. Transfer Patronage	a. Subsidy	
1	510	Increase in Blue Line Trolley (Red Car)	MTDB	RED	5	5	3	5	5	4	5	5	5	5	5	4	4.9	
2	540	Blue Line Trolley (Yellow Car)	MTDB	YELLOW	5	4	5	2	4	5	5	5	3	4	5	4	4	4.5
3	621	Coronado to Sorrento Mesa via Hillcrest/Genesee	MTDB	RED	4	5	2	3	3	5	5	5	3	4	5	3	3	4.2
4	611	El Cajon Boulevard	MTDB	RED	4	4	1	2	3	5	3	5	3	4	5	4	4	4.1
5	624	University Ave	MTDB	RED	2	2	1	2	3	5	5	5	2	4	5	4	2	3.9
6	628	Centre City to Otay Mesa via Hwy 95/I-805/Tel Cyn	MTDB	RED	3	4	4	3	2	5	4	5	2	3	4	3	2	3.9
7	610	Escondido to Centre City/Airport via I-15/Hwy 94	MTDB	YELLOW	4	5	5	2	1	4	5	5	1	1	5	2	4	3.8
8	530	Mid-Coast	MTDB	RED	4	4	3	2	3	4	5	5	2	3	5	3	4	3.8
9	616	Pt. Loma to Mira Mesa via Black Mt & Linda Vista	MTDB	RED	5	4	2	2	3	3	4	4	2	2	4	3	3	3.7
10	520	Increase in Orange Line Trolley	MTDB	RED	3	3	2	2	4	5	5	5	2	3	5	4	4	3.6

Rank	Route	Description	Transit District	Service Type	1. SERVES COMMUTE NEEDS					2. SERVES TRANSIT SUPPORT CORRIDORS					3. DEVELOPS NETWORK INTEGRATION		4. COST EFFECTIVENESS	Weighted Score (2)
					a. Serves Congested Areas	b. Serves Major Employment Areas	c. Provides High Speed Transit	d. Peak Ridership	e. Peak Productivity	a. Population Density	b. Employment Density	c. Serves Variety of Activity Centers	d. Off-Peak Ridership	e. Off-Peak Productivity	a. Links Yellow & Red Car	b. Transfer Patronage	a. Subsidy	
11	614	Balboa Station to Spring Valley via Mission Gorge	MTDB	RED	3	3	2	2	2	3	2	4	2	3	5	3	3	3.6
12	619	32nd Street to Sorrento Mesa via I-15/Clairemont Mesa	MTDB	RED	2	5	3	3	2	3	4	4	2	2	5	3	3	3.5
13	471	Palomar Airport Road	NCTD	RED	4	2	3	1	2	2	3	4	2	3	3	3	5	3.1
14	398	Increase in Coaster	NCTD	YELLOW	5	5	5	1	3	4	5	4	1	2	5	3	5	3.0
15	399	Increase in Oceanside to Escondido Rail	NCTD	RED	3	2	4	2	3	2	1	4	2	2	3	3	5	3.0
16	472	Legoland to UTC via El Camino Real/I-5	NCTD	RED	3	4	4	1	1	1	3	3	1	1	5	2	5	3.0
17	612	Old Town to Balboa Station via Mission Blvd	MTDB	RED	4	2	2	1	3	4	2	2	1	3	2	4	4	3.0
18	660	El Cajon to UTC via Hwy 52	MTDB	YELLOW	4	3	4	1	1	2	4	3	1	1	4	2	1	3.0
19	670	El Cajon to San Ysidro via I-805/Hwy 125/Hwy 54	MTDB	YELLOW	3	3	5	1	1	3	2	1	1	1	3	2	1	2.9
20	61	Centre City to Point	MTDB	RED	2	2	1	1	3	5	5	4	1	3	4	2	3	2.9

Rank	Route	Description	Transit District	Service Type	1. SERVES COMMUTE NEEDS					2. SERVES TRANSIT SUPPORT CORRIDORS					3. DEVELOPS NETWORK INTEGRATION		4. COST EFFECTIVENESS	Weighted Score (2)
					a. Serves Congested Areas	b. Serves Major Employment Areas	c. Provides High Speed Transit	d. Peak Ridership	e. Peak Productivity	a. Population Density	b. Employment Density	c. Serves Variety of Activity Centers	d. Off-Peak Ridership	e. Off-Peak Productivity	a. Links Yellow & Red Car	b. Transfer Patronage	a. Subsidy	
	3	Loma via Harbor Dr		D														
21	680	Otay Mesa to Sorrento Mesa via I-15/I-805	MTDB	YELLOW	3	5	4	2	1	3	3	2	1	1	5	1	1	2.8
22	475	Oceanside to UTC via El Camino Real/I-5	NCTD	RED	1	4	5	1	1	2	2	4	1	1	4	1	5	2.7
23	632	Balboa Station to UTC via La Jolla	MTDB	RED	2	3	1	1	2	4	2	3	1	3	3	3	1	2.6
24	627	H Street Trolley to Eastlake via SW College	MTDB	RED	1	1	2	1	3	3	1	1	1	3	2	4	2	2.6
25	615	Poway to UTC via Mira Mesa & Scripps Poway Pkwy	MTDB	RED	3	3	3	1	2	2	4	1	1	1	4	2	3	2.6
26	690	National City to Sorrento Mesa via I-15/Hwy 52	MTDB	YELLOW	3	5	4	1	1	2	4	3	1	1	5	1	1	2.5
27	470	Riverside County to UTC	NCTD	YELLOW	2	4	5	1	1	1	4	3	1	1	5	1	5	2.4
28	623	Mission SD to Grossmont via Navajo	MTDB	RED	2	1	2	1	2	3	2	2	1	2	3	2	2	2.3
29	480	Vista to UTC via College/I-5	NCTD	YELLOW	4	4	5	1	1	2	4	2	1	1	5	1	4	2.3

Rank	Route	Description	Transit District	Service Type	1. SERVES COMMUTE NEEDS					2. SERVES TRANSIT SUPPORT CORRIDORS					3. DEVELOPS NETWORK INTEGRATION		4. COST EFFECTIVENESS	Weighted Score (2)
					a. Serves Congested Areas	b. Serves Major Employment Areas	c. Provides High Speed Transit	d. Peak Ridership	e. Peak Productivity	a. Population Density	b. Employment Density	c. Serves Variety of Activity Centers	d. Off-Peak Ridership	e. Off-Peak Productivity	a. Links Yellow & Red Car	b. Transfer Patronage	a. Subsidy	
30	617	Poway to Torrey Pines via Black Mt/Del Mar Heights	MTDB	RED	2	3	3	1	2	1	2	3	1	1	4	2	3	2.2
31	620	Ramona to UTC via Poway and Hwy 56	MTDB	YELLOW	3	4	4	1	1	1	3	2	1	1	4	1	3	2.2
32	474	Oceanside to Vista via Mission	NCTD	RED	1	1	2	1	2	4	1	3	1	2	2	2	5	2.2
33	630	Old Town to Grossmont Center via El Cajon Blvd	MTDB	YELLOW	5	3	2	1	1	5	4	1	1	1	4	1	2	2.1
34	626	National City to Iris Station via 3rd/4th	MTDB	RED	1	1	1	1	3	5	1	2	1	3	2	3	2	2.1
35	476	Carlsbad to Vista via Vista Way	NCTD	RED	3	2	2	1	1	3	3	3	1	2	2	2	5	2.1
36	629	Old Town to Kearny Mesa via Clairemont Mesa	MTDB	RED	2	2	2	1	1	1	3	3	1	2	5	2	2	2.0
37	693	Alpine to El Cajon via I-8	MTDB	YELLOW	2	1	5	1	1	4	1	1	1	1	2	1	1	2.0
38	473	Sycamore to Solana Beach via Legoland/Hwy 101	NCTD	RED	4	3	3	1	1	2	2	1	1	1	3	1	5	2.0
39	634	UCSD/UTC Loop	MTDB	RED	1	1	1	1	2	4	4	4	1	2	3	2	1	1.9
40	62	Imperial Beach to	MTDB	RED	1	1	3	1	2	3	1	1	1	2	2	2	2	1.8

Rank	Route	Description	Transit District	Service Type	1. SERVES COMMUTE NEEDS					2. SERVES TRANSIT SUPPORT CORRIDORS					3. DEVELOPS NETWORK INTEGRATION		4. COST EFFECTIVENESS	Weighted Score (2)
					a. Serves Congested Areas	b. Serves Major Employment Areas	c. Provides High Speed Transit	d. Peak Ridership	e. Peak Productivity	a. Population Density	b. Employment Density	c. Serves Variety of Activity Centers	d. Off-Peak Ridership	e. Off-Peak Productivity	a. Links Yellow & Red Car	b. Transfer Patronage	a. Subsidy	
	5	Otay Mesa via Hwy 905		D														
41	550	Escondido to San Diego via SR 67	NCTD	RED	4	2	5	1	1	1	3	2	1	1	3	1	4	1.7
42	633	Old Town to Lindbergh Field	MTDB	RED	4	2	1	1	1	2	3	2	1	2	2	2	1	1.7
43	477	Oceanside to Legoland via College	NCTD	RED	2	2	3	1	1	1	1	1	1	1	3	1	5	1.5

## **Appendix E**

# **ONGOING OPERATING AND MAINTENANCE COSTS FOR HIGHWAY, TRANSIT, AND LOCAL STREET AND ROAD PROJECTS**

## Appendix E

# ONGOING OPERATING AND MAINTENANCE COSTS FOR HIGHWAY, TRANSIT, AND LOCAL STREET AND ROAD PROJECTS

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### OPERATING AND MAINTENANCE COST

Annual operating and maintenance costs for highway, transit and regionally significant arterial projects are presented for informational purposes.

#### Transit Operating Costs

Two transit districts provide transit service in San Diego County – the North County Transit District (NCTD) and the San Diego Metropolitan Transit System (MTS). NCTD services 1,020 square miles located in the northern portion of the County and provides commuter rail, fixed-route, general purpose demand response and ADA paratransit services. NCTD estimates providing eight million service miles carrying 12 million passengers for FY 2007. MTS provides transit service in the remaining areas of the County. MTS consists of five transit operators in its service area. In addition to providing fixed-route, general purpose demand response, ADA paratransit services, MTS also operates the region's light rail system which has undergone numerous expansions. The MTS area operators estimate carrying approximately 83 million passengers over 28 million annual service miles in FY 2007. Both NCTD and MTS provide these services on a coordinated basis.

Table 4-4 below shows the projected ongoing costs as developed by the two transit districts. Although both transit districts have a balanced budget for FY 2007, as the table below illustrate, they face enormous challenges ahead as they endeavor to meet the needs of the transit dependent and provide mobility alternatives for the choice rider in the midst of severe financial constraints.

**Transit Operating Cost**  
**(in \$000s of Future Dollars)**

	FY 2008	FY 2009	FY 2010	FY 2011	Total
NCTD	\$83,856	\$92,724	\$96,027	\$98,358	\$370,966
Projected Deficit/Surplus	\$17	\$146	\$(2,026)	\$(10,518)	\$(12,382)
MTS	\$220,301	\$229,025	\$238,095	\$247,526	\$934,948
Projected Deficit/Surplus	\$(7,061)	\$(2,908)	\$(3,744)	\$(4,539)	\$(18,253)

Source: May 19, 2006 Transportation Committee Agenda Item No. 5 (Draft FY 2007 Transit Agency Operating Budgets)

**Highway Costs**

Caltrans is responsible for the operations, maintenance, and rehabilitation of state highways. For the San Diego region, Caltrans estimates \$24 million per year for operations and administrative costs and \$52 million per year for maintenance costs. The projects and funding is developed through the SHOPP process.

**Local Streets and Road Costs**

The local cities within the region are responsible for the operations and maintenance of its streets and roads. Based on the 230 RTP: 2006 Update, the cost to operate, maintain and rehabilitate the local streets is estimated at \$200 million per year.

**Appendix F**  
**GLOSSARY OF TERMS AND ACRONYMS**

## Appendix F

### GLOSSARY OF TERMS AND ACRONYMS

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#### A

ADA	Americans with Disabilities Act
APCB/APCD	(San Diego) Air Pollution Control Board (District)
ARB	Air Resources Board

#### B

BIA	Bureau of Indian Affairs
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#### C

Con	Construction Phase
CAA	1990 Clean Air Act, as amended
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBI	Corridors and Borders Infrastructure
CDBG	Community Development Block Grant (Federal)
CI	Capacity Increasing
CMAQ	Congestion Mitigation and Air Quality Program
CMP	Congestion Management Program
CO	Carbon Monoxide
CTC	California Transportation Commission

#### D

DEMO	ISTEA Special Projects/TEA-21 High-Priority Demonstration
DEMO-LU	SAFETEA-LU Demonstration projects
DOT	U.S. Department of Transportation

#### E

E	Engineering/planning phase
EPA	U.S. Environmental Protection Agency

#### F

FHWA	Federal Highway Administration
FSP	Freeway Service Patrol (and FSP Act)
FTA	Federal Transit Administration

#### H

HES/SR2S	Hazard Elimination Safety/Safe Routes to School program
HOV	High Occupancy Vehicle
HUD	Housing and Urban Development

<b>I</b>	
IM	Interstate Maintenance
IRR	Indian Reservation Road
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation Systems
<b>L</b>	
LRT	Light Rail Transit
<b>M</b>	
MPO	Metropolitan Planning Organization
MTS	San Diego Metropolitan Transit System
<b>N</b>	
NAAQS	National Ambient Air Quality Standards
NCI	Non Capacity Increasing
NCTD	North County Transit District
NHS	National Highway System
NOx	Nitrogen Oxide
<b>P</b>	
P/PE	Preliminary Engineering Phase
PPNO	Project Number
PM	Particulate Matter
<b>R</b>	
RAQS	Regional Air Quality Strategy
ROG	Reactive Organic Gas
RW/ROW	Right-of-Way phase
RTIP	Regional Transportation Improvement Program
RTP	Recreational Trails Program
RTP	Regional Transportation Plan
RSTP	Regional Surface Transportation Program
<b>S</b>	
SANDAG	San Diego Association of Governments
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users
SBTA	State Bicycle Transportation Account
SDTC	San Diego Transit Corporation
SDTI	San Diego Trolley, Incorporated
SHOPP	State Highway Operation and Protection Program
SIP	State Implementation Plan (for air quality)
SLTPP	State-Local Transportation Partnership Program/SB300
SR	State Route (as in SR 52 - State Route 52)
STA	State Transit Assistance
STIP	State Transportation Improvement Program (CTC)
STIP-IIP	State Transportation Improvement Program - Interregional Program
STIP-RIP	State Transportation Improvement Program – Regional Improvement Program
STP	Surface Transportation Program

**T**

TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TCI	Transit Capital Improvement
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TMA	Transportation Management Agency
TP&D	Transportation Planning and Development
<i>TransNet</i>	San Diego Region ½% Local Transportation Sales Tax Program
TSM	Traffic Systems Management
T-1	Transportation T-tactic: Ridesharing
T-2	Transportation T-tactic: Transit
T-3	Transportation T-tactic: Bicycle
T-5	Transportation T-tactic: Traffic Improvement

**V**

VOC	Volatile Organic Compounds
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