



April 20, 2026

Mr. James Anderson, Division Chief  
Office of Federal Programming and Data Management  
Division of Financial Programming  
Caltrans  
P.O. Box 924873 MS-82  
Sacramento, CA 94274-0001

Dear Mr. Renga:

Subject: Amendment No. 18 to the 2025 Regional Transportation Improvement Program for the San Diego Association of Governments

Amendment No. 18 to SANDAG's 2025 Regional Transportation Improvement Program (RTIP) is being transmitted to you for state and federal approval. At its April 10, 2026, meeting, the SANDAG Board of Directors adopted Resolution No. RTC-2026-04, approving Amendment No. 18.

Amendment No. 18 includes changes to 3 projects within San Diego County and reflects various changes requested by SANDAG and local agencies.

SANDAG certifies that projects in this amendment are not included in any other amendment that currently is open for public review. Also, as part of the SANDAG Public Participation Policy, SANDAG transmitted the draft of Amendment No. 18 to interested parties for a 20-day public review period between March 6, 2026, and March 26, 2026.

The changes in Amendment No. 18 do not affect air quality conformity and continue to conform to the applicable State Implementation Plan (SIP). The proposed amendment does not reflect any changes in the design, concept, or scope of the project or the conformity analysis years as modeled for the regional emissions analysis of the 2025 RTIP and San Diego Forward: The 2025 Regional Transportation Plan.

The investments described in the 2025 RTIP, as revised with Amendment No. 18, make progress toward achieving the performance targets set by the region in accordance with the applicable provisions and requirements of 23 CFR Part 450.

The projects contained within Amendment No. 18 to the 2025 RTIP are fiscally constrained based upon available or committed funding and/or reasonable estimates of future funding.

Sincerely,

Richard Radcliffe  
Associate Financial Analyst



## 2025 Regional Transportation Improvement Program: Amendment No. 18

### Overview

The Regional Transportation Improvement Program (RTIP) is a five-year document that reflects funding sources, project phases, and fiscal years of implementation for all transportation-related projects in the San Diego region that: (1) use federal, state, or TransNet funds; (2) increase capacity of the transportation system; or (3) are regionally significant. SANDAG develops the RTIP based on projects included in the 2025 Regional Plan, as submitted by member agencies (local jurisdictions, transit agencies, Caltrans).

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

### Key Considerations

The changes are summarized in the attached Resolution (Attachment 1), and Attachment 2 with explanations for the significant changes. The proposed amendments are detailed in Attachment 3.

Key changes in Amendment No. 18 include:

- New project SAN322 Capital Program Management (CIP# 1131900) pending approval by the Board of Directors on April 10, 2026. The work to be performed includes establishing program-wide standards for risk, schedule, cost, documentation, and compliance; creating and delivering training for project managers and support staff on capital program processes and systems; and procuring and implementing project management software, including licensing, configuration, and staff onboarding.

Tables 3a through 3c (Attachment 4) provide updated program financial summaries. Attachment 5 summarizes the federal requirements analysis for projects contained in Amendment No. 18. The 2025 RTIP can be found in its entirety at [sandag.org/RTIP](http://sandag.org/RTIP).

The Transportation Committee reviewed Amendment No. 18 at its March 27, 2026, meeting, and had no comments.

### Next Steps

Following the approval of funding for the Capital Program Management (CIP# 1131900) at its April 10, 2026, meeting, the Board of Directors will be asked to adopt Regional Transportation Commission. /Resolution No. RTC-2026-04, in substantially the same form as Attachment 1, approving the 2025 RTIP Amendment No. 18.

### Action: Adopt

The Transportation Committee recommends that the Board of Directors adopt RTC Resolution No. 2026-04, approving Amendment No. 18 to the 2025 Regional Transportation Improvement Program.

### Fiscal Impact:

Amendment No. 18 reflects an increase of \$5.6 million to the 2025 Regional Transportation Improvement Program.

### Schedule/Scope Impact:

Amendment No. 18 reflects the addition of 1 new standalone project and 2 carryover projects.

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

- Attachments:
1. Resolution RTC-2026-04
  2. Table 1 - Summary of Changes Report - Amendment No. 18
  3. Table 2 - 2025 RTIP Amendment No. 18
  4. Tables 3a-3c - Financial Summary - Amendment No. 18
  5. Federal Requirements Analysis - Amendment No. 18



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## Approving Amendment No. 18 to the 2025 Regional Transportation Improvement Program

WHEREAS, on September 27, 2024, SANDAG adopted the 2025 Regional Transportation Improvement Program (RTIP) and found the 2025 RTIP in conformance with the applicable State Implementation Plan (SIP), and with the 2016 Regional Air Quality Strategy (RAQS), in accordance with California law; and

WHEREAS, on December 16, 2024, the U.S. Department of Transportation (U.S. DOT) determined the 2025 RTIP to be in conformance to the applicable SIP in accordance with the provisions of 40 Code of Federal Regulations (CFR) Parts 51 and 93; and

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

WHEREAS, this amendment is consistent with the 2025 Regional Plan (2025 Regional Plan), which conforms to the applicable SIP and to the emissions budgets from the *2020 Plan for Attaining the National Ozone Standards Plan for San Diego County*, which were found adequate for transportation conformity purposes by the U.S. Environmental Protection Agency effective October 2021; and

WHEREAS, SANDAG has requested various changes to existing projects for inclusion into the 2025 RTIP, as shown in Table 2; and

WHEREAS, the regionally significant, capacity increasing projects have been incorporated into the quantitative air quality emissions analysis and conformity findings conducted for the 2025 Regional Plan and the 2025 RTIP; and

WHEREAS, Amendment No. 18 to the 2025 RTIP continues to provide for timely implementation of transportation control measures contained in the adopted RAQS/SIP for air quality and a quantitative emissions analysis demonstrates that the implementation of the RTIP projects and programs meet all the federally required emissions budget targets; and

WHEREAS, projects in Amendment No. 18 satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450 including all performance-based planning requirements; and

WHEREAS, all other projects in Amendment No. 18 are either non-capacity increasing or exempt from the requirements to determine conformity; and

WHEREAS, the projects in 2025 RTIP Amendment No. 18 are fiscally constrained; and

WHEREAS, the projects in 2025 RTIP Amendment No. 18 are consistent with the Public Participation Policy adopted by the SANDAG Board of Directors; NOW THEREFORE

BE IT RESOLVED that the SANDAG Board of Directors, acting as the Regional Transportation Commission, does hereby approve Amendment No. 18 to the 2025 RTIP; and

BE IT FURTHER RESOLVED that the SANDAG Board of Directors, acting as the Regional Transportation Commission, finds the 2025 RTIP, including Amendment No. 18, is consistent with the 2025 Regional Plan, is in conformance with the applicable SIP, and with the 2016 RAQS for the San Diego region, is consistent with SANDAG Intergovernmental Review Procedures, and is consistent with SANDAG Public Participation Policy, as amended.

PASSED AND ADOPTED this 10th of April 2026.

**Ayes** Second Vice Chair John Minto (Santee), Mayor John Duncan (Coronado), Councilmember Carolina Chavez (Chula Vista), Councilmember Terry Gaasterland (Del Mar), Councilmember Steve Goble (El Cajon), Mayor Bruce Ehlers (Encinitas), Mayor Dane White (Escondido), Mayor Mitch McKay (Imperial Beach), Councilmember Patricia Dillard (La Mesa), Vice Mayor Luz Molina (National City), Mayor Esther Sanchez (Oceanside), Councilmember Christopher Pikus (Poway), Council President Pro Tem Kent Lee (City of San Diego), Mayor Rebecca Jones (San Marcos), Councilmember Corinna Contreras (Vista), and Supervisor Paloma Aguirre (County of San Diego)

**Noes** None

**Absent** Carlsbad, Lemon Grove, Solana Beach

  
Chair of the Board of Directors  
of the San Diego County Regional  
Transportation Commission

[Seal]

**Attest**  
  
Secretary of the Board of Directors of the  
San Diego County Regional Transportation  
Commission

**Table 1 - Summary of Changes Report (\$000)**  
**2025 RTIP Amendment No. 18**

**LEGEND:**  
 ↑ Increase  
 ↓ Reduce  
 ↔ Revise  
 + Add new

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
SAN299	San Diego Association of Governments	SR 76 Roadway Straightening	\$2,000	\$2,600	\$600	30%	↑ RSTP; Carried project over from 2023 RTIP
SAN300	San Diego Association of Governments	I-8/Willows Road Interchange Improvements	\$3,000	\$2,400	-\$600	-20%	↓ RSTP; Carried project over from 2023 RTIP for informational purposes only
SAN322	San Diego Association of Governments	Capital Program Management	\$0	\$5,000	N/A	N/A	New project for Capital Program Management (CIP# 1131900) pending approval by the Board on 4/10/2026

**Abbreviation**  
 RSTP

**Fund Type**  
 Regional Surface Transportation Program

**Table 2**  
**2025 Regional Transportation Improvement Program**  
**Amendment No. 18**  
**San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN299</b>											<b>RTIP #:25-18</b>
Project Title: SR 76 Roadway Straightening								SANDAG ID: 1147800			
Project Description: Preliminary design & environmental document for roadway straightening.											
Toll Comment: \$68,820 TC in FY26 for PE											
Change Reason: Increase funding, Other, Carryover project from 2023 RTIP											
Capacity Status:NCI Exempt Category:Other - Engineering studies											
<b>Est Total Cost: \$2,600</b>											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
RSTP	\$2,600	\$2,000		\$600					\$2,600		
<b>TOTAL</b>	<b>\$2,600</b>	<b>\$2,000</b>		<b>\$600</b>					<b>\$2,600</b>		
<b>PROJECT LAST AMENDED 23-30</b>											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
RSTP	\$2,000	\$2,000							\$2,000		
TOTAL	\$2,000	\$2,000							\$2,000		

<b>MPO ID: SAN300</b>											<b>RTIP #:25-18</b>
Project Title: I-8/Willows Road Interchange Improvements								SANDAG ID: 1147900			
Project Description: Preliminary design & environmental document for interchange improvements.											
Toll Comment: \$344,100 TC in FY23 for PE											
Change Reason: Other, Reduce funding, Carryover from 2023 RTIP for Information Purposes Only											
Capacity Status:NCI Exempt Category:Other - Engineering studies											
<b>Est Total Cost: \$2,400</b>											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
RSTP	\$2,400	\$2,400							\$2,400		
<b>TOTAL</b>	<b>\$2,400</b>	<b>\$2,400</b>							<b>\$2,400</b>		
<b>PROJECT LAST AMENDED 23-30</b>											
	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	FUTURE	PE	RW	CON
RSTP	\$3,000	\$3,000							\$3,000		
TOTAL	\$3,000	\$3,000							\$3,000		

**2025 Regional Transportation Improvement Program  
Amendment No. 18  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN322</b>										<b>RTIP #:25-18</b>	
Project Title: Capital Program Management Project Description: Capital Program Delivery management; project management tools, training, monitoring and reporting, development and maintenance of capital project delivery processes Toll Comment: \$573,500 TC in FY26 for CON Change Reason: New Project Capacity Status:NCI Exempt Category:Other - Non construction related activities											
<b>Est Total Cost: \$5,000</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>27/28</b>	<b>28/29</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
RSTP	\$5,000			\$5,000							\$5,000
<b>TOTAL</b>	<b>\$5,000</b>			<b>\$5,000</b>							<b>\$5,000</b>

**2025 Regional Transportation Improvement Program  
Amendment No. 18  
San Diego Region (in \$000s)**

**RTIP Fund Types**

<b><i>Federal Funding</i></b>	
RSTP	Regional Surface Transportation Program
CMAQ/RSTP Conversion	Reimbursement of advanced federal funds which have been advanced with local funds in earlier years

**Revenues**  
**San Diego Association of Governments (SANDAG)**  
**2025 Regional Transportation Improvement Program (in \$000s) - Amendment No. 18**

**Legend**  
 Indicates change from prior amendment

		Prior Years		2024/2025		2025/2026		2026/2027		2027/2028		2028/2029		TOTAL	
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current
<b>LOCAL</b>	<b>Sales Tax</b>	\$5,007,785	\$549,911	\$549,911	\$455,095	\$455,095	\$383,429	\$383,429	\$298,110	\$298,110	\$230,868	\$230,868	\$6,925,199	\$6,925,199	
	-- County	\$5,007,785	\$549,911	\$549,911	\$455,095	\$455,095	\$383,429	\$383,429	\$298,110	\$298,110	\$230,868	\$230,868	\$6,925,199	\$6,925,199	
	<b>Other Local Funds</b>	\$126,619	\$470,925	\$470,925	\$107,297	\$107,297	\$80,765	\$80,765	\$47,072	\$47,072	\$32,566	\$32,566	\$195,243	\$195,243	
	-- City General Funds	\$1,177,315	\$466,396	\$466,396	\$107,297	\$107,297	\$80,765	\$80,765	\$46,648	\$46,648	\$32,566	\$32,566	\$19,108	\$19,108	
	-- Street Taxes and Developer Fees	\$39,304	\$4,529	\$4,529					\$424	\$424			\$44,257	\$44,257	
	-- RSTP Exchange funds														
	Other	\$124,382	\$146,546	\$146,546	\$127,174	\$127,174	\$61,437	\$61,437	\$61,080	\$61,080	\$78,953	\$78,953	\$1,718,771	\$1,718,771	
<b>Local Total</b>	\$7,467,986	\$1,167,382	\$1,167,382	\$689,565	\$689,565	\$525,631	\$525,631	\$406,262	\$406,262	\$342,387	\$342,387	\$10,599,213	\$10,599,213		
<b>STATE</b>	<b>State Highway Operations and Protection Program</b>	\$140,333	\$368,573	\$368,573	\$168,362	\$168,362	\$279,777	\$279,777	\$188,687	\$188,687	\$106,736	\$106,736	\$1,252,468	\$1,252,468	
	SHOPP (Including Augmentation)	\$140,333	\$368,573	\$368,573	\$168,362	\$168,362	\$279,777	\$279,777	\$188,687	\$188,687	\$106,736	\$106,736	\$1,252,468	\$1,252,468	
	SHOPP Prior														
	<b>State Transportation Improvement Program</b>	\$790,044	\$27,393	\$27,393	\$138,813	\$138,813	\$126,182	\$126,182	\$102,000	\$102,000	\$15,100	\$15,100	\$1,199,532	\$1,199,532	
	STIP (Including Augmentation)	\$748,295	\$26,893	\$26,893	\$138,813	\$138,813	\$126,182	\$126,182	\$102,000	\$102,000	\$15,100	\$15,100	\$1,157,283	\$1,157,283	
	STIP Prior	\$41,749	\$500	\$500									\$42,249	\$42,249	
	Proposition 1A	\$4,184											\$4,184	\$4,184	
	Proposition 1B	\$58,132			\$13,199	\$13,199					\$895	\$895	\$58,346	\$58,346	
	Active Transportation Program	\$68,895	\$25,002	\$25,002	\$29,523	\$29,523	\$47,135	\$47,135					\$170,554	\$170,554	
	Highway Maintenance (HM)														
	Highway Bridge Program (HBP)	\$20,143	\$24,937	\$24,937	\$18,447	\$18,447	\$8,955	\$8,955	\$5,854	\$5,854	\$158,077	\$158,077	\$417,702	\$417,702	
	Road Repair and Accountability Act of 2017 (SB1)	\$653,017	\$307,114	\$307,114	\$196,277	\$196,277	\$87,852	\$87,852	\$11,789	\$11,789	\$11,789	\$11,789	\$1,267,837	\$1,267,837	
	Traffic Congestion Relief Program (TCRP)	\$95,298											\$95,298	\$95,298	
	State Transit Assistance (e.g., population/revenue based, Prop 42)	\$297,928	\$54,305	\$54,305	\$29,912	\$29,912	\$30,843	\$30,843	\$33,635	\$33,635	\$33,743	\$33,743	\$480,366	\$480,366	
Other	\$362,143	\$263,557	\$263,557	\$88,756	\$88,756	\$94,204	\$94,204	\$18,570	\$18,570	\$30,433	\$30,433	\$857,665	\$857,665		
<b>State Total</b>	\$3,232,064	\$1,070,882	\$1,070,882	\$671,409	\$671,409	\$674,948	\$674,948	\$360,534	\$360,534	\$356,773	\$356,773	\$6,366,610	\$6,366,610		
<b>FEDERAL TRANSIT</b>	5307 - Urbanized Area Formula Program	\$1,149,871	\$131,977	\$131,977	\$115,397	\$115,397	\$98,949	\$98,949	\$98,949	\$98,949	\$98,949	\$98,949	\$1,694,093	\$1,694,093	
	5309a - Fixed Guideway Modernization	\$97,086											\$97,086	\$97,086	
	5309b - New and Small Starts (Capital Investment Grants)	\$1,024,987	\$41,396	\$41,396									\$1,066,383	\$1,066,383	
	5309c - Bus and Bus Related Grants	\$59,970											\$59,970	\$59,970	
	5310 - Mobility of Seniors and Individuals with Disabilities	\$17,159	\$7,210	\$7,210	\$820	\$820	\$807	\$807					\$25,996	\$25,996	
	5311 - Nonurbanized Area Formula Program	\$14,447	\$958	\$958	\$915	\$915	\$942	\$942	\$942	\$942	\$942	\$942	\$19,144	\$19,144	
	5337 - State of Good Repair	\$527,748	\$67,780	\$67,780	\$67,151	\$67,151	\$67,151	\$67,151	\$67,151	\$67,151	\$67,151	\$67,151	\$864,132	\$864,132	
	5339 - Bus and Bus Facilities Program	\$64,473	\$8,028	\$8,028	\$6,161	\$6,161	\$6,161	\$6,161	\$6,161	\$6,161	\$6,161	\$6,161	\$97,145	\$97,145	
	Other	\$152,821	\$10,857	\$10,857	\$31,034	\$31,034							\$194,711	\$194,711	
	<b>Federal Transit Total</b>	\$3,108,562	\$268,206	\$268,206	\$221,478	\$221,478	\$174,010	\$174,010	\$173,203	\$173,203	\$173,203	\$173,203	\$4,118,661	\$4,118,661	
<b>FEDERAL HIGHWAY</b>	Congestion Mitigation and Air Quality (CMAQ)	\$528,117	\$19,826	\$19,826	\$43,545	\$43,545	\$44,225	\$44,225	\$45,104	\$45,104	\$45,104	\$45,104	\$725,922	\$725,922	
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$332,006			\$71,000	\$71,000							\$403,006	\$403,006	
	GARVEE Bonds (Includes Debt Service Payments)												\$63,612	\$63,612	
	Highway Infrastructure Program (HIP)	\$58,446	\$5,166	\$5,166									\$85,947	\$85,947	
	High Priority Projects (HPP) and Demo	\$85,414					\$533	\$533					\$24,678	\$24,678	
	Highway Safety Improvement Program (HSIP)	\$1,797	\$10,169	\$10,169	\$7,603	\$7,603	\$5,109	\$5,109					\$253,171	\$253,171	
	National Significant Freight & Highway Projects (FASTLANE/INFRA)	\$49,278			\$150,000	\$150,000	\$53,893	\$53,893					\$114,171	\$114,171	
	Public Lands Highway	\$9,784	\$816	\$816	\$816	\$816							\$860,095	\$864,495	
	Recreational Trails														
	Surface Transportation Program (Regional)	\$674,867	\$33,927	\$33,927	\$23,833	\$23,833	\$37,958	\$37,958	\$37,705	\$37,705	\$56,205	\$56,205	\$860,095	\$864,495	
Tribal Transportation Program															
Other	\$292,813	\$85,037	\$85,037	\$51,503	\$51,503							\$429,354	\$429,354		
<b>Federal Highway Total</b>	\$2,032,521	\$154,942	\$154,942	\$348,300	\$348,300	\$141,718	\$141,718	\$82,809	\$82,809	\$101,309	\$101,309	\$2,857,200	\$2,861,600		
<b>FRA</b>	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$64,740											\$64,740	\$64,740	
	Other														
	<b>Federal Railroad Administration Total</b>	\$64,740											\$64,740	\$64,740	
<b>Federal Total</b>	\$5,205,823	\$423,148	\$423,148	\$569,778	\$569,778	\$315,728	\$315,728	\$256,012	\$256,012	\$274,512	\$274,512	\$7,040,601	\$7,045,001		
<b>INNOVATIVE FINANCE</b>	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$537,484											\$537,484	\$537,484	
	<b>Innovative Financing Total</b>	\$537,484											\$537,484	\$537,484	
<b>REVENUES TOTAL</b>		\$16,443,358	\$2,661,412	\$2,661,412	\$1,930,752	\$1,930,752	\$1,516,307	\$1,516,307	\$1,022,808	\$1,022,808	\$973,671	\$973,671	\$24,543,909	\$24,548,309	

Program

San Diego Association of Governments (SANDAG)

2025 Regional Transportation Improvement Program (in \$000s) - Amendment No. 18

Legend

Indicates change from prior amendment

	Funding Source	Prior Years	2024/2025		2025/2026		2026/2027		2027/2028		2028/2029		TOTAL	
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current
LOCAL	Sales Tax	\$5,007,785	\$527,684	\$527,684	\$428,835	\$428,835	\$357,542	\$357,542	\$243,795	\$243,795	-\$365,259	-\$365,259	\$6,200,383	\$6,200,383
	-- TransNet	\$5,007,785	\$527,684	\$527,684	\$428,835	\$428,835	\$357,542	\$357,542	\$243,795	\$243,795	-\$365,259	-\$365,259	\$6,200,383	\$6,200,383
	Other Local Funds	\$1216,619	\$470,925	\$470,925	\$107,297	\$107,297	\$80,765	\$80,765	\$47,072	\$47,072	\$32,566	\$32,566	\$1,955,243	\$1,955,243
	-- City General Funds	\$1,177,315	\$466,396	\$466,396	\$107,297	\$107,297	\$80,765	\$80,765	\$46,648	\$46,648	\$32,566	\$32,566	\$1,910,986	\$1,910,986
	-- Street Taxes and Developer Fees	\$39,304	\$4,529	\$4,529					\$424	\$424			\$44,257	\$44,257
	Other	\$1243,582	\$146,546	\$146,546	\$127,174	\$127,174	\$61,437	\$61,437	\$61,080	\$61,080	\$78,953	\$78,953	\$1,718,771	\$1,718,771
<b>Local Total</b>	<b>\$7,467,986</b>	<b>\$1,145,155</b>	<b>\$1,145,155</b>	<b>\$663,306</b>	<b>\$663,306</b>	<b>\$499,744</b>	<b>\$499,744</b>	<b>\$351,946</b>	<b>\$351,946</b>	<b>\$283,744</b>	<b>\$283,744</b>	<b>\$10,411,881</b>	<b>\$10,411,881</b>	
STATE	State Highway Operations and Protection Program	\$140,333	\$368,573	\$368,573	\$168,362	\$168,362	\$279,777	\$279,777	\$188,687	\$188,687	\$106,736	\$106,736	\$1,252,468	\$1,252,468
	SHOPP (Including Augmentation)	\$140,333	\$368,573	\$368,573	\$168,362	\$168,362	\$279,777	\$279,777	\$188,687	\$188,687	\$106,736	\$106,736	\$1,252,468	\$1,252,468
	State Transportation Improvement Program	\$790,044	\$27,393	\$27,393	\$138,813	\$138,813	\$126,182	\$126,182	\$102,000	\$102,000	\$15,100	\$15,100	\$1,199,532	\$1,199,532
	STIP (Including Augmentation)	\$748,295	\$26,893	\$26,893	\$138,813	\$138,813	\$126,182	\$126,182	\$102,000	\$102,000	\$15,100	\$15,100	\$1,157,283	\$1,157,283
	STIP Prior	\$4,1749	\$500	\$500									\$42,249	\$42,249
	Proposition 1A	\$418,43											\$418,43	\$418,43
	Proposition 1B	\$581,132			\$1,319	\$1,319					\$895	\$895	\$583,346	\$583,346
	Active Transportation Program	\$68,895	\$25,002	\$25,002	\$29,523	\$29,523	\$47,135	\$47,135					\$170,554	\$170,554
	Highway Maintenance (HM)													
	Highway Bridge Program (HBP)	\$20,1431	\$24,937	\$24,937	\$18,447	\$18,447	\$8,955	\$8,955	\$5,854	\$5,854	\$158,077	\$158,077	\$417,702	\$417,702
	Road Repair and Accountability Act of 2017 (SB1)	\$653,017	\$307,114	\$307,114	\$196,277	\$196,277	\$87,852	\$87,852	\$11,789	\$11,789	\$11,789	\$11,789	\$1,267,837	\$1,267,837
	Traffic Congestion Relief Program (TCRP)	\$95,298											\$95,298	\$95,298
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)	\$297,928	\$54,305	\$54,305	\$29,912	\$29,912	\$30,843	\$30,843	\$33,635	\$33,635	\$33,743	\$33,743	\$480,366	\$480,366
	State Emergency Repair Program													
Other	\$362,143	\$263,557	\$263,557	\$88,756	\$88,756	\$94,204	\$94,204	\$18,570	\$18,570	\$30,433	\$30,433	\$857,665	\$857,665	
<b>State Total</b>	<b>\$3,232,064</b>	<b>\$1,070,882</b>	<b>\$1,070,882</b>	<b>\$671,409</b>	<b>\$671,409</b>	<b>\$674,948</b>	<b>\$674,948</b>	<b>\$360,534</b>	<b>\$360,534</b>	<b>\$356,773</b>	<b>\$356,773</b>	<b>\$6,366,610</b>	<b>\$6,366,610</b>	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$1,149,871	\$131,977	\$131,977	\$115,397	\$115,397	\$91,995	\$91,995	\$91,970	\$91,970	\$91,944	\$91,944	\$1,673,155	\$1,673,155
	5309a - Fixed Guideway Modernization	\$97,086											\$97,086	\$97,086
	5309b - New and Small Starts (Capital Investment Grants)	\$1024,987	\$41,396	\$41,396									\$1,066,383	\$1,066,383
	5309c - Bus and Bus Related Grants	\$59,970											\$59,970	\$59,970
	5310 - Elderly & Persons with Disabilities Formula Program	\$17,159	\$7,210	\$7,210	\$820	\$820	\$807	\$807					\$25,996	\$25,996
	5311 - Nonurbanized Area Formula Program	\$14,447	\$958	\$958	\$915	\$915	\$942	\$942	\$942	\$942	\$942	\$942	\$19,144	\$19,144
	5337 - State of Good Repair	\$527,748	\$67,151	\$67,151	\$67,151	\$67,151	\$66,152	\$66,152	\$66,142	\$66,142	\$66,142	\$66,142	\$860,485	\$860,485
	5339 - Bus and Bus Facilities Program	\$64,473	\$8,028	\$8,028	\$6,161	\$6,161	\$6,161	\$6,161	\$6,161	\$6,161	\$6,161	\$6,161	\$97,145	\$97,145
	Other	\$152,821	\$10,857	\$10,857	\$310,34	\$310,34							\$194,711	\$194,711
	<b>Federal Transit Total</b>	<b>\$3,108,562</b>	<b>\$267,577</b>	<b>\$267,577</b>	<b>\$221,478</b>	<b>\$221,478</b>	<b>\$166,057</b>	<b>\$166,057</b>	<b>\$165,214</b>	<b>\$165,214</b>	<b>\$165,188</b>	<b>\$165,188</b>	<b>\$4,094,076</b>	<b>\$4,094,076</b>
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$528,117	\$19,800	\$19,800	\$23,426	\$23,426	\$24,000	\$24,000	\$35,590	\$35,590			\$630,932	\$630,932
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$332,006			\$71,000	\$71,000							\$403,006	\$403,006
	GARVEE Bonds (Includes Debt Service Payments)													
	Highway Infrastructure Program (HIP)	\$58,446	\$5,166	\$5,166									\$63,612	\$63,612
	High Priority Projects (HPP) and Demo	\$85,414					\$533	\$533					\$85,947	\$85,947
	Highway Safety Improvement Program (HSIP)	\$1,797	\$10,169	\$10,169	\$7,603	\$7,603	\$5,109	\$5,109					\$24,678	\$24,678
	Public Lands Highway	\$9,784	\$816	\$816	\$816	\$816							\$11,417	\$11,417
	National Significant Freight & Highway Projects (FASTLANE/INFRA)	\$49,278			\$150,000	\$150,000	\$53,893	\$53,893					\$253,171	\$253,171
	Recreational Trails													
	Surface Transportation Program (Regional)	\$674,867	\$33,521	\$33,521	\$6,193	\$11,793	\$13,849	\$13,849	\$32,060	\$32,060			\$756,089	\$766,089
Other	\$292,813	\$85,037	\$85,037	\$49,773	\$49,773							\$427,624	\$427,624	
<b>Federal Highway Total</b>	<b>\$2,032,521</b>	<b>\$154,509</b>	<b>\$154,509</b>	<b>\$308,811</b>	<b>\$314,411</b>	<b>\$97,384</b>	<b>\$97,384</b>	<b>\$67,650</b>	<b>\$67,650</b>			<b>\$2,656,475</b>	<b>\$2,666,475</b>	
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIA)	\$64,740											\$64,740	\$64,740
	Other													
	<b>Federal Railroad Administration Total</b>	<b>\$64,740</b>											<b>\$64,740</b>	<b>\$64,740</b>
<b>Federal Total</b>	<b>\$5,205,823</b>	<b>\$422,086</b>	<b>\$422,086</b>	<b>\$530,289</b>	<b>\$535,889</b>	<b>\$263,440</b>	<b>\$263,440</b>	<b>\$232,864</b>	<b>\$232,864</b>	<b>\$165,188</b>	<b>\$165,188</b>	<b>\$6,815,291</b>	<b>\$6,825,291</b>	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$537,484											\$537,484	\$537,484
	<b>Innovative Financing Total</b>	<b>\$537,484</b>											<b>\$537,484</b>	<b>\$537,484</b>
<b>PROGRAM TOTAL</b>		<b>\$16,443,358</b>	<b>\$2,638,123</b>	<b>\$2,638,123</b>	<b>\$1,865,004</b>	<b>\$1,870,604</b>	<b>\$1,438,133</b>	<b>\$1,438,133</b>	<b>\$945,345</b>	<b>\$945,345</b>	<b>\$805,705</b>	<b>\$805,705</b>	<b>\$24,131,268</b>	<b>\$24,141,268</b>

FY28/29 includes programming for future years and is included here for reference only

Revenues versus Program

Legend

Indicates change from prior amendment

San Diego Association of Governments (SANDAG)

2025 Regional Transportation Improvement Program (in \$000s) - Amendment No. 18

Funding Source		2024/2025		2025/2026		2026/2027		2027/2028		2028/2029		TOTAL	
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current
LOCAL	Local Total	\$22,227	\$22,227	\$26,259	\$26,259	\$25,887	\$25,887	\$54,315	\$54,315	\$58,643	\$58,643	\$187,331	\$187,331
	State Highway Operations and Protection Program												
STATE	SHOPP (Including Augmentation)												
	SHOPP Prior												
	State Transportation Improvement Program												
	STIP (Including Augmentation)												
	STIP Prior												
	Proposition 1A												
	Proposition 1B												
	Active Transportation Program												
	Highway Maintenance (HM)												
	Highway Bridge Program (HBP)												
	Road Repair and Accountability Act of 2017 (SB1)												
	Traffic Congestion Relief Program (TCRP)												
	State Transit Assistance (STA)(e.g., population/revenue based, Prop Other												
State Total													
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program					\$6,954	\$6,954	\$6,979	\$6,979	\$7,005	\$7,005	\$20,937	\$20,937
	5309a - Fixed Guideway Modernization												
	5309b - New and Small Starts (Capital Investment Grants)												
	5309c - Bus and Bus Related Grants												
	5310 - Elderly & Persons with Disabilities Formula Program												
	5311 - Nonurbanized Area Formula Program												
	5337 - State of Good Repair	\$629	\$629			\$1,000	\$1,000	\$1,010	\$1,010	\$1,010	\$1,010	\$3,648	\$3,648
	5339 - Bus and Bus Facilities Program												
Other													
Federal Transit Total	\$629	\$629			\$7,953	\$7,953	\$7,989	\$7,989	\$8,014	\$8,014	\$24,585	\$24,585	
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$27	\$27	\$20,119	\$20,119	\$20,225	\$20,225	\$9,514	\$9,514	\$45,104	\$45,104	\$94,989	\$94,989
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)												
	GARVEE Bonds (Includes Debt Service Payments)												
	Highway Infrastructure Program (HIP)												
	High Priority Projects (HPP) and Demo												
	Highway Safety Improvement Program (HSIP)												
	National Significant Freight & Highway Projects (FASTLANE/INFRA)												
	Surface Transportation Program (Regional)	\$406	\$406	\$17,640	\$12,040	\$24,109	\$24,109	\$5,645	\$5,645	\$56,205	\$56,205	\$104,005	\$98,405
Other			\$1,730	\$1,730							\$1,730	\$1,730	
Federal Highway Total	\$433	\$433	\$39,489	\$33,889	\$44,335	\$44,335	\$15,159	\$15,159	\$10,1309	\$10,1309	\$200,725	\$195,125	
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)												
	Other												
	Federal Railroad Administration Total												
Federal Total	\$1,061	\$1,061	\$39,489	\$33,889	\$52,288	\$52,288	\$23,148	\$23,148	\$109,324	\$109,324	\$225,310	\$219,710	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)												
	Innovative Financing Total												
<b>REVENUES - PROGRAM TOTAL</b>		<b>\$23,288</b>	<b>\$23,288</b>	<b>\$65,749</b>	<b>\$60,149</b>	<b>\$78,175</b>	<b>\$78,175</b>	<b>\$77,463</b>	<b>\$77,463</b>	<b>\$167,966</b>	<b>\$167,966</b>	<b>\$412,641</b>	<b>\$407,041</b>

FY28/29 includes programming for future years and is included here for reference only

# Federal Requirements Analysis for 2025 RTIP Amendment No. 18

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## Metropolitan Planning and Transportation Conformity

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

The 2025 RTIP meets all six tests required under federal metropolitan planning and transportation conformity regulations. SANDAG made these findings for the 2025 RTIP under the required federal tests on September 27, 2024. On December 16, 2024, Federal Highways and the Federal Transit Administration found that the 2025 RTIP conforms with the provisions of 40 CFR Parts 51 and 93. Amendment No. 18 continues to meet all federal requirements.

### Financial Constraint Test

Federal regulations 23 CFR Section 450.326(j) require the 2025 RTIP to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Chapter 4 of the 2025 RTIP discusses in detail the financial capacity analysis of major program areas, including a discussion of available revenues.

*Finding:* The projects contained within the 2025 RTIP, including Amendment No. 18, are reasonable when considering available funding sources as demonstrated in Tables 3a through 3c, including a comparison from the prior approved version (changes are highlighted in yellow.)

### Performance Management Test

Federal regulations 23 CFR Section 450.326(c) require the 2025 RTIP to be designed such that once implemented, it makes progress toward achieving the performance targets established under 450.306(d) and shall include, to the maximum extent practicable, a description of the anticipated effect of the RTIP toward achieving the performance targets identified in the transportation plan, linking investment priorities to those performance targets. Appendix H of the 2025 RTIP provides information on the projects which support safety and transit asset management performance management requirements.

*Finding:* The projects contained within the 2025 RTIP, including Amendment No. 18, make progress toward achieving the performance targets for all performance-based planning requirements established by the Board of Directors.

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

*Finding:* The 2025 RTIP, through Amendment No. 18, is consistent with the 2025 Regional Transportation Plan (2025 Regional Plan) adopted on December 12, 2025 (policies, programs, and projects). All projects

conform to the scope, cost, and schedule included in the 2025 Regional Plan.

## **Regional Emissions Tests**

These findings are based on the regional emissions analyses' tests shown in Table 5-2 in Chapter 5 of the 2025 RTIP.

*Finding:* The regional emissions analyses for the 2025 RTIP through Amendment No. 18 are consistent with the emissions analyses for the 2025 Regional Plan.

*Finding:* The proposed amendment does not reflect a change in the design, concept, or scope of the projects or the conformity analysis years as modeled for the regional emissions analysis of the 2025 Regional Plan and the 2025 RTIP, as amended.

*Finding:* The 2025 RTIP, including Amendment No. 18, remains in conformance with the applicable State Implementation Plan<sup>3</sup> (SIP).

## **Timely Implementation of TCM Test**

*Finding:* The TCMs, established as Transportation Tactics in the 1982 SIP, have been fully implemented and Amendment No. 18 continues to fund the four TCMs, which include: (1) ridesharing; (2) transit improvements; (3) traffic flow improvements; and (4) bicycle facilities and programs.

## **Inter-Agency Consultation and Public Involvement Test**

*Finding:* The 2025 RTIP complies with all federal and state requirements for public involvement by following the strategies described in Board Policy No. 025: Public Participation Plan Policy. Amendment No. 18 was posted for a 20-day public comment period from March 6, 2026, through March 26, 2026.

*Finding:* The SANDAG Conformity Working Group (CWG), including members from the San Diego County Air Pollution Control District, Caltrans, California Air Resources Board, SANDAG, U.S. DOT, and U.S. EPA, serves as a forum to meet the federal and state requirements for interagency consultation for the 2025 RTIP. All exempt projects in Amendment No. 18 were submitted to the CWG on March 10, 2026, for its review and members concurred with the exempt categorization.

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

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

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