MEETING NOTICE
AND AGENDA

SAN DIEGO CONFORMITY WORKING GROUP
The San Diego Conformity Working Group may take action on any item appearing on this agenda.

Wednesday, March 2, 2011
10:30 a.m. to 12 noon
SANDAG, Conference Room 8B
401 B Street, Suite 800
San Diego, CA 92101-4231
Staff Contact: Rachel Kennedy
(619) 699-1929
rke@sandag.org

AGENDA HIGHLIGHTS

- **2050 REGIONAL TRANSPORTATION PLAN (RTP): CONFORMITY CRITERIA AND PROCEDURES AND DRAFT AIR QUALITY PLANNING AND TRANSPORTATION CONFORMITY DOCUMENT**

Please contact Rachel Kennedy prior to the meeting if you wish to participate by conference call.

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To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.
# SAN DIEGO CONFORMITY WORKING GROUP

**Wednesday, March 2, 2011**

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>WELCOME AND INTRODUCTIONS</td>
</tr>
<tr>
<td>+2.</td>
<td>JANUARY 5, 2011, MEETING SUMMARY</td>
</tr>
</tbody>
</table>

The summary of the January 5, 2011, Conformity Working Group (CWG) meeting is attached. The CWG is asked to review the meeting summary.

<table>
<thead>
<tr>
<th>3.</th>
<th>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</th>
</tr>
</thead>
</table>

Members of the public shall have the opportunity to address the CWG on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the CWG coordinator prior to speaking. Public speakers should notify the CWG coordinator if they have a handout for distribution to CWG members. Public speakers are limited to three minutes or less per person. CWG members also may provide information and announcements under this agenda item.

| +4.   | 2050 REGIONAL TRANSPORTATION PLAN (RTP): CONFORMITY CRITERIA AND PROCEDURES | DISCUSSION |

The CWG will receive an update on selected elements of the conformity criteria and procedures to be followed to determine conformity of the 2050 RTP and 2010 RTIP Amendment No. 98. The CWG also will discuss the Draft Air Quality Planning and Transportation Conformity report. SANDAG staff will make brief presentations on the following topics:

A. Revenue Constrained Financial Assumptions  
B. Public outreach update  
C. Draft Air Quality Planning and Transportation Conformity report

| 5.    | EMMISSIONS FACTORS (EMFAC) 2010 DEVELOPMENT | DISCUSSION |

California Air Resources Board (ARB) staff will provide the CWG with an update on the development of the next generation of EMFAC software.

| 6.    | EIGHT-HOUR OZONE STANDARD RE-CLASSIFICATION UPDATE | DISCUSSION |

Staff from the United States Environmental Protection Agency and the San Diego Air Pollution Control District will provide an update on the proposed rule to Implement the 1997 8-Hour Ozone standard.

| 7.    | OTHER BUSINESS | INFORMATION |

+ next to an item indicates an attachment
SAN DIEGO CONFORMITY WORKING GROUP

March 2, 2011

AGENDA ITEM NO.: 2

Action Requested: INFORMATION

JANUARY 5, 2011, MEETING SUMMARY

Item #1: WELCOME AND INTRODUCTIONS

Self-introductions were made. See attached attendance list.

ITEM #2: OCTOBER 6, 2010, MEETING SUMMARY

Rachel Kennedy, SANDAG, asked the Conformity Working Group (CWG) to review the meeting summary. No corrections were made.

ITEM #3: PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

No public comments were made.

ITEM #4: 2010 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) CONFORMITY DETERMINATION

On September 24, 2010, the SANDAG Board of Directors (Board) adopted the 2010 RTIP and made a finding of conformity for the 2010 RTIP and a conformity redetermination for the 2030 Regional Transportation Plan (RTP). The Federal Highway Administration (FHWA) and the Federal Transit Administration have found that the 2010 RTIP and 2030 RTP conform to the applicable state implementation plans in accordance with the provisions of 40 CFR, Parts 51 and 93. The conformity determination letter was included as an attachment to the agenda. There were no comments on this item.

ITEM #5: 2050 RTP: CONFORMITY CRITERIA AND PROCEDURES

A. List of Revenue Constrained Projects

Ms. Kennedy commented that on December 17, 2010, the Board selected the proposed Hybrid Scenario Project List (attached) as the preferred revenue constrained scenario, which will be used to develop the draft 2050 RTP. It includes all of the highway, freeway connector, high occupancy vehicle connector, and transit projects that will be coded into the network and modeled for conformity. A project list with phasing will be provided to the CWG with the draft air quality conformity analysis prior to the March 2011 CWG meeting. This list is presently being developed and will be potentially discussed with the Board later in January 2011. Ms. Kennedy noted that the 2050 RTP has a planning horizon that includes an additional 20 years, and, therefore, includes additional projects compared to the 2030 RTP, which was adopted in 2007. Mike Brady, Caltrans, asked if the next iteration of the project list would include the analysis years. Ms. Kennedy confirmed this affirmatively.
B. Draft List of Exempt Projects

Ms. Kennedy commented that the draft 2050 RTP will include additional active transportation funding which will fund the list of bicycle projects included in SANDAG’s newly adopted San Diego Regional Bicycle Plan. The exempt project list also includes Safety Improvement Programs, Transportation Demand Management, and Transportation Management Systems, similar to past RTPs and RTIPs.

Mr. Brady pointed out that most of the projects were bike related. He noted that one particular project that he found interesting was the bikeway interchange. Elisa Arias, SANDAG, added that there are several bike corridors along, or in the vicinity of, interstate highways. Mr. Brady mentioned that he has seen a couple of studies of bikeways and particulate matter near freeways and the effects of sound walls. He recommended considering this research when doing the detailed design work on bicycle projects adjacent to freeways, and to try to avoid putting bikeways on the freeway side of sound walls.

C. Revenue Constrained Financial Assumptions

Sookyung Kim, SANDAG, mentioned that in one of the previous CWG meetings, SANDAG had shared with the CWG the Revenue Constrained Estimate Assumptions in 2010 dollars; however, only grand totals were provided. Ms. Kim mentioned that the revenues have now been broken down by decade (attachment), and that this is how it will be presented in the 2050 RTP document. Ms. Kim commented that the attachment provided for this item comprised three pages: one showing amounts in 2010 dollars, which, in terms of totals, is what has been shared with the CWG in the past; one detailing the dollar amounts in year-of-expenditure dollars. Ms. Kim commented that there are a number of different revenue sources at the local, state, and federal levels. She added that the third page of the attachment provided a description of the different fund types, as well as some of the assumptions that were used to determine the funding sources. Ms. Kim pointed out that the local share of revenues was significantly higher than the state or the federal share. In the past, there was more reliance on state and federal sources of revenue; however, over the years there has been a shift to rely more on local revenue sources. Ms. Kim mentioned that this trend is likely to continue.

Ms. Kennedy noted that Anne Steinberger, SANDAG Communications Department, provided information on the 2050 RTP public outreach efforts during the CWG’s October meeting, and is scheduled to provide an update at next month’s meeting. Ms. Kennedy also mentioned that SANDAG plans to release the Draft Air Quality Analysis for CWG review prior to the March CWG meeting. The analysis will be discussed at the March CWG meeting.

ITEM #6: 2050 RTP: CONFORMITY ANALYSIS METHODOLOGY

Ms. Kennedy mentioned that the Board approved the shortening of the conformity timeframe and methodology for conducting the air quality conformity determination for the 2050 RTP at its November 19, 2010, meeting. Ms. Kennedy reminded the CWG that SANDAG would be doing its conformity analysis for the years 2010 through 2040, as well as an informational analysis for the year 2050.
ITEM #7 EMMISIONS FACTORS (EMFAC) 2010 DEVELOPMENT

Dennis Wade, Air Resource Board (ARB), commented that the EMFAC 2010 model is under active development, and that it will be released shortly. There is no confirmed release date.

Carl Selnick, San Diego Air Pollution Control District (SDAPCD), asked if only a public notice would be available on the release date, or if the program would also be available on ARB’s Web site. Mr. Wade answered that historically, these dates have been one and the same and he expects the program to be available on the Web site on the release date. Mr. Selnick also asked how ARB plans to announce the release of the software. Mr. Wade answered that it would very likely be through an e-mail out to the respective e-mail lists, such as the Statewide CWG, and through direct e-mails to relevant district staff and others. Mr. Wade also expects that there will be a more formal letter after the official release date. He added that after the release the program would be submitted to Environmental Protection Agency (EPA) for its approval.

Mr. Brady suggested keeping EMFAC 2007 available on the Web site until the EPA approves the 2010 version, since the approval process might take some time.

ITEM #8: EIGHT-HOUR OZONE STANDARD RE-CLASSIFICATION UPDATE

John Kelly, EPA, commented that he received an e-mail indicating that the Notice of Final Action is moving forward again. The Final Action Notice is about to be cleared from the EPA’s Office of Air and Radiation to go to the Office of Management and Budget for approval. Mr. Kelly added that it was not clear if the EPA was on track for the March 2011 signature date, however, he will notify the CWG next month if the schedule needs to be revised.

ITEM #9: OTHER BUSINESS

Mr. Brady asked the CWG to share with him any ideas for items to discuss at the Statewide CWG meeting in March.

Ms. Kennedy stated that the next meeting of the CWG is scheduled for Wednesday, February 2, 2011, from 10:30 a.m. to noon, at SANDAG. Meeting materials will be sent to the CWG in advance.
## SAN DIEGO REGION CONFORMITY WORKING GROUP

### MEETING ATTENDANCE

#### JANUARY 5, 2011

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
</tr>
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<tbody>
<tr>
<td>Dennis Wade (phone)</td>
<td>ARB</td>
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<tr>
<td>Mike Brady (phone)</td>
<td>Caltrans</td>
</tr>
<tr>
<td>Jose Marquez (phone)</td>
<td>Caltrans Dist. 11</td>
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<tr>
<td>John Kelly (phone)</td>
<td>EPA</td>
</tr>
<tr>
<td>Wade Hobbs (phone)</td>
<td>FHWA</td>
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<tr>
<td>Stew Sonnenberg (phone)</td>
<td>FHWA</td>
</tr>
<tr>
<td>Elisa Arias</td>
<td>SANDAG</td>
</tr>
<tr>
<td>Andrea Hoff</td>
<td>SANDAG</td>
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<tr>
<td>Rachel Kennedy</td>
<td>SANDAG</td>
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<tr>
<td>Sookyung Kim</td>
<td>SANDAG</td>
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<tr>
<td>Domingo Vigil</td>
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<tr>
<td>Carl Selnick (phone)</td>
<td>SDAPCD</td>
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## Revenue Sources (Revenue Constrained)

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<tr>
<th>Source</th>
<th>FY 2010 - 2020</th>
<th>FY 2021 - 2030</th>
<th>FY 2031 - 2040</th>
<th>FY 2041 - 2050</th>
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<td>TransNet (^1)</td>
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<td>State Transportation Improvement Program (STIP)/Traffic</td>
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<td>Congestion Relief Program (TCRP) (^5)</td>
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<td>Federal Transit Administration (FTA) Discretionary (^10)</td>
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<td><strong>$50,451</strong></td>
<td><strong>$76,237</strong></td>
<td><strong>$190,038</strong></td>
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</table>
Notes to Revenue Sources

Local:

TransNet: Estimated total sales tax receipts based on final Board approved forecast (Jan. 2010). An Extension of TransNet beyond 2048 at same rate is also assumed.

Developer Impact Fees: Housing units based in final Board approved forecast (Jan 2010); escalate at 2%/year to 2015, then 3%/year (based on historical growth in CCI) as outlined in the Ordinance.

City/County Local Gas Taxes: From state controller’s report - there are 3 components: gas tax, general fund, other. General and other fund revenues grow at 3.0% per year based on average expenditures since 1992; gas tax grows at the same level as the estimated fuel consumption as published in the Caltrans Highway Performance Monitoring System report.

Future Local Revenues: Revenue assumed is equivalent to a new local sales tax which includes a transportation component; revenues assume to start 2016 and assume 1/2 of TransNet estimate.

Passenger Fares: Fare revenues for FY 10 to 15 from MTS/NCTD estimate presented at 6/18/10 TC meeting; 2%/year growth thereafter (average over the 5-year estimate) includes estimated service/fares for the operation of new rail or BRT services based on the TransNet Ordinance; does not assume expansion of existing service.

State:

STIP/TCRP: Actuals thru. 2015; starting in 2016 use historical formula share for STIP, increase by 5% per year; no new TCRP assumed.

Prop. 42: Based on future fuel consumption as estimated by Caltrans - 2.13% growth factor (but no change to fuel price).

State Transit Assistance: Per recent state law, growth at 3%/year.

Prop. 1A/1B/Other: Actual Prop. 1B/1A award to 2014; no revenues to 2018, starting 2019 assume $1.25B over a 5-year period ($250M/yr), then escalate 5% every 5 years (includes goods movement); based on historical state funding of transportation projects over the past 20 years.

Federal:

FTA Discretionary: Thru. 2015 assume of New Starts Full Funding Grant Agreement (FFGA) for Mid-coast; outyears based on average historical award plus 5% escalation; assume one FFGA ($800M) plus three Small Starts ($75M) per decade.

FTA Formula: Starting 2015 5% annual increase; starting in 2020 and every 6 years thereafter 10% increase due to reauthorization (conservative increase though real increase from ISTEA is 25.5% per reauthorization); another 10% increase in FY 2024 to include Mid-coast service data; 15% increase in 2033 to include service expansion (per mid-range transit plan) data; no other service expansion is assumed.

Other FHWA: Actual to FY 2013; starting 2014 use HPP average of $17M/yr escalated at 5%/year.

FRA/High Speed Rail/Discretionary: Due to the newness of the program, assumption based on actual award to-date $14M/year escalate by 2.5%.

CBI: Actual to FY 2010; then average allocation to the region during SAFETEA-LU ($19M) starting FY 2012, grow at 5%

Other Freight/Goods Movement: Starting in 2017 assume $10M/yr (then escalated) for federal funds related to a project area called “intermodal connectors” or “last mile freight roadway projects.” Since the passage of ISTEA in 1991, the DOT, by law, has been charged with periodically doing a conditions report on Intermodal Connectors; the assumption is that there will be dedicated funding under a national freight policy.
2050 REGIONAL TRANSPORTATION PLAN:  
PUBLIC INVOLVEMENT AND OUTREACH UPDATE

Introduction

Public outreach and involvement continues to support the development of the 2050 Regional Transportation Plan (RTP) and its Sustainable Communities Strategy (SCS). The 2050 RTP Public Involvement Plan (PIP), www.sandag.org/2050rtp, establishes a process and outlines specific activities for communicating with, and obtaining input from the public throughout the RTP development process. The PIP is based on the SANDAG Public Participation Plan that was adopted by the SANDAG Board of Directors (Board) on December 18, 2009. The following report details public outreach efforts conducted through December 31, 2010, as the Board moved toward selecting a Preferred Revenue Constrained Transportation Network Scenario for the draft 2050 RTP.

Discussion

The strategies and tactics outlined in the PIP are guiding outreach efforts to build awareness of the regional transportation planning process and identifying opportunities for all interested stakeholders to participate in shaping the future of the region. SANDAG has implemented a number of efforts to secure input on developing project priorities, project evaluation criteria, transportation networks, funding alternatives, meeting greenhouse gas emissions targets, and other elements of the 2050 RTP. These efforts are coordinated with regular interaction with the Regional Planning Stakeholders Working Group and recipients of community-based outreach grants, technical working groups, and other stakeholder working groups established by SANDAG. The PIP is guiding efforts to secure input from individuals, organizations, agencies, and other stakeholders in the development of the 2050 RTP.

The activities outlined in the PIP include those that support the SANDAG commitment to generating awareness of the 2050 RTP and securing input on the plan. Some of the activities also are required as part of the Senate Bill 375 (Steinberg, 2008) (SB 375) legislative mandates. There are certain public involvement activities that must be performed as the SCS and other 2050 RTP elements are developed.

Staff are tracking and recording 2050 RTP and SCS public involvement activities to demonstrate the broad range and number of activities that have been implemented, and documenting that certain SB 375 and Federal Highway Administration public involvement requirements are being met, to include in the Public Involvement Chapter for the 2050 RTP.
Public Involvement Activities

Attachment 1 is a summary of Public Involvement and Outreach Activities that lists 2050 RTP elements presented since spring 2009 at meetings of the SANDAG Board, Policy Advisory Committees, Regional Planning Stakeholder Working Group, and other working groups and community groups. These meetings are promoted on the SANDAG Web site, distributed to an opt-in e-mail list, and key milestones are featured at www.sandag.org/news.

Attachment 2 details more than 100 presentations made since fall 2009 at business and community organizations, including chambers of commerce, economic development corporations, the San Diego County Taxpayers Association, community collaboratives, the League of Women Voters, as well as community planning groups, local jurisdictions, trade associations, and other groups.

Attachment 3 details the general public involvement planning process that supports the development of the 2050 RTP and identifies activities that comply with SB 375 requirements.

Attachment 4 is the 2050 Regional Transportation Plan Public Involvement Plan.

SANDAG has established a Web page at www.sandag.org/2050rtp, an e-mail address 2050rtp@sandag.org, and a dedicated, toll-free phone number (877) 277-5736 to provide access to the latest information, upcoming events, meeting notices, and all other RTP activities, and to receive input from the public.

Next Steps

Staff will continue to update the Board, Policy Advisory Committees, and other stakeholders on the development of the Draft 2050 RTP.

Attachments:  1. Public Involvement and Outreach Activities  
               2. SANDAG 2050 RTP Presentations/Public Meetings/Workshops  
               3. 2050 RTP Public Involvement Efforts Regarding SB 375 Requirements  
               4. 2050 RTP Public Involvement Plan

Key Staff Contact: Anne Steinberger, (619) 699-1937, ast@sandag.org
Public Involvement and Outreach Activities to Support Development of 2050 Regional Transportation Plan and its Sustainable Communities Strategy

Following is a compilation of activities undertaken since 2009 to guide the development of the 2050 Regional Transportation Plan (RTP) and its Sustainable Communities Strategy (SCS). SANDAG Board of Directors and Policy Advisory Committees (PACs) public meetings, working group public meetings, public outreach and involvement events, presentations, media outreach, newsletters, e-mail outreach, Web postings, and advertising are documented.

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
</tr>
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</table>
| February 2009 | Media coverage:  
"County first up in road emission test"  
North County Times, 02/05/09  
"San Diego’s foundation for growth"  
San Diego Union-Tribune, 02/19/09  
"Bikeway segment nearly ready"  
San Diego Union-Tribune, 02/28/09 |
| March 2009   | Media coverage:  
"Demand a better transit plan"  
San Diego Union-Tribune, 03/08/09 |
| April 2009   | Board report on Long-Range Regional Plans and Forecasts:  
A Workplan to Comply with Senate Bill 375 (SB 375) |
|             | Media coverage:  
"Law to elevate ‘smart growth’”  
North County Times, 04/03/09  
"Group tackles public transit”  
Ramona Sentinel, 04/09/09  
“What moves you?”  
San Diego CityBeat, 04/14/09  
“Survey shows 12% rely primarily on mass transit”  
San Diego Union-Tribune, 04/15/09  
“Say no to more toll lanes, roads”  
North County Times, 04/15/09 |

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<td>Board, TC, and RPC reports to establish Regional Planning Stakeholders Working Group</td>
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<td>“Implementing sustainable development in the community”</td>
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<td>Begin development of update to agencywide SANDAG Public Participation Plan</td>
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<td>TC and RPC reports on San Diego Regional Bicycle Plan – Goals, Policy Objectives, and Project Prioritization Criteria; and Pilot Smart Growth Incentive Program Status Report</td>
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<td>East County Magazine, 06/05/09</td>
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<td>“Short Takes: Regional Edition – Workshop planned on sustainable communities”</td>
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<td>“Report urges switch to alternative fuels” North County Times, 07/20/09</td>
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<td>Board reports on Regional Planning Stakeholders Working Group Membership; 2050 RTP: Vision and Goals; and Final Regional Alternative Fuels, Vehicles, and Infrastructure Report</td>
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<td>Media coverage: “Underground solution? Pro: Managing traffic and its impact is a regional issue” San Diego Union-Tribune, 10/04/09 “Public hearing set for those who depend on transit” North County Times, 10/20/09</td>
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<td>November 2009</td>
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<td>December 2009</td>
<td>Media coverage: “San Diego County wrestles over future growth in the backcountry” KPBS, 11/19/09</td>
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<td>Board report on 2050 RTP: Goals and Proposed Policy Objectives TC and RPC reports on Revised SANDAG Public Participation Plan; Urban Core Transit Strategy: Lessons Learned; and SB 375: Current Implementation Efforts</td>
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<td>Board approves SANDAG Public Participation Plan</td>
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<td>January 2010</td>
<td>Board report on 2050 Regional Growth Forecast Update</td>
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| February 2010 | Media Coverage:  
“Uptown scores on walkability”  
San Diego News Room, 01/05/10  
“Looking at 2010: Kathy Keehan on two wheels”  
(RTP and Bicycling)  
Voice of San Diego, 01/19/10  
“SANDAG Study: Redevelopment key to San Diego County future”  
The Daily Transcript, 01/10 |                                        |                                  |                              |                                               |                                        | 3                        |
|            | Board and RPC reports on 2050 Regional Growth Forecast                                                                                                                                                      |                                        |                                  |                              |                                               |                                        |                          |
|            | SWG reports on Urban Area Transit Strategy Update; Draft 2050 RTP Public Involvement Plan; Draft Highway Corridor and Connectors Project Evaluation Criteria; Overview of Climate Change Adaptation and the 2050 RTP; and Status of 2030 RTP Projects |                                        |                                  |                              |                                               |                                        | 5                        |
|            | Newsletters and SANDAG Web site                                                                                                                                                                              |                                        |                                  |                              |                                               |                                        |                          |
|            | Presentations, public meetings, or workshops on SANDAG 2050 RTP                                                                                                                                              |                                        |                                  |                              |                                               |                                        | 2                        |
|            | Media Coverage:  
“Regional agency seeks transportation liaisons here”  
Ramona Sentinel, 02/18/10  
“Traffic relief policy? Increase congestion, costs”  
(Public Participation Plan)  
North County Times, 02/25/10 |                                        |                                  |                              |                                               |                                        | 3                        |

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<td>Board reports on SB 375 Implementation: Challenges and Next Steps; and Pilot Smart Growth Incentive Program and Bayshore Bikeway; Proposed Programming and Funding TC and RPC reports on Draft 2050 RTP Public Involvement Plan TC reports on San Diego Regional Bicycle Plan – Release Preliminary Findings; and Urban Area Transit Strategy – Initial Transit Concepts</td>
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<td>Media Coverage: “REGION: Leaders move toward setting vehicle emissions limits” North County Times, 03/12/10 “Transport survey solicits backcountry residents” San Diego Union-Tribune, 03/30/10 “MoveSD.org advocates for mass transit and smart growth” San Diego News Room, 03/30/10 “SANDAG to meet with So Cal tribal leaders” The Daily Transcript, 03/10</td>
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<td>Board reports on Tribal Transportation Issues for the 2050 RTP; Federal Sustainable Communities Initiative; and 2050 RTP Public Involvement Plan TC and RPC reports on 2050 RTP Public Outreach Workshops; and Urban Area Transit Strategy TC reports on Urban Area Transit Strategy: Performance Measures and Corridors/Communities for Establishment of Mode Share Goals; 2050 RTP: Evaluation Criteria for Highway Corridors, Transit Services, and Connector Projects; and 2050 RTP: Evaluation Criteria for the Goods Movement Strategy RPC report on RHNA and Housing Element Cycle</td>
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<td>“San Diego planners seek public feedback on regional transportation plan” San Diego Union-Tribune, 04/21/10</td>
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<td>“Agency seeks feedback, sets series of workshops” San Diego Union-Tribune, 04/24/10</td>
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<td>“These Days: Aligning S.D. regional transportation plan with greenhouse gas reduction goal” KPBS, 04/26/10</td>
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<td>“Workshops detail future transportation plans, ideas” North County Times, 04/27/10</td>
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<td>“SANDAG working to identify transportation needs through 2050” The Daily Transcript, 04/10</td>
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TC reports on 2050 RTP: Evaluation Criteria for Highway Corridors, Transit Services, and Connector Projects; Riding to 2050: San Diego Regional Bicycle Plan – Final Draft; and 2050 RTP: Draft Plan Performance Measures  
SWG reports on 2050 RTP Environmental Justice Analysis; Update on Urban Area Transit Strategy; and Overview of Intelligent Transportation Systems  
Newsletters and SANDAG Web site  
Presentations, public meetings, or workshops on SANDAG 2050 RTP  
Media coverage: “Downtown ‘smart growth’ planning discussed” North County Times, 05/03/10  
“San Diego plans for future housing, transportation” KPBS, 05/05/10 | 8                                        | 3                                           |                                  |                                            |                          |
| June 2010  | Board, TC, and RPC reports on 2050 RTP: Update on the Urban Area Transit Strategy; and Smart Growth Trip Generation Study and Parking Strategies | 6                                        |                                 |                                  |                                            |                          |

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|            | Board reports on 2050 RTP Overview; 2050 RTP: Development of the Initial Unconstrained Transportation Network; and 2050 RTP: Draft Evaluation Criteria  
TC report on 2050 RTP: Draft Plan Performance Measures                                                                                                           |                                        |                                |                                             |                             |                          |
|            | SWG reports on Sustainable Communities Strategy and Target Setting Process; and Development of the Initial 2050 RTP Unconstrained Transportation Network                                           |                                        |                                |                                             |                             |                          |
|            | Conduct Public Opinion Survey to secure input from the public on transportation system and infrastructure priorities.                                                                                       |                                        |                                |                                             |                             |                          |
|            | Promote Public Input Questionnaire – Via Web and print in English and Spanish.                                                                                                                          |                                        |                                |                                             |                             |                          |
|            | Newsletters, E-mail, and SANDAG Web site                                                                                                                                                                  |                                        |                                |                                             |                             |                          |
|            | Presentations, public meetings, or workshops on SANDAG 2050 RTP                                                                                                                                           |                                        |                                |                                             |                             |                          |
| July 2010  | Board and RPC reports on 2050 RTP: Draft Unconstrained Transportation Network  
Board reports on 2050 RTP: Draft Plan Performance Measures; SB 375 Implementation: Draft Greenhouse Gas Targets; 2050 RTP: Draft Unconstrained Transportation Network; SB 375 Implementation: Proposed Final Greenhouse Gas Targets for the San Diego Region; and RHNA Update and Housing Element Cycle  
RPC reports on Overview of Climate Change Adaptation and the 2050 RTP; and 2050 RTP: Preferred Unconstrained Transportation Network |                                        |                                |                                             |                             |                          |

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<td>“CA Air Resources Board to set up cap on carbon emissions for San Diego”</td>
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<td>“MTC adopts aggressive 15 percent target for reducing emissions by 2035”</td>
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<td>“SB 375 may expedite environmental review process, expert says”</td>
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<td>“CARB announces proposed emissions targets for region under SB 375” The Daily Transcript, 07/10</td>
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<td>“Town hall to explore local transit issues” San Diego Union-Tribune, 08/10/10</td>
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<td>“SANDAG survey seeks input on plans for the regional transportation plan system of the future” Baja Times, 08/10</td>
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| “Getting from here to the future on I-5” San Diego Union-Tribune, 12/17/10 | "Getting from here to the future on I-5” San Diego Union-Tribune, 12/17/10  
“Letters: On marine rules, I-5, and more” San Diego Union-Tribune, 12/17/10  
“Expansion of I-5 takes another step” San Diego Union-Tribune, 12/17/10  
“SANDAG approves a 40-year transportation plan” KPBS On-Ramp, 12/17/10  
“SANDAG names Stocks as new chair” The Daily Transcript, 12/17/10  
“Lightner weighs in against I-5 widening” Examiner.com San Diego, 12/18/10  
“REGION: More than just I-5 expansion on tap” North County Times, 12/20/10  
“More than just I-5 expansion on tap” Trading Markets.com, 12/21/10  
“SANDAG Board endorses 14 lanes for I-5” KPBS Radio, 12/22/10  
“SANDAG ready to move forward on transportation plan with new emphasis” The Daily Transcript, 12/23/10  
“Lightner urges SANDAG to withhold support of I-5 freeway widening” Carmel Valley News, 12/23/10  
“Letters: On stadium cleanup, mass transit, and more” San Diego Union-Tribune, 12/28/10  
“SANDAG Board endorses 14 lanes for Interstate 15” KPBS Radio – These Days, 12/28/10 | | | | | | |

rEgion distribution list – 3,500 subscribers  
RTP newsletter list – 1,000 subscribers  
2050 RTP Web pages currently average 800 page views/month  
TC = Transportation Committee; RPC = Regional Planning Committee; BC = Borders Committee; PSC = Public Safety Committee
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<td>Transportation Briefing Meeting</td>
<td>2050 RTP Update</td>
<td>San Diego Regional Economic Development Corporation (EDC)</td>
<td>530 B Street, Suite 700, San Diego</td>
</tr>
<tr>
<td>09/12/10</td>
<td>California Center for Sustainable Energy</td>
<td>2050 RTP Update</td>
<td>CCSE</td>
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</tr>
<tr>
<td></td>
<td>Family Energy Day and Street Smart</td>
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<tr>
<td>09/14/10</td>
<td>RASP Open House</td>
<td>2050 RTP Information Table</td>
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<tr>
<td>09/16/10</td>
<td>Clean Energy Conference</td>
<td>2050 RTP Information Table</td>
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<tr>
<td>09/22/10</td>
<td>RASP Open House</td>
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<td>SDCRAA</td>
<td>McClellan-Palomar Airport, Carlsbad</td>
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<td>09/23/10</td>
<td>Monthly Breakfast</td>
<td>2050 RTP Update</td>
<td>Citizens Coordinate for Century 3 (C-3)</td>
<td>Holiday Inn at the Bay</td>
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<td>09/28/10</td>
<td>Monthly Meeting</td>
<td>2050 RTP Update</td>
<td>North County Action Council (NORCAN)</td>
<td>San Diego Regional Center, San Marcos</td>
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<td>09/30/10</td>
<td>RASP Open House</td>
<td>2050 RTP Update</td>
<td>SDCRAA</td>
<td>South County EDC</td>
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<tr>
<td>10/05/10</td>
<td>SC EDC Board of Directors Meeting</td>
<td>2050 RTP Update</td>
<td>South County EDC</td>
<td>South County Regional Education Center, National City</td>
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<tr>
<td>10/07/10</td>
<td>Joint Workshop and Luncheon</td>
<td>2050 RTP Update</td>
<td>ITE/Women’s Transportation Seminar (WTS)</td>
<td>Courtyard by Marriott – Downtown San Diego</td>
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<td>10/12/10</td>
<td>Board of Supervisors</td>
<td>2050 RTP Update</td>
<td>San Diego County</td>
<td>County Administration Building</td>
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<tr>
<td>10/13/10</td>
<td>Introduction to Urban Planning</td>
<td>2050 RTP Update</td>
<td>SDSU</td>
<td>SDSU</td>
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<td>10/13/10</td>
<td>City Planning Process</td>
<td>2050 RTP Update</td>
<td>SDSU</td>
<td>SDSU</td>
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<tr>
<td>10/14/10</td>
<td>2050 RTP Task Force</td>
<td>2050 RTP Update</td>
<td>South County EDC</td>
<td>EDC Offices</td>
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<tr>
<td>10/19/10</td>
<td>City Council Meeting</td>
<td>2050 RTP Update</td>
<td>City of Lemon Grove</td>
<td>Lemon Grove</td>
</tr>
<tr>
<td>10/20/10</td>
<td>Workshop for Planning and Design Professionals on Transit Supportive Policies</td>
<td>Transit Supportive Policies</td>
<td>ULI, Move San Diego, American Planning Association, C-3, etc.</td>
<td>SANDAG offices</td>
</tr>
<tr>
<td>10/22/10</td>
<td>Improving Transit Workshop</td>
<td>2050 RTP Update</td>
<td>San Ysidro Transportation Collaborative</td>
<td>San Ysidro Community Service Center</td>
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<tr>
<td>10/28/10</td>
<td>Board of Directors Meeting</td>
<td>Transit Supportive Policies</td>
<td>MTS</td>
<td>MTS offices</td>
</tr>
<tr>
<td>DATE</td>
<td>EVENT</td>
<td>TOPIC</td>
<td>ORGANIZATION</td>
<td>LOCATION</td>
</tr>
<tr>
<td>------------</td>
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</tr>
<tr>
<td>11/02/10</td>
<td>Oceanside</td>
<td>2050 RTP Update</td>
<td>City Council</td>
<td>Oceanside City Hall</td>
</tr>
<tr>
<td>11/03/10</td>
<td>Statewide Conference</td>
<td>2050 RTP Presentation</td>
<td>American Planning Association</td>
<td>La Costa Resort</td>
</tr>
<tr>
<td>11/04/10</td>
<td>Executive Committee</td>
<td>2050 RTP Update</td>
<td>MTS</td>
<td>MTS Headquarters</td>
</tr>
<tr>
<td>11/10/10</td>
<td>Centre City Advisory Committee</td>
<td>2050 RTP Presentation</td>
<td>Centre City Development Corporation (CCDC)</td>
<td>CCDC</td>
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<tr>
<td>11/17/10</td>
<td>Executives Workshop</td>
<td>2050 RTP Presentation</td>
<td>National Brownfield Association</td>
<td>City of San Diego</td>
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<td>11/18/10</td>
<td>Breakfast Program</td>
<td>2050 RTP Presentation</td>
<td>WTS/ITE</td>
<td>University Club</td>
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<tr>
<td>11/23/10</td>
<td>Board Meeting</td>
<td>2050 RTP Update</td>
<td>MTS</td>
<td>MTS Headquarters</td>
</tr>
<tr>
<td>11/23/10</td>
<td>Introduction to Urban Planning Class</td>
<td>2050 RTP Presentation</td>
<td>SDSU</td>
<td>SDSU</td>
</tr>
<tr>
<td>11/23/10</td>
<td>South County Action Network (SOCAN)</td>
<td>2050 RTP Presentation</td>
<td>SOCAN</td>
<td>Bonita</td>
</tr>
<tr>
<td>12/01/10</td>
<td>Seniors Outreach Meeting/SWG Member</td>
<td>2050 RTP Presentation</td>
<td>Chula Vista Community Collaborative (CVCC), Seniors on Broadway</td>
<td>Chula Vista</td>
</tr>
<tr>
<td>12/06/10</td>
<td>School Outreach Meeting/SWG Member</td>
<td>2050 RTP Presentation</td>
<td>CVCC, Charter School</td>
<td>Chula Vista</td>
</tr>
<tr>
<td>12/09/10</td>
<td>Board Meeting</td>
<td>2050 RTP Update</td>
<td>MTS</td>
<td>MTS Headquarters</td>
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<tr>
<td>12/09/10</td>
<td>Student Meeting</td>
<td>2050 RTP Presentation</td>
<td>ITE Student Chapter</td>
<td>SDSU</td>
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<tr>
<td>12/13/10</td>
<td>Monthly Meeting</td>
<td>2050 RTP Presentation</td>
<td>San Diego Chamber of Commerce – Land Use &amp; Transportation Committee</td>
<td>402 W. Broadway, Suite 1000</td>
</tr>
<tr>
<td>12/14/10</td>
<td>Monthly Meeting</td>
<td>2050 RTP Presentation</td>
<td>San Ysidro Neighborhood Partnership Program</td>
<td>San Ysidro Community Service Center</td>
</tr>
<tr>
<td>12/14/10</td>
<td>Nonprofit Outreach Meeting/SWG Member</td>
<td>2050 RTP Presentation</td>
<td>CVCC, Turning the Hearts Center</td>
<td>Chula Vista</td>
</tr>
</tbody>
</table>
## 2050 Regional Transportation Plan Public Involvement Efforts Regarding SB 375 Requirements

Senate Bill 375 (Steinberg, 2008) contains a number of references to guide public participation efforts in developing the 2050 Regional Transportation Plan (2050 RTP) and its Sustainable Communities Strategy (SCS). This table outlines references in the legislation and how SANDAG is meeting or will meet the requirements. All public outreach and involvement efforts, meetings, and activities will be detailed in 2050 RTP Public Involvement Chapter.

<table>
<thead>
<tr>
<th>SB 375 Requirement</th>
<th>Date</th>
<th>Outreach Activity/Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government Code Section 65080. (a) Each transportation planning agency designated under Section 29532 or 29532.1 shall prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services. The plan shall be action-oriented and pragmatic, considering both the short-term and long-term future, and shall present clear, concise policy guidance to local and state officials. The regional transportation plan shall consider factors specified in Section 134 of Title 23 of the United States Code. Each transportation planning agency shall consider and incorporate, as appropriate, the transportation plans of cities, counties, districts, private organizations, and state and federal agencies.</td>
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<td></td>
</tr>
<tr>
<td>(2) A sustainable communities strategy prepared by each metropolitan planning organization as follows:</td>
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<td></td>
</tr>
<tr>
<td>(2D) The metropolitan planning organization shall conduct one informational meeting on the sustainable communities strategy and alternative planning strategy, if any. The metropolitan planning organization may conduct only one informational meeting if it is attended by representatives of the county board of supervisors and city council members representing a majority of the cities representing a majority of the population in the incorporated areas of that county.</td>
<td>October 8, 2010</td>
<td>Draft SCS preparation and development presented at SANDAG Board of Directors meeting.</td>
</tr>
<tr>
<td>(2E) Each metropolitan planning organization shall adopt a public participation plan, for development of the sustainable communities strategy and an alternative planning strategy</td>
<td>December 18, 2009</td>
<td>SANDAG Board of Directors adopts agencywide Public Participation Plan (PPP). Public Participation Plan guides public outreach and involvement for all agency programs, plans, projects.</td>
</tr>
<tr>
<td>SB 375 Requirement</td>
<td>Date</td>
<td>Outreach Activity/Event</td>
</tr>
<tr>
<td>--------------------</td>
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</tr>
<tr>
<td>(2Ei) Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with the agency’s adopted Federal Public Participation Plan, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations.</td>
<td>Ongoing - PPP adopted December 18, 2009; PIP presented April 23, 2010</td>
<td>RTP and SCS Public Involvement Plan is an element of Federal Public Participation Plan. RTP and SCS Public Involvement Plan describe specific activities, audiences, etc. to secure input on RTP and SCS. Regional Planning Stakeholders Working Group established in September 2009 to serve in an advisory capacity to both the SANDAG Regional Planning and Transportation Committees on the development of the 2050 RTP and its components to involve citizens with expertise in subject matter areas of regional interest, as well as individuals who reflect the demographics of the region, with particular emphasis on communities that are not traditionally involved in the regional planning process. Public outreach and involvement efforts since spring 2009 include noticed public meetings, opt-in monthly e-mail updates and newsletters, media outreach, Web site updates, speakers bureau, and other activities.</td>
</tr>
<tr>
<td>(2Eii) Consultation with congestion management agencies, transportation agencies, and transportation commissions.</td>
<td>Ongoing</td>
<td>SANDAG Board of Directors is forum for these agencies. SANDAG is the Congestion Management Agency for the San Diego region, as well as the San Diego County Regional Transportation Commission. Caltrans and both transit operators – San Diego Metropolitan Transit System and North County Transit District – are among the advisory members of the SANDAG Board.</td>
</tr>
<tr>
<td>(2Eiii) Three workshops throughout the region to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices. Each workshop, to the extent practicable, shall include urban simulation computer modeling to create visual representations of the SCS and the alternative planning strategy.</td>
<td>Spring 2011</td>
<td>SANDAG to hold five public workshops on draft RTP/SCS.</td>
</tr>
<tr>
<td>(2Eiv) Preparation and circulation of a draft SCS and an alternative planning strategy, if one is prepared, not less than 55 days before adoption of a final regional transportation plan.</td>
<td>55 days before adoption of final 2050 RTP</td>
<td>Circulate draft Sustainable Communities Strategy.</td>
</tr>
<tr>
<td>SB 375 Requirement</td>
<td>Date</td>
<td>Outreach Activity/Event</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>(2E) Two public hearings shall be held. To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.</td>
<td>Spring/Summer 2011</td>
<td>Two public hearings on draft RTP/SCS in different parts of region.</td>
</tr>
<tr>
<td>(2Ev) A process for enabling members of the public to provide a single request to receive notices, information, and updates.</td>
<td>Ongoing - Launched early 2009</td>
<td>Dedicated Web site, e-mail, and toll-free phone number established for inquiries and information requests. Process promoted on post cards, fact sheets, meeting notices, reports, newsletters, e-mail newsletters, and other materials.</td>
</tr>
<tr>
<td>(2li) Prior to starting the public participation process adopted pursuant to subparagraph (E) of paragraph (2) of subdivision (b) of Section 65080, the metropolitan planning organization shall submit a description to the state board of the technical methodology it intends to use to estimate the greenhouse gas emissions from its sustainable communities strategy and, if appropriate, its alternative planning strategy.</td>
<td>Technical methodology submitted May 5, 2010</td>
<td></td>
</tr>
</tbody>
</table>

**Government Code Section 65584**

**Developing Regional Housing Needs Methodology**

(c) Public participation and access shall be required in the development of the methodology and in the process of drafting and adoption of the allocation of the regional housing needs. Participation by organizations other than local jurisdictions and councils of governments shall be solicited in a diligent effort to achieve public participation of all economic segments of the community. The proposed methodology, along with any relevant underlying data and assumptions, and an explanation of how information about local government conditions gathered pursuant to subdivision (b) has been used to develop the proposed methodology, and how each of the factors listed in subdivision (d) is incorporated into the methodology, shall be distributed to all cities, counties, any subregions, and members of the public who have made a written request for the proposed methodology. The council of governments, or delegate subregion, as applicable, shall conduct at least one public hearing to receive oral and written comments on the proposed methodology.

Ongoing - Launched June 2010 at joint Regional Housing Working Group, Regional Planning Technical Working Group, Policy Advisory Committees, and Board of Directors. Other outreach and presentations promoted via e-mail, newsletters, and on Web site.
2050 Regional Transportation Plan
Public Involvement Plan

Please download a copy of the plan (link to http://www.sandag.org/uploads/projectid/projectid_349_11107.pdf), or visit www.sandag.org/2050rtp, or request a copy of the plan at 2050rtp@sandag.org or (877) 277-5736.
APPENDIX B
AIR QUALITY PLANNING AND TRANSPORTATION CONFORMITY

BACKGROUND

The federal Clean Air Act (CAA), which was 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 (SIPs). The San Diego County Air Pollution Control District (APCD) prepares the San Diego portion of the California SIP. Once the standards are attained, further plans—called maintenance plans—are required to demonstrate continued maintenance of the NAAQS.

The San Diego Association of Governments (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 NAAQS.


The air basin initially was classified as a basic nonattainment area under Subpart 1 of the CAA, and the attainment date for the Eight-Hour Ozone Standard was set as June 15, 2009. However, the U.S. EPA, in response to a court decision, is expected to rule in 2011 that the San Diego basic nonattainment area be reclassified as a Subpart 2 Serious nonattainment area, with a maximum statutory attainment date of June 15, 2013. Final U.S. EPA action on this proposed reclassification has yet to be taken.

Several areas that are tribal lands in eastern San Diego County were excluded from the 1997 Eight-Hour Ozone Standard nonattainment designation. As shown in Figure B.1 on page 58, the following are attainment areas for the 1997 Eight-Hour Ozone NAAQS: La Posta Areas #1 and #2, Cuyapaipae, Manzanita, and Campo Areas #1 and #2.

In cooperation with the San Diego APCD and SANDAG, the California Air Resources Board (ARB) developed an Eight-Hour Ozone Attainment Plan for the 1997 Eight-Hour Ozone Standard, which was submitted to the U.S. EPA on June 15, 2007. The budgets in the Eight-Hour Ozone Attainment Plan for San Diego County were found adequate for transportation conformity purposes by the U.S. EPA, effective June 9, 2008.
The San Diego region also has been designated by the U.S. EPA as a federal maintenance area for the Carbon Monoxide (CO) Standard. On November 8, 2004, the ARB submitted the 2004 revision to the California SIP for CO to the U.S. EPA. Effective January 30, 2006, the U.S. EPA has approved this maintenance plan as a SIP revision.

**TRANSPORTATION CONFORMITY: MODELING PROCEDURES**

**Introduction**

SANDAG has developed the Revenue Constrained Scenario of the 2050 San Diego RTP to conduct the required air quality conformity analysis. Conformity of the 2010 RTIP Amendment No. 98 has been determined simultaneously for consistency purposes. Tables B.3 and B.5 include the conformity analysis for both the 2050 Revenue Constrained RTP and the 2010 RTIP Amendment No. 98. The 2050 RTP provides information on revenue assumptions and the Revenue Constrained Scenario.

**2050 RTP Air Quality Conformity Methodology**

While the horizon year of this RTP is 2050, the current version of the emissions model approved by the U.S. EPA, EMission FACTors (EMFAC) 2007 only contains emission factors to 2040. Because no other emissions model is approved for use in conformity determinations by metropolitan planning organizations (MPOs) in California, staff explored options under the Transportation Conformity Rule to conduct the air quality conformity determination for the 2050 RTP.

SANDAG staff conducted interagency consultation on the proposed methodology for conducting the 2050 RTP air quality conformity analysis with the San Diego Region Conformity Working Group (CWG) at its August 4 and September 1, 2010, meetings. The CWG concurred with the proposed methodology. On September 17, 2010, the SANDAG Transportation Committee accepted, for review and distribution, the draft proposed methodology for conducting the air quality conformity determination for the 2050 RTP for a 30-day comment period. A public hearing on shortening the conformity timeline and the proposed methodology for the regional emissions analysis was held at the October 15, 2010, SANDAG Transportation Committee meeting. No comments were received at the hearing or in writing. The SANDAG Board of Directors approved the proposed methodology for conducting the 2050 RTP air quality conformity analysis on November 19, 2010.

In concurrence with the approved methodology, SANDAG staff conducted the Air Quality Conformity Analysis for the 2050 RTP for 2011 through 2040, with the analysis years of 2018, 2020, 2030, and 2040. SANDAG conducted a regional emissions analysis (for information purposes only) for 2050. To perform the informational analysis for 2050, SANDAG used the 2050 travel data from the SANDAG transportation model as input into EMFAC 2007 for the last year of the EMFAC 2007 model (2040).

**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 2050 Regional Growth Forecast, which the SANDAG Board of Directors accepted on February 26, 2010, for planning purposes.

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

In April 2010, SANDAG consulted with the San Diego Region CWG on the use of the 2050 Regional Growth Forecast for the air quality conformity analysis for the 2050 RTP conformity determination. Previously, both the U.S. DOT and the U.S. EPA concurred that approved plans should be used as input in the air quality conformity process. Figure B.2 and Table B.1 show the regional population, jobs, and housing growth forecast for the San Diego region through 2050.

**Figure B.2—San Diego Regional Population, Jobs, and Housing Forecast**

[Graph showing population, jobs, and housing forecast from 1970 to 2050]

Source: 2050 Regional Growth Forecast, SANDAG, February 2010

**Table B.1—San Diego Regional Population and Employment Forecast**

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>3,131,552</td>
<td>1,501,080</td>
</tr>
<tr>
<td>2020</td>
<td>3,535,000</td>
<td>1,619,615</td>
</tr>
<tr>
<td>2030</td>
<td>3,870,000</td>
<td>1,751,630</td>
</tr>
<tr>
<td>2040</td>
<td>4,163,688</td>
<td>1,877,668</td>
</tr>
<tr>
<td>2050</td>
<td>4,384,867</td>
<td>2,003,038</td>
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</tbody>
</table>

Source: 2050 Regional Growth Forecast, SANDAG, February 2010

The 2050 Regional Growth Forecast is based largely on the adopted general plans and community plans and policies of the 18 cities, and in some cases, includes draft plans that are nearing completion. Because many of the local general plans have horizon years of 2030—twenty years before the 2050 Growth Forecast horizon year the later part of the forecast was developed in collaboration with each of the local jurisdictions through an iterative process that allowed each city to provide its projections for land uses in those later years. For unincorporated areas, the forecast is based on the County’s referral alternative draft of the General Plan update, with additional constraints included for sensitive habitat areas.
The 2050 Regional Growth Forecast incorporates new data from the recent economic downturn, and it is the first forecast prepared under the guidelines of Senate Bill (SB) 375. SB 375 calls for housing all of the region’s population within the region, rather than relying on interregional commuting patterns to help accommodate future growth. Current economic conditions have resulted in lower projected population and employment numbers as compared to the previous forecast (Table B.2).

Table B.2—2030 and 2050 Regional Growth Forecast Comparison

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>3,635,855</td>
<td>1,741,033</td>
<td>-3%</td>
<td>3,535,000</td>
<td>1,619,615</td>
<td>-7%</td>
</tr>
<tr>
<td>2030</td>
<td>3,984,753</td>
<td>1,913,682</td>
<td>-3%</td>
<td>3,870,000</td>
<td>1,751,630</td>
<td>-8%</td>
</tr>
</tbody>
</table>

Transportation Modeling

SANDAG follows a widely used, four-step transportation modeling process of trip generation, trip distribution, mode choice, and assignment to forecast travel activity in the San Diego region. After a first pass through the four steps, a feedback process is used to pass congested travel conditions back into trip distribution and through to assignment. After several feedback iterations, a final pass is made through the mode choice and assignment steps to reflect congested travel conditions in mode decision-making. Travel model results are then combined with additional post-process input and output functions to form the complete modeling chain. For the first time, a truck model is run parallel to the four-step model. Truck origin-destination trip tables are merged with vehicle trip tables for highway assignment and air quality procedures.

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

TransCAD 5.0 is the transportation planning computer package used by SANDAG to provide a framework for performing much of the computer processing involved with modeling, and it is used for the trip distribution and assignment steps. Another software package used extensively in the modeling process is ArcInfo. This Geographic Information System (GIS) maintains, manipulates, and displays transportation, land use, and demographic data. SANDAG has written numerous programs that provide a linkage between TransCAD and ArcInfo. Other custom programs perform some modeling functions, such as trip generation and mode choice.

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

- 1995 and 2006 Travel Behavior Survey
- 2001 Caltrans Statewide Travel Survey
- 2001-2003 San Diego Regional Transit Survey
- External Trip Surveys (2006 Interregional Travel Behavior Survey)
- Traffic Generation Studies
In addition to model parameters derived from these surveys, there are three major inputs to the transportation models:

- Growth forecast inputs used to describe existing and planned land use patterns and demographic characteristics;
- Highway networks used to describe existing roadway facilities and planned improvements to the roadway system; and
- Transit networks used to describe existing and planned public transit service.

Highway Networks

The regional highway networks in the 2050 RTP include all roads classified by local jurisdictions in their general plan circulation elements. These roads include freeways, expressways, and the Regional Arterial System (RAS). The RAS consists of all conventional state highways, prime arterials, and selected major streets. In addition, some local streets are included in the networks for connectivity between zones.

The route improvements and additions in the 2050 RTP are developed to provide adequate travel service that is compatible with adopted regional policies for land use and population growth. All regionally significant projects are included in the quantitative emissions analysis. These include all state highways, all proposed national highway system routes, all regionally significant arterials, and all “other principal arterials” functionally classified by the Federal Highway Administration.

The networks also account for programs intended to improve the operation of the highway system, including High Occupancy Vehicle (HOV) lanes, Managed Lanes, and ramp metering. Existing and proposed toll facilities also are modeled to reflect time, cost, and capacity effects of these facilities. The State Route (SR) 125 South, SR 11, SR 241, and additional lanes on Interstate 15 (I-15) north of SR 78 as well as additional lanes on I-5 north of Vandegrift Boulevard are modeled toll facilities included in the Revenue Constrained Plan for the San Diego region.

In addition, several managed/HOV lanes are included in the Revenue Constrained Plan. Facilities with proposed managed lanes include I-5, I-15, and I-805; and SR-52, SR-78, and SR-94. Managed Lanes are defined as reversible HOV routes and HOV routes with two or more lanes in the peak direction. Additionally, one-lane HOV facilities that operate as two-person carpool lanes in the earlier years of the plan transition to Managed Lanes after 2035. It is assumed that the excess capacity not used 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 service level D or better.

Based on the networks and programs described above, the transportation forecasts of the 2050 RTP differentiate among eight highway modes:

- drive alone non-toll
- drive alone toll
- shared-ride non HOV/non-toll
SANDAG maintains a master highway network from which a specific-year network between the years 2008 (the 2050 Regional Growth Forecast base year) and 2050 can be built. Four networks were built and verified (2018, 2020, 2030, and 2040) for air quality conformity analyses of the 2050 RTP. A network was also built and verified for the year 2050 for an air quality analysis for informational purposes.

A list of the major highway and near-term regional arterial projects included in the conformity analysis, along with information on phasing their implementation, is included in tables B.7 B.9. Locally funded, regionally significant projects also have been included in the air quality conformity analysis. These projects are funded with TransNet funds, a 20-year, half-cent local sales tax for transportation that expired in 2008; TransNet Extension funds, a 40-year, half-cent local sales tax extension approved by voters in 2004 that expires in 2048; and other local revenue sources.

**Transit Networks**

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

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

There are seven transit modes that group routes with similar operating characteristics. They are:

- commuter rail
- trolley
- Bus Rapid Transit (BRT)
- rapid bus
- limited-express bus
- express bus
- local bus

BRT service would have stations similar to commuter rail and trolleys, and operating characteristics midway between rail and bus service. BRT service would be provided by advanced design buses operating on HOV lanes, some grade-separated transit ways, and surface streets with priority transit systems. Once TransCAD transit networks have been built, TransCAD finds minimum time paths between transit access points (TAPs). TAPs are selected transit stops that are used to represent walk and auto access to the transit system. The following four sets of paths are created for modes:

- a.m. peak-period local bus
- a.m. peak-period premium service
- midday local bus
- midday 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 with those routes that operate on highways where these facilities do not exist.

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

- buses, which collect a flat fare of between $1 and $4, depending on the type of service;
- trolleys, which charge $2.50 for all trips;
- SPRINT, which charges $2;
- commuter rail (COASTER), which has a zone-based fare of between $5 and $6.50;
- proposed regional BRT routes, which are assumed to charge $4; and
- proposed Rapid Bus routes, which are assumed to charge $2.50.

Fares are expressed in 1999 dollars (consistent with household incomes from the 2050 Regional Growth Forecast) and are assumed to remain constant in inflation-adjusted dollars over the forecast period.

Near-term transit route changes are drawn from the Regional Short-Range Transit Plan, which was produced in cooperation with the region’s transit agencies. Longer-range improvements are proposed as a part of the RTP development and other transit corridor studies. In addition to federal and state funded projects, locally funded transit projects that are regionally significant have been included in the air quality conformity analysis of the 2050 RTP. These transit projects also are funded with TransNet funds or other local revenue sources.

Once network coding is completed, the transportation models are run for the applicable scenarios [2018, 2020, 2030, 2040, and 2050 (for informational purposes)]. The draft air quality conformity document contains the list of major regional transit projects included in the analysis, as well as information on phasing their implementation.

**Trip Generation**

A trip generation analysis is the first step in the transportation modeling process. Average weekday trip ends, by all forms of transportation and starting and ending in each zone, are estimated for ten trip types.

1. home-to-work
2. home-to-college
3. home-to-school
4. home-to-shop
5. home-to-other
6. work-to-other
7. other-to-other
8. serve passenger
9. visitor
10. airport

The model computes person trips, which account for all forms of transportation – including automobiles, trucks, taxicabs, motorcycles, public transit, bicycling, and walking.

The trip-generation model works by applying trip rates to zone-level growth forecasts. The model calculates each of the trip ends separately as trip productions and attractions. Trip production rates are expressed as trips per household, while trip production rates vary by trip type and structure type. Trip attractions are expressed as trips per acre of nonresidential land use or trips per household. Trip attraction rates vary by trip type and land use category. The 2050 Regional Growth Forecast was used to produce trip-generation forecasts for the years 2018, 2020, 2030, 2040, and 2050. Trip generation rates were established by utilizing
data from traffic generator studies, as well as expanding rates from the 1995 and 2006 Travel Behavior Survey and the 2001 Caltrans Statewide Travel Survey.

The SANDAG 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 the increased use of teleworking and e-commerce. Reduction factors of 1, 3 or 5 percent were applied to selected trip purposes and land uses. Telework reduction factors depend on the likelihood that the land use type would have employee categories that could feasibly telecommute. Reduction factors start in the year 2020.

The truck model follows a process similar to the one followed by the person model. The model computes truck vehicle trips for heavy-duty trucks, including light heavy-duty, medium heavy-duty, and heavy heavy-duty trucks. The truck classifications correspond to the ARB truck classifications used in the air quality model EMFAC. Trip production and attraction rates are expressed as trips per employee, and the rates vary by employee industry category.

**Trip Distribution**

After the trip generation analysis is completed, trip movements between zones are determined using a form of the trip distribution model known as the doubly-constrained, gamma-function gravity model. Inputs to the trip distribution model include zone-level trip generation forecasts by trip type, zone-to-zone impedances, and gamma function parameters by trip type and 4D category. 4D index categories attempt to define locations by their density, diversity, distance, and urban design characteristics. A high 4D index value represents areas that would be considered smart growth and would result in shortened trip lengths. In this way, the model is designed to reflect changing trip patterns in response to the types of new development in land use scenarios. The model also modifies trip patterns as new roadways are added.

A truck trip distribution analysis is performed in a similar manner, but it is used to distribute vehicle-trips rather than person-trips by purpose, as in the person model. The truck model also uses different distribution parameters by vehicle type, which are not segmented by 4D category.

The model is calibrated to match observed trip length frequencies from the 2006 Travel Behavior Survey and the 2001 Caltrans Statewide Travel Survey. Zone-to-zone impedances are a composite measure of peak and off-peak travel times and costs by highway, transit, and non-motorized modes.

**Mode Choice**

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

Income level also is considered, because lower-income households tend to own fewer automobiles and therefore make more trips by transit and carpooling. People in higher-income households tend to choose...
modes based on time and convenience rather than cost. The mode choice model is calibrated using 1995 and 2006 Travel Behavior Survey trip tables by mode and income, as well as 2001-2003 Regional Transit Survey transit trip characteristics. Regional-level Census 2000 work-trip mode shares also were used to fine tune mode-share estimates.

Highway and transit travel times reflect highway congestion effects from the final iteration of the feedback loop. The model produces a.m. peak, p.m. peak, and off-peak period trip tables for vehicles and transit riders. The a.m. peak period is from 6 to 9 a.m. and the p.m. peak period is from 3 to 6 p.m. The off-peak period covers the remaining 18 hours of the day.

**Highway and Transit Assignment**

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

**Highway**

SANDAG loads traffic using TransCAD’s “Multimodal Multiclass Assignment” function. Before loading the traffic onto the network, the three truck modes are combined with the five passenger vehicle modes. Multi-class assignment allows SANDAG to assign the eight vehicle modes (as defined in the highway network section) in one combined procedure.

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

Model accuracy is assessed by comparing model estimated traffic volumes with actual traffic counts obtained through the SANDAG traffic monitoring program and the highway performance monitoring system estimates of Vehicle Miles of Travel (VMT).

After completing the highway assignments, additional processing is needed. Adjustments are made for calibration error volume, HOV/managed lane volume, bus volumes, hourly distribution factors, Level of Service, and travel time.

**Transit**

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

Before assigning transit trips, external transit trips coming into San Diego from outside the region need to be added to the internal transit trips estimated by the mode choice model. Currently, few transit trips enter from the north or east. However, more than 20,000 transit trips cross the Mexican border each day. To account for these trips, an external transit trip table for the base year is developed from on-board transit ridership surveys and factored to future years based on border crossing trends.
For accuracy, transit ridership forecasts from the transit assignment model are compared with transit counts from the SANDAG transit passenger counting program to determine whether transit modeling parameters need to be adjusted.

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

- System-level boardings, which may reveal transfer rate problems and lead to changes to the transfer wait time factor in the mode choice model.
- Boardings by mode, which may reveal modal biases and lead to changes in mode choice modal constants.
- Boardings by frequency of service, which may show biases that lead to changes in the first wait factor in the mode choice model.
- Centre City screenline crossings, which may lead to changes in parking costs, and 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 errors.
- 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.

The travel demand modeling procedures used for the 2050 RTP differ from previous modeling procedures in three key ways, as described in the previous sections. To summarize, first a truck model is run parallel to the four-step model. Truck origin-destination trip tables are merged with vehicle trip tables for highway assignment and air quality procedures. Second, new inputs are used, including the recently completed 2010 Gateway Forecast (a forecast of freight traffic in the region), 2002 Freight Analysis Framework data, and the 2050 Regional Growth Forecast projections. Third, a 4D (density, diversity, distance, and urban design characteristics) category is used as an input into the trip distribution model. These new inputs and procedures have contributed to changes in output for emissions modeling.

Motor Vehicle Emissions Modeling

Emissions Model

In November 2006, the ARB released Emission FACtors (EMFAC) 2007, 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 2007 for use in conformity determinations on January 18, 2008. The EMFAC 2007 model supports the 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 VMT, and the number of daily trips.
The air quality analysis of the 2050 RTP was conducted using EMFAC 2007’s burden mode. Projections of daily regional emissions were prepared for reactive organic gases (ROG), nitrogen oxides (NOx), and 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. The fuels modeled are gasoline, diesel, and electricity-powered vehicles. Technology categories can be grouped into catalyst, noncatalyst, and diesel. 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
- motor home

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 December 2010. Output from the TransCAD model was then reformatted and adjusted to be useful for emissions modeling.

**Eight-Hour Ozone Standard**

Effective June 9, 2008, the U.S. EPA found the eight-hour ozone budgets included in the *Eight-Hour Ozone Attainment Plan for San Diego County* adequate for transportation conformity purposes. In December 2010 SANDAG prepared countywide forecasts of average weekday ROG and NOx emissions for 2018, 2020, 2030, 2040, and 2050 (for informational purposes) using the EMFAC 2007 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 and the approved methodology for conducting the 2050 RTP Air Quality Conformity Analysis, which shortened the conformity horizon to 2040 and requires an informational analysis of the plan horizon year (2050). According to these sections of the Conformity Rule, the first horizon year (2018) must be within ten years from the base year used to validate the regional transportation model (2008), the last horizon year must be the last year of the transportation plan’s forecast period, or in the case of the 2050 RTP, the last year of the conformity determination (2040), and the horizon years may be no more than ten years apart (2020 and 2030).
CO Standard

CO regional emissions were projected for 2018, 2020, 2030, 2040, and 2050 (for informational purposes) for the conformity determination of the 2050 RTP. 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 2050 RTP, the plan must comply with the emissions analysis described in the Regional Emissions Forecast section. Table B.3 shows that the projected ROG and NOx emissions from the 2050 RTP are below the ROG and NOx budgets.

Table B.3—2050 Revenue Constrained RTP
Air Quality Conformity Analysis for Eight-Hour Ozone (EMFAC 2007)

<table>
<thead>
<tr>
<th>Year</th>
<th>Average Weekday Vehicle Starts (1,000s)</th>
<th>Average Weekday Vehicle Miles (1,000s)</th>
<th>ROG</th>
<th>NOx</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>14,778</td>
<td>88,177</td>
<td>53</td>
<td>26</td>
</tr>
<tr>
<td>2020</td>
<td>14,978</td>
<td>86,334</td>
<td>53</td>
<td>24</td>
</tr>
<tr>
<td>2030</td>
<td>16,381</td>
<td>100,426</td>
<td>53</td>
<td>20</td>
</tr>
<tr>
<td>2040</td>
<td>17,654</td>
<td>108,197</td>
<td>53</td>
<td>18</td>
</tr>
<tr>
<td>2050¹</td>
<td>18,956</td>
<td>118,317</td>
<td>53</td>
<td>19</td>
</tr>
</tbody>
</table>

Note: Emissions budgets are from the Eight-Hour Ozone Attainment Plan for San Diego County, which were found adequate for transportation conformity purposes by the U.S. EPA, effective June 9, 2008.

¹ The emission data for 2050 was prepared using 2040 emission factors, as emissions factors for 2050 are not available. The 2050 RTP air quality conformity analysis was conducted for the years 2011-2040. Emissions data for 2050 is included for information purposes only.
Adjustment factors for ROG and NOx were provided by the ARB to account for recently-adopted emission control programs not reflected in EMFAC 2007 and other corrections. Table B.4 includes the adjustment factors by analysis year.

**Table B.4—EMFAC 2007 Adjustment Factors**

<table>
<thead>
<tr>
<th>Year</th>
<th>ROG Adjustment Factor (tons/day)</th>
<th>NOx Adjustment Factor (tons/day)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>0.25</td>
<td>2.48</td>
</tr>
<tr>
<td>2020</td>
<td>0.33</td>
<td>2.40</td>
</tr>
<tr>
<td>2030</td>
<td>0.71</td>
<td>2.80</td>
</tr>
</tbody>
</table>

Note: Adjustment factors were provided by the ARB. The tons listed are subtracted from the EMFAC 2007 output of tons per day for ROG and NOx.

Table B.5 shows that projected CO emissions from the 2050 RTP are below the 2003 CO budget of 730 tons per day.

**Table B.5—2050 Revenue Constrained RTP**

<table>
<thead>
<tr>
<th>Year</th>
<th>Average Weekday Vehicle Starts (1,000s)</th>
<th>Average Weekday Vehicle Miles (1,000s)</th>
<th>CO</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>SIP Emissions Budget Tons/Day</td>
</tr>
<tr>
<td>2018</td>
<td>14,778</td>
<td>88,177</td>
<td>730</td>
</tr>
<tr>
<td>2020</td>
<td>14,978</td>
<td>86,334</td>
<td>730</td>
</tr>
<tr>
<td>2030</td>
<td>16,381</td>
<td>100,426</td>
<td>730</td>
</tr>
<tr>
<td>2040</td>
<td>17,654</td>
<td>108,197</td>
<td>730</td>
</tr>
<tr>
<td>20502</td>
<td>18,956</td>
<td>118,317</td>
<td>730</td>
</tr>
</tbody>
</table>

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

2 The emission data for 2050 was prepared using 2040 emission factors, as emissions factors for 2050 are not available. The 2050 RTP air quality conformity analysis was conducted for the years 2011-2040. Emissions data for 2050 is included for information purposes only.
Exempt Projects

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

Table B.6 on the following page illustrates the exempt projects considered in the 2050 Revenue Constrained RTP. This table shows short-term exempt projects. Additional unidentified projects could be funded with revenues expected to be available from the continuation of existing state and federal programs.

Implementation of Transportation Control Measures

There are four federally-approved Transportation Control Measures (TCMs) that must be implemented in San Diego, which the SIP refers to as transportation tactics. They include ridesharing, transit service improvements, traffic-flow improvements, and bicycle facilities and programs.

These TCMs were established in the 1982 SIP, which identified general objectives and implementing actions for each tactic. The TCMs have been fully implemented. Ridesharing, transit, bicycling, and traffic-flow improvements continue to be funded, although the level of implementation established in the SIP has been surpassed.

Interagency Consultation Process and Public Input

The consultation process followed to prepare the Air Quality Conformity Analysis for the 2050 RTP complies with the San Diego Transportation Conformity Procedures adopted in July 1998. In turn, these procedures comply with federal requirements under 40 CFR 93. Interagency consultation involves SANDAG (as the MPO for San Diego County), the APCD, Caltrans, the ARB, the U.S. DOT, and the 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 the circulation of supporting materials prior to formal adoption.

Table B.6—Exempt Projects

<table>
<thead>
<tr>
<th>Project/Program Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bikeway, Rail Trail, and Pedestrian Projects</strong></td>
</tr>
<tr>
<td>Bayshore Bikeway</td>
</tr>
<tr>
<td>Bay-to-Ranch Bikeway</td>
</tr>
<tr>
<td>Border Access Bicycle Corridor</td>
</tr>
<tr>
<td>Camp Pendleton Trail</td>
</tr>
<tr>
<td>Carlsbad – San Marcos Bicycle Corridor</td>
</tr>
<tr>
<td>Central Coast Bicycle Corridor</td>
</tr>
<tr>
<td>Chula Vista Greenbelt</td>
</tr>
<tr>
<td>City Heights – Old Town Bicycle Corridor</td>
</tr>
</tbody>
</table>
### Project/Program Description

#### Bikeway, Rail Trail and Pedestrian Projects (cont.)

- Clairemont – Centre City Bicycle Corridor
- Coastal Rail Trail
- East County Northern Bicycle Loop
- East County Southern Bicycle Loop
- El Camino Real Bicycle Corridor
- Encinitas – San Marcos Bicycle Corridor
- Escondido Creek Bike Path Bridge and Bikeway
- Gilman Bicycle Connector
- Hillcrest – El Cajon Bicycle Corridor
- Imperial Beach Bicycle Connector
- Inland Rail Trail
- Interstate 8 Bicycle Corridor
- Interstate 15 Bicycle Bikeway
- Interstate 805 Bicycle Corridor
- Kearny Mesa – Beaches Bicycle Corridor
- Kensington – Balboa Park Bicycle Corridor
- Maple Street Pedestrian Plaza
- Mid-County Bikeway
- Mira Mesa Bicycle Corridor
- Mission Valley – Chula Vista Bicycle Corridor
- North Park – Centre City Bicycle Corridor
- Otay Port of Entry Pedestrian/Bicycle Facilities
- Park Boulevard Bicycle Connector
- Poway Bicycle Loop
- San Diego Regional Bicycle Plan
- San Diego River Multi-Use Bicycle and Pedestrian Path
- San Luis Rey River Trail
- Santee – El Cajon Bicycle Corridor
- SR 52 Bikeway
- SR 56 Bikeway
- SR 56/Black Mountain Road Bikeway Interchange
- SR 125 Bicycle Corridor
- SR 905 Bicycle Corridor
- Sweetwater River Bikeway
- Tecate International Border Crossing, Pedestrian Facilities
- Ted Williams Parkway Pedestrian Bridge at Shoal Creek
- Third Avenue Bicycle and Pedestrian Access
- Vista Way Bicycle Connector
- West Bernardo Bike Path
## Project/Program Description

### Safety Improvement Program
- Bridge Rehabilitation/Preservation/Retrofit
- Collision Reduction
- Emergency Response
- Hazard Elimination/Safe Routes to School
- Highway Maintenance
- Safety Improvement Program
- Roadway/Roadside Preservation
- Smart Growth Incentive Program

### Transit Terminals
- Lindbergh Intermodal Transit Center/Terminal
- San Ysidro Intermodal Transit Center/Terminal

### Transportation Management Systems
- Automated Traveler Information System (ATIS)
- Bus on Shoulder Service
- Compass Card
- FasTrak®
- Freeway Service Patrol
- IntelliDrive Roadside Devices
- Intermodal Transportation Management System (IMTMS)
- ITS Operations
- Joint Transportation Operations Center (JTOC)
- Trolley Fiber Communication Network
- Universal Transportation Account
- Various Traffic Signal/Prioritization
SANDAG consulted on the development of the Air Quality Conformity Analysis of the 2050 RTP at meetings of the San Diego Region CWG, as follows:

- On August 4, 2010, SANDAG staff presented the RTP process and timeline, as well as the schedule for the development of the 2050 RTP. Staff also presented information on some of the RTP conformity procedures, including: the Public Involvement Plan, pollutant budgets, and Transportation Control Measures. Additionally, staff presented the 2050 RTP Draft Proposed Conformity Analysis Methodology for review and comment by the CWG and requested any comments in writing by August 20, 2010.

- On September 1, 2010, SANDAG presented information on the 2050 Growth Forecast and the 2050 RTP Travel Demand Model. Staff also presented once more the 2050 RTP Draft Proposed Conformity Analysis Methodology, to provide the group with another opportunity to review the information and provide any comments. Staff noted that no written comments were received.

- On September 17, 2010, the SANDAG Transportation Committee accepted for review and distribution the draft proposed methodology for conducting the air quality conformity determination for the 2050 RTP for a 30-day comment period.

- On October 6, 2010, SANDAG staff presented information on the conformity criteria and procedures for the development of the 2050 RTP, including: 2050 RTP public outreach, latest emissions model, and draft revenue constrained financial assumptions.

- On October 15, 2010, the SANDAG Transportation Committee held a public hearing to solicit public comments on shortening the conformity timeline and on the proposed methodology for the regional emissions analysis. No comments were received at the hearing or in writing.

- On November 19, 2010, the SANDAG Board of Directors approved the 2050 RTP Conformity Analysis Methodology for use in the Draft 2050 RTP and its air quality conformity determination.

- On December 17, 2010, the SANDAG Board of Directors selected the Revenue Constrained Transportation Network to be included in the Draft 2050 RTP and its Air Quality Conformity Analysis.

- SANDAG staff initiated the air quality conformity modeling for the Draft 2050 RTP on December 17, 2010.

- At the January 5, 2011, CWG meeting, SANDAG staff presented the 2050 RTP revenue constrained and exempt project lists.

- On February 24, 2011, the draft 2050 RTP Air Quality Conformity Analysis was released to the CWG for a 30-day review.

- At the March 2, 2011, CWG meeting, the draft 2050 RTP Air Quality Conformity Analysis was discussed.

- On April 22, 2011, the SANDAG Board of Directors released the Draft 2050 RTP, including its air quality conformity analysis, for a 55-day public review period.

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
### Table B.7 - Phased Highway Projects - Revenue Constrained Plan

($ millions - 2010 dollars)

<table>
<thead>
<tr>
<th>YEAR BUILT</th>
<th>FREEWAY</th>
<th>FROM</th>
<th>TO</th>
<th>EXISTING</th>
<th>IMPROVEMENTS</th>
<th>($ MILLIONS - 2010 DOLLARS) COST</th>
<th>CUMULATIVE COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020 I-5</td>
<td>Manchester Ave</td>
<td>SR 78</td>
<td>8F</td>
<td>8F +2HOV</td>
<td>8F +2HOV</td>
<td>480</td>
<td>480</td>
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<tr>
<td>2020 I-5</td>
<td>La Jolla Village Drive</td>
<td>I-5</td>
<td>8F +2ML</td>
<td>8F +2ML</td>
<td>8F</td>
<td>700</td>
<td></td>
</tr>
<tr>
<td>2020 I-5</td>
<td>SR 905</td>
<td>I-805</td>
<td>8F</td>
<td>8F</td>
<td>8F</td>
<td>700</td>
<td></td>
</tr>
<tr>
<td>2020 I-5</td>
<td>Palomar St</td>
<td>SR 78</td>
<td>8F</td>
<td>8F</td>
<td>8F</td>
<td>700</td>
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</tr>
<tr>
<td>2020 I-5</td>
<td>Carroll Canyon Rd</td>
<td>I-5 (north)</td>
<td>8F</td>
<td>8F</td>
<td>8F</td>
<td>700</td>
<td></td>
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<tr>
<td>2020 I-5</td>
<td>SR 905</td>
<td>Mexico</td>
<td>--</td>
<td>4T</td>
<td>4T</td>
<td>700</td>
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</tr>
<tr>
<td>2020 I-5</td>
<td>Melrose Drive</td>
<td>I-5</td>
<td>4F</td>
<td>4F</td>
<td>4F</td>
<td>700</td>
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<tr>
<td>2020 I-5</td>
<td>Orange County</td>
<td>I-5</td>
<td>--</td>
<td>6F</td>
<td>6F</td>
<td>700</td>
<td></td>
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<tr>
<td>2020 I-5</td>
<td>I-805</td>
<td>Mexico</td>
<td>--</td>
<td>6F</td>
<td>6F</td>
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<th>YEAR BUILT</th>
<th>FREEWAY</th>
<th>FROM</th>
<th>TO</th>
<th>EXISTING</th>
<th>IMPROVEMENTS</th>
<th>($ MILLIONS - 2010 DOLLARS) COST</th>
<th>CUMULATIVE COST</th>
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<tbody>
<tr>
<td>2020 I-5</td>
<td>SR 905</td>
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<td>8F</td>
<td>8F</td>
<td>700</td>
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<tr>
<td>2020 I-5</td>
<td>Palomar St</td>
<td>SR 78</td>
<td>8F</td>
<td>8F</td>
<td>8F</td>
<td>700</td>
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<tr>
<td>2020 I-5</td>
<td>SR 905</td>
<td>I-5</td>
<td>8F</td>
<td>8F</td>
<td>8F</td>
<td>700</td>
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<tr>
<td>2020 I-5</td>
<td>Palomar St</td>
<td>SR 78</td>
<td>8F</td>
<td>8F</td>
<td>8F</td>
<td>700</td>
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<tr>
<td>2020 I-5</td>
<td>SR 905</td>
<td>I-5</td>
<td>8F</td>
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<tr>
<td>2020 I-5</td>
<td>SR 905</td>
<td>I-5</td>
<td>8F</td>
<td>8F</td>
<td>8F</td>
<td>700</td>
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</tbody>
</table>

**KEY**

- **C** = Conventional Highway Lanes
- **F** = Freeway Lanes
- **T** = Toll Lanes
- **ML** = Movable barrier
- **MB** = Managed lanes
- **HOV** = High Occupancy Vehicle Lanes
- **MLR** = Managed lanes (Reversible)
<table>
<thead>
<tr>
<th>DECADE</th>
<th>SERVICE</th>
<th>ROUTE</th>
<th>DESCRIPTION</th>
<th>PEAK HEADWAY (MINUTES)</th>
<th>OFF-PEAK HEADWAY (MINUTES)</th>
</tr>
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<tbody>
<tr>
<td>2018</td>
<td>COASTER</td>
<td>398</td>
<td>Increase in Existing COASTER service (current average headways 36/180)</td>
<td>30</td>
<td>60</td>
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<tr>
<td>2018</td>
<td>Trolley</td>
<td>510</td>
<td>Mid-Coast LRT Extension (peak frequencies 7.5 to Downtown / 15 to UTC)</td>
<td>7.5/15</td>
<td>15</td>
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<tr>
<td>2018</td>
<td>Trolley</td>
<td>530</td>
<td>Green Line Extend to Downtown - Bayside</td>
<td>15</td>
<td>15</td>
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<tr>
<td>2018</td>
<td>BRT</td>
<td>470</td>
<td>Escondido-UTC via Mira Mesa Blvd</td>
<td>10</td>
<td>-</td>
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<tr>
<td>2018</td>
<td>BRT</td>
<td>607</td>
<td>Rancho Bernardo - Downtown Express</td>
<td>10</td>
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</tr>
<tr>
<td>2018</td>
<td>BRT</td>
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<td>Escondido - Downtown Express</td>
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<tr>
<td>2018</td>
<td>BRT</td>
<td>610</td>
<td>Temecula (Peak Only)/Escondido-Downtown</td>
<td>10</td>
<td>15</td>
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<tr>
<td>2018</td>
<td>BRT</td>
<td>628</td>
<td>South Bay BRT (Otay Mesa-Downtown)</td>
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<td>2018</td>
<td>BRT</td>
<td>680</td>
<td>Otay Mesa to Sorrento Mesa via I-805, Kearny Mesa</td>
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<td>15</td>
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<tr>
<td>2018</td>
<td>BRT</td>
<td>688</td>
<td>Millenia/Otay Ranch to Sorrento Mesa Express</td>
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<tr>
<td>2018</td>
<td>BRT</td>
<td>689</td>
<td>Millenia/Otay Ranch to UTC/Torrey Pines Express</td>
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<tr>
<td>2018</td>
<td>Rapid</td>
<td>15</td>
<td>Mid-City Rapid (SDSU - Downtown)</td>
<td>10</td>
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<td>180</td>
<td>UTC Area Super Loop</td>
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<td>15</td>
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<tr>
<td>2018</td>
<td>Rapid</td>
<td>350</td>
<td>Escondido to Del Lago via Escondido Blvd &amp; Bear Valley</td>
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<td>10</td>
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<tr>
<td>2020</td>
<td>COASTER</td>
<td>398</td>
<td>Extend to Convention Center/Petco</td>
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<tr>
<td>2020</td>
<td>Streetcar</td>
<td>554</td>
<td>Hillcrest/Balboa Park/Downtown San Diego Loop</td>
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<td>10</td>
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<tr>
<td>2020</td>
<td>BRT</td>
<td>90</td>
<td>Santee/El Cajon Transit Centers to Downtown via SR94</td>
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<tr>
<td>2020</td>
<td>BRT</td>
<td>640</td>
<td>I-5 - San Ysidro to Downtown &amp; Kearny Mesa via I-5 &amp; SR163</td>
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<td>15</td>
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<tr>
<td>2020</td>
<td>BRT</td>
<td>870</td>
<td>El Cajon to UTC/Campus Pt via Santee, SR 52, I-805 (Peak only)</td>
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<tr>
<td>2020</td>
<td>Rapid</td>
<td>10</td>
<td>La Mesa to Ocean Beach via Mid-City, Hillcrest, Old Town</td>
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<td>10</td>
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<tr>
<td>2020</td>
<td>Shuttle</td>
<td>448/449</td>
<td>San Marcos</td>
<td>15</td>
<td>15</td>
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<tr>
<td>2030</td>
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<td>Increase in Existing COASTER service (current average headways 36/180)</td>
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<td>SPRINT</td>
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<td>Increase in Existing SPRINT service (current headways 30/30)</td>
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<td>2030</td>
<td>Trolley</td>
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<td>Blue Line - Extend to Mira Mesa TC</td>
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<td>7.5</td>
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<tr>
<td>2030</td>
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<td>Orange Line - Increased Frequency (existing 15 / 15)</td>
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<tr>
<td>2030</td>
<td>Streetcar</td>
<td>553</td>
<td>Downtown San Diego: Little Italy to East Village</td>
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<td>2030</td>
<td>SPRINT</td>
<td>588</td>
<td>SPRINT Express Stops at Oceanside, Vista, Escondido Transit Centers</td>
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<td>15</td>
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<td>2030</td>
<td>BRT</td>
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<td>El Cajon to Sorrento Mesa via SR 52, Kearny Mesa</td>
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## Table B.8 - Phased Transit Services - Revenue Constrained Plan

<table>
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<th>DECADE</th>
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<th>OFF-PEAK HEADWAY (MINUTES)</th>
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<td>2030</td>
<td>Rapid</td>
<td>2</td>
<td>North Park to Downtown San Diego via 30th St</td>
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<td>Rapid</td>
<td>28</td>
<td>Point Loma to Kearny Mesa via Old Town, Linda Vista</td>
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<td>2030</td>
<td>Rapid</td>
<td>30</td>
<td>Old Town to Sorrento Mesa via Pacific Beach, La Jolla, UTC</td>
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<td>Kearny Mesa to Downtown via SR163</td>
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<td>Rapid</td>
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<td>Oceanside to UTC via Hwy 101 Coastal Communities, Carmel Valley</td>
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<td>Rapid</td>
<td>709</td>
<td>H Street Trolley to Millenia via H Street Corridor, Southwestern College</td>
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<td>Rapid</td>
<td>910</td>
<td>Coronado to Downtown via Coronado Bridge</td>
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<td>Orange Line - Extend to Lindbergh ITC</td>
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<td>Streetcar</td>
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<td>30th St to Downtown San Diego via North Park/Golden Hill</td>
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<td>2035</td>
<td>Trolley</td>
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<td>Pacific Beach to El Cajon via Kearny Mesa, Mission Valley, SDSU</td>
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<td>BRT</td>
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<td>Mid City to Palomar Airport Road via Kearny Mesa/I-805/I-5</td>
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<td>Rapid</td>
<td>11</td>
<td>Spring Valley to SDSU via SE San Diego, Downtown, Hillcrest, Mid-City</td>
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<td>Downtown Escondido to East Escondido</td>
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<td>Eastlake/EUC to Palomar Trolley via Main Street Corridor</td>
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<td>2035</td>
<td>Rapid</td>
<td>636</td>
<td>SDSU to Spring Valley via East San Diego, Lemon Grove, Skyline</td>
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<td>North Park to 32nd Street Trolley via Golden Hill</td>
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<td>2035</td>
<td>Rapid</td>
<td>638</td>
<td>San Ysidro to Otay Mesa via Otay, SR 905 Corridor</td>
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<tr>
<td>2035</td>
<td>Shuttle</td>
<td>448/449</td>
<td>San Marcos - Increase Frequencies</td>
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<td>2040</td>
<td>Trolley</td>
<td>520</td>
<td>Orange Line - Increased Frequencies</td>
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<td>7.5</td>
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<td>Trolley</td>
<td>522</td>
<td>Orange Line Express - El Cajon to Downtown San Diego via Euclid</td>
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<tr>
<td>2040</td>
<td>Trolley</td>
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<td>Green Line Extend to Downtown - Bayside Increase Frequencies</td>
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<tr>
<td>2040</td>
<td>Trolley</td>
<td>540</td>
<td>Blue Line Express - UTC to San Ysidro via Downtown</td>
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<td>2050</td>
<td>Trolley</td>
<td>560</td>
<td>SDSU to Downtown via El Cajon Blvd/Mid-City (transition of Mid-City Rapid to LRT)</td>
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<td>2050</td>
<td>Trolley</td>
<td>562</td>
<td>UTC to H St Trolley Station via Kearny Mesa, Mission Valley, Mid-City, National City</td>
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<td>SANDAG ID</td>
<td>LEAD AGENCY</td>
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<td>2018</td>
<td>CB04A</td>
<td>Carlsbad</td>
<td>El Camino Real Widening - Tamarack Avenue to Chestnut Avenue</td>
<td>In Carlsbad, widen El Camino Real to prime arterial standards with three travel lanes, bike lanes and sidewalks in each direction including intersection improvements at Tamarack Avenue and Chestnut Avenue</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>CB04B</td>
<td>Carlsbad</td>
<td>El Camino Real and Cannon Road</td>
<td>In Carlsbad, along the eastside of El Camino Real just south of Cannon Road widen to prime arterial standards with three through lanes, a right turn lane and a sidewalk approaching the intersection</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>CB04C</td>
<td>Carlsbad</td>
<td>El Camino Real - Lisa Street to Crestview Drive</td>
<td>In Carlsbad, along the west side of El Camino Real, roadway widening to provide three southbound through lanes, curb, gutter and sidewalk per Prime Arterial standards</td>
<td></td>
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<tr>
<td>2018</td>
<td>CB12</td>
<td>Carlsbad</td>
<td>College Boulevard Reach A - Badger Lane to Cannon Road</td>
<td>In Carlsbad, from Badger Lane to Cannon Road, construct a new segment of College Blvd. to provide 4-lane roadway with raised median, bike lanes and sidewalks/trails in accordance with Major Arterial standards</td>
<td></td>
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<tr>
<td>2018</td>
<td>CB13</td>
<td>Carlsbad</td>
<td>Poinsettia Lane Reach E - Casia Drive to Skimmer Court</td>
<td>In Carlsbad, from Casia Drive to Skimmer Court, construct a new 4-lane roadway with median, bike lanes, and sidewalks/trails to major arterial standards</td>
<td></td>
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<tr>
<td>2018</td>
<td>CB22</td>
<td>Carlsbad</td>
<td>Avenida Encinas - Widen from Palomar Airport Road to EWPCF</td>
<td>In Carlsbad; Avenida Encinas from Palomar Airport Road southerly to existing improvements adjacent to the EWPCF; roadway widening to Secondary Arterial standards</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>CB24</td>
<td>Carlsbad</td>
<td>College Boulevard and Palomar Airport Road - Intersection Improvements</td>
<td>In Carlsbad, at the intersection of College Blvd. and Palomar Airport Road, roadway widening along southbound College Blvd. to provide dual left turns, one thru lane, one shared thru/right turn lane and one right turn lane and to lengthen right turn lanes on the other approaches to the intersection</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>CB26</td>
<td>Carlsbad</td>
<td>Melrose and Palomar Airport Road</td>
<td>In Carlsbad, at the intersection of Palomar Airport Road and Melrose Drive, roadway widening along southbound Melrose to provide an additional right turn lane to westbound Palomar Airport Road</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>CB32</td>
<td>Carlsbad</td>
<td>El Camino Real Widening - Casia to Camino Vida Roble</td>
<td>In Carlsbad, widen El Camino Real from 900 feet north of Cassia Road to Camino Vida Roble, along the northbound side of the roadway to provide three travel lanes and a bike lane in accordance with Prime Arterial standards</td>
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<tr>
<td>2018</td>
<td>CB30</td>
<td>Carlsbad</td>
<td>El Camino Real - El Camino Real to Tamarack Avenue</td>
<td>In Carlsbad at the intersection of El Camino Real and Tamarack Avenue construct a second left turn lane from El Camino Real to westbound Tamarack</td>
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<tr>
<td>2018</td>
<td>CB31</td>
<td>Carlsbad</td>
<td>El Camino Real - La Costa Avenue to Arenal Road</td>
<td>In Carlsbad along El Camino Real from 700 feet north of La Costa Avenue to Arenal Road, widening along the southbound side of the roadway to provide three travel lanes and a bike lane in accordance with Prime Arterial Standards</td>
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<tr>
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<td>CB33</td>
<td>Carlsbad</td>
<td>Palomar Airport Road and El Camino Real Right Turn Lane</td>
<td>In Carlsbad, widening along eastbound Palomar Airport Road to provide a dedicated right turn lane to southbound El Camino Real</td>
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<tr>
<td>2018</td>
<td>CB34</td>
<td>Carlsbad</td>
<td>Palomar Airport Road - Palomar Airport Road to Paseo Del Norte</td>
<td>In Carlsbad widening along eastbound Palomar Airport Road to provide a dedicated right turn lane to southbound Paseo Del Norte</td>
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<tr>
<td>2018</td>
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<td>Carlsbad</td>
<td>Palomar Airport Road - Palomar Airport Road to Paseo Del Norte</td>
<td>In Carlsbad lengthen the left turn pocket along eastbound Palomar Airport Road to northbound Paseo Del Norte</td>
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<tr>
<td>2018</td>
<td>CHV08</td>
<td>Chula Vista</td>
<td>Willow Street Bridge Project - Bonita Road to Sweetwater Road</td>
<td>Replace and widen bridge including shoulders</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>CHV20</td>
<td>Chula Vista</td>
<td>North Fourth Avenue and Brisbane St</td>
<td>Add additional lane on east side of Fourth Ave</td>
<td></td>
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<tr>
<td>CONFORMITY ANALYSIS YEAR</td>
<td>SANDAG ID</td>
<td>LEAD AGENCY</td>
<td>PROJECT TITLE</td>
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<tr>
<td>2018</td>
<td>CNTY14</td>
<td>San Diego County</td>
<td>South Santa Fe Avenue North - Montgomery Drive to South of Woodland Drive</td>
<td>Vista City limits to 700 feet south of Woodland - reconstruct and widen from 2 to 4 lanes including bicycle lane</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>CNTY21</td>
<td>San Diego County</td>
<td>Bradley Avenue Overpass at SR 67 - Magnolia Avenue to Mollison Avenue</td>
<td>Widen of Bradley Ave. including the SR 67 overpass from 2 to 4 lanes plus sidewalks</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>CNTY24</td>
<td>San Diego County</td>
<td>Cole Grade Road - North of Horse Creek Trail to South of Pauma Hills Road</td>
<td>Widen to accommodate 14-ft traffic lane in both direction, 12-ft center 2-way left turn, 6-ft bike lane &amp; 10-ft pathway</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>CNTY34</td>
<td>San Diego County</td>
<td>Dye Road Extension - Dye Road to San Vicente Road</td>
<td>In Ramona, study, design and construct a 2-lane community collector road with intermittent turn lanes, bike lanes, curb, gutter, and pathway/walkway</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>CNTY35</td>
<td>San Diego County</td>
<td>Ramona Street Extension - Boundary Avenue to Warnock Drive</td>
<td>In the community of Ramona, construct new road extension, 2 lanes with intermittent turn lanes, bike lanes and walkway/pathway</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>CNTY36</td>
<td>San Diego County</td>
<td>San Vicente Road Improvements - Warnock Drive to Wildcat Canyon Road</td>
<td>In Ramona, design and reconstruct road improvements, including 2-lane community collector road with intermittent turn lanes, bike lanes, asphalt concrete dike, and pathway/walkway</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>CNTY39</td>
<td>San Diego County</td>
<td>Bear Valley Parkway North - San Pasqual Valley Road to Boyle Avenue</td>
<td>Widen from two to four lanes, with a center median, a bike lane and shoulder in each direction of travel</td>
<td></td>
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<tr>
<td>2018</td>
<td>CNTY76</td>
<td>San Diego County</td>
<td>Jamacha Blvd (Phase 1 and 2) - Omega Street to Sweetwater Spring Boulevard</td>
<td>In unincorporated Spring Valley, the current funds programmed are for Phase 1 - between Omega Street and Spring Valley Glen, widen from two lane to four lane roadway with bicycle and pedestrian improvements</td>
<td></td>
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<tr>
<td>2018</td>
<td>ENC31</td>
<td>Encinitas</td>
<td>I-5/Encinitas Blvd. Interchange Modification</td>
<td>Modify interchange to improve safety and alleviate congestion (design only)</td>
<td></td>
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<tr>
<td>2018</td>
<td>ESC02</td>
<td>Escondido</td>
<td>Bear Valley East Valley/Valley Center - Citrus Avenue to Beven Drive</td>
<td>Realignment and widening from 2 to 4 lanes</td>
<td></td>
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<tr>
<td>2018</td>
<td>ESC02A</td>
<td>Escondido</td>
<td>East Valley/Valley Center</td>
<td>Widen roadway from 4 to 6 lanes with raised medians and left turn pockets; modify signal at Lake Wohlford and Valley Center Road; widen bridge over Escondido Creek</td>
<td></td>
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<tr>
<td>2018</td>
<td>ESC03</td>
<td>Escondido</td>
<td>Citracado Parkway - Don Lee Place to Vineyard Grove</td>
<td>Widen from 2 to 4 lanes with left turn pockets and new traffic signal at Aero Way and Citracado Parkway</td>
<td></td>
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<tr>
<td>2018</td>
<td>ESC04</td>
<td>Escondido</td>
<td>Citracado Parkway II - West Valley to Harmony Grove</td>
<td>Widen from 2 to 4 lanes with raised medians, construct bridge over Escondido Creek</td>
<td></td>
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<tr>
<td>2018</td>
<td>ESC05</td>
<td>Escondido</td>
<td>El Norte Parkway Phase IV</td>
<td>Widen from 2 to 4 lanes and construct missing section of El Norte Pkwy. with left turn pockets, raised medians and new traffic signals</td>
<td></td>
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<tr>
<td>2018</td>
<td>ESC06</td>
<td>Escondido</td>
<td>El Norte Parkway Bridge at Escondido Creek - Kaile Lane to Key Lime Way</td>
<td>Construct missing two lane bridge at Escondido Creek</td>
<td></td>
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<tr>
<td>2018</td>
<td>ESC08</td>
<td>Escondido</td>
<td>El Norte Parkway Bridge at Escondido Creek - Felicita Ave/Juniper Street and from Escondido Boulevard to Juniper Street and from Juniper Street to Chestnut Street</td>
<td>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</td>
<td></td>
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<tr>
<td>2018</td>
<td>ESC09</td>
<td>Escondido</td>
<td>Ninth Avenue - La Terraza Boulevard to Spruce Street</td>
<td>Widen from 2 to 4 lanes with raised median and modify traffic signals at Ninth Ave and Tulip Street - design phase</td>
<td></td>
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<tr>
<td>2018</td>
<td>ESC24</td>
<td>Escondido</td>
<td>Centre City Parkway - Mission Road to SR 78</td>
<td>Widen 4 lanes to 6 lanes with intersection improvements</td>
<td></td>
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<tr>
<td>2018</td>
<td>ESC25</td>
<td>Escondido</td>
<td>Citracado/Nordahl - Country Club Lane to SR 78</td>
<td>Widen from 4 lanes to 6 lanes with double left turn lanes and exclusive right turn lanes</td>
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<tr>
<td>2018</td>
<td>LG13</td>
<td>Lemon Grove</td>
<td>Street Improvements (Congestion Relief)</td>
<td>Lemon Grove Avenue Realignment Project: A key project in the redevelopment of the city’s Downtown Village Specific Plan, this project improves access to and from SR 94, reducing motorist delays and emissions, while greatly enhancing the visual appeal of the block adjacent to the trolley station.</td>
<td></td>
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<tr>
<td>2018</td>
<td>NC01</td>
<td>National City</td>
<td>Plaza Bridge</td>
<td>Widen from 2 to 3 lanes including a new traffic lane in each direction, new sidewalks, sidewalk widening, traffic signal upgrades and interconnection</td>
<td></td>
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<tr>
<td>2018</td>
<td>O06</td>
<td>Oceanside</td>
<td>Melrose Drive</td>
<td>Extension in Oceanside, future construction of 4-lane arterial highway with medians, sidewalks and bike lanes</td>
<td></td>
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<tr>
<td>2018</td>
<td>O26</td>
<td>Oceanside</td>
<td>SR 76 &amp; Rancho Del Oro Boulevard</td>
<td>Widen SR76 for one additional lane width 1500 feet west and east of Rancho del Oro Boulevard</td>
<td></td>
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<tr>
<td>2018</td>
<td>O27</td>
<td>Oceanside</td>
<td>Coast Highway and SR 76</td>
<td>Roundabout in Oceanside, construction of a traffic circle at the intersection of North Coast Highway and SR 76; the traffic circle will be unsignalized; free traffic flow at all approaches</td>
<td></td>
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<tr>
<td>2018</td>
<td>POW02</td>
<td>Poway</td>
<td>Espola Road</td>
<td>Widen Espola Road from 2 to 3 lanes with 8-foot bike lanes/shoulders</td>
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<tr>
<td>2018</td>
<td>SD34</td>
<td>San Diego</td>
<td>El Camino Real</td>
<td>In San Diego on El Camino Real from San Dieguito Road to Via de la Valle - reconstruct &amp; widen from 2 to 4 lanes and extend transition lane and additional grading to avoid biological impacts (CIP 52-479.0)</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>SD70</td>
<td>San Diego</td>
<td>West Mission Bay Drive Bridge</td>
<td>In San Diego, replace bridge and increase from 4 to 6-lane bridge including Class II bike lane (52-643)</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>SD83</td>
<td>San Diego</td>
<td>SR 163/Friars Road Interchange Modification</td>
<td>Friars Road from Avenida de las Tiendas to Mission Center Road widen and improve Friars Road and overcrossing; reconstruct interchange including improvements to ramp intersections (Phase 1). Construct new connector roadways and structures (Phase 2). Construct auxiliary lanes along northbound and southbound SR 163 (Phase 3)</td>
<td></td>
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<tr>
<td>2018</td>
<td>SD90</td>
<td>San Diego</td>
<td>SR 163/Clairemont Mesa Blvd. Interchange</td>
<td>In San Diego, widen from 4 to 6 lane prime arterial; Phase II of the project - west ramps (CIP 52-745.0)</td>
<td></td>
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<tr>
<td>2018</td>
<td>SD102A</td>
<td>San Diego</td>
<td>Otay Truck Route Widening</td>
<td>On Otay Truck Route in San Diego from Drucker Lane to La Media, add one lane (total 3 lanes) for trucks, from Britannia to La Media, add one lane for trucks and one lane for emergency vehicles (Border Patrol/fire department access); along Britannia from Britannia Court to the Otay Truck Route - add one lane for trucks</td>
<td></td>
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<tr>
<td>2018</td>
<td>SD103</td>
<td>San Diego</td>
<td>I-5/Genesee Ave Interchange</td>
<td>In San Diego, replace Genesee Ave. over crossing from 4-lane bridge with 6-lane bridge; construct auxiliary lanes and replace Voight Drive bridge; add additional lane at on/off ramp to Sorrento Valley Rd.; add one carpool lane and one general purpose lane to on ramp from Sorrento Valley Road to southbound I-5; install ramp meters at on ramp and construct a southbound auxiliary lane between Sorrento Valley Road and Genesee Avenue</td>
<td></td>
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<tr>
<td>2018</td>
<td>SD133</td>
<td>San Diego</td>
<td>Mira Sorrento Place</td>
<td>Mira Sorrento Place from Scranton Road to Vista Sorrento Parkway in San Diego widen the existing two-lane 560’ portion of Mira Sorrento Place (40’ road width, 55’ right of way) to a four-lane collector (72’ road width, 92’ right of way), and extend the road to intersect with Vista Sorrento Parkway at the existing on/off ramps to I-805</td>
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<tr>
<td>2018</td>
<td>SM19</td>
<td>San Marcos</td>
<td>Grand Avenue Bridge</td>
<td>In San Marcos, construct 4-lane arterial; between Bent Ave to Discovery Street construct 6-lane arterial</td>
<td></td>
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<tr>
<td>2018</td>
<td>SM22</td>
<td>San Marcos</td>
<td>South Santa Fe - Bosstick to Smilax</td>
<td>Widen and realign existing road to 4-lane secondary arterial standards</td>
<td></td>
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<tr>
<td>2018</td>
<td>SM24</td>
<td>San Marcos</td>
<td>Woodland Parkway Interchange Improvements - La Moree Road to Rancheros Drive</td>
<td>Modify existing ramps at Woodland Parkway and Barham Drive; widen and realign SR 78 undercrossing and associated work</td>
<td></td>
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<tr>
<td>2018</td>
<td>SM25</td>
<td>San Marcos</td>
<td>Borden Road Street Improvements and Bridge Construction - Twin Oaks to Woodward Street</td>
<td>Construction of approximately 700 lineal feet of a new 4-lane secondary arterial including a bridge</td>
<td></td>
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<tr>
<td>2018</td>
<td>SM30</td>
<td>San Marcos</td>
<td>San Marcos Boulevard Street Improvements - Rancho Santa Fe to Bent Avenue</td>
<td>Widen road to a 6-lane prime arterial</td>
<td></td>
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<tr>
<td>2018</td>
<td>SM31</td>
<td>San Marcos</td>
<td>Discovery Street Improvements - McMah Rd to Bent Ave/Graven Rd</td>
<td>Widen roadway to four lane secondary arterial</td>
<td></td>
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<tr>
<td>2018</td>
<td>SM32</td>
<td>San Marcos</td>
<td>Via Vera Cruz Bridge and Street Improvements - San Marcos Boulevard to Discovery Street</td>
<td>Widen to four lane secondary arterial and construct a bridge at San Marcos Creek</td>
<td></td>
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<tr>
<td>2018</td>
<td>SM42</td>
<td>San Marcos</td>
<td>Street Improvements: Discovery Street - Craven Road to West of Twin Oaks Valley Road</td>
<td>In the City of San Marcos, on Discovery Street from Craven Road to west of Twin Oaks Valley Road, construct approximately 5,100 lineal feet of a new 6-lane roadway</td>
<td></td>
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<tr>
<td>2018</td>
<td>SM43</td>
<td>San Marcos</td>
<td>Barham Drive - Twin Oaks Valley Road to La Moree Road</td>
<td>In the City of San Marcos, on Barham Drive between Twin Oaks Valley Road and La Moree Road, widen and reconstruct the north side of Barham Drive to a 6-lane prime arterial and associated work</td>
<td></td>
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<tr>
<td>2018</td>
<td>SM44</td>
<td>San Marcos</td>
<td>Eastbound SR 78 Auxiliary lane - Woodland Parkway to Nordahl Road</td>
<td>Construct auxiliary lanes along eastbound SR 78 between Woodland Parkway Interchange and Nordahl Road Interchange; includes widening of Mission Road undercrossing</td>
<td></td>
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<tr>
<td>2018</td>
<td>SM46</td>
<td>San Marcos</td>
<td>Bent Avenue Bridge - San Marcos Boulevard to Discovery Street</td>
<td>In San Marcos widen existing roadway and construct bridge to a 4-lane arterial road including sidewalks and bicycle facilities</td>
<td></td>
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<tr>
<td>2018</td>
<td>VISTA08A</td>
<td>Vista</td>
<td>W. Vista Way - Emerald Drive to Grapevine Road</td>
<td>The scope of this project is to provide Right-of-Way acquisition and construction for the widening of W. Vista Way a distance of 1,500 feet from the intersection with Emerald Drive to the intersection with Grapevine Road</td>
<td></td>
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<tr>
<td>2020</td>
<td>CB11</td>
<td>Carlsbad</td>
<td>Cannon Road Reach 4 - College Boulevard from Cannon Road to City Limits/Mystra</td>
<td>In Carlsbad along boundary with Oceanside, construct a new 4-lane arterial with median, bike lanes, sidewalks/pedestrian trails</td>
<td></td>
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<tr>
<td>2020</td>
<td>CNTY14A</td>
<td>San Diego County</td>
<td>South Santa Fe Avenue South - South of Woodland Drive to Smilax Road</td>
<td>Widening of South Santa Fe Avenue to a five-lane major road with a center left turn lane, curb, gutter, sidewalk, bike lanes, and drainage improvements from 700 ft. south of Woodland Dr to Smilax Road</td>
<td></td>
</tr>
<tr>
<td>2020</td>
<td>O22</td>
<td>Oceanside</td>
<td>College Boulevard - Vista Way to Old Grove Road</td>
<td>In Oceanside, widen from the existing four lanes to six lanes with bike lanes and raised median</td>
<td></td>
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<tr>
<td>2020</td>
<td>O23</td>
<td>Oceanside</td>
<td>College Boulevard Bridge - San Luis Rey River</td>
<td>In Oceanside, widen from four to six lanes plus bike lanes and a striped-only median; widening includes the approach roadway and the bridge deck over the San Luis Rey River - Design Phase</td>
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<tr>
<td>2020</td>
<td>SD189</td>
<td>San Diego</td>
<td>Sea World Drive Widening and I-5 Interchange Improvements</td>
<td>In San Diego, replace existing 4-lane bridge with an 8-lane bridge with new on/off ramps; widen approachways to add right turn lanes to improve access to I-5 (CIP 52-706.0)</td>
<td></td>
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<tr>
<td>2020</td>
<td>SD190</td>
<td>San Diego</td>
<td>Palm Avenue/Interstate 805 Interchange</td>
<td>In San Diego, future widening of Palm Avenue Bridge including providing for repairs to the bridge approaches and abutments, installing sidewalks, signals, and striping - Phase I was work pertaining to re-striping to reconfigure travel lanes; no actual modifications to the physical geometry of the bridge took place - Phase II of the project will widen the bridge on the north side; in addition to this, the scope of work will also contain restriping of the lanes and modifications to the on/off ramps - Phase III of the project will widen the bridge on the south side; in addition to this, the scope of work will also contain restriping of the lanes and modifications to the on/off ramps - Both Phase II &amp; III will have environmental documentation prepared and all technical studies performed before entering into full design signage modifications; also modify freeway on and off ramps (CIP 52-640.0)</td>
<td></td>
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<tr>
<td>2030</td>
<td>SD81</td>
<td>San Diego</td>
<td>Genesee Avenue - Nobel Drive to SR 52</td>
<td>In San Diego, future widening to 6-lane major street north of Decoro Street and to a 6-lane primary arterial south of Decoro Street and included Class II bicycle lanes (CIP 52-458.0)</td>
<td></td>
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</tbody>
</table>