MEETING NOTICE AND AGENDA

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

Wednesday, February 7, 2018
10:30 a.m. to 12 noon
SANDAG, Conference Room 7
401 B Street, Suite 800
San Diego, CA 92101

Please take the elevator to the 8th floor to access the meeting room.

Staff Contact: Rachel Kennedy
(619) 699-1929
rachel.kennedy@sandag.org

AGENDA HIGHLIGHTS

• SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN - DRAFT REVENUE FORECAST

• 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT SCHEDULE

If you would like to participate via conference call, please call (888) 204-5987. The conference call passcode is 6838699#.

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

MISSION STATEMENT
The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transit; and provides information on a broad range of topics pertinent to the region’s quality of life.
Welcome to SANDAG. Members of the public may speak to the Working Group on any item at the time the Working Group is
considering the item. Please complete a Request to Comment form and then present the form to the Working Group
cooridnator. Members of the public may address the Working Group on any issue under the agenda item entitled
Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person unless
otherwise directed by the Chair. The Working Group may take action on any item appearing on the agenda.

Both agenda and non-agenda comments should be sent to SANDAG via comment@sandag.org. Please include the Working Group
name and meeting date, agenda item, your name, and your organization. Any comments, handouts, presentations, or other
materials from the public intended for distribution at the Working Group meeting should be received by the Working Group
cordinator no later than 12 noon, two working days prior to the meeting. All public comments and materials received by the
deadline become part of the official project record, will be provided to the members for their review at the meeting, and will be
posted to the agenda file as a part of the handouts following each meeting.

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john.kirk@sandag.org. Any person who believes himself or herself or any specific class of persons to be subjected to
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al menos 72 horas antes de la reunión.

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please arrive on the 8th floor.
SAN DIEGO REGION CONFORMITY WORKING GROUP
Wednesday, February 7, 2018

ITEM NO. RECOMMENDATION

1. WELCOME AND INTRODUCTIONS

+2. MEETING MINUTES
The San Diego Conformity Working Group (CWG) is asked to review the minutes from its December 6, 2017, meeting.

3. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS
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 Comment form and giving it to the meeting coordinator prior to speaking. Public speakers should notify the meeting 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.

REPORTS

+4. SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN - DRAFT REVENUE FORECAST (Susan Huntington and Phil Trom)
The San Diego Forward: The 2019-2050 Regional Plan revenue forecast is a key component in the development of the revenue constrained transportation network and is based on the estimates from federal, state, and local funding sources. Staff will provide an overview of the updated revenue sources and major assumptions.

+5. 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT SCHEDULE (Sue Alpert)
+5A. Schedule for 2018 RTIP Development
+5B. 2018 RTIP Update Notification Package

Staff will provide an overview of the 2018 Regional Transportation Improvement Program development schedule and air quality conformity criteria and procedures.

6. EMISSIONS FACTOR MODEL 2017 DEVELOPMENT (Nesamani Kalandiyur, California Air Resources Board)
California Air Resources Board staff will provide an overview of the Emissions Factor Model 2017 v1.0.1 and the schedule for U.S. Environmental Protection Agency approval.
+7.  2015 NATIONAL AMBIENT AIR QUALITY STANDARDS FOR OZONE INFORMATION
(Rachel Kennedy)
+7A. Federal Register, Vol.83, No.4, Friday, January 5, 2018, Proposed Rules
+7B. EPA Letter re Designations for Revised Ozone Standards

On January 5, 2018, U.S. Environmental Protection Agency (EPA) published a notification of availability and public comment period for U.S. EPA responses to state and tribal area designation recommendations for the 2015 National Ambient Air Quality Standards for Ozone. San Diego County is proposed to be designated as a non-attainment area for the 2015 ozone standard.

+8. CLARIFICATIONS ON EXEMPT PROJECT DETERMINATIONS DISCUSSION
(Rachel Kennedy)

Based on consultation with the U.S. Environmental Protection Agency and the Federal Highway Administration Headquarters’ offices on the interpretation of exempt categories under 40 CFR 93.126, Caltrans has provided additional clarification on exempt project categories. Staff will provide an overview of the consultation findings.

9. UPCOMING MEETINGS INFORMATION

The next CWG meeting is scheduled for March 7, 2018, at 10:30 a.m.

10. ADJOURNMENT

+ next to an item indicates an attachment
DECEMBER 6, 2017, MEETING MINUTES

The meeting of the San Diego Region Conformity Working Group (CWG) was called to order by Rachel Kennedy, Senior Regional Planner, at 10:33 a.m.

1. INTRODUCTIONS

Self-introductions were made. See the attached attendance list.

2. SEPTEMBER 6, 2017, MEETING MINUTES (INFORMATION)

Ms. Kennedy asked the CWG to review the minutes from its September 6, 2017, meeting. No comments or corrections were made.

3. PUBLIC COMMENTS/COMMUNICATIONS

No public comments were made.

REPORTS

4. DEVELOPMENT OF SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN (INFORMATION)

Phil Trom, Senior Transportation Planner, provided an overview of the tasks and schedule for the development of the San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan) process. Mr. Trom discussed the vision, goals, and policy objectives of the 2019 Regional Plan, noting board-directed amendments including adding the “facilitation of the efficient movement of people and goods” to the vision statement. Mr. Trom also spoke about the unconstrained transportation network and the approach to developing the revenue constrained transportation network scenarios. The CWG did not have any questions for Mr. Trom.

5. 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT SCHEDULE (DISCUSSION)

Sue Alpert, Associate Project Control Analyst, provided an overview of the draft schedule of the 2018 Regional Transportation Improvement Program (RTIP), noting that staff will be consulting with the CWG on air quality conformity criteria and procedures in March 2018. The 2018 RTIP is scheduled to kick-off in January 2018 and conclude in December 2018. The final schedule will be available in January 2018.
Ilene Gallo, Caltrans, inquired about when projects need to be submitted for inclusion in the 2018 RTIP. Ms. Alpert informed the CWG that March 16, 2018, is the deadline for project submissions.

Michael Morris, Federal Highway Administration, asked if the 2018 RTIP would include SANDAG’s performance measures and if so, how those measures would be included in the schedule.

Elisa Arias, Principal Regional Planner, noted that SANDAG will review newer performance measures requirements and will provide additional information to the CWG at a future meeting. Ms. Arias noted that the SANDAG Board of Directors is anticipated to establish SANDAG’s targets for the Fixing America’s Surface Transportation Act safety performance measures in January 2018.

6. 2008 OZONE STANDARD MOTOR VEHICLE BUDGETS (DISCUSSION)

John Kelly, U.S. Environmental Protection Agency (EPA), provided an update on this item and noted that the ozone budgets became effective on December 4, 2017. Ms. Gallo inquired if the budgets indicate that San Diego is meeting its conformity issues related to the 2008 ozone standards. Mr. Kelly stated that budgets are a tool for transportation districts to develop Transportation Improvement Programs (TIPs) and air quality plans. Ms. Kennedy added that the budgets will be used to develop the 2018 TIP and its analysis.

7. SAN DIEGO REGION 2008 OZONE STANDARD CLASSIFICATION (DISCUSSION)

Preliminary 2017 ozone data indicates that Southern California had a higher number of exceedances for the eight-hour ozone standard. Nick Cormier, San Diego Air Pollution Control District, noted that a November Los Angeles Times article that highlighted the higher number of exceedances. Mr. Cormier noted that additional analysis is needed to determine the cause, but stated that warmer temperatures and Santa Ana conditions likely caused a higher number of bad ozone days. Mr. Cormier discussed the implications of the higher number of exceedances on regional planning, suggesting a potential future change in attainment classification to serious or severe for the San Diego region.

8. EMISSION FACTORS MODEL 2017 DEVELOPMENT (INFORMATION)

Nesamani Kanaldiyur, Air Resources Board (ARB), discussed the timeline for the development of the Emissions Factor Model 2017, including the model's public release, workshops, submission to the EPA, and six-month review by the EPA. Mr. Morris inquired about the impetus for having an updated 2017 model. Mr. Kanaldiyur stated that the ARB updates the model every few years to assure that the planning assumptions are no more than five years old as per U.S. EPA requirements.

9. UPCOMING MEETINGS

Ms. Kennedy announced that the next meeting will be held on January 3, 2018, and that the CWG can expect to have more frequent meetings in 2018, occurring on the first Wednesday of the month.

10. OTHER BUSINESS

There was no other business discussed during the meeting.

11. ADJOURNMENT

Ms. Kennedy adjourned the CWG meeting at 11:03 a.m.
<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
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<tbody>
<tr>
<td>Nesamani Kanaldiyur (phone)</td>
<td>Air Resources Board</td>
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<td>Scott King (phone)</td>
<td>Air Resources Board</td>
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<tr>
<td>Stephanie Parent (phone)</td>
<td>Air Resources Board</td>
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<td>Shalanda Christian (phone)</td>
<td>Caltrans</td>
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<td>Lucas Sanchez (phone)</td>
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<td>Rodney Tavitas (phone)</td>
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<tr>
<td>Ilene Gallo (phone)</td>
<td>Caltrans Dist. 11</td>
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<td>Ken Johanssen (phone)</td>
<td>Caltrans Dist. 11</td>
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<td>Melina Pereira</td>
<td>Caltrans Dist. 11</td>
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<tr>
<td>John Kelly (phone)</td>
<td>U.S. Environmental Protection Agency</td>
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<td>Nick Cormier (phone)</td>
<td>San Diego Air Pollution Control District</td>
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<td>Michael Morris (phone)</td>
<td>Federal Highway Administration</td>
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<tr>
<td>Sue Alpert</td>
<td>SANDAG</td>
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<td>Elisa Arias</td>
<td>SANDAG</td>
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<td>Rachel Kennedy</td>
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<td>Zachary Rivera</td>
<td>SANDAG</td>
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<td>Scott Strelecki</td>
<td>SANDAG</td>
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<tr>
<td>Phil Trom</td>
<td>SANDAG</td>
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## SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN: DRAFT REVENUE FORECAST

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<tr>
<th>Row #</th>
<th>Revenue Source</th>
<th>Description and Major Assumptions</th>
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| 3     | Local - Existing | Voter-approved half-cent sales tax for transportation. Approved through 2048. Assume voter approved extension beginning in 2049. Forecast derived from consensus of three nationally-recognized sales tax forecasts. The base year reflects anticipated 2018 receipts and the applied growth rate for FY 2019 based on the consensus forecast.  
Base Year: FY 2019  
Base Amount: $300.897 million  
Short-Term Forecast Growth Rate Range: 3% - 3.68%  
Long-Term Forecast Growth Rate Range: 3.56%-4.32% |
| 4     | TransNet (Bond and BAN Proceeds) | Bond and short-term borrowing proceeds to support the TransNet program. Based on financial analysis of program capacity over the life of TransNet (2048) and assumes ample coverage ratios through the life of the repayment period.  
Base Year: FY 2019  
Base Amount: $438.112 million  
Short-Term Forecast Growth Rate Range: N/A  
Long-Term Forecast Growth Rate Range: N/A |
| 5     | Transportation Development Act | Statewide one-quarter percent sales tax for transportation purposes. In San Diego, the TDA program is used exclusively for transit, non-motorized, and regional planning purposes. TDA funds may be used for transit operating or capital purposes, but are not eligible for use on non-transit-related highway or local street and road improvements. This program also includes specific funding for bike and pedestrian projects, as well as for accessible service for the disabled. Growth assumed at same rate as TransNet since TDA also is sales tax-based.  
Base Year: FY 2019  
Base Amount: $149 million  
Short-Term Forecast Growth Rate Range: 3% - 3.68%  
Long-Term Forecast Growth Rate Range: 3.56%-4.32% |
| 6     | Developer Impact Fees | The Regional Transportation Improvement Program (RTCIP), an element of the TransNet Extension Ordinance, requires the 18 cities and the County of San Diego to collect an exaction from the private sector for each new housing unit constructed in their jurisdiction. TransNet requires SANDAG to adjust the minimum RTCIP fee amount on July 1 each year, based on an analysis of construction cost indices, but no less than 2 percent. The growth rate also is consistent with the SANDAG Housing Growth Forecast mode.  
Base Year: FY 2019  
Base Amount: $17.136 million  
Short-Term Forecast Growth Rate Range: 2 percent  
Long-Term Forecast Growth Rate Range: 2 percent |
| 7     | City/County Local Gas Taxes | Subventions local agencies receive directly from the state gas tax used for transportation-related purposes. Revenues based on SANDAG vehicle miles traveled (VMT) and Fuel Forecasts, as well as state excise tax and fuel tax swap legislation.  
Base Year: FY 2019  
Base Amount: $85.837 million  
Short-Term Forecast Growth Rate Range: (-4.75%) – (-2.33%)  
Long-Term Forecast Growth Rate Range: (-2.38%)-0.03% |
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| 8     | General Fund/Miscellaneous Local Road Funds | General fund revenues dedicated for transportation purposes. These revenues are based on information provided in the State Controller’s annual reports for local street and road expenditures and revenues. The average amount of general fund contributions and other revenues (including fines, forfeitures, interest earnings, and other miscellaneous revenues sources) used for local street and road expenditures in recent years is assumed to continue. Base Year: FY 2019  
Base Amount: $202.968 million  
Short-Term Forecast Growth Rate Range: 3%  
Long-Term Forecast Growth Rate Range: 3% |
| 9     | Future Local Revenues for Transportation | Existing law (Assembly Bill 805) authorizes MTS and NCTD to individually impose a specified transactions and use tax within their respective portions of the County of San Diego with revenues to be used for public transit purposes. Additionally, existing law (Senate Bill 1703) authorizes SANDAG to impose a transactions and use tax for transportation purposes. To remain conservative, the new revenues source is proposed to start after the current RTIP period of 2023. This Regional Plan assumes a half-cent measure starting in 2024. The growth rate is consistent with TransNet growth rate. Base Year: FY 2024  
Base Amount: $359.412 million  
Short-Term Forecast Growth Rate Range: N/A  
Long-Term Forecast Growth Rate Range: 3.56%-4.32% |
| 10    | Toll Road Funding (Future I-5/I-15/SR11/125/241) | This funding is derived from debt financing backed by future toll revenues and it is expected to be available for major phases of toll road and port of entry (POE) construction projects for State Route 11 (SR 11), SR 241, and for Interstate 5 (I-5) and I-15 north of SR 76. Amounts included cover costs to construct and operate toll roads. Base Year: 2019  
Base Amount: $24.596  
Short-Term Forecast Growth Rate Range: N/A  
Long-Term Forecast Growth Rate Range: N/A |
| 10    | Toll Road Funding – SR 125 | This funding is derived from toll revenues and it is expected to be available for SR 125 operations and related projects. Amount included is net after debt service costs. Base Year: 2019  
Base Amount: $19.398 million  
Short-Term Forecast Growth Rate Range: 1.6%-2.6%  
Long-Term Forecast Growth Rate Range: 2.4%-4.4% |
| 12    | FasTrak® Revenues | These revenues are based on actual total revenues on the I-15 corridor. The assumption includes a growth rate consistent with inflation, and the planned expansion of new Express Lane segments along the region’s major corridors to 2050. Base Year: FY 2019  
Base Amount: $10.156 million  
Short-Term Forecast Growth Rate Range: 3%  
Long-Term Forecast Growth Rate Range: 3% |
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<tr>
<td>13</td>
<td>Passenger Fares</td>
<td>Through 2022, passenger fares are based on the estimates as provided by the two transit agencies: the North County Transit District, and the Metropolitan Transit System. From 2023 forward, the passenger farebox recovery rate is maintained at 35 percent of estimated operating cost for all services provided by the transit agencies.</td>
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<td>Base Year: FY 2019</td>
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<td>Base Amount: $114.043 million</td>
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<td>Short-Term Forecast Growth Rate Range: N/A</td>
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<td>Long-Term Forecast Growth Rate Range: N/A</td>
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<td>14</td>
<td>Motorist Aid Services – Call Box Program</td>
<td>Assembly Bill 1572 dissolved the San Diego Service Authority for Freeway Emergencies and transferred its responsibilities to SANDAG effective January 1, 2013. SANDAG provides assistance to help travelers experiencing vehicle problems while on the highway and, among other things, fielding calls from the call box located at various intervals along the freeway. Motorists also can call “511” for assistance. SANDAG operates the call box system coordinating with the Freeway Service Patrol. The funding comes from $1 annual fee on vehicle registrations collected by the California Department of Motor Vehicles and from the state’s Freeway Service Patrol program.</td>
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<td>Base Year: FY 2019</td>
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<td>Base Amount: $8.380 million</td>
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<td>Short-Term Forecast Growth Rate Range: 0.5%</td>
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<td>Long-Term Forecast Growth Rate Range: 0.5%</td>
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<td>15</td>
<td>Prior Year Funds in RTIP</td>
<td>Share of previously expended local funding for various major ongoing projects not yet open to users.</td>
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<td>Base Year: 2018 and prior</td>
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<td>Base Amount: $1,484.480 million</td>
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<td>Short-Term Forecast Growth Rate Range: N/A</td>
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<td>Long-Term Forecast Growth Rate Range: N/A</td>
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<td>Local - New</td>
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<td>17</td>
<td>SB 1 Local Streets and Roads</td>
<td>SB 1 dedicates approximately $1.5 billion per year in new formula revenues apportioned by the State Controller to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.</td>
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<td>Base Year: FY 2019</td>
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<td>Base Amount: $92.274 million</td>
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<td>Short-Term Forecast Growth Rate Range: 2%</td>
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<td>Long-Term Forecast Growth Rate Range: Assumes 5% per year with a 10% increase every 6 years beginning in 2030.</td>
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| 21    | **Active Transportation Program**     | In September 2013, Governor Brown signed legislation creating the ATP. The ATP includes funding from the federal Transportation Alternatives Program (which replaced the Transportation Enhancement Program), state bicycle program, and Safe Routes to School program. The ATP is awarded on a competitive basis and divided into two portions, statewide share (which is administered by the California Transportation Commission) and regional share (which is administered by SANDAG).  
Base Year: FY 2019  
Base Amount: $12,611 million  
Short-Term Forecast Growth Rate Range: 2.8% - 3%  
Long-Term Forecast Growth Rate Range: Regional program assumes 3% per year. Statewide program assumes 5% per year with a 10% increase every 6 years beginning in 2030. |
| 22    | **State Transportation Improvement Program** | Includes the county share of the Regional Improvement Program and the Interregional Program. These revenues are consistent with the amounts available for new and existing programming through FY 2023, as included in the 2018 State Transportation Improvement Program (STIP) Fund Estimate. The San Diego region anticipates receiving at least a minimum formula “County Share” and a proportionate share of the STIP Interregional Program funds over time as well. The total STIP funds assumed include revenue from both the Regional and Interregional STIP shares. The STIP is funded with state and federal funds after funding is identified for SHOPP projects. STIP funds are flexible and they are available for capital projects to increase the capacity of highways, public transit, and local roads. The STIP funds also are available for efforts to manage demands on the transportation system (TDM), and for planning, programming, and monitoring activities.  
Base Year: FY 2019  
Base Amount: $85 million  
Short-Term Forecast Growth Rate Range: From 2019-2023 revenues are based on the fund estimate from the 2018 STIP.  
Long-Term Forecast Growth Rate Range: Assumes 2% per year with a 10% increases every 6 years beginning in 2030. |
| 23    | **State Transit Assistance Program**  | STA funds support transit agencies and can be used for both operating and capital projects. The program provides a share of revenues from diesel sales taxes, and the State Controller distributes these funds based on a statutory allocation formula.  
Base Year: FY 2019  
Base Amount: $28.387 million  
Short-Term Forecast Growth Rate Range: 1% - 3%  
Long-Term Forecast Growth Rate Range: 3% - 5% |
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<tr>
<td>24</td>
<td>State Highway Account for Operations/Maintenance</td>
<td>These revenues are assumed to be available to meet Caltrans’ identified needs for state highway operations and maintenance. State law requires that these expenditures be given priority over new construction, and they are funded “off the top” of the State Highway Account before any funding for new construction projects is allocated. The 2019 base of $13.46 million annually for operations and administration costs, and $96.85 million annually for maintenance costs were increased at 3 percent per year. This reflects historical trends, and a gradual increase in these costs as the size and the age of the system to be maintained increases over time. The revenues needed for these purposes, as identified by Caltrans, are assumed to be available. For programs to reduce collisions on state highways, as well as other programs related to rehabilitating and operating highways, funds are assumed to be available, consistent with the financially constrained ten-year SHOPP. The SHOPP is funded from state and federal sources including SB1. Base Year: FY 2019 Base Amount: $170.503 million Short-Term Forecast Growth Rate Range: 3% Long-Term Forecast Growth Rate Range: 5%</td>
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<td>25</td>
<td>Future State Revenues for Transportation</td>
<td>Assumes future state legislation to address transportation needs based on a vehicle-miles travelled model, beginning in FY 2024. Several states, including California, have conducted pilot programs to test the viability and practicality of collecting user fees to pay for transportation infrastructure maintenance and upgrades. Oregon, for example, has tested a program that replaces fuel taxes with VMT user fees at 1.5 cents per mile. Base Year: FY 2024 Base Amount: $178.82 million Short-Term Forecast Growth Rate Range: N/A Long-Term Forecast Growth Rate Range: The assumptions are as follows: First year of implementation is 2024 at 0.5 cents/mile. This rate is increased to 0.6 cents/mile in 2030, 0.8 cents/mile in 2036, 1 cent/mile in 2042 and 1.2 cents/mile in 2048. Revenues raised assume forecast VMT in San Diego County.</td>
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<td>26</td>
<td>Cap and Trade</td>
<td>The 2017-18 state budget provides for the continuous appropriation of cap and trade auction revenues toward transit and rail investments. The intercity rail a competitive program while the transit program is on a formula basis. In addition, the Affordable Housing and Sustainable Communities program supports projects that implement land-use, housing, transportation, and agricultural land preservation practices. Base Year: FY 2019 Base Amount: $48.437 million Short-Term Forecast Growth Rate Range: 5% - 5.42% Long-Term Forecast Growth Rate Range: 5% - 5.8%</td>
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<td>27</td>
<td>State FASTLANE</td>
<td>These funds reflect a 20 percent regional target share of the state’s 40 percent federal funds for the Trade Corridor Enhancement Program (TCEP) funded with a combination of new revenues from SB1 and from state and federal funds managed by the state. Base Year: FY 2019 Base Amount: $24.48 million Short-Term Forecast Growth Rate Range: 2% Long-Term Forecast Growth Rate Range: 3.5% with a 10% increase every 6 years beginning in 2030</td>
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<td>28</td>
<td>State Managed Federal Programs</td>
<td>State administered programs for the region such as Highway Bridge Program, Hazard Elimination Program, Highway Safety Improvement Program. Base Year: FY 2019 Base Amount: $14.337 million Short-Term Forecast Growth Rate Range: 2% Long-Term Forecast Growth Rate Range: 5% with a 10% increase every 6 years beginning in 2030</td>
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<td>29</td>
<td>High Speed Rail</td>
<td>Within the 2018 California State Rail Plan, it is assumed the state will invest in high speed rail to fund the San Diego portion once the alignment reaches the region. The planning level estimates for the construction cost for the San Diego County alignment is roughly $3B in 2015$. These costs have been escalated out to the final decade of the RTP. Base Year: FY 2041 Base Amount: $813.642 million Short-Term Forecast Growth Rate Range: N/A Long-Term Forecast Growth Rate Range: N/A</td>
</tr>
<tr>
<td>30</td>
<td>Prior Year Funds in RTIP</td>
<td>Share of previously expended state funding for various major on-going projects not yet open to users. Base Year: 2018 and prior Base Amount: $281.746 million Short-Term Forecast Growth Rate Range: N/A Long-Term Forecast Growth Rate Range: N/A</td>
</tr>
<tr>
<td>31</td>
<td>Motorist Aid Services – Freeway Service Patrol Program</td>
<td>SANDAG provides assistance to help travelers experiencing vehicle problems while on the highway. The funding comes the state’s Freeway Service Patrol program. Base Year: 2019 Base Amount: $9.087 million Short-Term Forecast Growth Rate Range: 0.5% Long-Term Forecast Growth Rate Range: 1%</td>
</tr>
<tr>
<td></td>
<td>State-New</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>SB 1 Congestion</td>
<td>The Road Repair and Accountability Act of 2017, known as Senate Bill 1 or SB1, directs $250 million annually to the Congested Corridors Program. Congested Corridors funds are awarded on a competitive basis. Base Year: FY 2019 Base Amount: $25.5 million Short-Term Forecast Growth Rate Range: 2% Long-Term Forecast Growth Rate Range: 5%</td>
</tr>
<tr>
<td>Row #</td>
<td>Revenue Source</td>
<td>Description and Major Assumptions</td>
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</tr>
<tr>
<td>33</td>
<td>SB 1 Freight</td>
<td>The Road Repair and Accountability Act of 2017, known as Senate Bill 1 or SB1, directs $300 million annually to the Trade Corridor Enhancement Program. Funds are divided into a 40 percent state share and a 60 percent regional target and are awarded on a competitive basis. The state 40 percent share is reflected as state FASTLANE revenues above. Base Year: FY 2019 Base Amount: $30.6 million Short-Term Forecast Growth Rate Range: 2% Long-Term Forecast Growth Rate Range: 5%</td>
</tr>
<tr>
<td>34</td>
<td>SB 1 Active</td>
<td>In addition to the ATP created in 2013, SB 1 directs $100 million annually from the Road Maintenance and Rehabilitation Account to the ATP, significantly augmenting the available funding for this program. Similar to the ATP, the SB 1 ATP is awarded on a competitive basis and divided into two portions, statewide share (which is administered by the California Transportation Commission) and regional share (which is administered by SANDAG). Base Year: FY 2019 Base Amount: $10.083 million Short-Term Forecast Growth Rate Range: 0% - 3% Long-Term Forecast Growth Rate Range: Regional program assumes 3% per year. Statewide program assumes 5% per year.</td>
</tr>
<tr>
<td>35</td>
<td>SB 1 Local Partnership</td>
<td>The Road Repair and Accountability Act of 2017, known as Senate Bill 1 or SB1, directs $200 million annually to the Local Partnership Program. Funds are divided 50 percent to a formulaic program and 50 percent to a competitive program. Base Year: FY 2019 Base Amount: $9.47 million Short-Term Forecast Growth Rate Range: 2% Long-Term Forecast Growth Rate Range: 5%</td>
</tr>
<tr>
<td>36</td>
<td>SB1 SGR</td>
<td>SB 1 includes additional revenues for transit infrastructure repair and service improvements. The State of Good Repair program provides approximately $105 million annually to the State Transit Assistance (STA) program for eligible transit maintenance, rehabilitation, and capital projects. Base Year: FY 2019 Base Amount: $6.420 million Short-Term Forecast Growth Rate Range: 2% Long-Term Forecast Growth Rate Range: Assumes 2% per year with a 5% increase every 6 years beginning in 2030.</td>
</tr>
<tr>
<td>37</td>
<td>SB 1 TIRCP</td>
<td>In addition to the cap-and-trade TIRCP, SB 1 provides an additional $300 million annually in competitive grants to fund transformative projects that modernize transit systems, increase ridership, reduce greenhouse gas emissions, and improve safety. Base Year: FY 2019 Base Amount: $35.700 million Short-Term Forecast Growth Rate Range: 5% Long-Term Forecast Growth Rate Range: 5%</td>
</tr>
<tr>
<td>Row #</td>
<td>Revenue Source</td>
<td>Description and Major Assumptions</td>
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<tr>
<td>38</td>
<td>SB 1 SRA</td>
<td>SB 1 created the State Rail Assistance (SRA) program by directing a portion of new revenue specifically to intercity rail and commuter rail for both capital and operations. SB 1 directs a 0.5% portion of new diesel sales tax revenue for allocation: half to the five commuter rail providers and half to intercity rail corridors. Half of revenue is allocated in equal shares to commuter operators through FY 2020 and via guidelines thereafter. Half of revenue is allocated to intercity rail corridors such that each of three corridors receives at least 25% of the intercity rail share. Base Year: FY 2019 Base Amount: $4.713 million Short-Term Forecast Growth Rate Range: 5.13% Long-Term Forecast Growth Rate Range: 5%</td>
</tr>
<tr>
<td></td>
<td>Federal - Existing</td>
<td>The Full Funding Grant Agreement (FFGA) for both large and small transit projects in which the Federal Transit Administration (FTA) provides funding on a multi-year commitment. The revenues assumed include those from an FFGA for the Mid-Coast Trolley Extension project, and 50 percent of the cost of capital projects identified in the Regional Plan from future discretionary programs for major transit projects. This assumes that every decade (beginning in 2030) the San Diego region would secure one large New Starts FFGA similar in size to the Mid-Coast project, and three Small Starts projects. This is based on the historical track record for the region, which has been successful in securing FFGAs for previous projects such as the Mission Valley East Trolley, and the SPRINTER, Mid-City Rapid, and Mid-Coast. Base Year: FY 2019 Base Amount: N/A Short-Term Forecast Growth Rate Range: N/A Long-Term Forecast Growth Rate Range: N/A</td>
</tr>
<tr>
<td>42</td>
<td>Federal Transit Administration Discretionary</td>
<td>Allocated annually from the federal budget, based on urbanized area population, population density, and transit revenue miles of service among other factors. Sections 5307, 5337, and 5339 formula funds are mainly used for capital projects and to purchase transit vehicles. Section 5310 funds are specifically designated to assist nonprofit groups in meeting the transportation needs of the elderly and individuals with disabilities when transportation service is unavailable, insufficient, or inappropriate to meet their needs. MAP-21 modified some of the formula funds, but core programs remain intact. Base Year: FY 2019 Base Amount: $115.484 million Short-Term Forecast Growth Rate Range: 2% Long-Term Forecast Growth Rate Range: Assumes 2% per year with a 10% increases every 6 years beginning in 2030.</td>
</tr>
<tr>
<td>43</td>
<td>Federal Transit Administration Formula Programs</td>
<td></td>
</tr>
</tbody>
</table>

Row 38: SB 1 SRA

Base Year: FY 2019
Base Amount: $4.713 million
Short-Term Forecast Growth Rate Range: 5.13%
Long-Term Forecast Growth Rate Range: 5%

Row 42: Federal Transit Administration Discretionary

Base Year: FY 2019
Base Amount: N/A
Short-Term Forecast Growth Rate Range: N/A
Long-Term Forecast Growth Rate Range: N/A

Row 43: Federal Transit Administration Formula Programs

Base Year: FY 2019
Base Amount: $115.484 million
Short-Term Forecast Growth Rate Range: 2%
Long-Term Forecast Growth Rate Range: Assumes 2% per year with a 10% increases every 6 years beginning in 2030.
<table>
<thead>
<tr>
<th>Row #</th>
<th>Revenue Source</th>
<th>Description and Major Assumptions</th>
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</thead>
<tbody>
<tr>
<td>44</td>
<td>Congestion Mitigation and Air Quality/Regional Surface Transportation Program</td>
<td>These revenue assumptions are based on estimates provided by Caltrans and included in the 2016 RTIP through FY 2021. The Surface Transportation Program (STP) funds are flexible and they may be used for a wide range of capital projects. The Congestion Mitigation and Air Quality (CMAQ) Improvement funds are for projects that help reduce congestion and improve air quality. Eligible projects include the construction of high occupancy vehicle (HOV) lanes, the purchase of transit vehicles, rail improvements, and Transportation Demand Management, among others. CMAQ also can be used for transit operations for the first three years of new service. Base Year: FY 2019 Base Amount: $75.273 million Short-Term Forecast Growth Rate Range: 5% Long-Term Forecast Growth Rate Range: Assumes 5% per year with a 10% increase every 6 years beginning in 2030.</td>
</tr>
<tr>
<td>45</td>
<td>Federal Highway Administration Discretionary (TIGER/INFRA)</td>
<td>These federal programs provide funding on a competitive basis for projects of regional and national significance. The estimate is based on the historical track record for the region, which has been successful in securing funds for previous projects such as State Route (SR) 905 and SR 11. Base Year: FY 2019 Base Amount: $9.770 million Short-Term Forecast Growth Rate Range: N/A Long-Term Forecast Growth Rate Range: N/A</td>
</tr>
<tr>
<td>46</td>
<td>Other Financing (Grant Anticipation Note Proceeds)</td>
<td>Based on discussions with the FTA regarding Mid-Coast Light Rail FFGA, SANDAG can assume only $100 million per year in appropriations. Given that the annual project expenditure is anticipated to be much greater, the Regional Plan assumes that SANDAG will securitize the federal funding once the FFGA is approved. The amount of $295.64 million in GAN proceeds is based on the amount needed to fund the project while waiting for the reimbursement from the FTA. This is a one-time borrowing for this particular project. Base Year: FY 2020 Base Amount: $295.64 million Short-Term Forecast Growth Rate Range: N/A Long-Term Forecast Growth Rate Range: N/A</td>
</tr>
<tr>
<td>Row #</td>
<td>Revenue Source</td>
<td>Description and Major Assumptions</td>
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</table>
| 47   | Future Federal Revenues for Transportation          | The federal gas tax that supports transportation has not increased since 1993, has not been indexed, and over time the funding has been unable to keep up with transportation needs around the nation. Every year since 2008, Congress has ‘fixed’ the program by transferring money from the general fund to the Highway Trust Fund. In light of the dire situation, there has been discussion at the federal level on options to address the funding gap while meeting the transportation infrastructure need including increase to the gas tax. A number of experts have proposed increasing the tax to maintain the current infrastructure. Without a proposal or other viable programs, this Regional Plan assumes an increase to the gas tax starting in 2024. Base Year: FY 2024  
Base Amount: $165.084 million  
Short-Term Forecast Growth Rate Range: N/A  
Long-Term Forecast Growth Rate Range: Fuel tax is assumed to be adjusted as follows:  
15 cent increase over current levels in 2024  
Additional 6 cent increases in 2030, 2036, 2042, and 2048  
The additional increases are conservative in that they are less than the rate of growth had increases in the 1983-1993 period, the last time they were significantly adjusted, been continued. |
| 48   | Federal Rail Administration                         | The federal stimulus program began a new funding source under FRA which has awarded funding under the American Recovery and Reinvestment Act as well as under the Passenger Rail Investment and Improvement Act (PRIIA). The estimate is based on previous awards; however, as part of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor (second busiest in the nation), it is anticipated that the projects in the San Diego region will be very competitive for both the on-going FRA formula program as well as funding under the high speed rail which the President has identified as one of his priorities.  
Base Year: FY 2024  
Base Amount: $4.976 million  
Short-Term Forecast Growth Rate Range: 2 percent  
Long-Term Forecast Growth Rate Range: Assumes 2% per year with a 10% increase every 6 years beginning in 2030. |
| 49   | Corridors and Borders Infrastructure/State Set-aside of STBG | Under the FAST Act, up to 5 percent of the state’s “any area” Surface Transportation Program (STP) funds may be set aside for border projects. San Diego, as a major border region, anticipates being highly competitive for these funds and is assuming an 80 percent share of the set aside.  
Base Year: FY 2024  
Base Amount: $19.649 million  
Short-Term Forecast Growth Rate Range: N/A  
Long-Term Forecast Growth Rate Range: Assumes 5% per year with a 10% increases every 6 years beginning in 2030. |
| 50   | Prior Year Funds in RTIP                           | Share of previously expended federal funding for various major ongoing projects.  
Base Year: 2018 and prior  
Base Amount: $817.583 million  
Short-Term Forecast Growth Rate Range: N/A  
Long-Term Forecast Growth Rate Range: N/A |

Notes: Unless indicated elsewhere, the Short-Term timeframe from is from 2019-2023; the Long-Term timeframe is from 2024-2050.
<table>
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<tr>
<th>Row #</th>
<th>Revenue Source</th>
<th>Description and Major Assumptions</th>
</tr>
</thead>
</table>
| 53    | Federal - New           | In June 2017 the region secured a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan of $537,484 million dollars at 2.72 percent interest from the United States Department of Transportation for the Mid-Coast Corridor Transit Project. The amount of proceeds is based on the amount needed to repay the cost of short-term notes needed to finance the local share for construction of the project. This is a one-time borrowing for this particular project.  
Base Year: 2021  
Base Amount: $537,484 million  
Short-Term Forecast Growth Rate Range: N/A  
Long-Term Forecast Growth Rate Range: N/A |
### Schedule for 2018 RTIP Development

#### CONFORMITY WORKING GROUP

<table>
<thead>
<tr>
<th>Due Dates</th>
<th>Activities</th>
</tr>
</thead>
<tbody>
<tr>
<td>16-Jan</td>
<td>Memo to all jurisdictions regarding schedules/procedures for the 2018 RTIP process</td>
</tr>
<tr>
<td>6-Feb</td>
<td>2018 RTIP Workshop at SANDAG</td>
</tr>
<tr>
<td>7-Feb</td>
<td>2018 RTIP Schedule Presented to CWG</td>
</tr>
<tr>
<td>21-22 Mar</td>
<td>CTC adopts statewide 2018 STIP</td>
</tr>
<tr>
<td>7-Mar</td>
<td>Consultation with San Diego Conformity Working Group (CWG) on conformity criteria and procedures including: revenue-constrained program assumptions, latest planning assumptions, transportation control measures, emissions model, emissions budgets, exempt projects, consultation and public involvement.</td>
</tr>
<tr>
<td>16-Mar</td>
<td>All projects proposed for 2018 RTIP due in ProjectTrak including new/updates to capacity increasing projects.</td>
</tr>
<tr>
<td>30-Mar</td>
<td>Issue 2018 RTIP Draft Project List to CWG for interagency consultation (NCI and C1)</td>
</tr>
<tr>
<td>4-Apr</td>
<td>Discuss 2018 RTIP Draft Project List at CWG meeting</td>
</tr>
<tr>
<td>13-Apr</td>
<td>Close of CWG comment period for draft project list interagency consultation (NCI and C1)</td>
</tr>
<tr>
<td>16-Apr-11-May</td>
<td>Model runs of 2018 RTIP Capacity Increasing (C1) projects</td>
</tr>
<tr>
<td>18-May</td>
<td>Issue 2018 RTIP Draft Conformity Analysis for 30-day CWG review and comment</td>
</tr>
<tr>
<td>6-Jun</td>
<td>Discuss 2018 RTIP Draft Conformity Analysis at CWG meeting</td>
</tr>
<tr>
<td>18-Jun</td>
<td>30-day CWG comment period for 2018 RTIP draft Conformity Analysis ends</td>
</tr>
<tr>
<td>10-Jul</td>
<td>Independent Taxpayer Oversight Committee (ITOC) reviews draft 2018 RTIP</td>
</tr>
<tr>
<td>27-Jul</td>
<td>Board requested to release the draft 2018 RTIP including its air quality conformity determination for a 30-day public comment period, and set September 5, 2018 Transportation Committee meeting to hold public hearing</td>
</tr>
<tr>
<td>27-Jul</td>
<td>SANDAG submits draft 2018 RTIP to state for review and comment</td>
</tr>
<tr>
<td>27-Aug</td>
<td>30-day public comment period ends for draft 2018 RTIP including the Draft Conformity Analysis</td>
</tr>
<tr>
<td>7-Sep</td>
<td>Transportation Committee holds public hearing to review the draft 2018 RTIP including its air quality conformity determination and recommends Final 2018 RTIP to the SANDAG Board for approval</td>
</tr>
<tr>
<td>28-Sep</td>
<td>SANDAG Board asked to adopt the Final 2018 RTIP including its air quality conformity</td>
</tr>
<tr>
<td>1-Oct</td>
<td>Deadline to submit Final 2018 RTIP to state</td>
</tr>
<tr>
<td>10-Oct</td>
<td>Start of state Federal Statewide Transportation Improvement Program (FSTIP) Public Participation process</td>
</tr>
<tr>
<td>31-Oct</td>
<td>State Public Participation process ends</td>
</tr>
<tr>
<td>16-Nov</td>
<td>FSTIP submittal to Federal Highway Administration (FHWA)/Federal Transit Administration (FTA)</td>
</tr>
<tr>
<td>17-Dec</td>
<td>Federal approval for FSTIP and air quality conformity finding</td>
</tr>
</tbody>
</table>
January 16, 2018

City Managers/County Chief Administrative Officer;
Cities/County Transportation Advisory Committee;
Local Agency TransNet Program Contacts;
Metropolitan Transit System;
North County Transit District;
Caltrans

SUBJECT: 2018 Regional Transportation Improvement Program

This memo outlines the process and schedule for the next update to the Regional Transportation Improvement Program (RTIP), a multi-year program of proposed major transportation projects that includes the TransNet Program of Projects (POP) covering the five-year period from fiscal year (FY) 2018/2019 through FY 2022/2023. The 2018 RTIP is scheduled for adoption by the San Diego Association of Governments (SANDAG) Board of Directors on September 28, 2018.

SANDAG, acting as the San Diego County Regional Transportation Commission, approves the TransNet POP as an element of the RTIP. In developing and approving the list of TransNet POP to be included in the RTIP, each agency and SANDAG must comply with all provisions of the TransNet Ordinance and Expenditure Plan in addition to any other implementing ordinances, policies, and rules as appropriate.

Due to the anticipated September adoption of the 2018 RTIP, for TransNet purposes the 2016 RTIP will continue to be in effect until September 2018. For federal- and state-funded projects, the 2016 RTIP will be in effect until the federal adoption of the 2018 RTIP, anticipated to be in mid-December 2018.

Pursuant to federal and state laws and the TransNet Ordinance, agencies are required to submit projects that cover the next five fiscal years. The SANDAG Board of Directors is scheduled to release the draft 2018 RTIP at its July 27, 2018, meeting, including its air quality conformity determination for a 30-day public comment period, and to set the September 7, 2018, Transportation Committee meeting to hold a public hearing. Upon close of public hearing, and pending any changes, the Transportation Committee is scheduled to recommend that the SANDAG Board adopt the final 2018 RTIP at their September 28, 2018, meeting. In order to meet this timeline, the agencies must submit projects in ProjectTrak no later than March 16, 2018.
**San Diego Forward: The Regional Plan**

San Diego Forward: The Regional Plan (Regional Plan) is the long-range transportation vision for the region. The RTIP implements the projects identified in the initial years of the Regional Plan. The RTIP is required to be consistent with the projects in the Regional Plan, including scope, cost, and schedule. The current Regional Plan was approved by the SANDAG Board of Directors on October 9, 2015. Capacity Increasing (CI) capital projects, beyond the initial study phase, cannot be included in the RTIP unless they are also included in the Regional Plan.

**Background**

Federal Metropolitan Planning and Air Quality Conformity Regulations identify the required content of the RTIP and prescribe the process for air quality conformity analysis. The RTIP must include all major projects requesting certain categories of federal/state transportation funding or federal project approval. All regionally significant and/or CI transportation projects, regardless of funding sources, are required to be included in the RTIP and incorporated into the regional air quality quantitative emissions analysis. All projects included in the 2018 RTIP must be consistent with the Regional Plan for the San Diego region.

The projects in the RTIP must be based on committed or reasonable expectation of funds availability for all projects constrained by year, based on available revenues. A major component of the RTIP includes the state and federal transportation projects adopted by the California Transportation Commission (CTC) for the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP). The CTC is scheduled to adopt the 2018 STIP in March 2018 and the 2018 SHOPP no later than April 1, 2018.

The 2018 RTIP details the major projects anticipated to be initiated and/or implemented during the period FY 2018/2019 to FY 2022/2023. Projects using the following categories of federal, state, and local funding must be included in the RTIP:

**Federal Transportation Funds**

1. Regional Surface Transportation Program
2. Congestion Mitigation and Air Quality Program
3. Transportation Alternative Program (TAP)¹
4. Highway Bridge Program/High Risk Rural Roads
5. Highway Safety Improvement Program
6. Federal Lands Highways/Indian Reservation Roads
7. Federal Demonstration/High Priority Projects – carryover and/or repurposed earmarks only

¹ TAP funds include Active Transportation, Recreational Trails, Safe Routes to School, and other federal discretionary programs.
8. Federal Transit/Rail Administration programs
10. Public Lands Highway
11. Any other federal transportation programs

**State Transportation Funds**

1. STIP – Regional and Interregional Improvement Programs
2. SHOOP
3. Funding from Proposition 1A/1B programs
4. Funding from Senate Bill 1 (Beall, 2017) (SB 1) programs
5. Cap and Trade Programs including Transit and Intercity Rail Capital Program and Low Carbon Transit Operations Program.
6. Active Transportation Program
7. Any other state transportation programs

**Local Transportation Funds**

1. TransNet Sales Tax Measure – all fund types
2. Transportation Development Act (TDA)
3. Local Funds (developer fees, Highway Users Tax Accounts and SB 1 Roadway Maintenance and Rehabilitation Account, toll funds, etc.) at agencies’ discretion

For federal programs and certain state programs, there are specific local match requirements. The local match must be programmed in the year and phase in which the funds are anticipated to be obligated. If utilizing Toll Credits as the match, they must be programmed in the RTIP; however, they will not be included as part of the total cost of the project.

**TransNet – Local Street Improvements**

Any major project with a total cost of $300,000 or more should be individually listed in the RTIP. SANDAG encourages agencies to “lump sum,” or aggregate, individual projects costing less than $300,000 and of a similar type of work (e.g., minor roadway resurfacing) as a single project, as long as the type of work being proposed is consistent with the air quality exempt project classifications (see Tables 1 and 2).

- **TransNet Revenue Estimates**: The actual fund allocations to each agency will be based on monthly sales tax receipts from the State Board of Equalization with the fund distribution updated annually using current population and maintained miles data as published by the
The five-year revenue estimate is not available at this time; however, this information will be distributed electronically and posted on the RTIP website as well as in the “Reports” section of ProjectTrak as soon as it becomes available (towards early February).

- **Public Hearing:** Board Policy No. 31: TransNet Ordinance and Expenditure Plan Rules, requires each local agency to hold a public hearing prior to adoption of the 2018 RTIP for TransNet funded projects. The submittals must include evidence of formal action by the legislative bodies of the cities and the County (i.e., governing body resolution). Attachment A is a draft sample resolution that SANDAG encourages agencies to use for this purpose. Agencies can add to, but not delete or replace, any section of the resolution. A final resolution template will be available at the end of February and will be posted on the 2018 RTIP website.

- **Requirement under TransNet Ordinance:** The TransNet Ordinance includes several requirements, including the bicycle and pedestrian accommodation, congestion relief and maintenance distribution, maintenance of effort formula, and the Regional Transportation Congestion Improvement Program. Sections relevant to programming are shown in Attachment B.

- **Independent Taxpayer Oversight Committee (ITOC):** The TransNet Ordinance includes the responsibilities of the ITOC. One of its main responsibilities is to review and recommend to the Transportation Committee or the Board the TransNet POP proposed by local agencies (see Section 11 of the Ordinance).

- **Debt Financing:** For those agencies with project cash flow needs that exceed the estimated TransNet revenues available, debt financing options are available for either short-term (Commercial Paper program) or for the long-term (long-term bond). TransNet Policy prescribes the requirements for debt financing. Council/Board resolution and an executed Memorandum of Agreement are required before any debt can be issued. Projects funded through this mechanism are required to be programmed in the RTIP. To participate, interested agencies should contact Lisa Kondrat-Dauphin at (619) 699-1942 or lisa.kondrat-dauphin@sandag.org.

- **Environmental Mitigation Program for Local Streets and Roads:** The TransNet Extension Ordinance includes a funding allocation for the mitigation of biological impact resulting from transportation projects. This program is called the Environmental Mitigation Program (EMP). Local streets and road projects are eligible to utilize this funding allocation. Any project included in the RTIP can request SANDAG assistance to help identify and secure potential mitigation sites to comply with both the California Environmental Quality Act requirements and federal and state permit conditions. Currently, SANDAG has 408 acres of upland mitigation credits available for use by local jurisdictions that need to offset their impacts from local streets and roads. Any jurisdiction wishing to utilize existing credits or other mitigation needs covered by the EMP should contact Kim Smith, EMP Program Manager, at (619) 699-6949 or kim.smith@sandag.org.

The TransNet Ordinance and the TransNet Policy documents are also available on the RTIP website. Agencies are encouraged to review the pertinent sections of the ordinance and within the policy for further information. The 2018 RTIP website can be accessed through the following link: [sandag.org/2018RTIP](http://sandag.org/2018RTIP).
**Bicycle Projects**

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

**Congestion Management Process**

Pursuant to 23 Code of Federal Regulations (CFR) 450.320, each metropolitan planning organization area designated as a Transportation Management Area that is non-attainment for ozone or carbon monoxide may not program federal funds for any project that will result in a significant increase in carrying capacity for single occupant vehicles unless the project results from a congestion management process (CMP). Any CI project seeking federal funds must have conducted a congestion management analysis before it can be programmed in the RTIP. Agencies must demonstrate that their projects are in compliance with this regulation as part of the submittal process in ProjectTrak. More information on this process will be discussed during the 2018 RTIP Update workshop, and is also available at the following website: sandag.org/cmp.

**Federal Air Quality Conformity Requirements**

Federal regulations require that SANDAG conduct an air quality conformity analysis of all regionally significant projects that increase the transportation system capacity, including major local- and developer-funded projects, any other state or federally funded projects that might not otherwise appear in the RTIP, and new projects or major changes in project scope for existing programmed projects. Agencies are asked to review all of their CI projects in the current 2016 RTIP and to provide updated information as necessary. This level of information is necessary to provide accurate regional transportation/emissions forecast modeling. In addition to the written information, agencies are required to provide diagrams (before and after) for each CI project. Projections of pollutant emissions are developed for several analysis years based on the estimated project opening dates. Attachment C provides guidance on the type of information required for each CI project and samples of maps and diagrams.

The United States Environmental Protection Agency’s Air Quality Conformity Rule includes a list of project categories that are exempt from air quality conformity determinations or regional emissions analysis. Table 1 lists projects exempt from air quality conformity determination, and Table 2 lists the types of projects exempt from regional emissions analysis. These projects can be included and subsequently amended into the RTIP without a conformity finding or a new regional emissions analysis.
Performance Management Requirements

Beginning with the 2018 RTIP, SANDAG is required to report on progress toward implementing federal regulations related to performance monitoring. The federal surface transportation bill, Moving Ahead for Progress in the 21st Century Act, signed into law in 2012, included new requirements for the establishment of a performance-based program and required the Department of Transportation to establish national performance measures in specific goal areas. These provisions were continued in the Fixing America’s Surface Transportation Act, which was signed into law in 2015.

In compliance with these new federal mandates, agencies are being asked to provide additional information when programming projects in the RTIP related to safety, pavement, and bridge improvements. The new ProjectTrak sections support the transportation safety final rule, referred to as PM1 (23 CFR Part 490 Subparts A & B and Part 924), and the bridge and pavement final rule, referred to as PM 2 (23 CFR Part 490 Subparts A, C, & D). The intent of this new section is to capture the region’s collective efforts that support state and regional targets for these two performance measurement areas. To that end, agencies are being asked to estimate the percentage of project cost being spent on safety. In addition, if a project contains any portion of the National Highway System, agencies are being asked to estimate the percentage of project cost being spent on pavement improvement and/or bridge deck improvement as well as providing the lane miles and/or deck area square feet of those improvements.

2018 RTIP Review, Adoption, and Update Schedule

The 2018 RTIP is due to the State by October 1, 2018. Attachment E provides the RTIP schedule. Important dates to remember include the following:

- **March 16, 2018** – Projects (including CI maps/CMP information) are due in ProjectTrak. Projects submitted after this date will not be accepted.
- June 29, 2018 – Signed resolutions for TransNet funded projects are uploaded in ProjectTrak.
- July 27, 2018 – SANDAG Board is scheduled to release the draft 2018 RTIP and conformity determination for public comment.
- September 7, 2018 – Transportation Committee is scheduled to hold Public Hearing.
- September 28, 2018 – SANDAG Board is scheduled to adopt the 2018 RTIP.
- December 17, 2018 – Anticipated federal approval of the Final 2018 RTIP.

Supplemental Information

This memo and all attachments are available on the 2018 RTIP website, located here: sandag.org/2018RTIP.

SANDAG is scheduled to hold a workshop for the 2018 RTIP Update on Tuesday, February 6, 2018, from 1 to 4 p.m. The workshop will be held at the SANDAG offices, located at 401 B Street, San Diego, CA, 92101, in the Board Conference Room on the 7th floor. The purpose of this workshop is to provide additional details to member agencies and to provide an overview of the process and requirements
for project submittals and related programming issues. Additional information for 2018 RTIP Update workshop will be distributed separately and will be posted on the 2018 RTIP website as soon as it is available.

If you have any questions specific to TransNet Ordinance or Policy, please contact Ariana zur Nieden at (619) 699-6961 or ariana.zurnieden@sandag.org. For all other questions or clarifications, please contact me at (619) 595-5318 or sue.alpert@sandag.org.

Sincerely,

SUE ALPERT
Associate Financial Analyst
SALP/kwa

Enclosures:
☒ Table 1 – Projects Exempt from Air Quality Conformity Determination
☒ Table 2 – Projects Exempt from Regional Emissions Analysis
☒ Attachment A – Draft TransNet Resolution Template
☒ Attachment B – Relevant Sections of TransNet Ordinance
☒ Attachment C – Project Description Guidelines for Capacity Increasing Projects/Sample Diagram
☒ Attachment D – Regional Plan Appendix U.7 SANDAG Federal Congestion Management Process
☒ Attachment E – Schedule for 2018 RTIP
Table 1

Projects Exempt From Air Quality Conformity Determination*

<table>
<thead>
<tr>
<th>Safety Projects</th>
<th>Mass Transit Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Railroad/highway crossing.</td>
<td>Purchase of support vehicles.</td>
</tr>
<tr>
<td>Safer non-Federal-aid system roads.</td>
<td>Purchase of office, shop, and operating equipment for existing facilities.</td>
</tr>
<tr>
<td>Increasing sight distance.</td>
<td>Construction or renovation of power, signal, and communications systems.</td>
</tr>
<tr>
<td>Traffic control devices and operating assistance other than signalization projects.</td>
<td>Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).</td>
</tr>
<tr>
<td>Guardrails, median barriers, crash cushions.</td>
<td>Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.</td>
</tr>
<tr>
<td>Pavement marking.</td>
<td></td>
</tr>
<tr>
<td>Fencing.</td>
<td></td>
</tr>
<tr>
<td>Safety roadside rest areas.</td>
<td></td>
</tr>
<tr>
<td>Truck climbing lanes outside the urbanized area.</td>
<td></td>
</tr>
<tr>
<td>Widening narrow pavements or reconstructing bridges (no additional travel lanes).</td>
<td></td>
</tr>
<tr>
<td>Projects that correct, improve, or eliminate a hazardous location or feature.</td>
<td></td>
</tr>
<tr>
<td>Shoulder improvements.</td>
<td></td>
</tr>
<tr>
<td>Highway Safety Improvement Program implementation.</td>
<td></td>
</tr>
<tr>
<td>Railroad/highway crossing warning devices.</td>
<td></td>
</tr>
<tr>
<td>Pavement resurfacing and/or rehabilitation.</td>
<td></td>
</tr>
<tr>
<td>Emergency relief (23 U.S.C. 125).</td>
<td></td>
</tr>
<tr>
<td>Skid treatments.</td>
<td></td>
</tr>
<tr>
<td>Adding medians.</td>
<td></td>
</tr>
<tr>
<td>Lighting improvements.</td>
<td></td>
</tr>
<tr>
<td>Emergency truck pullovers.</td>
<td></td>
</tr>
</tbody>
</table>
### Air Quality Projects

| Continuation of ride-sharing and van-pooling promotion activities at current levels. | Bicycle and pedestrian facilities. |

### Other Projects

| Specific activities which do not involve or lead directly to construction, such as: |
| Planning and technical studies. |
| Planning activities conducted pursuant to titles 23 and 49 U.S.C. |
| Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action. |
| Noise attenuation. |
| Plantings, landscaping, etc. |
| Directional and informational signs. |
| Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes. |

Grants for training and research programs.  
Federal-aid systems revisions.  
Emergency or hardship advance land acquisitions (23 CFR 710.503).  
Acquisition of scenic easements.  
Sign removal.  
Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).

*Source: Part II Environmental Protection Agency 40 CFR Part 93 Transportation Conformity Rule, as amended, April 2012*

1. *In PM10 and PM2.5 nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.*
### Table 2

**Projects Exempt From Regional Emissions Analysis***

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersection channelization projects</td>
<td>Intersection signalization projects at individual intersections</td>
</tr>
<tr>
<td>Interchange reconfiguration projects</td>
<td>Changes in vertical and horizontal alignment</td>
</tr>
<tr>
<td>Truck size and weight inspections stations</td>
<td>Bus terminals and transfer points</td>
</tr>
</tbody>
</table>

*Source: Part II Environmental Protection Agency 40 CFR Part 93 Transportation Conformity Rule, as amended, April 2012*
WHEREAS, on November 4, 2004, the voters of San Diego County approved the San Diego Transportation Improvement Program Ordinance and Expenditure Plan (TransNet Extension Ordinance); and

WHEREAS, the TransNet Extension Ordinance provides that SANDAG, acting as the Regional Transportation Commission, shall approve on a biennial basis a multi-year program of projects submitted by local jurisdictions identifying those transportation projects eligible to use transportation sales tax (TransNet) funds; and

WHEREAS, the City/County of [ ] was provided with an estimate of annual TransNet local street improvement revenues for fiscal years 2019 through 2023; and

WHEREAS, the City/County of [ ] has held a noticed public hearing with an agenda item that clearly identified the proposed list of projects prior to approval of the projects by its authorized legislative body in accordance with Section 5(A) of the TransNet Extension Ordinance and Rule 7 of SANDAG Board Policy No. 31;

NOW THEREFORE,

BE IT RESOLVED that pursuant to Section 2(C)(1) of the TransNet Extension Ordinance, the City/County of [ ] certifies that no more than 30 percent of its cumulative revenues shall be spent on local street and road maintenance-related projects.

BE IT FURTHER RESOLVED that pursuant to Section 4(E)(3) of the TransNet Extension Ordinance, the City/County of [ ] certifies that all new projects, or major reconstruction projects, funded by TransNet revenues shall accommodate travel by pedestrians and bicyclists, and that any exception to this requirement permitted under the Ordinance and proposed shall be clearly noticed as part of the City/County of [ ]’s public hearing process.

BE IT FURTHER RESOLVED that pursuant to Section 8 of the TransNet Extension Ordinance, the City/County of [ ] certifies that the required minimum annual level of local discretionary funds to be expended for street and road purposes will be met throughout the 5-year period consistent with the most recent Maintenance of Effort Requirements adopted by SANDAG.

BE IT FURTHER RESOLVED that pursuant to Section 9A of the TransNet Extension Ordinance, the City/County of [ ] certifies that it will exact $2,404.14, plus all applicable annual increases, from the private sector for each newly constructed residential housing unit in that jurisdiction (unless exempted under the TransNet Extension Ordinance,) and shall contribute such exactions to the Regional Transportation Congestion Improvement Program (RTCIP).
BE IT FURTHER RESOLVED that pursuant to Section 13 of the *TransNet* Extension Ordinance, the City/County of [ ] certifies that it has established a separate Transportation Improvement Account for *TransNet* revenues with interest earned expended only for those purposes for which the funds were allocated.

BE IT FURTHER RESOLVED that pursuant to Section 18 of the *TransNet* Extension Ordinance, the City/County of [ ] certifies that each project of $250,000 or more will be clearly designated during construction with *TransNet* project funding identification signs.

BE IT FURTHER RESOLVED that the City/County of [ ] does hereby certify that all other applicable provisions of the *TransNet* Extension Ordinance and SANDAG Board Policy No. 31 have been met.

BE IT FURTHER RESOLVED that the City/County of [ ] agrees to indemnify, hold harmless, and defend SANDAG, the San Diego County Regional Transportation Commission, and all officers and employees thereof against all causes of action or claims related to City/County of [ ]’s *TransNet* funded projects.

PASSED AND ADOPTED by the City/County of [ ] on the _____day of _____, 2018.
Relevant Sections of the *TransNet* Ordinance

Section 2(C)(1)

Local Street and Road Program:...In developing projects, “At least 70% of the revenues provided for local street and road purposes should be used to fund direct expenditures for construction of new or expanded facilities, major rehabilitation and reconstruction of roadways, traffic signal coordination and related traffic operations improvements, transportation-related community infrastructure improvements to support smart growth development, capital improvements needed to facilitate transit services and facilities, and operating support for local shuttle and circulator routes and other services. No more than 30% of these funds should be used for local street and road maintenance purposes. A local agency desiring to spend more than 30% of its annual revenues on local street and road maintenance-related projects shall provide justification to the Commission as part of its biennial project list submittal. The Commission shall review each local agency’s biennial project list submittal and make a finding of consistency with the provisions of this” (See Rule 18 of Board Policy 31)

Section 4(E)(3)

“All new projects, or major reconstruction projects, funded by revenues provided under this Ordinance shall accommodate travel by pedestrians and bicyclists, except where pedestrians and bicyclists are prohibited by law from using a given facility or where the costs of including bikeways and walkways would be excessively disproportionate to the need or probable use. Such facilities for pedestrian and bicycle use shall be designed to the best currently available standards and guidelines.” (see Rule 21 of Board Policy 31)

Section 6

PROJECT PROGRAMMING APPROVAL: “The Commission shall biennially approve a five-year project list and a biennial program of projects to be funded during the succeeding two fiscal years with the revenues made available under Section 4 herein. The program of projects will be prepared as part of the Regional Transportation Improvement Program (RTIP) process as required by state and federal law. A public hearing will be held prior to approval of the program of projects.” (see Rule 7 of Board Policy 31)

Section 8

MAINTENANCE OF EFFORT: “It is the intent of the Legislature, as stated in the Act, and the Commission that revenues provided from this measure be used to augment, not supplant existing local revenues being used for the purposes set forth in Section 4 herein. Each local agency receiving revenues pursuant to Section 4(D) shall annually maintain as a minimum the same level of local discretionary funds expended for street and road purposes on average over the last three fiscal years completed prior to the operative date of this Ordinance (Fiscal Years 2000-01, 2001-02, 2002-03), as was reported in the State Controller's Annual Report of Financial Transactions for Streets and Roads and as verified by an independent auditor. The maintenance of effort level as determined through this process shall be subject to adjustment every three
years based on the Construction Cost Index developed by Caltrans. Any increase in the maintenance of effort level based on this adjustment shall not exceed the growth rate in the local jurisdiction’s General Fund revenues over the same time period. The Commission shall not allocate any revenues pursuant to Section 4(D) to any eligible local agency in any fiscal year until that local agency has certified to the Commission that it will include in its budget for that fiscal year an amount of local discretionary funding for streets and roads purposes at least equal to the minimum maintenance of effort requirement. An annual independent audit shall be conducted to verify that the maintenance of effort requirement for each agency was met. Any local agency which does not meet its maintenance of effort requirement in any given year shall have its funding under Section 4(D)(1) reduced in the following year by the amount by which the agency did not meet its required maintenance of effort level. In the event that special circumstances prevent a local agency from meeting its maintenance of effort requirement, the local agency may request up to three additional fiscal years to fulfill its requirement. Such a request must be approved by the Commission. The Independent Taxpayer Oversight Committee shall also review such requests and make recommendations to the Commission. Any local street and road revenues not allocated pursuant to the maintenance of effort requirement shall be redistributed to the remaining eligible agencies according to the formula described in Section 4(D)(1). The maintenance of effort requirement also shall apply to any local agency discretionary funds being used for the other purposes specified under Section 4. In addition, revenues provided from this Ordinance shall not be used to replace other private developer funding that has been or will be committed for any project.” (see Rule 22 of Board Policy 31)

Section 9.

REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM (RTCIP): A. New Development Exactions: Starting on July 1, 2008, each local agency in the San Diego region shall contribute $2,404.14 in exactions from the private sector, for each newly constructed residential housing unit in that jurisdiction to the RTCIP. These exactions shall ensure future development contributes its proportional share of the funding needed to pay for the Regional Arterial System and related regional transportation facility improvements, as defined in San Diego Association of Governments’ (SANDAG’s) most recent, adopted Regional Transportation Plan. New residential housing units constructed for extremely low, very-low, low, and moderate income households, as defined in California Health and Safety Code Sections 50105, 50106, 50079.5 and 50093, will be exempted from the $2,404.14 per unit contribution requirement. The amount of contribution shall be increased annually, in an amount not to exceed the percentage increase set forth in the Engineering Construction Cost Index published by the Engineering News Record or similar cost of construction index. Each local agency shall establish an impact fee or other revenue Funding Program by which it collects and funds its contribution to the RTCIP. Each local agency shall be responsible for establishing a procedure for providing its monetary contribution to the RTCIP. The RTCIP revenue will be used to construct improvements on the Regional Arterial System such as new or widened arterials, traffic signal coordination and other traffic improvements, freeway interchange and related freeway improvements, railroad grade separations, and improvements required for regional express bus and rail transit. This action is predicated on the desire to establish a uniform
mitigation program that will mitigate the regional transportation impacts of new development on the Arterial system.

While the RTCIP cannot and should not fund all necessary regional transportation network components and improvements, the RTCIP will establish a new revenue source that ensures future development will contribute its pro rata share towards addressing the impacts of new growth on regional transportation infrastructure.

B. Oversight, Audit and Funding Allocations

The Regional Transportation Congestion Improvement Program (RTCIP) shall be overseen by SANDAG and implemented by each local agency, with the objective of developing a consolidated mitigation program for the San Diego region as a funding source for the regional Arterial System. The RTCIP and each local agency’s Funding Program shall be subject to an annual review and audit to be carried out by the SANDAG and the Independent Taxpayers Oversight Committee, as defined in Section 11 of this Ordinance. Any local agency that does not provide its full monetary contribution required by Section (A) in a given fiscal year will not be eligible to receive funding for local streets and roads under section 4(D)(1) of the TransNet Ordinance for the immediately following fiscal year. Any funding not allocated under 4(D)(1) as a result of this requirement shall be reallocated to the remaining local agencies that are in compliance with this Section.

C. Implementation of the Regional Transportation Improvement Program (RTCIP)

Provisions for implementation of the RTCIP are described in the document titled “TransNet Extension Regional Transportation Congestion Improvement Program,” which is hereby incorporated by reference as if fully set forth herein. (See Rule 23 of Board Policy 31)
Project Description Guidelines for Capacity Increasing Projects

For the entire length of the project we need the existing and future geometrics for both the roadway and intersection details of the project:

<table>
<thead>
<tr>
<th>Roadway Detail</th>
<th>Surface Street</th>
<th>Freeway Ramp</th>
<th>Freeway</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td># of Lanes by Direction (Indicate if One-Way Street)</td>
<td># of Mixed Flow Lanes</td>
<td># of Mixed Flow Lanes</td>
</tr>
<tr>
<td></td>
<td>Posted Speed Limit</td>
<td># HOV Lanes</td>
<td># of Auxiliary or Truck Lanes</td>
</tr>
<tr>
<td></td>
<td>Median Type</td>
<td>Direct Access Ramp</td>
<td># of HOV/ML Lanes (include access points)</td>
</tr>
<tr>
<td></td>
<td>• Median</td>
<td>• Transit-Only</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Center Left Turn</td>
<td>• HOV &amp; Transit</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• None</td>
<td>• Managed</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Intersection Detail</th>
<th>Control Type</th>
<th>Additional to the detail from surface street, please add Ramp Meter</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Stop (2-Way, 4-Way)</td>
<td>• HOV Meter</td>
</tr>
<tr>
<td></td>
<td>• Signal</td>
<td>• Non-HOV Meter</td>
</tr>
<tr>
<td></td>
<td>• Unsignalized</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Approach Information (# of Lanes)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Left/Thru/Right</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Free Right</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Prohibited Turn</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Transit Lane</td>
<td></td>
</tr>
</tbody>
</table>

Project information exhibits can range from a simple hand drawn diagram to a CAD based diagram (see attached example). Information can be included in one exhibit or using several diagrams.

If the facility is new or is being realigned, please provide alignment routing along with the relevant information exhibits.
Appendix U7
SANDAG Federal Congestion Management Process

Appendix U7 Contents
Introduction
Background
Regional Transportation Systems
Performance Monitoring
Multimodal Alternatives and Non-Single Occupancy Vehicle Analysis
Land Use Impact Analysis
Intergovernmental Review
Congestion Management Tools
System Development Measures
Regional/Federal Transportation Improvement Program
SANDAG Federal Congestion Management Process

Introduction
Federal Highway Administration 23 CFR §450.320 requires that each transportation management area (TMA) address congestion management through a process involving an analysis of multimodal metropolitan-wide strategies that are cooperatively developed to foster safety and integrated management of new and existing transportation facilities eligible for federal funding. The requirements specifically state that “in TMAs designated as nonattainment for ozone or carbon monoxide, the congestion management process shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for single occupancy vehicles (SOV) is proposed to be advanced with Federal funds.” Additionally, the guidelines state that “federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for SOVs (i.e., a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks), unless the project is addressed through a congestion management process meeting the requirements of this section.”

SANDAG was designated as the TMA for the San Diego region. The Regional Plan serves as the long-range transportation plan for the region or its Regional Transportation Plan. The Regional Plan meets the requirements of 23 CFR §450.320 by incorporating the following federal congestion management process: (1) performance monitoring and measurement of the regional transportation system; (2) multimodal alternatives and non-SOV analysis; (3) land use impact analysis; (4) the provision of congestion management tools; and (4) integration with the Regional Transportation Improvement Program (RTIP) process.

Background
California State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP). The requirements within the State CMP were developed to monitor the performance of the transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. SANDAG provided regular updates for the State CMP from 1991 through 2008. In October 2009, the San Diego region elected to be exempt from the State CMP and, since this decision, SANDAG has been abiding by 23 CFR §450.320 to ensure the region’s continued compliance with the Federal congestion management process.

Regional Transportation System
The Regional Plan includes a regional transportation system of highways, regional transit service, regional arterials, and active transportation projects. Chapter 2 of the Regional Plan provides a comprehensive overview of the elements of 21st century mobility, including the regional transit strategy, the active transportation network, local streets and roads, Managed Lanes, highway improvements, intelligent transportation systems, transportation demand management, goods movement strategy, aviation and ground access, and planning across borders components (interregional with neighboring counties and international with Baja California, Mexico).
Performance Monitoring
The Regional Plan includes a variety of strategies to enhance regional transportation systems management including multimodal traffic management techniques, as well as new techniques related to both improving performance monitoring, and information and services to regional transportation systems users. The Regional Plan also provides a comprehensive overview of systems management techniques. Chapter 5 includes a discussion of performance monitoring and implementation. Appendix N includes detailed performance results of the transportation network. Performance monitoring reports include the State of Commute Report, Regional Comprehensive Plan (RCP) Monitoring Report, the TransNet Independent Taxpayer Oversight Committee (ITOC) Quarterly Corridor Performance Report, as well as the Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan) Quarterly Transit Performance Monitoring Report.

The State of the Commute, RCP Monitoring, and ITOC Quarterly Corridor Performance reports include, but are not limited to, monitoring:

- Freeway miles traveled per person during weekdays
- Freeway miles traveled per hour during weekdays
- Regional travel by transit
- Total transit, rail, and bus ridership
- San Diego regional annual transit boardings
- Transit use in well served areas
- Regional commute mode shares
- Drive alone mode share
- Alternative Transportation Mode share (carpool/vanpool, public transit, walk, bike, telework, other)
- Auto and transit passenger travel times and travel volumes in key corridors
- Annual hours of traffic delay per traveler
- Annual peak period delay during weekdays
- Regional bottlenecks determined by annual freeway delay (vehicle hours) per lane mile
- Delay by freeway during commute periods

The State of the Commute Report is updated annually, while the Regional Plan Performance Monitoring Report will be produced every four years in a timeframe that is staggered with the preparation of the next Regional Plan. The next monitoring report is due out in 2018.

The Quarterly Transit Performance Monitoring Report includes monitoring the efficiency and productivity of transit operating services by service type. These indicators include:

- Operating cost per passenger
- Operating cost per revenue hour
- Passengers per revenue hour
• Passengers per revenue mile
• Revenue hours per employee
• Farebox recovery rate

The Coordinated Plan also includes annual transit performance indicators by service route for both the Metropolitan Transit System (MTS) and North County Transit District (NCTD). This plan is updated every two years.

**Multimodal Alternatives and Non-Single Occupancy Vehicle Analysis**

SANDAG incorporates multimodal alternative and non-SOV analysis throughout all levels of planning and/or programming for transportation project improvements. These forms of analysis are incorporated whether the project improvement relates to an SOV or non-SOV capacity increasing improvement. The three primary areas of project development involved in this analysis include: (1) regionwide study analysis through the Regional Plan and RTIP; (2) corridor study analysis; and (3) local level analysis.

**Regionwide study analysis**

The Regional Plan incorporates recommendations from various corridor studies, transit studies, and project study reports. All projects, services, and programs are evaluated and prioritized for future funding. A discussion of the revenue constrained funding can be found in Chapter 3 and Appendix O. The Regional Plan also includes regionwide and corridor level performance indicators that are reflective of a multimodal approach and inform the development and management of the most effective long-term transportation system, as well as demand management strategies for minimizing and/or managing anticipated congestion. Appendices M and N provide a comprehensive overview of the development of the Regional Plan transportation project evaluation criteria and plan performance measures and methodologies.

The RTIP serves as the short-term programming document that implements the Regional Plan, and includes projects funded with federal, state, and local transportation funding. These projects include regionally significant capacity increasing projects (as identified in the Regional Plan), minor projects, maintenance and operations projects, and other exempt projects. For the regionally significant capacity increasing projects including SOV capacity increasing projects, the RTIP relies on the process implemented through the Regional Plan for the coordination and consultation involved in developing and establishing the congestion management strategies. The projects included in the RTIP are the end result of implementing the process established in the Regional Plan.

**Corridor study analysis**

Corridor studies incorporate long-range multimodal transportation projects including operational improvements, highway capacity increasing improvements, transit service improvements, active transportation, and transportation demand management (TDM), and transportation systems management (TSM). Corridor studies allow for opportunities to highlight the need for additional transportation improvements and/or the future planning development of projects as related to the Regional Plan. Examples of recent SANDAG corridor studies include:

- I-8 Corridor Study
- I-5 South Multimodal Corridor Study
- SR 78 Corridor Study

Other corridor studies include transportation concept summaries (TCS), transportation concept reports (TCR), and project study reports (PSR) developed by Caltrans, as well as corridor system management plans (CSMP) jointly
developed by Caltrans and SANDAG. The development of PSRs informs the development of Regional Plan priorities and RTIP programming.

**Local level analysis**

Local jurisdiction projects that receive federal funds to develop capacity increasing improvements are required to provide sufficient documentation that an appropriate multimodal alternative and non-SOV analysis has been performed. This analysis is required to be completed prior to submitting a project for inclusion within the RTIP.

**Land Use Impact Analysis**

**Regional models**

The Regional Plan includes the 2050 Regional Growth Forecast which is based on land use inputs gathered from the region’s 18 incorporated cities and the county. These inputs include current adopted general and community plans, and draft general plan updates, as provided by the local land use authority. SANDAG uses three models in its forecasts: (1) the Demographic and Economic Forecasting Model (DEFM); (2) the Urban Development Model (UDM); and (3) the Activity Based Model. The Regional Plan Appendix T provides additional information related to the SANDAG transportation modeling and forecasting processes.

**Intergovernmental Review**

Per state law, SANDAG has the authority to determine whether a project or plan will need to be reviewed for regional significance. SANDAG staff reviews projects and determines if they are regionally significant based on the amount of traffic generated and other regionally significant issues. If significant, environmental review of projects should include consideration of applicable policy objectives contained in the Regional Plan.

For projects considered to have significant impacts, SANDAG staff provides comments from a regional perspective that emphasize the need for land use and transportation coordination and are based on policies contained in the Regional Plan. In addition to the Regional Plan, SANDAG provides resources for the evaluation of projects including:

- San Diego Region Aggregate Supply Study
- Designing for Smart Growth, Creating Great Places in the San Diego Region
- Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region
- Trip Generation for Smart Growth
- Parking Strategies for Smart Growth
- Regional Multimodal Transportation Analysis: Alternative Approaches for Preparing Multimodal Transportation Analysis in Environmental Impact Reports
- Integrating Transportation Demand Management Into the Planning and Development Process: A Reference for Cities
- Regional Parking Management Toolbox
- Transit Oriented Districts: A strategy for the San Diego Region
**Congestion Management Tools**

The Regional Plan provides a variety of congestion management tools. Many of these tools and strategies are included in Chapters 2 and 5 of the Regional Plan. In addition, the Regional Plan provides incentives and assistance to local member agencies to encourage smart growth development in the areas identified on the Smart Growth Concept Map. The SANDAG “Smart Growth Tool Box” includes both planning and financial tools.

**Systems Development Measures**

- Improvements to the current system that will improve the convenience and travel speed of bus and rail services.
- Implementation of new transit services that will improve transit in more areas and offer new service types designed to attract new riders to transit.
- Enhancing the transit customer experience to make transit easier, safer, and more enjoyable to use. Enhancements can include increased station amenities and low-floor vehicles to improve accessibility.
- Continue to develop and enhance active transportation through bike and pedestrian facilities and bike lockers, and implementation of the Regional Bicycle Plan.
- Continue to develop and enhance safe routes to schools plans and strategies including the “San Diego Regional Safe Routes to School Strategic Plan.”

**TSM measures**

- Multimodal integration and performance based management including performance monitoring and real time modeling/simulation.
  - *Traveler information* - aims to increase awareness and the information available on travel choice, and impact, such that travelers can actively participate in reducing both network demand and personal trip-impact. The program delivers both systems and education outreach campaigns to raise the awareness of the direct relationship that route choice, personal driving habits, and the trip timing have on reducing fuel consumption, vehicle operating expenses and vehicle emissions.
  - *Arterial management* - focuses on managing arterial roadways (major streets) in order to reduce delays and result in quicker trips and lower vehicle emissions. Improvements to arterial detection and signal interconnect will provide the ability to create a traffic signal system that is dynamic and coordinated throughout the region. Improving the flow of traffic on arterial roadways is among the most cost-effective TSM strategies for reducing stop-and-go traffic, cutting overall travel times, and lowering fuel consumption and pollution.
  - *Freeway management* - is responsible for deploying systems that improve operational efficiency of freeway control infrastructure; enable freeway managers to have greater control over vehicle operating speeds; facilitates freeway manager’s ability to communicate with the traveling public the impact of events, incidents, and congestion. It also provides freeway managers with greater operational visibility to operating conditions both on and off network. Some of the systems included in this program are traffic detection technologies, closed-circuit television cameras, ramp meters, electronic message signs, and the Advanced Transportation Management System, which provides central monitoring and sign control for managing incidents.
  - *Transit management* – bus and light rail, including regional scheduling system (RSS), regional transit management system (RTMS), positive train control (PTC), and centralized train control (CTC).
- Electronic payment services including Compass Card, FasTrak® Open Road Tolling, and smart parking systems.

- Vehicle Technologies.

- Advanced Transportation Technology Program.

- Universal Transportation Account.

- Transit Infrastructure Electrification/Regional Charger Program.

- Smart Parking.

**TDM measures**

- iCommute is the regional TDM program. iCommute coordinates services that increase the number of commuters who carpool, vanpool, take transit, bike, walk, and telework. This includes online ridematching services, the Regional Vanpool Program, carpool incentive program, employer outreach program, support for teleworking, bike encouragement and education programs, and regional campaigns like Rideshare Month and Bike to Work Month.

- Mobility Hubs – Mobility hubs are places of connectivity, where different modes of transportation — walking, biking, ridesharing, and transit — come together seamlessly to link users to employment, housing, and recreational destinations. Mobility hubs expand the reach of transit by offering people more incentives to use transit and leave their cars at home. Mobility hubs can promote carsharing, bikesharing, and the use of on-demand ride services.

- Active Traffic and Demand Management (ATDM) – builds on Integrated Corridor Management (ICM) to dynamically monitor, control, and influence travel demand, traffic demand, and traffic flow of key corridors. ATDM facilitates the use of transportation alternatives through various approaches, including dynamic ridesharing, dynamic speed limits, dynamically priced parking, and predictive traveler information to improve overall highway efficiency.

- Shared Mobility Services – can fill gaps in the region’s transit services and provide an efficient transportation alternative for commute and non-commute trips. Examples of shared mobility services include carsharing, bikesharing, on-demand ride services scootershare, shared electric vehicles, and on demand shuttle and jitney services.

- Performance monitoring.

**Implementation measures**

- Outreach program

- Smart Growth Concept Map

- Visualization tools and photo library

- Smart growth design guidelines

- Smart growth trip generation

- Regional Parking Management Toolbox

- Research on connections between public health, land use, and transportation

- Planning and designing for pedestrians
• TransNet Smart Growth Incentive Program (SGIP)
• TransNet Active Transportation Grant Program (ATGP)
• TDA/TransNet Bicycle, Pedestrian, and Neighborhood Safety Program

**Regional/Federal Transportation Improvement Program**

The Regional/Federal Transportation Improvement Program (R/FTIP) is a multi-billion dollar, five-year program of major highway, transit, arterial, and nonmotorized projects funded by federal, state, TransNet local sales tax, and other local and private funding.

The RTIP serves as a prioritized program designed to implement the region’s overall strategy for providing mobility and improving the efficiency and safety of the transportation system, while reducing transportation-related air pollution in support of efforts to attain federal and state air quality standards for the region.

Chapters 2 and 3 of the 2014 RTIP provide a description of the development process, including federal, state, and TransNet transportation programming requirements, and the detailed listings of projects. All local agency SOV capacity increasing projects seeking, or that is eligible for, federal funds are required to perform a multimodal alternative and non-SOV analysis prior to submitting SOV capacity increasing projects for inclusion in the RTIP. The multimodal alternative, and non-SOV analysis, must document an SOV capacity increasing project assessment that has considered the components within the congestion management tools section of the SANDAG Federal Congestion Management Process:

• Systems development measures
• TSM measures
• TDM measures
• Implementation measures

Each agency is required to assess whether the project has been evaluated for non-SOV capacity improvements. Agency documentation should be provided to SANDAG when submitting the project for inclusion in the RTIP.
Endnotes

1 sandag.org/I-8
5 http://www.sandag.org/index.asp?projectid=344&fuseaction=projects.detail
11 http://www.sdforward.com/mobility-planning/parking-toolbox
12 http://www.sandag.org/tod
13 In 2010, the SANDAG Board of Directors approved the San Diego Regional Safe Routes to School Strategic Plan to support local communities in establishing new Safe Routes to School programs as well as sustaining and enhancing existing efforts. Regional efforts to implement this strategy are funded as part of the Active Transportation Program.
### Major Tasks

<table>
<thead>
<tr>
<th>Major Task</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Memo to all Jurisdictions</strong></td>
<td>J</td>
</tr>
<tr>
<td><strong>2018 RTIP Presentation at CTAC</strong></td>
<td>16th</td>
</tr>
<tr>
<td><strong>2018 RTIP Workshop</strong></td>
<td>1st</td>
</tr>
<tr>
<td>Consultation with CWG</td>
<td>6th</td>
</tr>
<tr>
<td>All Proposed Projects Submitted in ProjectTrak</td>
<td>7th</td>
</tr>
<tr>
<td>CTC adopts statewide STIP</td>
<td>16th</td>
</tr>
<tr>
<td>Issue Project List to CWG for Consultation</td>
<td>21st</td>
</tr>
<tr>
<td>Consultation with CWG</td>
<td>30th</td>
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<tr>
<td>Discuss Proposed List with CWG</td>
<td>4th</td>
</tr>
<tr>
<td>Close CWG Interagency Consulting</td>
<td>13th</td>
</tr>
<tr>
<td>Complete Coding of 2018 Capacity Increasing Projects Review</td>
<td>27th</td>
</tr>
<tr>
<td>Draft Project list to ITOC</td>
<td>8th</td>
</tr>
<tr>
<td>Complete Model Runs of 2018 CI Projects</td>
<td>11th</td>
</tr>
<tr>
<td>Issue 2018 Draft Conformity Analysis for 30-Day review and comment</td>
<td>18th</td>
</tr>
<tr>
<td>Discuss 2018 Conformity Analysis at CWG Meeting</td>
<td>6th</td>
</tr>
<tr>
<td>30-Day CWG Comment Period for 2018 Draft Conformity Analysis ends</td>
<td>18th</td>
</tr>
<tr>
<td>Incorporate comments for 2018 RTIP into revised draft analysis</td>
<td>23rd</td>
</tr>
<tr>
<td>Signed Resolutions due from all agencies</td>
<td>29th</td>
</tr>
<tr>
<td>ITOC reviews draft 2018 RTIP</td>
<td>10th</td>
</tr>
<tr>
<td>TC recommends release of draft 2018 RTIP including draft AQ analysis</td>
<td>20th</td>
</tr>
<tr>
<td>BOD releases 2018 RTIP w/draft AQ analysis for 30-day public comment period</td>
<td>27th</td>
</tr>
<tr>
<td>30-day comment period ends</td>
<td>27th</td>
</tr>
<tr>
<td>TC holds public hearing on 2018 RTIP</td>
<td>7th</td>
</tr>
<tr>
<td>BOD asked to adopt final 2018 RTIP w/AQ analysis</td>
<td>28th</td>
</tr>
<tr>
<td>Submit 2018 RTIP to State for review and approval</td>
<td>1st</td>
</tr>
<tr>
<td>Start of statewide public review process</td>
<td>7th</td>
</tr>
<tr>
<td>State public review process ends</td>
<td>28th</td>
</tr>
<tr>
<td>Submit to FHWA/FTA for approval</td>
<td>16th</td>
</tr>
<tr>
<td>Approval of 2018 RTIP</td>
<td>17th</td>
</tr>
</tbody>
</table>
In addition, EPA is providing advanced notice of proposed approval of Missouri’s 2008 base year emissions inventory in accordance with section 172(c)(3) of the CAA. If finalized, approval of the redesignation request would change the official designation of St. Louis area for the 1997 annual PM10 NAAQS, found at 40 CFR part 81, from non attainment to attainment.


James B. Gulliford,
Regional Administrator, Region 7.

[FR Doc. 2018-03037 Filed 1-4-18; 8:45 am]
BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 81
[172(c)(3); EPA-HQ-OAR–2017–0548; FRL–9972–84–OAR]

EPA Responses to Certain State Designation Recommendations for the 2015 Ozone National Ambient Air Quality Standards: Notice of Availability and Public Comment Period

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notification of availability and public comment period.

SUMMARY: Notice is hereby given that the Environmental Protection Agency (EPA) has posted on our public electronic docket and internet website responses to certain state and tribal area designation recommendations for the 2015 Ozone National Ambient Air Quality Standards (NAAQS) (2015 Ozone NAAQS). These responses include our intended designations for the affected areas. The EPA invites the public to review and provide input on our intended designations during the comment period specified in the DATES section. The EPA sent its responses directly to the states and tribes on or about December 20, 2017. The EPA intends to make final designation determinations for the areas of the country addressed by these responses no earlier than 120 days from the date the EPA notified states and tribes of the agency’s intended designations.

DATES: Comments must be received on or before February 5, 2018. Please refer to SUPPLEMENTARY INFORMATION for additional information on the comment period.

ADDRESSES: Submit your comments, identified by Docket ID No. EPA–HQ–OAR–2017–0548, at http://www.regulations.gov. Follow the online instructions for submitting comments. Once submitted, comments cannot be edited or removed from regulations.gov. The EPA may publish any comment received to our public docket. Do not submit electronically any information you consider to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Multimedia submissions [audio, video, etc.] must be accompanied by a written comment. The written comment is considered the official comment and should include discussion of all points you wish to make. The EPA will generally not consider comments or comment contents located outside of the primary submission (i.e., on the Web, Cloud, or other file sharing system). For additional submission methods, the full EPA public comment policy, information about CBI or multimedia submissions, and general guidance on making effective comments, please visit https://www2.epa.gov/dockets/commenting-epa-dockets.

FOR FURTHER INFORMATION CONTACT: For general questions concerning this action, please contact Denise Scott, U.S. EPA, Office of Air Quality Planning and Standards, Air Quality Policy Division, C339–01, Research Triangle Park, NC 27709, telephone (919) 541–4280, email at scott.denise@epa.gov. The EPA contacts listed at the beginning of the SUPPLEMENTARY INFORMATION can answer questions regarding areas in a particular EPA Regional office.

SUPPLEMENTARY INFORMATION:

Regional Office Contacts:

Region I—Richard Burkhart (617) 918–1664
Region II—Omar Hammad (212) 637–3347
Region III—Maria Pino (215) 814–2181
Region IV—Jane Spamm (404) 562–9029
Region V—Kathleen D’Agostino (312) 886–1767
Region VI—Carrie Paige (214) 665–6521
Region VII—Lachla Kemp (913) 551–7214
Region VIII—Chris Dresser (303) 312–6385
Region IX—Laura Lawrence (415) 972–3407
Region X—Karl Pepple (206) 553–1778

The public may inspect the recommendations from the states and tribes, our recent letters notifying the affected states and tribes of our intended designations, and area-specific technical support information at the following locations:

Regional offices

States

Dave Conroy, Chief, Air Programs Branch, EPA New England, 1 Congress Street, Suite 1100, Boston, MA 02114–2223, (617) 918–1661.

Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont.


New Jersey, New York, Puerto Rico, and Virgin Islands.

Cynthia H. Stahl, Acting Associate Director, Office of Air Program Planning, EPA Region III, 1650 Arch Street, Philadelphia, PA 19103–2187, (215) 814–2180.

Delaware, District of Columbia, Maryland, Pennsylvania, Virginia, and West Virginia.

R. Scott Davis, Chief, Air Planning Branch, EPA Region IV, Sam Nunn Atlanta Federal Center, 61 Forsyth Street SW, 12th Floor, Atlanta, GA 30303, (404) 562–9127.

Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee.

John Mooney, Chief, Air Programs Branch, EPA Region V, 77 West Jackson Street, Chicago, IL 60604, (312) 866–6043.

Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin.

Alan Bhar, Acting Chief, Air Planning Section, EPA Region VI, 1445 Ross Avenue, Dallas, TX 75202, (214) 685–6691.

Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

Mike Jay, Chief, Air Programs Branch, EPA Region VII, 11201 Renner Blvd., Lenexa, KS 66219, (913) 551–7450.

Iowa, Kansas, Missouri, and Nebraska.

Monica Morales, Air Program Director, EPA Region VIII, 1505 Wynkoop Street, Denver, CO 80202–1129, (303) 312–6936.

Colorado, Montana, North Dakota, South Dakota, Utah, and Wyoming.


American Samoa, Arizona, California, Guam, Hawaii, Nevada, Northern Mariana Islands, Navajo Nation, and the Hopi Tribe.
The information can also be reviewed online at https://www.epa.gov/ozone-designations and in the public docket for these ozone designations at https://www.regulations.gov under Docket ID No. EPA–HQ–OAR–2017–0548.

I. What is the purpose of this action?

The purpose of this notice of availability is to solicit input from interested parties other than states and tribes on the EPA’s recent responses to the state and tribal designation recommendations for the 2015 Ozone NAAQS. These responses, and their supporting technical analyses, can be found at https://www.epa.gov/ozone-designations and in the public docket for these ozone designations at https://www.regulations.gov under Docket ID No. EPA–HQ–OAR–2017–0548.

On October 1, 2015, the EPA Administrator signed a notice of final rulemaking that revised the primary and secondary ozone NAAQS (80 FR 65292; October 26, 2015). The EPA established the revised primary and secondary ozone NAAQS at 0.070 parts per million (ppm). The 2015 Ozone NAAQS are met at an ambient air quality monitoring site when the 3-year average of the annual fourth highest daily maximum 8-hour average ozone concentration (i.e., the design value) is less than or equal to 0.070 ppm. The revised standards will improve public health protection, particularly for at-risk groups including children, older adults, people of all ages who have lung diseases such as asthma, and people who are active outdoors, especially outdoor workers. They also will improve the health of trees, plants, and ecosystems.

After the EPA promulgates a new or revised NAAQS, the Clean Air Act (CAA) requires the EPA to designate all areas of the country as either “Nonattainment,” “Attainment,” or “Unclassifiable,” for that NAAQS. The process for these initial designations is contained in CAA section 107(d)(1) (42 U.S.C. 7407). After promulgation of a new or revised NAAQS, each governor or tribal leader has an opportunity to recommend air quality designations, including the appropriate boundaries for Nonattainment areas, to the EPA. The EPA considers these recommendations as part of its duty to promulgate the formal area designations and boundaries for the new or revised NAAQS. By no later than 120 days prior to promulgating designations, the EPA is required to notify states, territories, and tribes, as appropriate, of any intended modifications to an area designation or boundary recommendation that the EPA deems necessary.

On November 6, 2017, the EPA established initial air quality designations for most areas in the United States, including most areas of Indian country, for the 2015 primary and secondary ozone NAAQS 82 FR 54232, November 16, 2017). In that action, the EPA designated 2,646 counties, including Indian country located in those counties, two separate areas of Indian country, and five territories as Attainment/Unclassifiable and three counties as Unclassifiable. This current action provides the EPA’s intended designation of all remaining undesignated areas. On or about December 20, 2017, consistent with section 107(d)(1)(b)(ii) of the CAA, the EPA notified affected states and tribes of the remaining recommended designations. While the EPA is in agreement with the recommendations for most areas, the EPA indicated that in some instances it intended to modify a state or tribal recommends. States and tribes have the opportunity during the 120-day process to provide additional information for the EPA to consider before making final designations for the specific areas addressed in the EPA’s recent letters to states and tribes. The EPA invites public input on our responses to states and tribes regarding these areas during the 30-day comment period provided in this notice. In order to receive full consideration, input from the public must be submitted to the docket by February 5, 2018. This notice and opportunity for public comment does not affect any rights or obligations of any state, or tribe, or of the EPA, which might otherwise exist pursuant to the CAA section 107(d).

II. Instructions for Submitting Public Comments and Internet Website for Rulemaking Information

A. Invitation To Comment

The purpose of this notice is to solicit input from interested parties, other than the states and tribes to which we have sent notification letters, on the EPA’s recent responses to the designation recommendations for the 2015 Ozone NAAQS. These responses, and their supporting technical analyses, can be found at https://www.epa.gov/ozone-designations and in the public docket for these ozone designations at Docket ID No. EPA–HQ–OAR–2017–0548. The EPA Docket Office can be contacted at (202) 566–1744, and is located at EPA Docket Center Reading Room, WJC West Building, Room 3334, 1301 Constitution Avenue NW, Washington, DC 20004. The hours of operation at the EPA Docket Center are 8:30 a.m.–4:30 p.m., Monday–Friday.

CAA section 107(d)(1) provides a process for air quality designations that involves recommendations by states, territories, and tribes to the EPA and responses from the EPA to those parties, prior to the EPA promulgating final area designations and boundaries. The EPA is not required under the CAA section 107(d)(1) to seek public comment during the designation process, but we are electing to do so for these areas with respect to the 2015 Ozone NAAQS in order to gather additional information for the EPA to consider before making final designations for the specific areas addressed in the EPA’s recent letters to states and tribes. The EPA invites public input on our responses to states and tribes regarding these areas during the 30-day comment period provided in this notice. In order to receive full consideration, input from the public must be submitted to the docket by February 5, 2018. This notice and opportunity for public comment does not affect any rights or obligations of any state, or tribe, or of the EPA, which might otherwise exist pursuant to the CAA section 107(d).

Please refer to the ADDRESSES section in this document for specific instructions on submitting comments and locating relevant public documents. In establishing Nonattainment area boundaries for a particular area, CAA section 107(d)(1)(A) requires the EPA to include within the boundaries both the area that does not meet the standard and any nearby area contributing to ambient air quality in the area that does not meet the NAAQS. We are particularly interested in receiving comments, supported by relevant information addressing the section 107(d)(1)(A) criteria, if you believe that a specific geographic area should not be categorized as Nonattainment, or if you
believe that an area the EPA had indicated that it intends to designate as Attainment/Unclassifiable or Unclassifiable should in fact be categorized Nonattainment based on the presence of a violating monitor in the area or based on contribution to ambient air quality in a nearby area. Please be as specific as possible in supporting your views.

- Describe any assumptions and provide any technical information and/or data that you used.
- Provide specific examples to illustrate your concerns, and suggest alternatives.
- Explain your views as clearly as possible.
- Provide your input by the comment period deadline identified.

The EPA intends to complete designations for all of the areas addressed in the responses to the states and tribes no later than April 30, 2018. This would complete the designation process for the 2015 Ozone NAAQS.

B. What should I consider as I prepare my comments for the EPA?

1. Submitting CBI. Do not submit CBI information to the EPA through www.regulations.gov or email. Clearly mark the part or all of the information that you claim to be CBI. For CBI in a disk or CD ROM that you mail to the EPA, mark the outside of the disk or CD ROM as CBI and then identify electronically within the disk or CD ROM the specific information that is claimed as CBI. In addition to one complete version of the comment that includes information claimed as CBI, a copy of the comment that does not contain the information claimed as CBI must be submitted for inclusion in the public docket. Information so marked will not be disclosed except in accordance with procedures set forth in 40 Code of Federal Regulations (CFR) part 2. Send or deliver information identified as CBI only to the following address: Tiffany Purifoy, OAQPS CBI Officer, U.S. EPA, Office of Air Quality Planning and Standards, Mail Code C404–02, Research Triangle Park, NC 27711, telephone (919) 541–0878, email at purifoy.tiffany@epa.gov, Attention Docket ID No. EPA–HQ–OAR–2017–0548.

2. Tips for Preparing Your Comments. When submitting comments, remember to:
   - Identify the rulemaking by docket number and other identifying information (subject heading, Federal Register date and page number).
   - Follow directions.
   - Explain why you agree or disagree; suggest alternatives and substitute language for your requested changes.

C. Where can I find additional information for this rulemaking?

The EPA has also established a website for this rulemaking at https://www.epa.gov/ozone-designations. The website includes the state, territorial and tribal recommendations, the EPA’s intended area designations, information supporting the EPA’s preliminary designation decisions, the EPA’s designation guidance for the 2015 Ozone NAAQS as well as the rulemaking actions and other related information that the public may find useful.


Peter Tsirigotis,
Acting Director, Office of Air Quality Planning and Standards.
The Honorable Edmund G. Brown, Jr.
Governor of California
State Capitol Building, Suite 1173
Sacramento, CA 95814

Dear Governor Brown:

Thank you for your recommendation dated October 3, 2016, on air quality designations for the revised 2015 National Ambient Air Quality Standards (NAAQS) for ozone throughout California. I appreciate the information California shared with the U.S. Environmental Protection Agency (EPA) as we move forward to improve ozone air quality. This letter is to notify you of the EPA's preliminary response to California's recommendations and to inform you of our approach for completing designations for the revised ozone standards. After considering California's October 3, 2016 ozone designation recommendations, which were based on 2013-2015 air quality data, as well as other relevant technical information, the EPA intends to agree with the State's recommendation and designate the areas listed in Enclosure 1 as Nonattainment. The EPA also intends to designate all other areas in the State not previously designated in November 2017 as Attainment/Unclassifiable.

On October 1, 2015, the EPA lowered the primary 8-hour ozone standard from 0.075 parts per million (ppm) to 0.070 ppm to provide increased protection of public health. The EPA revised the secondary 8-hour ozone standard, making it identical to the primary standard, to protect against welfare effects, including impacts on sensitive vegetation and forested ecosystems. Working closely with the states and tribes, the EPA is implementing the standards using a common sense approach that improves air quality and minimizes the burden on state and local governments. As part of this routine process, the EPA is working with the states to identify areas in the country that meet the standards and those that need to take steps to reduce ozone pollution.

As a first step in implementing the 2015 ozone standards, the EPA asked states to submit in the fall of 2016 their designation recommendations, including appropriate area boundaries. A first round of designations was published on November 16, 2017. Consistent with states' recommendations, the EPA designated most of the country as Attainment/Unclassifiable, with limited areas designated as Unclassifiable. Further, consistent with EPA's "Policy for Establishing Separate Air Quality Designations for Areas of Indian Country" (December 20, 2011), the EPA designated two areas of Indian country as separate Attainment/Unclassifiable areas.

As required by the Clean Air Act, the EPA will designate an area as Nonattainment if there are certified, quality-assured air quality monitoring data showing a violation of the 2015 ozone standards or if the EPA makes a determination that the area is contributing to a violation of the standards in a nearby area.
Areas designated Attainment/Unclassifiable are not measuring or contributing to a violation of the standards.

A Technical Support Document, available on the EPA ozone designations website at www.epa.gov/ozone-designations/, provides a detailed analysis to support our preliminary decisions for the areas of the State not previously designated. In order for the EPA to consider more current (i.e., 2015-2017) air quality data in the final designation decisions for any area, California must submit certified, quality-assured 2015-2017 air quality monitoring data for the area to the EPA by February 28, 2018.

The EPA will continue to work with state officials regarding the appropriate boundaries for the Nonattainment areas in California. If California has additional information that you would like the EPA to consider, please submit it to us by February 28, 2018. Please submit additional information by sending it to the EPA's public docket for these designations, EPA-HQ-OAR-2017-0548, located at www.regulations.gov, and sending a copy to EPA Region 9. The EPA will also make its preliminary designation decisions and supporting documentation available to the general public for review and comment. We will be announcing a 30-day public comment period shortly in the Federal Register. After considering additional information we receive, the EPA plans to promulgate final ozone designations in the spring of 2018.

The EPA is committed to working with the states and tribes to reduce ozone air pollution. We look forward to a continued dialogue with you and your staff as we work together to implement the 2015 ozone standards. Should you have any questions regarding this matter, please do not hesitate to contact me at 415-947-8702 or have a member of your staff contact Meredith Kurpius at 415-947-4534.

Sincerely,

Alexis Strauss, Acting Regional Administrator

Enclosure

cc (via e-mail): Matthew Rodriquez, Secretary, California Environmental Protection Agency
Mary Nichols, Chairman, California Air Resources Board (CARB)
Richard Corey, Executive Officer, CARB
Enclosure 1

California State and Tribal Recommended Nonattainment Areas and the EPA's Intended Designated Nonattainment Areas for the 2015 Ozone NAAQS.

<table>
<thead>
<tr>
<th>Area</th>
<th>California's or Tribe's Recommended Nonattainment Counties (or Areas of Indian Country)</th>
<th>EPA's Intended Nonattainment Counties (or Areas of Indian Country)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amador County, CA*</td>
<td>Amador County</td>
<td>Amador County</td>
</tr>
<tr>
<td>• Buena Vista Rancheria of Me-Wuk Indians of California</td>
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<td>Buena Vista Rancheria of Me-Wuk Indians of California</td>
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<td>• Jackson Band of Miwuk Indians</td>
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<td>Imperial County, CA*</td>
<td>Imperial County</td>
<td>Imperial County</td>
</tr>
<tr>
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<td>Quechan Tribe of the Fort Yuma Indian Reservation</td>
</tr>
<tr>
<td>• Torres Martinez Desert Cahuilla Indians</td>
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<td>Torres Martinez Desert Cahuilla Indians (partial)</td>
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<td>Kern County (Eastern Kern), CA</td>
<td>Kern County (partial)</td>
<td>Kern County (partial)</td>
</tr>
<tr>
<td>Area</td>
<td>California's or Tribe's Recommended Nonattainment Counties [or Areas of Indian Country]</td>
<td>EPA's Intended Nonattainment Counties [or Areas of Indian Country]</td>
</tr>
<tr>
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<td>----------------------------------------------------------------------------------------</td>
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</tr>
<tr>
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San Francisco Bay Area, CA*  
Alameda County  
Contra Costa County  
Marin County  
Napa County  
San Francisco County  
San Mateo County  
Santa Clara County  
Solano County (partial)  
Sonoma County (partial)  

La* Anza County  
Contra Costa County  
Marin County  
Napa County  
San Francisco County  
San Mateo County  
Santa Clara County  
Solano County (partial)  
Sonoma County (partial)
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EPA modifications to state or tribal recommendations are shown in **bold**.

*The areas noted are multi-jurisdictional nonattainment areas that include areas of Indian country of federally-recognized tribes. The areas of Indian country of each tribe that the EPA intends to designate as part of the nonattainment area are discussed in the Technical Support Document for California, which is available on the EPA ozone designations website at [https://www.epa.gov/ozone-designations/](https://www.epa.gov/ozone-designations/).

**The Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation recommended that their lands be designated as two separate nonattainment areas. We are designating a portion of these lands as the Pechanga Band of Luiseno Mission Indians, CA nonattainment area, and a portion as part of the Los Angeles-South Coast Air Basin, CA nonattainment area. Additional discussion is found in the Technical Support Document for California.
Clarifications on Exempt Project Determinations

This information is based on consultation with the United States Environmental Protection Agency (U.S. EPA) and the Federal Highway Administration (FHWA) Headquarters’ offices on the interpretation of exempt categories under 40 CFR 93.126. The intent of this document will be to better clarify and help streamline the Project of Air Quality Concern (POAQC) interagency consultation process for some projects since that step will not be required for projects that are exempt from both project-level and regional conformity.

Identification of Exempt Projects under 40 CFR 93.126

What is a Transportation Project?

The definition of a “highway project” or “transit project” is found in 40 CFR 93.101. Transportation Conformity applies to federal highway and transit projects (i.e., those that are funded or approved by FHWA or the Federal Transit Administration [FTA]) that meet one of these two definitions, and not other types of projects. Definitions from 40 CFR 93.101:

“Highway project” is an undertaking to implement or modify a highway facility or highway-related program. Such an undertaking consists of all required phases necessary for implementation. For analytical purposes, it must be defined sufficiently to:

1. Connect logical termini and be of sufficient length to address environmental matters on a broad scope;
2. Have independent utility or significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and
3. Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

“Transit project” is an undertaking to implement or modify a transit facility or transit-related program; purchase transit vehicles or equipment; or provide financial assistance for transit operations. It does not include actions that are solely within the jurisdiction of local transit agencies, such as changes in routes, schedules, or fares. It may consist of several phases. For analytical purposes, it must be defined inclusively enough to:

1. Connect logical termini and be of sufficient length to address environmental matters on a broad scope;
2. Have independent utility or independent significance, i.e., be a reasonable expenditure even if no additional transportation improvements in the area are made; and
3. Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Projects that do not fit into these definitions (e.g., vehicle charging stations) are not subject to project-level conformity.
What are Exempt Projects?

Projects that are exempt from conformity are generally those that are air quality neutral and are organized into the categories of Safety, Mass Transit, Air Quality, and Other. Transportation projects of the types listed in Table 2 of 40 CFR 93.126 are generally exempt from the requirement to determine project-level conformity, except in limited cases. In addition, the projects can proceed in the absence of a conforming transportation plan and Transportation Improvement Program (TIP).

Note that a project of the type listed in Table 2 is not exempt if, through the interagency consultation procedures, it is decided that potentially adverse emissions impacts may exist for any reason (see §93.105(c)(1)(iii)). EPA, FHWA, and FTA are parties to interagency consultation as well as state and local air quality and transportation agencies. States and Metropolitan Planning Organizations (MPOs) must ensure that exempt projects do not interfere with the implementation of approved Transportation Control Measures (TCMs) in a State Implementation Plan (SIP).

Is the Project on the Exempt List?

To be exempt from project-level conformity, the project must be one of the project types listed in Table 2 of 40 CFR 93.126 of the Transportation Conformity rule. As mentioned above, the project types are grouped into Safety, Mass Transit, Air Quality and Other. The projects listed in Table 2 are shown below.

Are Projects in the State’s Highway Safety Improvement Program Always Exempt?

Yes. As “Highway Safety Improvement Program implementation” is listed in Table 2, projects that are in the state’s Highway Safety Improvement Program (HSIP) are exempt, regardless of funding source. That is, projects that are listed in the state’s HSIP are exempt even if they are not funded from “Safety” funds but funded by other sources, such as “Surface Transportation Program” funds.

Can Projects that Are Undertaken for Safety but Are Not Listed in the HSIP Be Exempt?

Under certain circumstances, it’s possible that such a project could be exempt under the item “Projects that correct, improve, or eliminate a hazardous location or feature” from 40 CFR 93.126 Table 2. For a project to be exempt under this category, a project sponsor would need to present data to the interagency consultation workgroup to demonstrate that the project would resolve a safety issue. For example, if a transportation agency has accident data to show that a location is hazardous and can explain how the project would correct, improve, or eliminate the hazardous location or feature, with Interagency Consultation Workgroup concurrence the project could move forward as exempt.

However, a project sponsor would not need to supply safety data for the following three types of projects, as EPA and FHWA have already agreed that these projects are generally exempt, though this may require concurrence through interagency consultation:

1. Road diets: Based on discussions between EPA and FHWA Headquarters’ offices, road diets are exempt under 40 CFR 93.126, Table 2, Exempt Projects. Road diets are done for safety purposes. If a road diet is part of a state’s Highway Safety Improvement Program, the road diet is exempt under the item, “Highway Safety Improvement Program implementation.” If not, a road diet could still be exempt under the item, “Projects that correct, improve, or eliminate a hazardous location or feature.” See this link from FHWA: https://safety.fhwa.dot.gov/road_diets/
2. **Auxiliary lanes:** If an auxiliary lane is less than 1 mile in length, it can be considered exempt under 40 CFR 93.126, Table 2, as “Projects that correct, improve, or eliminate a hazardous location or feature.” This interpretation was also confirmed with EPA and FHWA Headquarters offices.

3. **Ramp metering:** Again, in coordination with EPA and FHWA Headquarters’ offices, ramp metering projects are also exempt, under 40 CFR 93.126, Table 2, as “Projects that correct, improve, or eliminate a hazardous location or feature.”

Note that 40 CFR 93.105(c)(1)(iii) anticipates that the interagency consultation procedures will include a specific process to evaluate “whether projects otherwise exempted ... should be treated as non-exempt in cases where potential adverse emissions impacts may exist for any reason.” Therefore, if a road diet, an auxiliary lane less than 1 mile in length, a ramp meter, or any other project labeled “exempt” has “potential adverse emissions impacts,” refer to the governing interagency consultation procedures for the process to evaluate whether it should be treated as non-exempt.

**TABLE 2—EXEMPT PROJECTS**

**Safety**

Railroad/highway crossing.
Projects that correct, improve, or eliminate a hazardous location or feature.
Safer non-Federal-aid system roads.
Shoulder improvements.
Increasing sight distance.
Highway Safety Improvement Program implementation.
Traffic control devices and operating assistance other than signalization projects.
Railroad/highway crossing warning devices.
Guardrails, median barriers, crash cushions.
Pavement resurfacing and/or rehabilitation.
Pavement marking.
Emergency relief (23 U.S.C. 125).
Fencing.
Skid treatments.
Safety roadside rest areas.
Adding medians.
Truck climbing lanes outside the urbanized area.
Lighting improvements.
Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Emergency truck pullovers.

**Mass Transit**

Operating assistance to transit agencies.
Purchase of support vehicles.
Rehabilitation of transit vehicles.
Purchase of office, shop, and operating equipment for existing facilities.
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).

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1. **NOTE:** In PM 10 and PM 2.5 nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.
Construction or renovation of power, signal, and communications systems.
Construction of small passenger shelters and information kiosks.
Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.
Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.
Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.

Air Quality
Continuation of ride-sharing and van-pooling promotion activities at current levels.
Bicycle and pedestrian facilities.

Other
Specific activities which do not involve or lead directly to construction, such as:
- Planning and technical studies.
- Grants for training and research programs.
- Planning activities conducted pursuant to titles 23 and 49 U.S.C.
- Federal-aid systems revisions.
Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
Noise attenuation.
Emergency or hardship advance land acquisitions (23 CFR 710.503).
Acquisition of scenic easements.
Plantings, landscaping, etc.
Sign removal.
Directional and informational signs.
Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).
Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.