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, April 3, 2019
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

- 2015 Ozone Standard Conformity Demonstration
- 2020 Federal Regional Transportation Plan

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 coordinator. 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. 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 meeting should be received by the Working Group coordinator no later than 5 p.m. two working days prior to the meeting. All public comments and materials received by the deadline become part of the official public record and will be provided to the members for their review at the meeting.

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1. Welcome and Introductions

+2. Approval of Meeting Minutes
The San Diego Region Conformity Working Group (CWG) is asked to review the minutes from its March 6, 2019, 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. 2015 Ozone Standard Conformity Demonstration
The San Diego region was designated as a non-attainment area with a classification of “moderate” for the 2015 eight-hour ozone National Ambient Air Quality Standard effective August 3, 2018. The Draft 2015 Ozone National Ambient Air Quality Standard Conformity Demonstration for San Diego Forward: The Regional Plan and the 2018 Regional Transportation Improvement Program was distributed for a 30-day CWG and public review period on March 28, 2019. Staff will present an overview of the document and seek input from the CWG. The 2015 Ozone Standard Conformity Demonstration must be approved by the U.S. Department of Transportation in consultation with the U.S. Environmental Protection Agency by August 3, 2019.

+5. 2018 Regional Transportation Improvement Program Amendment No. 98 (Sue Alpert)
On February 22, 2019, the Board of Directors approved an action plan that will extend the development of San Diego Forward: The Regional Plan until late 2021. The conformity determination for the 2015 Regional Plan will expire on December 2, 2019, at which time SANDAG will enter into a 12-month conformity grace period. SANDAG will be preparing the 2018 Regional Transportation Improvement Program Amendment No. 98 and conducting a regional emissions analysis prior to the start of the conformity grace period. SANDAG staff will share the draft schedule with the CWG.
To mitigate risks to transportation funding, SANDAG will be preparing a federal Regional Transportation Plan (RTP) to meet federal requirements for adoption in the spring of 2020. The CWG will discuss the conformity criteria and procedures to be followed to demonstrate conformity for the 2020 federal RTP. Staff will present on the following topics and will seek input from the CWG.

+a. Revenue-Constrained Financial Assumptions
+b. 2050 Regional Growth Forecast
c. Travel Demand Model
d. Latest Emissions Model, Emissions Budgets
e. Transportation Control Measures
+f. Public Involvement and Outreach

7. Ozone State Implementation Plan Development Schedule
San Diego County currently is designated as a non-attainment area for the federal 2008 and 2015 ozone standards. Consequently, the San Diego County Air Pollution Control District and the California Air Resources Board (ARB) are tasked with preparing a revised State Implementation Plan (SIP) demonstrating attainment of both standards by mandated Clean Air Act deadlines. ARB must submit the revised SIP to the U.S. Environmental Protection Agency in 2020. ARB will provide an update on the SIP-development process to date.

8. EMFAC2017 Update
On December 22, 2017, the California Air Resources Board (ARB) released EMFAC2017 v 1.0.1 for public use, and on March 1, 2018, released v 1.0.2. ARB and U.S. Environmental Protection Agency staff will present an update on the timeline for approval.

9. Upcoming Meetings
The next CWG meeting is scheduled for May 1, 2019, at 10:30 a.m.

10. Adjournment

+ next to an item indicates an attachment
March 6, 2019, Meeting Minutes

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

1. Welcome and Introductions
Self-introductions were made. An attendance list is included.

2. Meeting Minutes (Information)
Ms. Kennedy asked the CWG to review the minutes from its January 2, 2019, meeting. No comments or corrections were made.

3. Public Comments/Communications/Member Comments
No public comments were made.

Reports

4. 2015 Ozone Standard Conformity Demonstration (Discussion)
The conformity criteria and procedures that will be used in the 2015 Ozone Standard conformity demonstration were discussed with the CWG as part of the interagency consultation process.

- Sue Alpert, Associate Project Control Analyst, reviewed the revenue constrained financial assumptions. These assumptions have not substantially changed from the 2018 Regional Transportation Improvement Program (RTIP).
- Ms. Kennedy provided a summary of the Series 13 2050 Regional Growth Forecast, which was adopted by the SANDAG Board of Directors in October 2015. This forecast was used in both San Diego Forward: The Regional Plan (2015 Regional Plan) and the 2018 RTIP.
- Ms. Kennedy reviewed the components of the SANDAG Travel Demand Model. SANDAG uses an Activity Based Model (ABM). Outputs from the ABM are input into the regional emissions model.
- Ms. Kennedy reviewed the emission budgets used for this conformity demonstration. Emissions budgets from the 2008 Eight-Hour Ozone Attainment Plan for San Diego, which were found adequate for transportation conformity purposes by the U.S. Environmental Protection Agency (EPA) effective December 4, 2017, will be used. Regional Emissions will be projected with both EMFAC2014 and EMFAC2017, and the SANDAG Board will be asked to take action on the version of EMFAC that has been approved for use in conformity determinations at the time of their action.
- Ms. Kennedy reviewed the Transportation Control Measures (TCM). The four federally approved TCM for the San Diego region have been fully implemented and continue to be funded.
- Ms. Alpert reviewed SANDAG public involvement and outreach for the 2015 Ozone Standard conformity demonstration. Public involvement is guided by Board Policy No. 025: Public Participation Plan Policy.
5. **San Diego Forward: The Regional Plan – Action Plan (Discussion)**

Phil Trom, Senior Regional Planner, provided an update on the status of the Regional Plan. On February 22, 2019, the Board approved an action plan that would extend the development of the Regional Plan until late 2021. To mitigate risks to transportation funding, SANDAG will be preparing a federal Regional Transportation Plan to meet federal requirements for adoption in spring 2020.

6. **Ozone State Implementation Plan Development (Discussion)**

Nick Cormier, San Diego Air Pollution Control District (APCD), and Nesamani Kalandiyur, California Air Resources Board (ARB), provided an update on development of the State Implementation Plan for the 2008 and 2015 Ozone Standards. APCD, ARB, and SANDAG will continue to coordinate on the development of this plan.

7. **EMFAC2017 Update (Information)**

Mr. Kalandiyur provided a status update on the adoption process of EMFAC2017. ARB submitted EMFAC2017 to U.S. EPA for review in June 2017. Approval of EMFAC2017 for use in conformity determinations is anticipated this spring.

8. **Upcoming Meetings**

The next CWG meeting is scheduled for Wednesday, April 3, 2019, at 10:30 a.m.

9. **Adjournment**

Ms. Kennedy adjourned the meeting at 11:16 a.m.
Confirmed Attendance at SANDAG San Diego Region Conformity Meeting

March 6, 2019

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Name</th>
<th>Attended</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Resources Board</td>
<td>Shannon Hatcher</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Nesamani Kalandiyur</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Caltrans</td>
<td>Brenda Hernandez</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lucas Sanchez</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Rodney Tavitas</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Caltrans District 11</td>
<td>Ilene Gallo</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Federal Highways Administration</td>
<td>Joseph Vaughn</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>U.S. EPA</td>
<td>John Kelly</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>San Diego County Air Pollution Control District</td>
<td>Nick Cormier</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

**SANDAG Staff**

- Elisa Arias
- Joaquin Ortega
- Michelle Smith
- Phil Trom
- Rachel Kennedy
- Richard Radcliff
- Sam Sanford
- Sue Alpert
San Diego region was designated as a non-attainment area with a classification of “moderate” for the 2015 eight-hour ozone National Ambient Air Quality Standard effective August 3, 2018. The Draft 2015 Ozone National Ambient Air Quality Standard Conformity Demonstration for San Diego Forward: The Regional Plan and the 2018 Regional Transportation Improvement Program was distributed for a 30-day CWG and public review period on March 28, 2019. Staff will present an overview of the document and seek input from the CWG. The 2015 Ozone Standard Conformity Demonstration must be approved by the U.S. Department of Transportation in consultation with the U.S. Environmental Protection Agency by August 3, 2019.

Attachment: 1. Draft 2015 Ozone National Ambient Air Quality Standard Conformity Demonstration
Agenda Item 4 — Attachment 1:

2015 Ozone Standard Conformity Demonstration


A reference copy will be available at the meeting. For a printed copy, please contact the Public Information Office at (619) 699-1950 or pio@sandag.org.
2018 Regional Transportation Improvement Program Amendment No. 98

On February 22, 2019, the Board of Directors approved an action plan that will extend the development of San Diego Forward: The Regional Plan until late 2021. The conformity determination for the 2015 Regional Plan will expire on December 2, 2019, at which time SANDAG will enter into a 12-month conformity grace period. SANDAG will be preparing the 2018 Regional Transportation Improvement Program Amendment No. 98 and conducting a regional emissions analysis prior to the start of the conformity grace period. SANDAG staff will share the draft schedule with the CWG.

Attachment: 1. 2018 Regional Transportation Improvement Program Amendment with Regional Emissions Analysis Letter – April 5, 2019
April 5, 2019

To: Cities/County Transportation Advisory Committee; Local Agency TransNet Program Contacts; and Caltrans

From: Sue Alpert, Senior Financial Programming Analyst

Subject: 2018 Regional Transportation Improvement Program Amendment with Regional Emissions Analysis

At its September 14, 2018, meeting, the SANDAG Board of Directors approved an extension of the timeline for completing San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan) by approximately four to six months. On February 22, 2019, the SANDAG Board of Directors approved an action plan that would extend the development of the Regional Plan until late 2021. To mitigate risks to transportation funding, SANDAG will be preparing a federal Regional Transportation Plan (RTP) to meet federal requirements for adoption in spring 2020.

On January 18, 2019, a request was sent for agencies to identify projects which may have changes that would necessitate an update to the regional emissions analysis for the 2018 Regional Transportation Improvement Plan (RTIP) before the existing Regional Plan expires on December 2, 2019.

Based on the response that we received to the survey, we have concluded that it would be prudent to prepare such an amendment. These two steps, the amendment and the federal RTP, are intended to help reduce the risk of project delays and loss of funding during this period.

Regional Emissions Amendment

SANDAG has opened Amendment No. 98 to the 2018 RTIP to collect projects:

- All capacity increasing projects submitted during the survey that had a scope or schedule change should have those changes updated in this amendment in ProjectTrak.

- Additional capacity increasing projects where a schedule change has been identified also should be included in this amendment.

- Any new capacity increasing projects that are consistent with the 2015 Regional Plan can be added at this time.
Projects that qualify as exempt from air quality conformity determinations or regional emissions analysis under the U.S. Environmental Protection Agency's Air Quality Conformity Rule and are identified as belonging to a category shown in the attached Table 1 and Table 2 are not impacted and can be included in a formal RTIP amendment or administrative modification without a conformity finding or a new regional emissions analysis. Also, projects entering an initial study phase can be added without conformity analysis and therefore should be included in a regular formal amendment.

RTIP Amendment No. 98 is for schedule changes only. We are not allowing funding changes for existing projects at this time. This will enable us to continue to amend projects for normal funding updates during the longer period that it takes to prepare the regional emissions analysis. All funding changes pertaining to the necessary schedule changes will be included in the regular quarterly amendment scheduled for Transportation Committee approval on October 18, 2019.

New projects can be added in this amendment with funding based on committed or reasonable expectation of funds availability. For TransNet-funded local street improvement (LSI) projects, agencies are required to have the proposed project approved by its governing body in the form of a signed resolution before SANDAG acts. Additional funding changes can still be made in the October amendment.

The schedule for Amendment No. 98 is as shown:

<table>
<thead>
<tr>
<th>Task</th>
<th>Begin</th>
<th>End</th>
</tr>
</thead>
<tbody>
<tr>
<td>ProjectTrak Available for Project Input</td>
<td>April 5, 2019</td>
<td>May 17, 2019</td>
</tr>
<tr>
<td>Interagency Consultation on Project List with Conformity Working Group</td>
<td>May 29, 2019</td>
<td>June 12, 2019</td>
</tr>
<tr>
<td>Resolutions due to SANDAG for new TransNet LSI Projects</td>
<td></td>
<td>July 12, 2019</td>
</tr>
<tr>
<td>Public Review of RTIP Amendment No. 98</td>
<td>July 19, 2019</td>
<td>August 19, 2019</td>
</tr>
<tr>
<td>ITOC Meeting</td>
<td></td>
<td>September 11, 2019</td>
</tr>
<tr>
<td>Transportation Committee Meeting</td>
<td></td>
<td>September 20, 2019</td>
</tr>
<tr>
<td>SANDAG Board of Directors Approval</td>
<td></td>
<td>September 27, 2019</td>
</tr>
<tr>
<td>Anticipated Federal Approval</td>
<td></td>
<td>December 1, 2019</td>
</tr>
</tbody>
</table>

This will be the last opportunity to update non-exempt projects until after SANDAG adopts a new federal RTP (anticipated in spring 2020). We will be able to amend exempt projects during the grace period and will notify you when an amendment is opened for a limited set of projects. It is very important that the schedules established with this amendment are met, especially if the project will be seeking environmental clearance or using federal funds. Any schedule slips may require an additional regional emissions analysis, which cannot be performed during the conformity grace period.

Should you have any questions specific to air quality conformity, please contact Rachel Kennedy at (619) 699-1929 or rachel.kennedy@sandag.org; for all other questions or clarifications, contact me at (619) 595-5318 or sue.alpert@sandag.org.

SALP/mmo
Attachments:  Table 1 – Projects Exempt from Air Quality Conformity Determination  
Table 2 – Projects Exempt from Regional Emissions Analysis
# Table 1

## Projects Exempt From Air Quality Conformity Determination*

### Safety Projects

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

### Mass Transit Projects

<table>
<thead>
<tr>
<th>Projects</th>
<th>Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating assistance to transit agencies.</td>
<td>Purchase of support vehicles.</td>
</tr>
<tr>
<td>Rehabilitation of transit vehicles(^1).</td>
<td>Purchase of office, shop, and operating equipment for existing facilities.</td>
</tr>
<tr>
<td>Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).</td>
<td>Construction or renovation of power, signal, and communications systems.</td>
</tr>
<tr>
<td>Construction of small passenger shelters and information kiosks.</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>Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.</td>
<td>Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet(^1).</td>
</tr>
<tr>
<td>Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.</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:

<table>
<thead>
<tr>
<th>Activity</th>
<th>Example</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning and technical studies.</td>
<td>Grants for training and research programs.</td>
</tr>
<tr>
<td>Planning activities conducted pursuant to titles 23 and 49 U.S.C.</td>
<td>Federal-aid systems revisions.</td>
</tr>
<tr>
<td>Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.</td>
<td>Emergency or hardship advance land acquisitions (23 CFR 710.503).</td>
</tr>
<tr>
<td>Noise attenuation.</td>
<td>Acquisition of scenic easements.</td>
</tr>
<tr>
<td>Plantings, landscaping, etc.</td>
<td>Sign removal.</td>
</tr>
<tr>
<td>Directional and informational signs.</td>
<td>Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).</td>
</tr>
<tr>
<td>Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.</td>
<td></td>
</tr>
</tbody>
</table>

*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>Intersection channelization projects</th>
<th>Intersection signalization projects at individual intersections</th>
</tr>
</thead>
<tbody>
<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*
### 2020 Federal Regional Transportation Plan – Draft Revenue Assumptions

<table>
<thead>
<tr>
<th>Row #</th>
<th>Revenue Source</th>
<th>Description and Major Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td><strong>TransNet</strong></td>
<td>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% – 4.5% Long-Term Forecast Growth Rate Range: 3% – 3.47%</td>
</tr>
<tr>
<td>2</td>
<td><strong>TransNet (Bond and BAN Proceeds)</strong></td>
<td>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</td>
</tr>
<tr>
<td>3</td>
<td><strong>Transportation Development Act</strong></td>
<td>statewide 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% – 4.32%</td>
</tr>
<tr>
<td>4</td>
<td><strong>Developer Impact Fees</strong></td>
<td>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%. 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% Long-Term Forecast Growth Rate Range: 2%</td>
</tr>
<tr>
<td>5</td>
<td><strong>City/County Local Gas Taxes</strong></td>
<td>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: −2.57% – 0.03%</td>
</tr>
<tr>
<td>Row #</td>
<td>Revenue Source</td>
<td>Description and Major Assumptions</td>
</tr>
<tr>
<td>-------</td>
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<td>----------------------------------</td>
</tr>
</tbody>
</table>
| 6     | 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% |
| 7     | Future Local Revenues for Transportation | 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 following the 2024 presidential election. This Regional Plan assumes a half-cent measure starting in 2025. The growth rate is consistent with TransNet growth rate. 
Base Year: FY 2025 
Base Amount: $373.962 million 
Short-Term Forecast Growth Rate Range: N/A 
Long-Term Forecast Growth Rate Range: 3% – 3.47% |
| 8     | Future MTS 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. MTS currently is exploring placing a measure on the 2020 presidential election ballot. 
Base Year: FY 2021 
Base Amount: $224.874 million 
Short-Term Forecast Growth Rate Range: 1.8% – 4.45% 
Long-Term Forecast Growth Rate Range: −4% – 4.44% |
| 9     | Toll Road Funding (Future I-5 / I-15 / SR 11 / SR 125 / SR 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 (SR) 11, SR 241, and for Interstate 5 and Interstate 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% |
| 11    | 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: $13.350 million 
Short-Term Forecast Growth Rate Range: 3% 
Long-Term Forecast Growth Rate Range: 3% |
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| 12    | Passenger Fares | Through 2022, passenger fares are based on the estimates as provided by the two transit agencies: North County Transit District and Metropolitan Transit System. From 2023 forward, the passenger farebox recovery rate is maintained at 35% of estimated operating cost for all services provided by the transit agencies.  
Base Year: FY 2019  
Base Amount: $114,043 million  
Short-Term Forecast Growth Rate Range: N/A  
Long-Term Forecast Growth Rate Range: N/A |
| 13    | Motorist Aid Services – Call Box Program | 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 a $1 annual fee on vehicle registrations collected by the California Department of Motor Vehicles and from the state’s Freeway Service Patrol program.  
Base Year: FY 2019  
Base Amount: $8,380 million  
Short-Term Forecast Growth Rate Range: 0.5%  
Long-Term Forecast Growth Rate Range: 0.5% |
| 14    | Prior Year Funds in RTIP | Share of previously expended local funding for various major ongoing projects not yet open to users.  
Base Year: 2018 and prior  
Base Amount: $1,484,480 million  
Short-Term Forecast Growth Rate Range: N/A  
Long-Term Forecast Growth Rate Range: N/A |
| Local – New |                     |
| 15    | SB 1 Local Streets and Roads | 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.  
Base Year: FY 2019  
Base Amount: $92,274 million  
Short-Term Forecast Growth Rate Range: 2%  
Long-Term Forecast Growth Rate Range: Assumes 2% per year with a 10% increase every 6 years beginning in 2030 |
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<tr>
<td>16</td>
<td>Active Transportation Program</td>
<td>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 six years beginning in 2030.</td>
</tr>
<tr>
<td>17</td>
<td>State Transportation Improvement Program</td>
<td>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% increase every six years beginning in 2030</td>
</tr>
<tr>
<td>18</td>
<td>State Transit Assistance Program</td>
<td>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%</td>
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<td>19</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 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, grows at 3% throughout the estimate. The $96.85 million annually for maintenance costs were increased at 3% per year through FY 2023 and by 5% from 2024 forward. 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 SB 1. Base Year: FY 2019 Base Amount: $170.503 million Short-Term Forecast Growth Rate Range: 3% Long-Term Forecast Growth Rate Range: 5%</td>
</tr>
<tr>
<td>20</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>
</tr>
<tr>
<td>21</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: 4.59% – 5.8%</td>
</tr>
<tr>
<td>22</td>
<td>State FASTLANE</td>
<td>These funds reflect a 20% regional target share of the state’s 40% federal funds for the Trade Corridor Enhancement Program (TCEP) funded with a combination of new revenues from SB 1 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 six years beginning in 2030</td>
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<td>Revenue Source</td>
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| 23   | State Managed Federal Programs                  | State-administered programs for the region such as Highway Bridge Program, Hazard Elimination Program, Highway Safety Improvement Program. Assumes additional FHWA discretionary funds are leveraged with the new regional funding measure revenues starting in 2025.  
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 six years beginning in 2030 |
| 24   | High Speed Rail                                 | 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 |
| 25   | Prior Year Funds in RTIP                        | Share of previously expended state funding for various major ongoing 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 |
| 26   | Motorist Aid Services – Freeway Service Patrol Program | 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: $4.1 million  
Short-Term Forecast Growth Rate Range: 0.78% – 0.81%  
Long-Term Forecast Growth Rate Range: 0.82% – 1.07% |
|      | State – New                                     | The Road Repair and Accountability Act of 2017, known as Senate Bill 1 or SB 1, 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% |
| 27   | SB 1 Congestion                                 | The Road Repair and Accountability Act of 2017, known as Senate Bill 1 or SB 1, directs $300 million annually to the Trade Corridor Enhancement Program. Funds are divided into a 40% state share and a 60% regional target and are awarded on a competitive basis. The state 40% 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% |
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<td>29</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).</td>
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<tr>
<td></td>
<td>Base Year: FY 2019</td>
<td>Base Amount: $10.083 million</td>
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<td>Short-Term Forecast Growth Rate Range: 0% – 3%</td>
<td>Long-Term Forecast Growth Rate Range: Regional program assumes 3% per year. Statewide program assumes 5% per year.</td>
</tr>
<tr>
<td>30</td>
<td>SB 1 Local Partnership</td>
<td>The Road Repair and Accountability Act of 2017, known as Senate Bill 1 or SB 1, directs $200 million annually to the Local Partnership Program. Funds are divided 50% to a formulaic program and 50% to a competitive program.</td>
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<tr>
<td></td>
<td>Base Year: FY 2019</td>
<td>Base Amount: $9.47 million</td>
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<tr>
<td></td>
<td>Short-Term Forecast Growth Rate Range: 2%</td>
<td>Long-Term Forecast Growth Rate Range: 5%</td>
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<tr>
<td>31</td>
<td>SB 1 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.</td>
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<td></td>
<td>Base Year: FY 2019</td>
<td>Base Amount: $6.420 million</td>
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<td>Short-Term Forecast Growth Rate Range: 2%</td>
<td>Long-Term Forecast Growth Rate Range: Assumes 2% per year with a 5% increase every six years beginning in 2030</td>
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<td>32</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.</td>
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<tr>
<td></td>
<td>Base Year: FY 2019</td>
<td>Base Amount: $35.700 million</td>
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<tr>
<td></td>
<td>Short-Term Forecast Growth Rate Range: 5%</td>
<td>Long-Term Forecast Growth Rate Range: 5%</td>
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<tr>
<td>33</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.</td>
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<tr>
<td></td>
<td>Base Year: FY 2019</td>
<td>Base Amount: $4.713 million</td>
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<td>Short-Term Forecast Growth Rate Range: 5% – 5.13%</td>
<td>Long-Term Forecast Growth Rate Range: 5%</td>
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<td>34</td>
<td>Federal Transit Administration Discretionary</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% 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. Also assumes additional FTA discretionary funds are leveraged with the new regional funding measure revenues starting in 2025. Base Year: FY 2019 Base Amount: $100 million Short-Term Forecast Growth Rate Range: N/A Long-Term Forecast Growth Rate Range: N/A</td>
</tr>
<tr>
<td>35</td>
<td>FTA Discretionary – additional match from MTS Measure</td>
<td>Assumes additional FTA discretionary funds are leveraged with the future MTS Local Revenues for Transportation beginning in 2021. Base Year: FY 2019 Base Amount: $112.437 million Short-Term Forecast Growth Rate Range: −1.8% – 4.45% Long-Term Forecast Growth Rate Range: −4% – −4.44%</td>
</tr>
<tr>
<td>36</td>
<td>Federal Transit Administration Formula Programs</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% increase every six years beginning in 2030</td>
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<tr>
<td>37</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 10% increases every six years beginning in 2030</td>
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| 38    | Federal Highway Administration Discretionary (TIGER/INFRA) | 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: Assumes 5% per year beginning in FY 2024 with 10% increases every six years beginning in 2030 |
| 39    | Other Financing (Grant Anticipation Note Proceeds) | 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: $295.637 million  
- Short-Term Forecast Growth Rate Range: N/A  
- Long-Term Forecast Growth Rate Range: N/A |
| 40    | 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 |
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<td>41</td>
<td>Federal Rail Administration</td>
<td>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 (the second-busiest in the nation), it is anticipated that the projects in the San Diego region will be very competitive for both the ongoing 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% Long-Term Forecast Growth Rate Range: Assumes 2% per year with a 10% increase every six years beginning in 2030 Under the FAST Act, up to 5% 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% 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% increase every six years beginning in 2030</td>
</tr>
<tr>
<td>42</td>
<td>Corridors and Borders Infrastructure/State Set-aside of STBG</td>
<td>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</td>
</tr>
<tr>
<td>43</td>
<td>Prior Year Funds in RTIP</td>
<td>In June 2017, the region secured a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan of $537.484 million dollars at 2.72% 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</td>
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Note: Unless indicated elsewhere, the Short-Term timeframe is from 2019–2023 and the Long-Term timeframe is from 2024–2050.
Regional Growth Forecast

Growth in Population, Jobs, and Housing Units

- Population: 4.0 Million
- Jobs: 2.0 Million
- Housing Units: 1.6 Million

Source: Series 14 Regional Growth Forecast, version 17
PUBLIC PARTICIPATION PLAN POLICY

Purpose

This policy establishes a process for obtaining input from and providing information to the public concerning agency programs, projects, and program funding in order to ensure the public is informed and has the opportunity to provide SANDAG with input so plans can reflect the public’s desire. SANDAG will review and update its Public Participation Plan and this policy periodically as required by law, but no less often than every five years. Various federal and state laws and regulations require that an agency such as SANDAG conduct and establish a Public Participation Plan to ensure that the public is involved and that community concerns are addressed. For example, planning of mass transit capital projects, development of short-range service policies and plans, and fare policy and structure changes to public transportation require public participation. The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) also have public information components that require an agency such as SANDAG to conduct public participation programs to ensure that the public is involved and that community concerns are addressed.

A significant component of the SANDAG mission is a strong commitment to public participation and involvement to include all residents and stakeholders in the regional planning process. SANDAG recognizes that the public has a right to expect the business of SANDAG to be conducted with efficiency, fairness, impartiality, and integrity. SANDAG’s work carries with it an obligation to the public interest. SANDAG officials and employees are expected to have high standards of honesty and professionalism, as well as a straightforward and transparent communication approach, in order to promote and maintain public confidence and trust.

This policy is consistent with the requirements of Section 450.316(a)(1)(x) of Title 23 in the Code of Federal Regulations and Public Utility Code Section 132360.1, which reads as follows:

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

Social Equity and Environmental Justice

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

SANDAG collects and uses racial and ethnic data showing the extent to which members of minority groups are beneficiaries of programs receiving Federal financial assistance through SANDAG programs and projects. The agency uses the data to confirm that populations protected by Title VI are not subject to discrimination or disparate impacts by SANDAG.

Title VI Training

SANDAG provides training on Title VI, social equity, and environmental justice matters to its employees near the time of hire. Updates to Title VI training are provided periodically thereafter on an as-needed basis.

Complaint Process and Title VI Compliance Officer Contact Information

SANDAG does not discriminate on the basis of race, color, sex, creed, religion, national origin, age, marital status, ancestry, medical condition, disability, veteran status, or sexual orientation in conducting government business. Persons who believe they have been subjected to discrimination or have been denied access to services or accommodations required by law, have the right to use the discrimination complaint procedures in Board Policy No. 009. The SANDAG Office of General Counsel is the Title VI Compliance Officer for this policy and is responsible for administering this complaint procedure, as well as ensuring compliance with applicable laws. The Compliance Officer can be reached at: SANDAG, 401 B Street, Suite 800, San Diego, California 92101; (619) 699-1900.

Scope of Public Participation Efforts

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

A. Overall Public Participation Plan
B. Short Range Program – Regional Transportation Improvement Program
C. Development Planning
D. Design and Construction
E. Fare Changes
F. Short Range Transit Planning
G. Native American Consultation

A. Overall Public Participation Plan -- Unless otherwise noted or required, the Public Participation Plan provides SANDAG general policies for public participation for major planning initiatives such as the Regional Plan, Regional Short Range Transit Plan, and other planning and programming projects, including any tailored public involvement plans associated with them.

1. The SANDAG Public Participation Plan is designed to inform and involve the region’s residents in the decision-making process on issues such as growth, transportation, environmental management, housing, open space, air quality, energy, fiscal management, economic development, and public safety.
2. The Public Participation Plan seeks to involve all citizens, including but not limited to low income households, limited English proficient individuals, Hispanic, African American, Asian, Native American, senior, and other communities, persons with disabilities, as well as community and civic organizations, public agencies, business groups and associations, environmental organizations, and other stakeholders.

3. SANDAG Board meetings provide the public forum and decision point for significant regional issues. SANDAG Directors usually hold one or two Board meetings each month: a Board Policy Meeting the second Friday of each month and a Board Business Meeting the fourth Friday of each month. Meetings held at the SANDAG office are accessible by public transit. During these meetings, Directors adopt plans, allocate transportation funds, approve transit construction plans, approve transit fare changes, and establish policies and develop programs that are used by local governments as well as other public and private organizations.

4. The SANDAG Public Participation/Involvement Program shall comply with the Americans with Disabilities Act (ADA). SANDAG shall hold public meetings in buildings, rooms, or locations that are accessible to persons with disabilities. SANDAG shall provide public meeting information in alternate formats and shall provide special accommodations at public meetings with three business days notice.

5. The SANDAG Public Participation Plan is carried out as an integrated work element of the agency's Overall Work Program and Budget and as part of other programming, development, and implementation processes such as the Regional Plan, Regional Short Range Transit Plan, Regional Transportation Improvement Program, Environmental Impact Reports, transit capital project development, project construction, transit fare changes, corridor studies, and other projects.

6. SANDAG shall proactively seek and promote public participation in SANDAG workshops and public hearings, as well as participation and attendance at committees, working groups, and task forces. SANDAG shall follow local, state, and federal guidelines for posting public meeting and hearing notices. Depending upon the specific project, SANDAG shall endeavor to hold meetings at times that can attract as many participants as possible, including evenings and weekends and at locations in communities throughout the region. SANDAG shall endeavor to hold these meetings in locations that are accessible by public transit.

7. SANDAG shall inform the public in a timely manner about regional issues, actions, and pending decisions through a number of efforts. As needed or required, SANDAG shall post public notices in newspapers of general circulation for publication of legal notices. Other publication and distribution efforts can include mail distribution to residents, agencies, and city/county governments, the SANDAG website, email lists, text messaging, the SANDAG social media channels, and Region – the SANDAG monthly electronic newsletter. As needed, SANDAG also shall distribute press releases and media alerts to local, regional, and Mexico border area print and broadcast media.

8. SANDAG shall regularly inform local print, online, and broadcast media about SANDAG decisions, events, research, and other issues. SANDAG shall regularly

9. SANDAG shall use its website and social media channels to provide the public with useful and timely information, including: project updates and construction information; meeting schedules and agendas; plans and environmental documents; reports and other publications; demographic profiles and data downloads; and interactive database and mapping applications.

10. As appropriate and as required by local, state, and federal guidelines, SANDAG shall translate into Spanish, and other languages, publications, announcements, and web content. In addition, numerous staff members are bilingual Spanish-English speakers and participate in public outreach and conduct presentations in Spanish. Translators shall be hired as outlined in the SANDAG Language Assistance Plan and as required by local, state, and federal guidelines to provide services in Spanish and other languages as appropriate.

11. SANDAG conducts periodic public opinion surveys as part of the outreach and citizen participation component of the SANDAG work program. These surveys shall be designed to include the San Diego region’s residents in the regional planning process and to keep SANDAG officials aware of issues that are of concern to the people who live here.

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

B. Short Range Program – Regional Transportation Improvement Program (RTIP) – document updated every two years outlining major transportation projects to be implemented during a five-year period.

1. SANDAG shall follow the latest federal and state regulations regarding participation by interested parties.

2. As the document that implements the long range plan, the RTIP shall be incorporated as part of the Board-adopted public involvement process established for the Regional Plan, including participating in public outreach efforts, providing adequate public notice (legal notice publications), employing visualization techniques, and holding
public meetings at convenient and accessible locations.

3. SANDAG shall respond to any significant public input or comment received during the development of the biennial update and/or during the amendment cycle as part of its report to the Board or Transportation Committee (as appropriate).

4. The biennial RTIP update will be noticed in newspapers of general circulation, including in alternate languages, and a public hearing shall be held prior to final adoption by the Board of Directors.

5. During the amendment cycle, SANDAG will provide a draft of the amendment to all interested parties for a 15-day comment period.

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

1. SANDAG shall follow current federal and state regulations regarding public involvement processes and procedures. SANDAG shall develop public involvement programs tailored to meet specific project needs which address the unique challenges presented by each project. Programs shall be developed using the joint Federal Highway Administration and Federal Transit Administration (FHWA/FTA) guidelines titled “Public Involvement Techniques for Transportation Decision-Making.”

2. The public involvement program shall set objectives, identify people to be reached, develop public involvement strategy, and define specific outreach techniques.

3. The public involvement program shall be developed so that critical community concerns and technical issues are identified in the study. The issues need to address the engineering, environmental, economic, and financial analyses that respond effectively to community needs and preferences and satisfy local, state, and federal environmental clearance requirements.

4. To facilitate community participation, lists of individuals, agencies, and organizations shall be developed for distribution of agency materials. These lists will include persons who have indicated an interest in transportation planning projects during previous public information efforts and/or focused on the specific project. Project information will be distributed to the persons on this list in conjunction with public meetings and workshops, to solicit comments and recommendations.

5. Environmental documents shall be prepared in accordance with California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as appropriate, and in coordination and consultation with various federal, state, and local agencies, and with elected officials, community leaders, organizations, and other individuals from the neighborhoods and communities potentially affected by the proposed action. Coordination and public involvement shall be achieved through a variety of means, such as formal public hearings and meetings, circulation of draft documents, mailings, focus group meetings, workshops, and individual/group contacts.
6. Formal scoping meetings, public hearings, and/or other meetings during the comment period and environmental document certification shall be held in accordance with the requisite environmental document. As required, meetings shall be announced in the Federal Register, local publications, and on the SANDAG website. Persons and organizations on the project mailing list and social media channels also will be notified. SANDAG shall endeavor to hold public meetings in locations accessible by public transit.

7. SANDAG shall prepare and distribute appropriate notices and communications to comply with CEQA and NEPA requirements.

8. A public information program shall be developed to inform the community of factors related to the project. The information program may include briefings for the news media, informational meetings, presentations to include community and professional associations and educational institutions, business groups and associations, environmental organizations, outreach via social media, and other public forums.

9. A project working group may be organized to review and comment on the project to build understanding and identify support for feasible alternatives. This group may consist of various elected officials/staff, community and neighborhood organizations, business organizations, property owners, and other stakeholders and interested parties. This group would be formed to provide comment and guidance regarding technical issues, review study alternatives and evaluation results, and provide community input regarding the alternatives. This iterative process would allow for identified issues and concerns to receive follow-up responses. Meeting summaries of project working group activities shall be produced. Meeting notices, agendas, and/or other information shall be posted to the SANDAG website.

10. Other public input opportunities include SANDAG Board of Directors meetings and meetings of SANDAG policy committees: Executive, Transportation, Regional Planning, Borders, and Public Safety. Other opportunities for public participation are at working group meetings, general public meetings, and presentations to planning and community groups.

D. Design and Construction – Design and construction of capital projects.

1. For all capital improvement projects with significant community impacts, SANDAG shall provide opportunities for members of the public to provide input and express concerns. SANDAG also shall implement a program designed to inform the public of progress, as well as safety and community impacts in the event of construction.

2. SANDAG shall hold publicly noticed meetings at key stages of project development and implementation in the area(s) being impacted. The location of the meetings shall depend upon the geographic location of the project. Meetings concerning projects exclusively within the North County Transit District (NCTD) service area shall be held in North County locations, and if appropriate, at SANDAG offices. Meetings concerning projects exclusively within the Metropolitan Transit System (MTS) service area shall be held in MTS service areas affected, and if appropriate, at SANDAG offices. Meetings concerning all other projects shall be held at SANDAG offices or other
locations specified in SANDAG agendas. SANDAG, MTS, and NCTD offices are accessible by public transit. SANDAG shall endeavor to hold off-site public meetings at locations accessible by public transit.

3. SANDAG shall solicit input from the representatives of interest groups of the local population, such as community groups, planning groups, business groups and associations, business improvement districts, environmental organizations, neighborhood associations, limited English proficient populations, and senior and disabled riders. These stakeholders will be consulted during the design and construction of capital projects.

4. SANDAG shall work to advise the public regarding actual and perceived disruption during construction of capital projects by distributing informational, educational, and public information materials, and by using other traditional community relations tools.

5. SANDAG shall endeavor to meet citizen concerns as they arise and attempt to resolve those concerns.

6. For all projects requiring environmental review under CEQA and NEPA, such as major capital improvement projects, SANDAG shall provide opportunities for members of the public to provide input and comply with all related legal requirements.

   6.1 SANDAG shall solicit input from the representatives of interest groups of the local population, such as community groups, planning groups, business groups and associations, and neighborhood associations.

   6.2 SANDAG shall incorporate public input into project planning and development where practical and feasible.

   6.3 SANDAG shall hold a public hearing to seek public comment whenever required under CEQA and/or NEPA.

      6.3.1 Published notifications for such hearings shall be published in newspapers of general circulation for publication of legal notices. Notices also may be published in regional, community, or Spanish-language newspapers to reach the affected area.

      6.3.2 Any item subject to a public hearing will be listed and described in the Board’s published agenda, which shall be posted at least 72 hours in advance of the meeting at the Board’s meeting place and on the SANDAG website.

      6.3.3 Public hearings shall be conducted by SANDAG at the published date, time, and place. The public hearing will allow for interested parties to be heard. The Board also will consider any written comments that were forwarded to the Board prior to the hearing.
E. Fare Changes

1. SANDAG has adopted Board Policy No. 029 to provide policy guidance for fare changes. This section of this policy is designed to inform and involve public transit riders, stakeholders, and the general public about proposed changes in transit fares. It is not intended to apply to transit route changes within the purview of the transit operators.

1.1 Consistent with Board Policy No. 004, SANDAG staff shall hold one or more public meetings to provide the public an opportunity to comment on proposed fare changes. A minimum of two public meetings shall be held prior to the first reading of any proposed fare change that affects services operating in both the MTS and NCTD service areas. At least one public meeting shall be held in the MTS service area, and at least one public meeting shall be held in the NCTD service area. If one or more public meetings are conducted by a public meeting officer pursuant to Board Policy No. 004, at least one of the public meetings shall be held with a starting time no earlier than 6 p.m. A public meeting for proposed fare changes that do not affect the entire region may be held exclusively within the general geographic area that is being affected by the fare change. Such public meeting shall be held at a time convenient for users and potential users of the affected service. Public meetings at which formal public testimony will be taken shall be held at locations that are accessible by users of public transit. An official transcriber or other means of recording all public input received shall be utilized at all public hearings, meetings, workshops or open-houses at which formal public testimony is taken. A record of the input received shall be provided to the Transportation Committee or Board of Directors at the time of the first and second readings of amendments to the fare ordinance for the purpose of adjusting fare prices.

1.2 Public comments on proposed fare changes also shall be accepted at the SANDAG Board or Transportation Committee meeting before any final action is taken.

1.3 Take One, Rider Alerts, or other public notices in both English and Spanish will be posted on all affected public transit vehicles within the affected area at least 15 calendar days prior to the public hearing and will include a description of the proposed fare change, the date, time, intent and location of the public meeting, and the deadline for written, email, and phone comments from the public. The notices will be posted to the SANDAG and Transit Agency website(s).

1.4 Print notice of public meetings at which formal public testimony will be taken will be provided at least 15 calendar days prior to the public meeting date in newspapers of general circulation in the affected area(s), including appropriate minority and community publications. Public notices will be printed in Spanish in Spanish-language newspapers. Such public meeting notices will include a description of proposed fare changes, the date, time,
intent, and location of the public meeting(s), and the deadline for written, email, and phone comments from the public.

1.5 An open phone line will be made available to take public comments at least 15 calendar days prior to adoption of fare changes.

1.6 A Transportation Committee and/or Board report (as appropriate) will be completed and available for public review at least 72 hours prior to the public meeting at which the fare changes are proposed for adoption and posted to the SANDAG website(s).

2. After a fare change is approved by SANDAG:

2.1. The public will be notified via news release(s)

2.2. Take One, Rider Alerts, or other public notices in both English and Spanish will be posted on all affected transit vehicles at least 15 calendar days prior to changes going into effect and posted to the SANDAG and Transit Agency website(s).

3. SANDAG shall follow federal Title VI and environmental justice requirements when implementing transit fare changes.

3.1. Residential, employment, and transportation patterns of low-income, limited English speaking, and minority populations shall be identified so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed. SANDAG shall endeavor to involve the affected communities in evaluating the benefits and burdens of transportation investments.

3.2. SANDAG shall evaluate and - where necessary - improve the public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

F. Short Range Transit Planning

1. Public information and involvement programs for the Regional Short Range Transit Plan and the Coordinated Human Resources and Public Transit Transportation Plan shall be the responsibility of SANDAG.

2. Public information and involvement programs for transit service changes will fall under adopted policies of MTS and NCTD.

G. Native American Consultation

1. SANDAG shall establish and adhere to government-to-government relationships when interacting with Tribal Governments, acknowledging these tribes as unique and separate governments within the United States.
2. SANDAG shall recognize and respect important California Native American rights, sites, traditions, and practices.

3. SANDAG engages in “consultation” with Tribal Governments prior to making decisions, taking actions, or implementing programs that may impact their communities.

4. To facilitate effective consultation with Tribal Governments, SANDAG has established a Tribal Government Liaison. The Liaison shall serve as an initial contact for Tribal Governments and communicates with tribal governments regarding SANDAG activities.

4.1. “Consultation” is the active, affirmative process of: (1) identifying and seeking input from appropriate American Indian government bodies, community groups, and individuals; and (2) considering their interests as a necessary and integral part of the decision-making process.

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