MEETING ANNOUNCEMENT AMIDST COVID-19 PANDEMIC:

The Transportation Committee meeting will be conducted virtually in accordance with Governor Newsom’s State of Emergency declaration regarding the COVID-19 outbreak, Executive Order N-29-20, and the Guidance for Gatherings issued by the California Department of Public Health. Members will primarily participate in the meeting virtually, while practicing social distancing, from individual remote locations.

There are a few options for public participation:

- Submit comments via email to clerk@sandag.org
- Observe the meeting via Zoom
- To participate via Zoom webinar, click the link to join the meeting:
  https://zoom.us/j/95227861351
  Webinar ID: 952 2786 1351
- To participate via Telephone, dial a number based on your current location:
  US: +1 669 900 6833 or 952 2786 1351# or +1 346 248 7799 or +1 253 215 8782 or +1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799

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Public Comments: Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at clerk@sandag.org (please reference: “February 5, Transportation Committee Meeting” in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. on Thursday, February 4, will be provided to members prior to the meeting. If you desire to provide a live verbal comment during the meeting, please join the Zoom meeting either by computer or phone. At the time for public comments, members of the public will be advised to ‘Raise Hand’ if they wish to provide comments. The ‘Raise Hand’ feature can be found on the Zoom toolbar for those who join via computer or by entering *9 for those who join via telephone only. The Chair will call on members of the public by name for those joining via a computer and by the last three digits of your telephone number for those joining via telephone. All comments received prior to the close of the meeting will be made part of the meeting record.
Welcome to SANDAG. Members of the public may speak to the Transportation Committee on any item at the time the Committee is considering the item. Public speakers are limited to three minutes or less per person. The Committee may only take action on any item appearing on the agenda.

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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.

San Diego Association of Governments · 401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900 | Fax (619) 699-1905 | sandag.org
**Transportation Committee**  
Friday, February 5, 2021

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Action</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>+1.</td>
<td>Approve</td>
<td>The Transportation Committee is asked to review and approve the minutes from its January 15, 2021, meeting.</td>
</tr>
<tr>
<td>2.</td>
<td>Discussion</td>
<td>Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee that is not on this agenda.</td>
</tr>
</tbody>
</table>
| 3.       | Discussion   | Hasan Ikhrata, SANDAG  
An update on key programs, projects, and agency initiatives will be presented.                                                                                                                                |
| +4.      | Recommend    | TransNet Program: Financial Strategies  
+4A. TransNet Proposed 2021 Bond Issuance: Refunding and New Debt  
André Douzdjian, SANDAG  
Peter Shellenberger, Public Financial Management  
The Transportation Committee is asked to recommend that the Board of Directors adopt Regional Transportation Commission (RTC) Resolution No. RTC-2021-03, authorizing up to $175 million of refunding certain outstanding bonds and the issuance of up to $100 million of fixed-rate bonds, and the execution and distribution of the documents.  
*This item was not ready at the time of posting and will be posted when complete.*  
+4B. TransNet Proposed 2021 Short-Term Notes Refunding  
André Douzdjian, SANDAG  
Peter Shellenberger, Public Financial Management  
The Transportation Committee is asked to recommend that the Board of Directors adopt Regional Transportation Commission (RTC) Resolution No. RTC-2021-04, authorizing up to $537.5 million of refunding notes, and the execution and distribution of the documents.  
*This item was not ready at the time of posting and will be posted when complete.*
+5. Proposed Final 2021 Regional Transportation Improvement Program

*Sue Alpert, SANDAG*

The Transportation Committee is asked to hold a public hearing and receive testimony for the proposed final 2021 Regional Transportation Improvement Program (RTIP), including its Air Quality Conformity Analysis and Air Quality Conformity Redetermination of the revenue constrained 2019 Federal Regional Transportation Plan and recommend that the Board of Directors adopt Regional Transportation Commission (RTC) Resolution No. RTC-2021-05, adopting the 2021 RTIP, including its Air Quality Conformity Analysis and Air Quality Conformity Redetermination of the 2019 Federal Regional Transportation Plan.

+6. Proposed FY 2021 Program Budget Amendment: Otay Mesa East Port of Entry

*Maria Rodriguez Molina, SANDAG*
*Mario Orso, Caltrans*

The Transportation Committee is asked to recommend that the Board of Directors approve an amendment to the FY 2021 Program Budget, accepting $42.52 million of state Trade Corridor Enhancement Program funds and transferring $2.6 million from the existing State Route 11 (SR 11) and Otay Mesa Port of Entry: Segment 2A and SR 905/125/11 Connectors and SR 125/905 Southbound to Westbound Connector projects (Capital Improvement Program Nos. 1201103 and 1390506) to the SR 11 and Otay Mesa East Port of Entry project (Capital Improvement Program No. 1201101).

+7. Update on Next Generation Transit Fare System and Possible Fare Changes

*Brian Lane, SANDAG*

The Transportation Committee is asked to provide input on the Next Generation Fare System and accompanying proposed fare changes.

8. Continued Public Comments

If the five-speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

9. Upcoming Meetings

The next Transportation Committee meeting is scheduled for Friday, February 19, 2021, at 9 a.m.

10. Adjournment

+ next to an item indicates an attachment
January 15, 2021, Transportation Committee Meeting Minutes

Vice Chair Bill Sandke (South County) called the meeting of the Transportation Committee to order at 9 a.m.

1. Approval of Meeting Minutes (Approve)

Upon a motion by Councilmember Jewel Edson (North County Coastal), and a second by Commissioner Gary Bonelli (Port of San Diego) the Transportation Committee was asked to approve the minutes from its December 11, 2020, meeting.

The motion passed.

Yes: Vice Chair Sandke, Johanna Schiavoni (San Diego County Regional Airport Authority), Councilmember Raul Campillo (City of San Diego), Supervisor Nora Vargas (County of San Diego) Councilmember Jennifer Mendoza (East County), Mayor Alejandra Sotelo-Solis (Metropolitan Transit System), Councilmember Edson, Mayor Paul McNamara (North County Inland), and Commissioner Bonelli.

No: None.

Abstain: None.

Absent: North County Transit District (NCTD).

2. Public Comments/Communications/ Member Comments

Bee Mittermiller, member of the public, spoke regarding greenhouse gas reduction.

3. Executive Director’s Report (Discussion)

Executive Director Hasan Ikhrata presented an update on key programs, projects, and agency initiatives, including the Mid-Coast Corridor Transit project, 2021 Regional Plan, Del Mar Bluffs Stabilization, Central Mobility Hub, Otay Mesa East Port of Entry, and the agency’s response to COVID-19. Director Ikhrata also provided an update on State Route 67 improvement efforts and a virtual scoping meeting.

Johanna Schiavoni announced that this would be her last meeting and thanked her colleagues on the committee.

Vice Chair Sandke spoke regarding suicide prevention measures needed along the Coronado Bridge.

Action: Discussion only.

Consent

4. TransNet Interfund Loan: Environmental Mitigation Program (Recommend)

The Transportation Committee was asked to recommend that the Board of Directors authorize the Executive Director to execute interfund loans between the local and major corridor shares of the Environmental Mitigation Program funding provided for in the TransNet Extension Ordinance in an amount not to exceed $56 million.

Action: Approve

The Transportation Committee is asked to approve the minutes from its January 15, 2021, meeting.
5. **Memorandum of Agreement with the County of San Diego: TransNet Debt Financing Program (Recommend)**

The Transportation Committee was asked to recommend that the Board of Directors, acting as the Regional Transportation Commission:

1. authorize the Executive Director to execute a Memorandum of Agreement with the County of San Diego to issue $16 million in Commercial Paper through the TransNet Debt Financing Program; and
2. approve a repayment period of up to ten years.

6. **Bayshore Bikeway Working Group – Charter Update (Approve)**

   The Transportation Committee was asked to approve the proposed changes to the Bayshore Bikeway Working Group.

7. **Specialized Transportation Grant Program and Impacts from COVID-19 (Recommend)**

   The Transportation Committee was asked to recommend that the Board of Directors approve:

   1. the proposed exceptions to SANDAG Board Policy Nos. 001 and 035; and
   2. the Metropolitan Transit System’s request to substitute Class D minivans for the Class B buses awarded through the Specialized Transportation Grant Program Cycle 10 call for projects.

8. **Specialized Transportation Grant Program: Quarterly Status Update (Information)**

   This report provided an update on progress made by Specialized Transportation Grant Program recipients from July 1, 2020, through September 30, 2020.

   **Action:** Upon a motion by Mayor Sotelo-Solis, and a second by Councilmember Edson, the Transportation Committee was asked to approve Consent Item Nos. 4, 5, 6, and 7.

   The motion passed.

   Yes: Vice Chair Sandke, Johanna Schiavoni, Councilmember Campillo, Supervisor Vargas, Councilmember Mendoza, Mayor Sotelo-Solis, Councilmember Edson, Mayor McNamara, Commissioner Bonelli, and Vice Chair Sandke.

   No: None.

   Abstain: None.

   Absent: NCTD.

**Reports**

9. **TransNet Program: Financial Strategies (Discussion/Possible Action)**

9A. **TransNet Proposed 2021 Bond Issuance: Refunding and New Debt**

   Chief Financial Officer Andre Douzdjian presented an overview of a proposed bond strategy and financing schedule to advance refund up to $175 million of existing debt and issue up to $100 million of tax-exempt bonds for the TransNet Major Corridors Program.

   **Action:** Discussion only.

9B. **TransNet Proposed 2021 Short-Term Notes Refunding (Discussion/Possible Action)**

   Chief Financial Officer Andre Douzdjian presented an overview of a proposed Short-Term Notes Refunding of $537.5 million.

   **Action:** Discussion only.
10. Central Mobility Hub and Connections Comprehensive Multimodal Corridor Plan (Discussion/Possible Action)

Principal Regional Planner Rachel Kennedy presented an overview on the Central Mobility Hub and Connections Comprehensive Multimodal Corridor Plan.

Action: Discussion only.

11. Mid-Coast Corridor Transit Project Update (Discussion/Possible Action)

Director of Mid-Coast Transit Project Ramon Ruelas presented an overview on the Mid-Coast Corridor Transit project and other projects concurrently underway in the corridor.

Action: Discussion only.

12. 2019 Cross Border Travel Behavior Survey (Discussion/Possible Action)

Senior Research Analyst Grace Mino, and Timothy McLarney, True North Research, presented an overview of the 2019 Cross Border Travel Behavior Survey which was conducted to help inform planning and modeling efforts related to cross border travel.

Action: Discussion only.

13. iCommute Telework Pilot: Telework Assistance Program for Employers

Associate Account Executive Deborah Jones presented an overview of a new iCommute telework assistance pilot program to assist employers in continuing, enhancing, and formalizing their telework programs.

Action: Discussion only.

14. Continued Public Comments

None.

15. Upcoming Meetings

The next Transportation Committee meeting is scheduled for Friday, February 5, 2021, at 9 a.m.

16. Adjournment

Vice Chair Sandke adjourned the meeting at 11:13 a.m.
Confirmed Attendance at SANDAG Transportation Committee Meeting

January 15, 2020

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Name</th>
<th>Member/Alternate</th>
<th>Attend Virtually</th>
</tr>
</thead>
<tbody>
<tr>
<td>North County Inland</td>
<td>Mayor Paul McNamara</td>
<td>Member</td>
<td>Yes</td>
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<tr>
<td></td>
<td>Mayor Judy Ritter</td>
<td>Alternate</td>
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<tr>
<td>South County</td>
<td>Vice Chair Bill Sandke</td>
<td>Member</td>
<td>Yes</td>
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<tr>
<td></td>
<td>Mayor Mary Salas</td>
<td>Alternate</td>
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<tr>
<td>City of San Diego</td>
<td>Councilmember Raul Campillo</td>
<td>Member</td>
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<td></td>
<td>Councilmember Vivian Moreno</td>
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<tr>
<td>County of San Diego</td>
<td>Supervisor Nora Vargas</td>
<td>Member</td>
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<td></td>
<td>Supervisor Terra Lawson-Remer</td>
<td>Alternate</td>
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<tr>
<td></td>
<td>Supervisor Joel Anderson</td>
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<tr>
<td>East County</td>
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<tr>
<td></td>
<td>Councilmember Jennifer Mendoza</td>
<td>Alternate</td>
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<tr>
<td>North County Coastal</td>
<td>Councilmember Jewel Edson</td>
<td>Member</td>
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<td></td>
<td>Councilmember Joe Mosca</td>
<td>Alternate</td>
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<tr>
<td>Metropolitan Transit System</td>
<td>Mayor Alejandra Sotelo-Solis</td>
<td>Member</td>
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<td></td>
<td>Councilmember Ronn Hall</td>
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<tr>
<td>North County Transit District</td>
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<td></td>
<td>Councilmember Sharon Jenkins</td>
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<td>Deputy Mayor Terry Gaasterland</td>
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<tr>
<td>San Diego County Regional Airport Authority</td>
<td>Johanna Schiavoni</td>
<td>Member</td>
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<td></td>
<td>Vacant</td>
<td>Alternate</td>
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<tr>
<td>Port of San Diego</td>
<td>Commissioner Garry Bonelli</td>
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<td>Commissioner Michael Zucchet</td>
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<td><strong>Advisory Members</strong></td>
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<tr>
<td>Caltrans</td>
<td>Gustavo Dallarda</td>
<td>Member</td>
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<td></td>
<td>Ann Fox</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>Southern California Tribal Chairmen’s Association</td>
<td>Erica Pinto</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Fred Nelson, Jr.</td>
<td>Member</td>
<td>No</td>
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<tr>
<td>Other Attendees</td>
<td>Matt Tucker</td>
<td>NCTD</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Sharon Cooney</td>
<td>MTS</td>
<td>Yes</td>
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</table>
February 5, 2021

**TransNet Proposed 2021 Bond Issuance: Refunding and New Debt**

This item was not ready at the time of posting and will be posted when complete.
February 5, 2021

**TransNet Proposed 2021 Short-Term Notes Refunding**

This item was not ready at the time of posting and will be posted when complete.
Proposed Final 2021 Regional Transportation Improvement Program

Overview

SANDAG, serving as the region’s Metropolitan Planning Organization, is required by state and federal law to develop and adopt a Regional Transportation Improvement Program (RTIP). The RTIP is a multiyear program of proposed major transportation projects in the San Diego region, including the TransNet Program of Projects.

SANDAG updates the RTIP every two years. The current 2018 RTIP, adopted by the Board of Directors on September 28, 2018, covers the five-year period FY 2019 through FY 2023.

This proposed final 2021 RTIP, covering the period FY 2021 through FY 2025, is a $17.0 billion program which implements projects included in San Diego Forward: The 2019 Federal Regional Plan (2019 Federal RTP) and the 2015 Sustainable Communities Strategy, and includes funds programmed on projects in prior years. Total funds programmed during the five-year period of FY 2021 through FY 2025 is $5.8 billion.

Key Considerations

Federal and state regulations identify the process and required content of the RTIP. Attachment 2 details the federal requirements and how the proposed final 2021 RTIP meets those requirements. In general, the RTIP must include all major projects receiving certain categories of federal or state transportation funding, projects needing federal project approval, and/or projects identified as being regionally significant.

The TransNet Program of Projects was updated by local agencies after holding a public hearing and was adopted by the Board of Directors, acting as the Regional Transportation Commission, on October 25, 2020. The Program of Projects was included in the 2018 RTIP through Amendment No. 14 and was carried over to the 2021 RTIP with minor updates to reconcile revenue.

Action: Recommend

The Transportation Committee is asked to hold a public hearing and receive testimony for the proposed final 2021 Regional Transportation Improvement Program (RTIP), including its Air Quality Conformity Analysis and Air Quality Conformity Redetermination of the revenue constrained 2019 Federal Regional Transportation Plan and recommend that the Board of Directors adopt Regional Transportation Commission (RTC) Resolution No. RTC-2021-05, in substantially the same form, adopting the 2021 RTIP, including its Air Quality Conformity Analysis and Air Quality Conformity Redetermination of the 2019 Federal Regional Transportation Plan.

Fiscal Impact:

The 2021 Regional Transportation Improvement Program is a $17 billion program that implements the projects in the San Diego Forward: The 2019 Federal Regional Transportation Plan. Total programming for the five-year period of FY 2021 through FY 2025 is $5.8 billion.

Schedule/Scope Impact:

Federal approval of the 2021 RTIP is expected on April 16, 2021.
The RTIP is a comprehensive listing of federal, state, and TransNet funded or regionally significant projects expected to be implemented between FY 2021 through FY 2025. The tables illustrate the source and amount of each fund type as well as the year and project phase for which the funding is planned. The tables with detailed funding for all projects included in the proposed final 2021 RTIP can be found at sandag.org/transportation/transportationcommittee/February 5, 2021, while the proposed final RTIP document is included in its entirety on the SANDAG website at sandag.org/2021RTIP.

Attachment 3 provides a summary of the projects included in the proposed final 2021 RTIP by category to help understand how the region is investing available funds for the next five years. This table has been organized by corridor to align with our regional vision and investments are shown by source of funds – federal, state, TransNet, and local. As these include the funds programmed in this five-year RTIP and in prior years, we have added a column to indicate how much is included in FY 2021 through FY 2025. In addition, Attachment 4 provides two charts that illustrate how funds are being invested per transportation mode including highway, multi-modal, transit, bike/pedestrian, and maintenance.

Upon the recommendation of the Transportation Committee on December 11, 2020, the draft 2021 RTIP was released for a 30-day public comment period by the Board on December 18, 2020, ending on January 18, 2021. Public comments and the responses provided are included in the 2021 RTIP in Appendix J and in this report in Attachment 5. Changes made to the RTIP and projects as a result of public comments or at the request of member agencies are detailed in Attachment 6.

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

The quantitative emissions analyses for the 2021 RTIP and for the conformity redetermination for the Regional Plan have been completed, and the results indicate that they meet the air quality conformity requirements (Attachment 7). The San Diego Region Conformity Working Group (CWG) reviewed the draft air quality conformity assessment at its November 4, 2020, meeting and their comments were incorporated into the document. The CWG will continue to provide comments throughout the RTIP process.

The Independent Taxpayer Oversight Committee reviewed the draft 2021 RTIP at its meeting on December 9, 2020, focusing its review on the TransNet Program of Projects, including compliance with the Ordinance and requirements of SANDAG Board Policy No. 031 and had no comments. They will have an opportunity to review the proposed final RTIP on February 10, 2021, and any significant comments will be brought to the Board.

---

1 Project PORT03, the Tenth Avenue Marine Terminal (TAMT) Beyond Compliance Environmental Enhancement Project, and project SDAA01, The Airport Development Plan, are included in the draft 2021 RTIP for programming purposes only and are not included in the air quality conformity determination for SANDAG since SANDAG is solely responsible for Transportation Conformity (on road motor vehicles). The emissions are accounted for in the State Implementation Plan.
Next Steps

Pending Transportation Committee action, the Board will be asked to adopt the final 2021 RTIP and its air quality conformity determination and air quality redetermination of the 2019 Federal RTP at its February 26, 2021, meeting. The final 2021 RTIP is due to the state by March 1, 2021.

José Nuncio, TransNet Department Director

Key Staff Contact: Sue Alpert, (619) 595-5318, sue.alpert@sandag.org

Attachments:
1. Draft Resolution No. RTC-2021-05: Adopting the 2021 Regional Transportation Improvement Program and its Air Quality Conformity Analysis and Air Quality Redetermination
2. Federal Requirements Analysis for the Final 2021 RTIP
4. Proposed Final 2021 RTIP Projects by Mode
5. Public Comments and Responses on Draft 2021 RTIP
6. Changes to Projects Between Draft and Final 2021 RTIP
7. Chapter 5 – Air Quality Conformity Analysis

The full report in electronic format can be downloaded at sandag.org/2021RTIP

Hard copies of the report are available by contacting the Public Information Office at (619) 699-1950 or pio@sandag.org
Adopting the 2021 Regional Transportation Improvement Program and its Air Quality Conformity Analysis and Air Quality Redetermination

WHEREAS, Title 23 and 49 of the Code of Federal Regulations require the preparation and updating of a Transportation Improvement Program by the Metropolitan Planning Organization (MPO); and

WHEREAS, Sections 14527 and 65082 of the California Government Code require the biennial preparation of a Regional Transportation Improvement Program (RTIP) by the Regional Transportation Planning Agency (RTPA); and

WHEREAS, the San Diego Association of Governments (SANDAG) has been designated the MPO and the RTPA for the San Diego region; and

WHEREAS, SANDAG, through the conduct of a continuing, cooperative, and comprehensive transportation planning process and in conformance with all applicable federal and state requirements, has prepared the 2021 RTIP, including an updated TransNet Program of Projects (POP) for the San Diego region; and

WHEREAS, the 2021 RTIP has been found to be in conformance with the San Diego Forward: The 2019 Federal Regional Transportation Plan (2019 Federal RTP), the 2016 Regional Air Quality Strategy (RAQS), all applicable State Implementation Plans (SIPs), the California Transportation Commission adopted 2020 State Transportation Improvement Program, Fixing America’s Surface Transportation Act and the TransNet Ordinance and Expenditure Plans, including reasonable available funding provisions; and

WHEREAS, the 2021 RTIP projects have been developed from the Revenue Constrained 2019 Federal RTP and satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450 including the establishment of performance management targets for safety performance measures for all public roads in the planning region; and

WHEREAS, the 2021 RTIP projects are fiscally constrained as shown in Tables 4-1a through 4-1c; and

WHEREAS, the 2021 RTIP provides for timely implementation of Transportation Control Measures contained in the adopted RAQS/SIP for air quality and a quantitative emissions analysis demonstrates that implementation of the RTIP projects and programs meet all of the emissions budgets from both the 2008 Eight-Hour Ozone Attainment Plan for San Diego County which were found adequate for transportation conformity purposes by U.S. EPA December 2017 and the 2015 Ozone National Ambient Air Quality Standard; and
WHEREAS, the public and affected agencies have been provided notice of and an opportunity to comment on the 2021 RTIP and its air quality conformity determination and the redetermination of the Revenue Constrained 2019 Federal RTP and agencies with funding allocations in the 2021 RTIP have been directed to hold public meetings on their respective projects; and

WHEREAS the public was given a 30 day comment period on the 2021 RTIP with notices sent in English and Spanish to extensive mailing lists used by SANDAG, including its Community Based Outreach network, which represents a wide variety of minority, low income, disabled, elderly, and limited English proficiency populations; and a public hearing was held at a SANDAG Transportation Committee meeting on February 5, 2021, to present the 2021 RTIP and its air quality conformity determination and the redetermination of conformity of the Revenue Constrained 2019 Federal RTP; and to solicit additional testimony from the public; NOW THEREFORE

BE IT RESOLVED that the SANDAG Board of Directors, ALSO ACTING AS THE SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION, DOES HEREBY RESOLVE AS FOLLOWS:

That the 2021 RTIP and the Revenue Constrained 2019 Federal RTP, is in conformance with the applicable SIPs for the San Diego region; and

That the SANDAG Board of Directors has taken into consideration the comments received by SANDAG from the public on the 2021 RTIP and its air quality conformity determination; and

That the 2021 RTIP, and the FY 2021 to 2025 TransNet POP, have been developed based upon an estimate of reasonably available revenues for the program period. Actual transportation fund availability to each eligible recipient/project applicant will be based on actual federal/state fund apportionments, including obligation authority limitations, and TransNet sales tax receipts; and

That the SANDAG Board of Directors, also acting as the RTC, does hereby adopt the 2021 RTIP and its air quality conformity determination, and the redetermination of conformity of the Revenue Constrained 2019 Federal RTP; and

That all regionally significant, capacity increasing projects included in the 2021 RTIP are also included in the Revenue Constrained 2019 Federal RTP; and

That the adoption of the 2021 RTIP constitutes the Intergovernmental Review Procedures for those projects listed in the RTIP. The 2021 RTIP approval does not constitute project level design or environmental approval, which is conducted according to state and federal regulations; and

That the inclusion of any federally funded projects in the 2021 RTIP, including all amendments, constitutes the federal Expedited Project Selection Process procedures for the San Diego region, and any projects programmed in the RTIP may proceed to implementation without further project selection action by SANDAG; and
That the approval of the 2021 RTIP also constitutes the federal transit “designated recipient” approval of all Federal Transit Administration grant applications filed by the transit operators that are consistent with the RTIP project programming.

PASSED AND ADOPTED this 26th of February 2021.

Ayes
Noes
Absent

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

[Seal]

Attest

Secretary of the Board of Directors of the San Diego County Regional Transportation Commission
Federal Requirements Analysis for the Final 2021 RTIP

Metropolitan Planning and Transportation Conformity

The U.S. Department of Transportation (U.S. DOT) Metropolitan Planning Regulations¹ and U.S. Environmental Protection Agency (U.S. EPA) Transportation Conformity Regulations² establish six criteria requirements which the Regional Transportation Improvement Program (RTIP) must satisfy. The metropolitan planning regulations require that: (1) the RTIP be financially constrained and (2) make progress toward achieving federal performance targets. The transportation conformity regulations state that the RTIP must: (3) be consistent with San Diego Forward: The 2019 Federal Regional Transportation Plan (2019 Federal RTP); (4) meet regional emissions tests; (5) include timely implementation of transportation control measures (TCMs); and 6) include inter-agency consultation and public involvement.

The Final 2021 RTIP meets all six tests required under federal metropolitan planning and transportation conformity regulations. SANDAG Board of Directors will be asked to make these findings for the Proposed Final 2021 RTIP under the required federal tests on February 26, 2021. On April 16, 2021, Federal Highways and the Federal Transit Administration is expected to find that the 2021 RTIP conforms with the provisions of 40 CFR Parts 51 and 93.

**Financial Constraint Test**

Federal regulations 23 CFR Section 450.326(j) require the Final 2021 RTIP to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Chapter 4 of the Final 2021 RTIP discusses in detail the financial capacity analysis of major program areas, including a discussion of available revenues.

*Finding:* The projects contained within the Final 2021 RTIP are reasonable when considering available funding sources as demonstrated in Attachment 6 tables a through c.

**Performance Management Test**

Federal regulations 23 CFR Section 450.326(c) require the Final 2021 RTIP to be designed such that once implemented, it makes progress toward achieving the performance targets established under 450.306(d) and shall include, to the maximum extent practicable, a description of the anticipated effect of the RTIP toward achieving the performance targets identified in the transportation plan, linking investment priorities to those performance targets. Appendix H of the Final 2021 RTIP provides information on the projects which support the required federal performance management requirements.

*Finding:* The projects contained within the Final 2021 RTIP make progress toward achieving the performance targets for safety (PM1) established by the Board of Directors through investment in projects with the primary purpose of improving safety, active transportation projects, and safety features within larger transportation projects.
Finding: The projects contained within the Final 2021 RTIP make progress toward achieving the 2020 and 2022 performance targets for pavement and bridge condition (PM2) through investment in projects with the primary purpose of improving pavement conditions on the National Highway System.

Finding: The projects contained within the Final 2021 RTIP make progress toward achieving the approved performance targets for the system performance, freight, and CMAQ performance measures (PM3) through investment in projects that provide travel choices, promote non-single occupant vehicle travel, reduce excessive delay and pollutant emissions.

Finding: The projects contained within the Final 2021 RTIP make progress toward achieving the 2020 regional performance targets for transit asset management. The program includes investments in the four key categories for transit asset management: equipment, facilities, infrastructure, and rolling stock.

Consistency with San Diego Forward: The 2019 Federal Regional Transportation Plan

Finding: The Final 2021 RTIP is consistent with San Diego Forward: The 2019 Federal Regional Transportation Plan (2019 Federal RTP) adopted on October 25, 2019 (policies, programs, and projects). All projects conform to the scope, cost, and schedule included in the 2019 Federal RTP.

Regional Emissions Tests

These findings are based on the regional emissions analysis shown in Table B.9 in Appendix B of the 2019 Federal Regional Transportation Plan which demonstrate conformity for the 2019 Federal RTP and Final 2021 RTIP for the 2008 and 2015 eight-hour ozone standards.

Finding: The regional emissions analyses for the Final 2021 RTIP are consistent with the emissions analyses for the 2019 Federal RTP.

Finding: The Final 2021 RTIP is in conformance with the applicable State Implementation Plan3 (SIP).

Timely Implementation of TCM Test

Finding: The TCMs, established as Transportation Tactics in the 1982 SIP, have been fully implemented and the Final 2021 RTIP continues to fund the four TCMs, which include: (1) ridesharing; (2) transit improvements; (3) traffic flow improvements; and (4) bicycle facilities and programs.

Inter-Agency Consultation and Public Involvement Test

Finding: The Final 2021 RTIP complies with all federal and state requirements for public involvement by following the strategies described in Board Policy No. 025: Public Participation Plan Policy. The Final 2021 RTIP was posted for a 30-day public comment period from December 18, 2020, through January 18, 2021.

Finding: The SANDAG Conformity Working Group (CWG), including members from the San Diego County Air Pollution Control District, Caltrans, California Air Resources Board, SANDAG, U.S. DOT, and U.S. EPA, serve as a forum to meet the federal and state requirements for interagency consultation for the 2021 RTIP. All exempt projects in the Final 2021 RTIP were submitted to the CWG on August 5 and 7, 2020 for its review. Additional projects were submitted on November 4, 2020, and members concurred with the exempt categorizations.

1 23 Code of Federal Regulation (CFR) Part 450, subpart C
2 40 CFR part 93, subpart A
3 2008 Eight-Hour Ozone Attainment Plan for San Diego County (December 2016)
<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>FEDERAL</th>
<th>STATE</th>
<th>TRANSNET</th>
<th>LOCAL/PRIVATE</th>
<th>TOTAL RTIP (All years incl. Prior)</th>
<th>CURRENT RTIP YEARS (2021-2025)</th>
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</thead>
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<td>Subtotal Transportation Systems/Demand Management</td>
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<td>GRAND TOTAL</td>
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<td>$17,012,017</td>
<td>$5,771,180</td>
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</table>

SANDAG FY21 Priority projects are in categories that are shown in **bold** - Del Mar Bluffs, Mid-Coast, Central Mobility Hub, and Otay Mesa East Port of Entry Corridors with an asterisk are Phase 1 CMCPs

1 MidCoast Projects include the primary MidCoast project and associated projects - Elvira to Morena, San Diego River Bridge, Gilman, Voigt, & Rose Canyon Bridges

2 Substantially Completed Projects are open to traffic but not closed out of the budget or RTIP for miscellaneous remaining tasks including plant establishment - includes SR 52, SR 905, SR 76, I-15 ML, I-805 HOV, Southline Rail Freight, I-5 Genesee, and I-15 BRT
2021 RTIP Program by Mode – All Years Including Prior

2021 RTIP Program by Mode – Current RTIP Years (2021–2025)
# 2021 Regional Transportation Improvement Program (RTIP)
## Public Comments and Responses on Draft RTIP

<table>
<thead>
<tr>
<th>Comment No.</th>
<th>Agency</th>
<th>Last Name</th>
<th>First Name</th>
<th>Comment</th>
<th>Response</th>
<th>Comment Date</th>
<th>Form</th>
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<tbody>
<tr>
<td>1</td>
<td>Caltrans Federal Programming Group</td>
<td>Bagde</td>
<td>Abhijit</td>
<td>Page 2-11 Administrative Modifications: Please update this section to include language “SANDAG received the delegation from Caltrans to approve the administrative modifications for the FSTIP on July 30, 2019”.</td>
<td>Text has been updated as requested</td>
<td>1/11/2021</td>
<td>Email</td>
</tr>
<tr>
<td>2</td>
<td>Caltrans Federal Programming Group</td>
<td>Bagde</td>
<td>Abhijit</td>
<td>Appendix C, Page C-1: Please update year for the reference document to reflect 2021 RTIP and 2021 FSTIP.</td>
<td>Text has been corrected to reflect 2021 RTIP and 2021 FSTIP</td>
<td>1/11/2021</td>
<td>Email</td>
</tr>
<tr>
<td>3</td>
<td>Caltrans Federal Programming Group</td>
<td>Bagde</td>
<td>Abhijit</td>
<td>Clarify if public involvement activities and time established for public review and comment for the FTIP satisfy the Program of Projects (POP) requirements of the FTA 5307 Program.</td>
<td>The following sentence was added to the Public Participation Section on page 1-9: These efforts also serve to satisfy the public participation process pertaining to the development of the Program of Projects for the Federal Transit Administration Section 5307 Urbanized Area Formula Program and FTA Section 5307 Bus and Bus Facilities Formula Program, including the provision for public notice and the time established for public review and comment.</td>
<td>1/11/2021</td>
<td>Email</td>
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<tr>
<td>5</td>
<td>Caltrans Federal Programming Group</td>
<td>Bagde</td>
<td>Abhijit</td>
<td>Project Listings: CAL09A: Clarify the intent of programming $8,000 in FY 2020/21.</td>
<td>This project is in closeout and the funds are reflected in the budget for any closeout expense that may occur. SANDAG policy requires that all TransNet funds in the budget be programmed.</td>
<td>1/11/2021</td>
<td>Email</td>
</tr>
<tr>
<td>6</td>
<td>Caltrans Federal Programming Group</td>
<td>Bagde</td>
<td>Abhijit</td>
<td>Project Listings: CAL09D: 2020 STIP does not program Contraction phase with STIP funding in FY 2023/24 as shown below. Please clarify why it is programmed in the FTIP.</td>
<td>This will be corrected</td>
<td>1/11/2021</td>
<td>Email</td>
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<tr>
<td>No.</td>
<td>Source</td>
<td>Project Listings:</td>
<td>Comments</td>
<td>Date</td>
<td>Type</td>
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<tr>
<td>7</td>
<td>Caltrans Federal Programming Group</td>
<td>CAL105: Highway Safety Improvement Program: Update the programming per information transmitted December 2020 HSIP Listing programmed in final on December 15, 2020.</td>
<td></td>
<td>1/11/2021</td>
<td>Email</td>
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<td>8</td>
<td>Caltrans Federal Programming Group</td>
<td>SAN80, V20: Clarify if toll credits are being used for FFYs 2023/24 and 2024/25. Federal funds are removed from SAN80 - no toll credits necessary. Toll Credits are used on all projects in V20 Grouped Project Listing.</td>
<td></td>
<td>1/11/2021</td>
<td>Email</td>
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<td>9</td>
<td>Caltrans Federal Programming Group</td>
<td>SAN258: When uploading the project in CTIPS, “CMAQ-Conversion” and “RSTP Conversion” fund type shall be mapped to “CMAQ” and “RSTP” fund types respectively in CTIPS. CMAQ-Conversion is mapped to CMAQ and RSTP Conversion is mapped to RSTP fund types and are reflected in the financial summary.</td>
<td></td>
<td>1/11/2021</td>
<td>Email</td>
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<td>10</td>
<td>Caltrans Federal Programming Group</td>
<td>When uploading projects in CTIPS please map all SB1 sub program fund types to the fund type below. The following SB1 fund types are reported under Road Repair and Accountability Act (SB1): SB1- LPP Comp; SB1 - LPP Formula; SB1 - SGR; SB1 - SRA Commuter; SB1 - TCEP; SB1 - TIRCP</td>
<td></td>
<td>1/11/2021</td>
<td>Email</td>
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<td>11</td>
<td>Caltrans Federal Programming Group</td>
<td>SAN262: Clarify if toll credits are used. The local match for SAN262 is being programmed by MTS on MTS28 as indicated in the footnote.</td>
<td></td>
<td>1/11/2021</td>
<td>Email</td>
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<td>12</td>
<td>Caltrans Federal Programming Group</td>
<td>SAN07A: Verify planning activities (non-transportation capital) are included in the Overall Work Program. Planning studies do not need to be listed in the FTIP. The PPM Funds used on SAN07A are used for planning activities only. Regional Federal funds for planning projects are programmed on SAN40 and include a Clean Transportation Study included in OWP 3504000 and a Project Initiation Study for Mobility Hub Implementation included in OWP 3310700.</td>
<td></td>
<td>1/11/2021</td>
<td>Email</td>
<td></td>
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<tr>
<td>13</td>
<td>Circulate San Diego</td>
<td>Calinog Angeli</td>
<td>Support for inclusion of multi-use paths in the State Route 67 Improvements Project</td>
<td>The letter was forwarded to the project team at Caltrans and the Active Transportation Team at SANDAG.</td>
<td>1/15/2021</td>
<td>Email/Letter</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>City of Poway</td>
<td>De Vries David</td>
<td>We are in receipt of the attached alternatives provided to us by Caltrans representatives for the State Route 67 Improvements Project (attached). Please note that the City of Poway’s General Plan Transportation Element includes a multi-use path on the west side of SR-67 (reference p. 3 <a href="http://docs.poway.org/webLink/0/doc/50446/Electronic.c.aspx">http://docs.poway.org/webLink/0/doc/50446/Electronic.c.aspx</a>). This multi-use path would include a separated two-way bike path and a fenced DG equestrian trail. The multi-use path provides a critical and safe pathway for hikers, bikers, runners, walkers, children, and equestrians. A multi-use path also creates a necessary loop between the City’s Iron Mountain trailhead and other destinations (e.g., Mt. Woodson, Lake Poway) which is also a goal within the Transportation Element. The comment has been provided to the project team and included in the RTIP and PAC and Board reports.</td>
<td></td>
<td>1/15/2021</td>
<td>Email</td>
<td></td>
</tr>
</tbody>
</table>
State Route 67 is also designated as a scenic roadway by the Poway General Plan. As a part of the General Plan requirements, a 50-foot wide landscape open space easement is required from adjacent property owners from the ultimate right-of-way line along State Route 67 when development is proposed. This easement shall be landscaped and modified as needed to enhance the scenic quality of the area as discussed in the General Plan Transportation Element Policy B – Scenic Roadways. To contribute to the General Plan goals, we would suggest that the right-of-way incorporate design elements consistent with a scenic roadway (e.g., naturalized decorative solid walls, native landscaped medians and shoulders, additional landscape areas and trees where feasible, earthen berms).

The comment has been provided to the project team and included in the RTIP and PAC and Board reports.

16 San Diego Association of Governments Sanford Sam
Update Appendix H - Performance Management with Transit Safety Target information
Updates Accepted 1/18/2021 SharePoint

17 Various Local Agencies
Updates to projects as requested and detailed in Board Report
Updates Accepted 1/18/2021 ProjectTrak
Thank you Ms. Alpert for allowing us to submit comments on the draft 2021 RTIP is association with the 2050 RTP. Please include our previous attached comments for the draft 2021 RTIP and include the attached map for the recommended connection along Scripps Poway Parkway.

Also, related to the Conceptual Alternatives for the State Route 67 Improvements Project, please include the following comments on the draft 2021 RTIP.

We are in receipt of the attached alternatives provided to us by Caltrans representatives for the State Route 67 Improvements Project (attached). Please note that the City of Poway’s General Plan Transportation Element includes a multi-use path on the west side of SR-67 (reference p. 3 [http://docs.poway.org/weblink/0/doc/50446/Electronic.aspx]). This multi-use path would include a separated two-way bike path and a fenced DG equestrian trail. The multi-use path provides a critical and safe pathway for hikers, bikers, runners, walkers, children, and equestrians. A multi-use path also creates a necessary loop between the City’s Iron Mountain trailhead and other destinations (e.g., Mt. Woodson, Lake Poway) which is also a goal within the Transportation Element.

State Route 67 is also designated as a scenic roadway by the Poway General Plan. As a part of the General Plan requirements, a 50-foot wide landscape open space easement is required from adjacent property owners from the ultimate right-of-way line along State Route 67 when development is proposed. This easement shall be landscaped and modified as needed to enhance the scenic quality of the area as discussed in the General Plan Transportation Element Policy B – Scenic Roadways. To contribute to the General Plan goals, we would suggest that the right-of-way incorporate design elements consistent with a scenic roadway (e.g., naturalized decorative solid walls, native landscaped medians and shoulders, additional landscape areas and trees where feasible, earthen berms).

As a part of the San Diego Forward Plan and the 5 Big Moves Plan, SANDAG established the SR-67 corridor as a Comprehensive Multimodal Corridor Plan (CMCP) calling for a multimodal road along the SR-67 [https://www.sdforward.com/docs/default-source/default-document-library/agenda-june-5-2020.pdf?sfvrsn=891afe65_4] . As stated on p. 6-2 of the 2050 RTP, “Our region has consistently supported a multimodal approach to transportation that looks at the overall system and improvements that benefit all modes, rather than prioritizing one over the other. This approach gives all of the transportation system users choices traveling within and through the region.” Further, “A well designed and thoughtfully integrated multimodal transportation system will give people choices, allowing them to select the transportation mode that is best suited for a particular trip. In an area as large and diverse as the San Diego region, this approach is necessary to make the best use of our limited transportation resources.” As discussed, a multi-modal transportation system provides users transportation options and choices and thereby reduces traffic congestion and ghg emissions.
Regional multi-use paths have been a great asset to communities across the country. Here in San Diego, the SR-56 Bike Path is separated from the highway and is often used by runners, walkers, and equestrians. In contrast, it is uncommon to see bikers, walkers, and equestrians in a bike route adjacent to a highway (for instance, SR-76). A multi-use path is also kid friendly because of the separation from the highway and kids are often seen on the SR-56 Bike Path and not commonly seen within bike routes adjacent to a Highway. The multi-use path accommodates a more rural aesthetic and is safer for users.

Multi-use paths have become a critical component to the transportation system and are treasured by the communities they are a part of. The addition of the multi-use path is more consistent with the goals and policies of the 2050 RTP and is more desirable to communities than Alternatives 1 and 2 attached. Providing scenic roadway elements to the design will also help the corridor be more compatible with surrounding open space. Thank you for considering our comments. Please feel free to reach out to me with any questions.

Thank you,

David De Vries, AICP
City Planner
Development Services
City of Poway | 13325 Civic Center Drive | Poway, CA 92064
Phone (858) 668-4604 | Fax (858) 668-1211
ddevries@poway.org
Thank you for allowing us to submit comments on the draft 2019 Federal Regional Transportation Plan (RTP). The City of Poway would like to see vehicle, bike, pedestrian and transit infrastructure improvements and connections to be added to the draft 2050 maps from Santee north onto Highway 67 then west through Scripps Poway Parkway to the I-15 Freeway. I have spoken to several property and business owners within the South Poway Business Park (SPBP) including Geico and parking is a constant issue. There is currently no public transit route into the SPBP. Having public transit, bike, pedestrian and highway/road improvements/connections providing better more efficient access to the SPBP is essential for future employment growth in the area. Many workers in the Poway area live in East County and this is a vital connection for the City and the Region. SANDAG has also identified Scripps Poway as a Tier 3 employment center in their draft Employment Center analysis. Construction is also underway to add thousands of more employees in the SPBP. See attached recommended critical connection.

Also, please ensure there are the same connection improvements from El Cajon to Santee. That seems to be an obvious critical connection.

Thanks for your consideration.

Thank you,

David De Vries, AICP
City Planner
Development Services
City of Poway | 13325 Civic Center Drive | Poway, CA 92064
Phone (858) 668-4604 | Fax (858) 668-1211
ddevries@poway.org

---

From: Oda Audish <OAudish@poway.org>
Sent: Tuesday, October 8, 2019 2:45 PM
To: David De Vries <DDeVries@poway.org>
Subject: FW: Comment period open for Draft 2019 Federal RTP

David,
Not sure if you were aware of this draft plan.
   - Oda

---

From: Smith, Kim <Kim.Smith@sandag.org>
Sent: Tuesday, October 8, 2019 12:06 PM
To: Smith, Kim <Kim.Smith@sandag.org>
Subject: Comment period open for Draft 2019 Federal RTP

EMP Working Group Members and Interested Parties:
Submit comments through October 22

The draft 2019 Federal Regional Transportation Plan is now available for review and comment through October 22, 2019. You may view the draft plan and submit comments through our online comment form, by email to SDForward@sandag.org, or in person at upcoming events:

- **Open House on October 15, 2019**
  An open house will be held on Tuesday, October 15 from 3:30-6:30 p.m. in the
SANDAG Vision Lab, located at 401 B Street, Suite 2060, Downtown San Diego, 92101. Spanish speaking staff will be available. All ages are welcome and light refreshments will be provided.

- **Public Hearing on October 18, 2019**
  A public hearing will be held on Friday, October 18 at the SANDAG Transportation Committee meeting, which begins at 9 a.m. A presentation about the draft 2019 Federal RTP will be made and members of the public can attend and provide comments.

View [more information](#) about submitting comments via phone, mail, or in person.

Transit access to SANDAG offices is available via the Blue and Orange Line Trolley and MTS Bus Routes 3, 30, 50, 120, 150, 215, 225, 235, 280, and 290. Parking validation is available underground at the Wells Fargo Plaza building.

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Si desea obtener información en español, por favor comuníquese al (619) 699-1950 o pio@sandag.org.

*In compliance with the Americans with Disabilities Act (ADA), this document is available in alternate formats by contacting the SANDAG ADA Coordinator, the Director of Administration, at (619) 699-1900 or (619) 699-1904 (TTY).*

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In 2018, thousands of San Diego County residents provided input on the development of the Regional Plan. This input, supported by data on where people live and work, helped to identify some initial key areas for transportation improvements. The 5 Big Moves will help make these critical connections throughout our region.

Recommended New Connection - Santee north onto Highway 67 west through Scripps Poway Parkway to I-15 Freeway
January 15, 2021

Sue Alpert, Senior Financial Programming Analyst
San Diego Association of Governments (SANDAG)
401 Street, Suite 800
San Diego, CA 92101

RE: Support for multi-use paths in the State Route 67 Improvements Project

Dear Ms. Alpert,

On behalf of Circulate San Diego, whose mission is to create excellent mobility choices and vibrant, healthy neighborhoods, I am writing to express support for the inclusion of multi-use paths in the State Route 67 (SR-67) Improvements Project (Project).

The SR-67 Project presents an opportunity to provide enhanced infrastructure conditions, alternative transportation options, and traveler safety along the boundaries of the Cities of Poway, Santee, and unincorporated communities of Lakeside and Ramona. In addition, the SR-67 Project can improve access to employment job centers throughout the San Diego region, thereby promoting connectivity and economic growth in the region.

Public transit, bike, and pedestrian improvements and connections are crucial to providing more efficient access along the SR-67 corridor and for future employment growth in the area. Multi-use paths are an important component to improving a region’s transportation system by encouraging usage of alternative modes of transportation such as biking and walking.

For these reasons, Circulate supports incorporating multi-use paths, specifically along the west side of SR-67 connecting Poway Road and Scripps Poway Parkway, the SR-67 Project. Thank you for your consideration.

Sincerely,

Angeli Calinog
Policy Manager

CC: David De Vries, City Planner – City of Poway
Abhijit,

Again, thank you for taking the time to do such a thorough review of our RTIP. It always helps to have an extra pair of eyes on it. I have provided responses to your comments below in red. Those responses will also be detailed in Appendix J of the final 2021 RTIP document.

If you have any further comments or questions regarding my responses, please let me know.

Have a wonderful holiday weekend!

Sue Alpert
Senior Financial Programming Analyst

(619) 595-5318
401 B Street, Suite 800, San Diego, CA 92101

SANDAG hours: Tuesday-Friday and every other Monday from 8 a.m.-5 p.m.
Employees are teleworking while our offices are closed during the COVID-19 pandemic.

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Hello Sue and Richard,

A Very Happy New Year to you.

Thank you very much for providing us an opportunity to review SANDAG's Draft 2021 FTIP. My compliments to you and the SANDAG staff for preparing an excellent document.
Please include response to the comments below when submitting final 2021 FTIP to Caltrans.

Let me know of any questions.

**General Comments:**

1. **Page 2-11 Administrative Modifications:** Please update this section to include language "SANDAG received the delegation from Caltrans to approve the administrative modifications for the FSTIP on July 30, 2019". *Update has been made, thank you!*
2. **Appendix C, Page C-1:** Please update year for the reference document to reflect 2021 RTIP and 2021 FSTIP. *Update has been made, thank you!*
3. **Clarify if public involvement activities and time established for public review and comment for the FTIP satisfy the Program of Projects (POP) requirements of the FTA 5307 Program.**

   The following sentence was added to the Public Participation Section on page 1-9: These efforts also serve to satisfy the public participation process pertaining to the development of the Program of Projects for the Federal Transit Administration Section 5307 Urbanized Area Formula Program and FTA Section 5339 Bus and Bus Facilities Formula Program, including the provision for public notice and the time established for public review and comment.

   *This sentence is also included in the posting of the public notice and the advertising:*
Public Notice
Details

Public Notices | Public Notices Archive

Notice of Public Hearing - Draft 2021 Regional Transportation Improvement Program and Air Quality Conformity Analysis

SANDAG will hold a public hearing on February 5, 2021, to receive testimony on the draft 2021 Regional Transportation Improvement Program (RTIP), including its draft Air Quality Conformity Analysis and the 2019 Federal Regional Transportation Plan (2019 Federal RTP) conformity redetermination.

The draft 2021 RTIP is a multi-year program of proposed major highway, arterial, transit, and non-motorized transportation projects being developed in the San Diego region from FY 2020/21 to FY 2024/25.

This public hearing also will serve to satisfy the public participation process pertaining to the development of the Program of Projects for the Federal Transit Administration Section 5307 Urbanized Area Formula Program and FTA Section 5339 Bus and Bus Facilities Formula Program, including the provision for public notice and the time established for public review and comment.

A complete list of the Program of Projects is included in Chapter 3 of the draft 2021 RTIP.

The draft Conformity Analysis for the 2021 RTIP and draft conformity redetermination for the 2019 Federal RTP were released for a 30-day review and comment period on December 18, 2020. The deadline for comments is January 18, 2021. Written comments on the draft 2021 RTIP and draft conformity analyses will be accepted via letter, fax, or email. Please submit comments to SANDAG, attention: Sue Alpert, Senior Financial Programming Analyst, 401 B Street, Suite 800, San Diego, CA 92101; by fax at (619) 699-6905; or via email at sue.alpert@sandag.org.

The public hearing for the draft 2021 RTIP will be held at the virtual SANDAG Transportation Committee meeting beginning at 9 a.m. on Friday, February 5, 2021. To participate in the virtual meeting, please visit sandag.org. Comments should be submitted via email to clerk@sandag.org or mailed to: SANDAG, 401 B Street, Suite 800, San Diego, CA 92101.

View the draft 2021 RTIP or obtain a copy by calling (619) 699-1900.

For more information visit sandag.org/2021RTIP.
Financial Summary:

1. Highway Safety Improvement Program: Update the revenue and programming per information transmitted on December 15, 2020.

   This list is being programmed and will be included in the final RTIP.

Project Listings:

1. CAL09A: Clarify the intent of programming $8,000 in FY 2020/21. This project is complete and is in closeout. These TransNet funds are in the budget and SANDAG policy requires that all TransNet funds be programmed. The project will remain in the RTIP until it is removed from the budget in case funds are needed for closeout items. FYI – it looks like it is not moving forward to the 2022 budget so will fall out of the RTIP when the budget is programmed in an amendment we intend to submit in July.

2. CAL09D: 2020 STIP does not program Construction phase with STIP funding in FY 2023/24 as shown below. Please clarify why it is programmed in the FTIP. We have reviewed this and agree with your assessment. Caltrans will make the correction. Thanks for calling it to our attention.
4. CALSAN80, V20: Clarify if toll credits are being used for FFYs 2023/24 and 2024/25. For SAN80 the federal funds are being removed and replaced with TransNet for the final so no toll credits will be necessary.
V20 is interesting. Our system does not show the toll credits in the tables – it only adds a statement to the project description. Since V20 is a grouped project listing, that description did not carry over. I will update that manually as all of the projects in the grouped listing are using toll credits.

5. **SAN258:** When uploading the project in CTIPS, "CMAQ-Conversion" and "RSTP Conversion" fund type shall be mapped to "CMAQ" and "RSTP" fund types respectively in CTIPS. Yes they are: Below are screenshots of the drill down on the financial summary report.

6. **SAN258:** When uploading the project in CTIPS, "CMAQ-Conversion" and "RSTP Conversion" fund type shall be mapped to "CMAQ" and "RSTP" fund types respectively in CTIPS. Yes they are: Below are screenshots of the drill down on the financial summary report.

The fund types below are mapped to SB1:

7. **SAN262:** Clarify if toll credits are used. The local match on SAN262 is programmed by MTS on MTS28 as indicated by the footnote on the project.

8. **SAN07A:** Verify planning activities (non-transportation capital) are included in the Overall Work Program. Planning studies do not need to be listed in the FTIP. The PPM Funds used on SAN07A are used for planning activities only. Regional Federal funds for planning projects are programmed on SAN40 and include a Clean Transportation Study included in OWP 3504000 and a Project Initiation Study for Mobility Hub Implementation included in OWP 3310700.

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<table>
<thead>
<tr>
<th>Agency</th>
<th>Project ID</th>
<th>Project Title</th>
<th>INC/(DEC) ($000)</th>
<th>Change Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caltrans</td>
<td>CAL09D</td>
<td>I-5 and I-805 - Convert HOV lanes to Express lanes</td>
<td>$0</td>
<td>Revised funding between phases and fiscal years</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CAL413 (Part of CAL105)</td>
<td>La Mesa - Signalized intersections on various corridors</td>
<td>($905)</td>
<td>Project is complete</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CAL414 (Part of CAL105)</td>
<td>National City - Signalized intersections along various corridors within City limits</td>
<td>($475)</td>
<td>Project is complete</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CAL416 (Part of CAL105)</td>
<td>National City - Various Intersections</td>
<td>($261)</td>
<td>Project is complete</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CAL417 (Part of CAL105)</td>
<td>Oceanside - On Douglas Drive between approximately 300 feet south of Westport Drive and 250 feet north of Via Cibola.</td>
<td>($778)</td>
<td>Project is complete</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CAL418 (Part of CAL105)</td>
<td>San Diego County - Wintergardens Blvd. from Woodside Ave to Lemoncrest Dr in the unincorporated community of Lakeside in San Diego County.</td>
<td>($866)</td>
<td>Project is complete</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CAL419 (Part of CAL105)</td>
<td>Santee - Mission Gorge Road from SR 52 westbound on-ramp to Carlton Hills Boulevard</td>
<td>($397)</td>
<td>Project is complete</td>
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<tr>
<td>Caltrans</td>
<td>CAL420 (Part of CAL105)</td>
<td>Santee - Around Santana High School</td>
<td>($585)</td>
<td>Project is complete</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CAL448 (Part of CAL105)</td>
<td>Encinitas - Intersections of Encinitas Blvd and Vulcan Avenue, Leucadia Boulevard and Quail Gardens Drive, Santa Fe Drive and Scripps Driveway, and Leucadia Boulevard and North Vulcan Avenue.</td>
<td>$0</td>
<td>Revised funding between fiscal years</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CAL449 (Part of CAL105)</td>
<td>Encinitas - North Coast Highway 101 from Jasper Street to Phoebe Street.</td>
<td>$0</td>
<td>Revised funding between fiscal years</td>
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<tr>
<td>Caltrans</td>
<td>CAL450 (Part of CAL105)</td>
<td>Encinitas - Install LED luminaire safety lighting</td>
<td>$0</td>
<td>Moved $668k of HSIP from FY19 to FY23</td>
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<tr>
<td>Caltrans</td>
<td>CAL455 (Part of CAL105)</td>
<td>National City - Thirty-two (32) signalized intersections - Tidelands Ave/19th St, Palm Ave/16th St, and on the following corridors: 8th St, 18th St, 30th St/Sweetwater Rd, Bay Marina Dr/Mile of Cars Wy/24th St, etc.</td>
<td>($183)</td>
<td>Project is complete</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CAL456 (Part of CAL105)</td>
<td>San Diego - University Avenue between Fairmount Avenue and Euclid Avenue.</td>
<td>($6,046)</td>
<td>Project is complete</td>
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<tr>
<td>Caltrans</td>
<td>CAL457 (Part of CAL105)</td>
<td>San Diego County - Jamacha Boulevard - construct raised median and install traffic signal</td>
<td>($931)</td>
<td>Project is complete</td>
</tr>
<tr>
<td>Agency</td>
<td>Project ID</td>
<td>Project Title</td>
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<td>Change Description</td>
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<tr>
<td>Caltrans</td>
<td>CAL458 (Part of CAL105)</td>
<td>San Diego County - Woodside Ave from Marilla Dr to Chestnut St in the unincorporated community of Lakeside.</td>
<td>$0</td>
<td>Revised funding between fiscal years</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CAL483</td>
<td>SHOPP Multiple Objective - Asset Management Program</td>
<td>$0</td>
<td>Minor change to project description</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CAL512 (Part of CAL105)</td>
<td>Barona Band of Mission Indians - Install high visibility crossings at the intersection of Ashwood Street/Wildcat Canyon Road and Willow Road.</td>
<td>$0</td>
<td>Revised Local Agency and HSIP funding between fiscal years</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CAL513 (Part of CAL105)</td>
<td>Chula Vista - Pedestrian Interval Operations</td>
<td>$0</td>
<td>Revised HSIP funding between fiscal years</td>
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<tr>
<td>Caltrans</td>
<td>CAL514 (Part of CAL105)</td>
<td>El Cajon - Jamacha Road and 2nd Street, from Washington Ave to Broadway - install raised medians and pedestrian crossings</td>
<td>$0</td>
<td>Revised Local Agency and HSIP funding between fiscal years</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CAL515 (Part of CAL105)</td>
<td>El Cajon - Madison Avenue - install class 2 bike lane, pedestrian crossing and street lighting</td>
<td>$0</td>
<td>Revised Local Agency and HSIP funding between fiscal years</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CAL517 (Part of CAL105)</td>
<td>Encinitas - Install sidewalk/pathway and install pedestrian hybrid (HAWK) beacon</td>
<td>$0</td>
<td>Revised Local Agency and HSIP funding between fiscal years</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CAL521 (Part of CAL105)</td>
<td>La Mesa - Various Locations citywide - install Rectangular Rapid Flashing Beacons</td>
<td>$0</td>
<td>Revised HSIP funding between fiscal years</td>
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<tr>
<td>Caltrans</td>
<td>CAL523 (Part of CAL105)</td>
<td>National City - Signalized intersections along various corridors</td>
<td>$0</td>
<td>Revised Local Agency and HSIP funding between fiscal years</td>
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<tr>
<td>Caltrans</td>
<td>CAL524 (Part of CAL105)</td>
<td>Oceanside - Signalized intersections along various corridors</td>
<td>$0</td>
<td>Revised HSIP funding between fiscal years</td>
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<tr>
<td>Caltrans</td>
<td>CAL527 (Part of CAL105)</td>
<td>San Diego - Various locations - extend existing guardrails</td>
<td>$0</td>
<td>Revised HSIP funding between fiscal years</td>
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<tr>
<td>Caltrans</td>
<td>CAL528 (Part of CAL105)</td>
<td>San Diego County - San Miguel Road at Sunnyside Elementary School</td>
<td>$0</td>
<td>Revised Local Agency and HSIP funding between fiscal years</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CAL529 (Part of CAL105)</td>
<td>San Diego County - Five guardrails in unincorporated San Diego County.</td>
<td>$0</td>
<td>Revised HSIP funding between fiscal years</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CAL530 (Part of CAL105)</td>
<td>San Pasqual Band of Mission Indians - upgrade existing guardrails</td>
<td>$0</td>
<td>Revised HSIP funding between fiscal years</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CAL531 (Part of CAL105)</td>
<td>Santee - All sixty-one (61) traffic signals citywide.</td>
<td>($220)</td>
<td>Project is complete</td>
</tr>
<tr>
<td>Caltrans</td>
<td>CAL532 (Part of CAL105)</td>
<td>Viejas Tribal Government - Entire length of Brown Road - install new signs</td>
<td>$0</td>
<td>Revised HSIP funding between fiscal years</td>
</tr>
</tbody>
</table>
## CHANGES TO PROJECTS BETWEEN
### DRAFT AND FINAL 2021 RTIP

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<tbody>
<tr>
<td>Carlsbad</td>
<td>CB32</td>
<td>El Camino Real Widening - Poinsettia to Camino Vida Roble</td>
<td>$0</td>
<td>Moved $950k of DEMO from ENV/ENGR to ROW</td>
</tr>
<tr>
<td>Encinitas</td>
<td>ENC17</td>
<td>Safe Routes to School Sidewalk Program</td>
<td>($782)</td>
<td>ATP funds decreased in FY21. Funds were accidently programmed on two projects. Funds are programmed on ENC47 which is part of grouped listing V14</td>
</tr>
<tr>
<td>Metropolitan Transit System</td>
<td>MTS29</td>
<td>Bus and Fixed Guideways Station Stops and Terminals</td>
<td>$50</td>
<td>Decrease STA in FY24; increase TDA in FY24</td>
</tr>
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<td>Metropolitan Transit System</td>
<td>MTS31</td>
<td>Rail Electrification and Power</td>
<td>$425</td>
<td>Added TDA in FY21</td>
</tr>
<tr>
<td>Metropolitan Transit System</td>
<td>MTS32A</td>
<td>Preventative Maintenance</td>
<td>$6</td>
<td>Added TransNet - TSI Carry Over in FY21</td>
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<tr>
<td>Metropolitan Transit System</td>
<td>MTS33A</td>
<td>Senior Diabled Program</td>
<td>$3</td>
<td>Added TransNet - TSI Carry Over in FY21</td>
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<tr>
<td>Metropolitan Transit System</td>
<td>MTS34</td>
<td>Bus Signal and Communications Equipment</td>
<td>$2,810</td>
<td>Added TDA in FY21</td>
</tr>
<tr>
<td>Metropolitan Transit System</td>
<td>MTS35</td>
<td>Fixed Guideway Transitways/Lines</td>
<td>$13,240</td>
<td>Added TDA in FY21; TIRCP in FY21; STA in FY21; Reduced TDA in FY24</td>
</tr>
<tr>
<td>North County Transit District</td>
<td>NCTD34</td>
<td>Transit Service Operating Support</td>
<td>($5,993)</td>
<td>Removed TransNet Major Corridor Funds</td>
</tr>
<tr>
<td>North County Transit District</td>
<td>SAN260</td>
<td>COASTER Train Sets</td>
<td>$0</td>
<td>Replace TransNet - BRT/Rail Ops Funds with Local Funds - TDA and replace STA funds with TransNet - Major Corridors and revised TransNet - CP between years</td>
</tr>
<tr>
<td>San Diego Association of Governments</td>
<td>SAN29</td>
<td>Sorrento to Miramar Double Track/Realign</td>
<td>$300</td>
<td>Increased FY22 TransNet MC</td>
</tr>
<tr>
<td>San Diego Association of Governments</td>
<td>SAN73</td>
<td>San Elijo Lagoon Double Track</td>
<td>($400)</td>
<td>Reduced FY21 TransNet-MC and increased in FY22</td>
</tr>
<tr>
<td>San Diego Association of Governments</td>
<td>SAN80</td>
<td>TransNet Major Transit Corridor Operations</td>
<td>$0</td>
<td>Replace CMAQ funds with TransNet BRT/Rail Ops</td>
</tr>
<tr>
<td>San Diego Association of Governments</td>
<td>SAN129</td>
<td>Downtown Multiuse and Bus Stopover Facility</td>
<td>$0</td>
<td>Swap TransNet - Major Corridors for RSTP with SAN258</td>
</tr>
<tr>
<td>San Diego Association of Governments</td>
<td>SAN149 Part of SAN114</td>
<td>Coaster PE</td>
<td>$242</td>
<td>Reconciled FY20 TransNet-BPNS to payments and added TransNet-BPNS in FY22</td>
</tr>
<tr>
<td>San Diego Association of Governments</td>
<td>SAN153</td>
<td>Inland Rail Trail</td>
<td>$2,260</td>
<td>Added TDA Bicycles funds; added TransNet-BPNS funds</td>
</tr>
</tbody>
</table>
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<tr>
<td>San Diego Association of Governments</td>
<td>SAN195</td>
<td>Bayshore Bikeway: Baririo Logan (part of Lump Sum SAN147)</td>
<td>$0</td>
<td>Convert TransNet BPNS for CON to AC and add RSTP and Toll Credits for future years conversion</td>
</tr>
<tr>
<td>San Diego Association of Governments</td>
<td>SAN204 (Part of V12)</td>
<td>Central Avenue Bikeway</td>
<td>($1,965)</td>
<td>Reconciled FY20 TransNet - BPNS to match payments, reduced TransNet-BPNS funding in FY21-FY23</td>
</tr>
<tr>
<td>San Diego Association of Governments</td>
<td>SAN206</td>
<td>Downtown to Imperial Avenue Bikeway (part of Lump Sum V12)</td>
<td>$0</td>
<td>Convert TransNet BPNS for CON to AC and add RSTP and Toll Credits for future years conversion</td>
</tr>
<tr>
<td>San Diego Association of Governments</td>
<td>SAN258</td>
<td>Central Mobility Hub</td>
<td>$0</td>
<td>Swap RSTP for TransNet - Major Corridors with SAN129</td>
</tr>
<tr>
<td>San Diego County</td>
<td>CNTY21</td>
<td>Bradley Avenue Widening and Overpass at SR 67</td>
<td>$0</td>
<td>Replace Local funds with TransNet Commercial Paper following Board Approval of CP</td>
</tr>
<tr>
<td>San Diego, City of</td>
<td>SD129</td>
<td>University Avenue Mobility Project Phase 1</td>
<td>$1,724</td>
<td>Added Local City Funds in FY21, added Local RTCIP Funds in FY19</td>
</tr>
<tr>
<td>San Diego, City of</td>
<td>SD164</td>
<td>Miramar Road/I-805 Easterly Ramps</td>
<td>($98)</td>
<td>Reduced Local RTIP Funds in FY19</td>
</tr>
<tr>
<td>San Diego, City of</td>
<td>SD16A</td>
<td>Traffic Signals - Citywide</td>
<td>$691</td>
<td>Added $691k of Local RTCIP Funds in FY20</td>
</tr>
<tr>
<td>San Diego, City of</td>
<td>SD190</td>
<td>Palm Avenue/Interstate 805 Interchange</td>
<td>$0</td>
<td>Moved Local City Funds from FY20 to FY23, replaced Local City Funds with Local RTCIP</td>
</tr>
<tr>
<td>San Diego, City of</td>
<td>SD200</td>
<td>SR94/Euclid Avenue Interchange Improvements</td>
<td>$262</td>
<td>Added Local RTCIP Funds in FY19</td>
</tr>
<tr>
<td>San Diego, City of</td>
<td>SD252</td>
<td>University Avenue Complete Street Phase 1</td>
<td>$0</td>
<td>Revised Local City Funds from FY19 to FY21, added Local RTCIP Funds in FY19</td>
</tr>
<tr>
<td>San Diego, City of</td>
<td>SD70</td>
<td>West Mission Bay Drive Bridge</td>
<td>($340)</td>
<td>Revised TransNet-CP, HBP, HIP, Local RTCIP, and Local AC funding between fiscal years</td>
</tr>
<tr>
<td>Various Agencies</td>
<td>V11</td>
<td>State Route 11</td>
<td>$12,310</td>
<td>Add newly awarded TCEP Funds for Design and ROW support; increased Local Funds and reconciled TransNet - Border in prior years and revised between fiscal years</td>
</tr>
</tbody>
</table>
Chapter 5

Air Quality Conformity Analysis

Conformity Analysis

Air Quality
Chapter 5  
Air Quality Conformity Analysis

On May 21, 2012, the U.S. Environmental Protection Agency (U.S. EPA) designated the San Diego air basin as a nonattainment area for the 2008 Eight-Hour Ozone standard and classified it as a marginal area with an attainment date of December 31, 2015. This designation became effective on July 20, 2012. SANDAG redetermined conformity to the new standard on May 24, 2013, using the applicable model approved by the U.S. EPA to forecast regional emissions (EMFAC2011). The United States Department of Transportation (U.S. DOT), in consultation with the U.S. EPA, made its conformity determination on June 28, 2013.

Effective June 3, 2016, the U.S. EPA determined that 11 areas, including the San Diego air basin, failed to attain the 2008 ozone National Ambient Air Quality Standard (NAAQS) by the applicable attainment date of December 31, 2015, and thus are reclassified by operation of law as “Moderate” for the 2008 ozone NAAQS. States containing any portion of these new Moderate areas were required to submit State Implementation Plan (SIP) revisions that met the statutory and regulatory requirements that apply to 2008 ozone nonattainment areas classified as Moderate, by January 1, 2017. Consequently, the San Diego County Air Pollution Control District submitted a SIP revision addressing Moderate area requirements to California Air Resources Board (CARB) on December 27, 2016. CARB submitted the SIP revision document to the U.S. EPA on April 12, 2017. Effective December 4, 2017, the U.S. EPA found the motor vehicle emissions budgets for the Reasonable Further Progress milestone year of 2017 from the 2008 Eight-Hour Ozone Attainment Plan for San Diego County adequate for transportation conformity purposes for the 2008 ozone NAAQS. On August 23, 2019, U.S. EPA published a final rule in the Federal Register reclassifying the San Diego air basin by operation of law from a Moderate nonattainment area for the 2008 ozone NAAQS to Serious effective September 23, 2019 (84 FR 44238). This rulemaking changes the 2008 ozone NAAQS attainment deadline to July 20, 2021, with an attainment year of 2020.


On May 24, 2019, the SANDAG Board of Directors adopted the 2015 Ozone National Ambient Air Quality Standard Conformity Demonstration for the 2018 Regional Transportation Improvement Program (2018 RTIP) and 2015 Regional Plan and found the 2015 Regional Plan and 2018 RTIP, as amended, in conformity with the requirements of the federal Clean Air Act (CAA) and applicable SIP. The U.S. DOT, in consultation with U.S. EPA made its conformity determination on June 21, 2019.

On October 25, 2019, the SANDAG Board of Directors adopted San Diego Forward: The 2019 Federal RTP (2019 Federal RTP) and 2018 RTIP Amendment No. 8 and found the 2019 Federal RTP and 2018 RTIP, as amended, in conformity with the requirements of the federal CAA and applicable SIP. The U.S. DOT, in consultation with U.S. EPA, made its conformity determination on November 15, 2019.
On February 26, 2021, the SANDAG Board of Directors adopted the final 2021 Regional Transportation Improvement Program (2021 RTIP) and its conformity determination (see this chapter and Appendices E and F) and redetermination of conformity for San Diego Forward: The 2019 Federal Regional Transportation Plan (RTP).

On November 19, 2020, CARB adopted the proposed San Diego 8-hour Ozone Plan SIP submittal which addresses both the 2008 and 2015 ozone standards. Included in the San Diego 2020 SIP is a request for a voluntary reclassification to Severe nonattainment for both the 2008 and 2015 ozone standards. The reclassification extends the timeline to meet the standards and aligns with air quality modeling. U.S. EPA is expected to review and take action on the San Diego 2020 SIP and voluntary reclassification in 2021.

**Demonstration of Fiscal Constraint**

The 2021 RTIP is consistent with the 2019 Federal RTP. As a financially constrained document, the 2021 RTIP contains only those major transportation projects listed in the Revenue Constrained 2019 Federal Regional Transportation Plan. Chapter 4 of the 2021 RTIP includes detailed discussion on fiscal constraint and overall financial capacity to carry out projects included in the RTIP. Tables 4.1a through 4.1c are program summaries for the 2021 RTIP. Based on the analysis, the projects contained in the 2021 RTIP are reasonable when considering available funding sources.

**Development of Transportation Control Measures**

In 1982, SANDAG adopted four Transportation Tactics as elements of the 1982 Revised Regional Air Quality Strategy (RAQS). These Transportation Tactics are: (1) ridesharing, (2) transit improvements, (3) traffic flow improvements, and (4) bicycle facilities and programs.

These four Transportation Tactics were subsequently approved by the San Diego County Air Pollution Control Board and are included in the 1982 SIP for Air Quality as Transportation Control Measures (TCMs). The U.S. EPA approved this SIP revision for the San Diego Air Basin in 1983. The four TCMs have been fully implemented. Ridesharing, transit, bicycling, and traffic-flow improvements continue to be funded, although the level of implementation established in the SIP has been surpassed.

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

On June 30, 1992, the APCD amended the TCM Plan and adopted the 1991 RAQS, including the amended TCM Plan. TCMs included in the 1991 RAQS include the four Transportation Tactics described above as well as a Transportation Demand Management (TDM) program, vanpools, high-occupancy vehicle lanes, and Park & Ride facilities. On November 12, 1992, CARB gave approval to the 1991 RAQS, including the TCMs.

The 1995 Triennial RAQS Update subsequently deleted the Employee Commute Travel Reduction Program contained in the TDM program because the program was no longer required under federal law. Assembly Bill 3048 (Statutes of 1996, Chapter 777) eliminated all state requirements for mandatory trip-reduction programs. As a result, the Student Travel Reduction Program, the Non-Commute Travel Reduction
Program, and the Goods Movement/Truck Operation Program proposed in the 1991 RAQS were no longer statutorily mandated and were deleted from the RAQS in 1998. The 2001, 2004, 2009, and 2016 RAQS Revisions did not make changes to measures related to mobile sources or the TCM Plan.

**Air Quality Conformity Requirements**

SANDAG, as the Metropolitan Planning Organization, and the U.S. DOT must determine that the 2021 RTIP, as amended, and the 2019 Federal RTP conform to the applicable SIP. Conformity to the SIP means that transportation activities will not create new air quality violations, worsen existing violations, or delay the attainment of the NAAQS.

Based upon the U.S. EPA’s Transportation Conformity Rule, as amended, conformity of transportation plans and programs, including the 2021 RTIP, is determined according to the 1990 Clean Air Act Amendments (CAAA) [Section 176(c)(3)(A)] if the following is demonstrated:

- The 2021 RTIP, as amended, provides for the timely implementation of the Transportation Tactics contained in the 1991 RAQs. These tactics also are included as TCMs in the 1982 SIP.

- A quantitative analysis is conducted on the cumulative emissions of projects programmed within the 2021 RTIP, as amended, including all regionally significant, capacity-increasing projects. Further, implementation of the projects and programs must meet the motor vehicle emissions budget developed by local and state air quality agencies and be approved by the U.S. EPA. The 2021 RTIP, as amended, must meet the applicable emission budgets prescribed in the 2008 Eight-Hour Ozone Attainment Plan for San Diego County (December 2016), which were found adequate for transportation conformity purposes effective December 4, 2017.
• In addition to the required emissions tests, consultation with transportation and air quality agencies is required. The consultation process followed to prepare the air quality conformity analysis complies with the San Diego Transportation Conformity Procedures adopted in July 1998.

• Interagency consultation involves SANDAG, APCD, Caltrans, CARB, U.S. DOT, and the U.S. EPA, which form the San Diego Region Conformity Working Group (CWG).

Consultation is a three-tier process that:

1. Formulates and reviews drafts through a conformity working group.

2. Provides local agencies and the public with opportunities for input through existing regional advisory committees and workshops.

3. Seeks comments from affected federal and state agencies through participation in the development of draft documents and circulation of supporting materials prior to formal adoption.

SANDAG consulted with the CWG for the preparation of the new air quality analysis of the 2021 RTIP. Conformity of the 2019 Federal RTP also is being redetermined for consistency purposes. On March 1, 2018, the California Air Resources Board released EMFAC2017 v1.0.2 to the public. On August 15, 2019, U.S. EPA approved EMFAC2017 for use in conformity determinations. EMFAC2017 v1.0.2 was used to project the regional emissions for the 2021 RTIP and 2019 Federal RTP conformity determination.

The schedule for the development of the 2021 RTIP, and criteria and procedures for determining conformity were presented to the CWG on July 1, 2020. In addition, the draft list of projects was distributed to the CWG for the August 5 meeting, and an updated list was distributed on August 7, 2020. The draft list was discussed at the August CWG meeting.

The quantitative emissions analyses for the 2021 RTIP conformity determination and 2019 Federal RTP redetermination were initiated in September 2020, and the results were distributed on October 16, 2020 to the CWG for an initial review and comment period. The CWG reviewed the draft air quality conformity analysis at its November 4, 2020 meeting. Comments received were incorporated into the final document. The draft 2021 RTIP and its conformity analysis and the 2019 Federal RTP conformity redetermination were released for public review and comment on December 18, 2020. Subsequently, the conformity analysis was adopted by the SANDAG Board on February 26, 2021. The following sections provide a summary of the air quality conformity analysis of the 2019 RTIP and 2019 Federal RTP in relation to the above conformity requirements.
Conformity Finding – Transportation Control Measures

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

The 1982 SIP established the TCMs, which identified general objectives and implementing actions for each tactic. Due to substantial investments since 1982, SANDAG has fully implemented the TCMs. Ridesharing, transit, bicycling, and traffic flow improvements continue to be funded, although the level of implementation established in the SIP has been surpassed. No TCMs have been removed or substituted from the SIP.

The 2021 RTIP programs substantial funds for the implementation of the four TCMs (identified as Transportation Tactics) in the 1982 SIP and 2016 RAQS and have been fully implemented. The Transportation Tactics programmed for implementation are provided in Table 5-1, with approximately $8.7 billion, or 51 percent of the total funds programmed. Included are $78 million for Ridesharing, $8 billion for Transit Improvements, $517 million for Bicycle Facilities and Programs, and $194 million for Traffic Flow Improvements. Based upon this analysis, the 2021 RTIP provides for the expeditious implementation of the existing TCMs in the 1982 SIP and 2016 RAQS, which remain the federally approved TCMs for the San Diego region.
Table 5-1: 2021 RTIP– San Diego Region (in $000s) Transportation Tactics

<table>
<thead>
<tr>
<th>Transportation Tactic</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ridesharing</strong></td>
<td></td>
</tr>
<tr>
<td>Transportation Demand Management</td>
<td>$77,696</td>
</tr>
<tr>
<td><strong>Subtotal Ridesharing:</strong></td>
<td>$77,696</td>
</tr>
<tr>
<td><strong>Transit Improvements</strong></td>
<td></td>
</tr>
<tr>
<td>Mid-Coast</td>
<td>$2,454,878</td>
</tr>
<tr>
<td>Operations/Maintenance – Transit</td>
<td>$4,467,783</td>
</tr>
<tr>
<td>Major Transit - LOSSAN Corridor</td>
<td>$378,183</td>
</tr>
<tr>
<td>Bus Rapid Transit (Rapid)</td>
<td>$291,298</td>
</tr>
<tr>
<td>Blue/Orange Line Trolley</td>
<td>$87,514</td>
</tr>
<tr>
<td><strong>Subtotal Transit Improvements:</strong></td>
<td>$7,679,656</td>
</tr>
<tr>
<td><strong>Bicycle Facilities</strong></td>
<td></td>
</tr>
<tr>
<td>Bicycle/Pedestrian Projects</td>
<td>$515,626</td>
</tr>
<tr>
<td><strong>Subtotal Bicycle Facilities:</strong></td>
<td>$515,626</td>
</tr>
<tr>
<td><strong>Traffic Flow Improvements</strong></td>
<td></td>
</tr>
<tr>
<td>Transportation Management System/Intelligent System</td>
<td>$194,798</td>
</tr>
<tr>
<td><strong>Subtotal Traffic Flow Improvements:</strong></td>
<td>$194,798</td>
</tr>
<tr>
<td>Total Transportation Tactics in 2021 RTIP:</td>
<td>$8,467,775</td>
</tr>
<tr>
<td>Total All Transportation Projects in 2021 RTIP:</td>
<td>$17,012,017</td>
</tr>
<tr>
<td>Share of T-Tactics Projects in 2021 RTIP:</td>
<td>50%</td>
</tr>
</tbody>
</table>

**Conformity Finding – Quantitative Emissions Analysis**

The second requirement of the conformity finding is to conduct a quantitative emissions analysis for the 2021 RTIP. The emissions analysis must show that implementation of the 2021 RTIP and 2019 Federal RTP meet the emissions budgets established in the 2008 *Eight-Hour Ozone Attainment Plan for San Diego County* (December 2016).

A quantitative emissions analysis was conducted according to the requirements established in the Transportation Conformity Rule under Section 93.122(b). Motor vehicle emissions forecasts were produced for the following analysis years: 2023, 2030, 2040, and 2050. The SANDAG regional growth forecasts and transportation models, as well as the CARB emissions model, were used to generate the emissions forecasts. Transportation forecasts were developed using SANDAG’s activity-based model (ABM). The ABM simulates individual and household transportation decisions that comprise their daily travel itinerary. It predicts
whether, where, when, and how people travel outside their home for activities such as work, school, shopping, healthcare, and recreation. ABM outputs are used as inputs for regional emissions forecasts.

The emissions analysis was conducted using the EMissions FACtors EMFAC2017 v1.0.2 model. The 2021 RTIP and 2019 Federal RTP air quality conformity analysis was conducted for the years 2021–2050. All of the capacity-increasing improvements identified in the 2021 RTIP that are on the Regional Arterial System (as defined in the RTP) or the Federal Highway Administration functional classification system (other principal arterials and higher classifications) were modeled.

On November 20, 2019, CARB released EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicle Rule Part One. This process updates EMFAC model outputs to include vehicle tailpipe and evaporative emissions impacts from the U.S. EPA and National Highway Traffic Safety Administration (NHTSA) regulation Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program. The adjustment factors for the analysis years and relevant vehicle types were applied to the EMFAC2017 outputs for the 2021 RTIP and 2019 Federal RTP air quality conformity analysis and are included in Table 5.2.

Table 5-2 provides a summary of the results of the quantitative emissions analysis conducted for the 2021 RTIP Amendment and 2019 Federal RTP using budgets from the 2008 Eight-Hour Ozone Attainment Plan for San Diego County (December 2016). The table demonstrates that the 2021 RTIP and 2019 Federal RTP meet the budgets for the 2008 Eight-Hour Ozone Standard. Projected ROG and NOx emissions for 2023, 2030, 2040, and 2050 are below the established SIP budget.


<table>
<thead>
<tr>
<th>Year</th>
<th>Average Weekday Vehicle Starts (1,000s)</th>
<th>Average Weekday Vehicle Miles (1,000s)</th>
<th>ROG</th>
<th>NOx</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>ROG Emissions Tons/Day</td>
<td>NOx Emissions Tons/Day</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SIP Emissions Budget Tons/Day</td>
<td>SIP Emissions Budget Tons/Day</td>
</tr>
<tr>
<td>2023</td>
<td>11,246</td>
<td>85,241</td>
<td>23</td>
<td>42</td>
</tr>
<tr>
<td>2030</td>
<td>12,558</td>
<td>90,395</td>
<td>23</td>
<td>14</td>
</tr>
<tr>
<td>2040</td>
<td>13,966</td>
<td>95,362</td>
<td>23</td>
<td>9</td>
</tr>
<tr>
<td>2050</td>
<td>15,215</td>
<td>99,982</td>
<td>23</td>
<td>8</td>
</tr>
</tbody>
</table>

Note: Emissions budgets from the 2008 Eight-Hour Ozone Attainment Plan for San Diego County (December 2016), which were found adequate for transportation conformity purposes by the U.S. EPA effective December 4, 2017, are used for all analysis years.

Conclusion

Based upon an evaluation of projects and funds programmed and a quantitative emissions analysis, the 2021 RTIP and 2019 Federal RTP meet the U.S. EPA transportation conformity regulations contained within the federal guidelines published on August 15, 1997, and subsequent amendments, as well as the requirements of the federal CAA of 1990.
Transportation Committee

February 5, 2021

Proposed FY 2021 Program Budget Amendment: Otay Mesa East Port of Entry

Overview
The State Route 11 (SR 11)/Otay Mesa East Port of Entry Corridor (Corridor) program is a joint venture between Caltrans and SANDAG, in collaboration with state and federal partners in the U.S. and Mexico, to create a 21st century port of entry that will enhance regional mobility, reduce greenhouse gas emissions, fuel economic growth, and bolster binational trade.

Construction is currently underway on a number of transportation improvements, including the final segment of future toll road SR 11 and the southbound connector ramps.

With all the right-of-way acquired and roadway segments for SR 11 as well as connections with State Route 905 (SR 905) and State Route 125 (SR 125) fully funded and under construction, the next major milestone is to realize the financing, design, and beginning the construction on the proposed Otay Mesa East Port of Entry.

Key Considerations
On April 17, 2020, the SANDAG Transportation Committee approved the Otay Mesa East Port of Entry: Critical Path Forward project (Project) for submittal to the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) cycle 2. The Project completes the critical steps required to start the final phase of the SR 11/Otay Mesa East Port of Entry Corridor Program. These investments include:

- Advanced utility relocation and services, including the relocation of two existing gas lines and bringing water, sewer, communication, and gas lines to the Port of Entry and California Highway Patrol-operated Commercial Vehicle Enforcement Facility; and
- The Otay Mesa East Port of Entry design document and supporting studies, including the design plans and specifications.

On December 2, 2020, the California Transportation Commission (CTC) approved approximately $1.359 billion in SB 1 TCEP cycle 2 projects statewide over the next three years, including $42.52 million for the Otay Mesa East Port of Entry: Critical Path Forward project. Therefore, staff proposes to amend the FY 2021 Program Budget, accepting $42.52 million of state Trade Corridor Enhancement Program funds and transferring $2.6 million from the existing State Route 11 (SR 11) and Otay Mesa Port of Entry: Segment 2A and SR 905/125/11 Connectors and SR 125/905 Southbound to Westbound Connector projects (Capital Improvement Program Nos. 1201103 and 1390506) to the SR 11 and Otay Mesa East Port of Entry project (Capital Improvement Program No. 1201101).

Fiscal Impact:
Approval of the proposed budget amendment will add $45.120 million of state Trade Corridor Enhancement Program funds into the FY 2021 Program Budget.

Schedule/Scope Impact:
Approval of this action by the Board of Directors would allow the project to proceed on schedule.

Action: Recommend
The Transportation Committee is asked to recommend that the Board of Directors approve an amendment to the FY 2021 Program Budget, accepting $42.52 million of state Trade Corridor Enhancement Program funds and transferring $2.6 million from the existing State Route 11 (SR 11) and Otay Mesa Port of Entry: Segment 2A and SR 905/125/11 Connectors and SR 125/905 Southbound to Westbound Connector projects (Capital Improvement Program Nos. 1201103 and 1390506) to the SR 11 and Otay Mesa East Port of Entry project (Capital Improvement Program No. 1201101).
Next Steps

Pending action by the Transportation Committee, the Board of Directors is scheduled to consider this item at its February 12, 2021, meeting. If approved, the work included in this grant will proceed.

In 2021, SANDAG and Caltrans will focus on securing multiple agreements with the federal agencies to staff, maintain, and operate the port of entry, as well as agreements with the federal government of Mexico to successfully achieve the financial strategy, including a toll revenue sharing agreement, and the binational operations of the congestion pricing strategy.

Three key deliverables for 2021 will include:

1. Completing the Investment Grade Traffic and Revenue Study, which will help develop the financial strategy to fund construction;
2. Beginning the utility relocation at the port of entry site that will bring new service utilities; and
3. Developing the design document that conveys plans and specifications requirements to contractors bidding on the project in order to commence construction of the Port of Entry and associated facilities.

John Haggerty, Director of Engineering and Construction

Key Staff Contacts: Maria Rodriguez-Molina, (619) 699-1906, maria.rodriguezmolina@sandag.org
Mario Orso, (619) 921-4230, mario.orso@dot.ca.gov

Attachments: 1. Proposed FY 21 Program Budget Amendment for Capital Improvement Program – Capital Improvement Program No. 1201101
2. State Route 11/Otay Mesa East Brochure
3. SB 1 TCEP Otay Mesa East Port of Entry: Critical Path Forward Fact Sheet
Project Number: 1201101  
RTIP Number: V11  
Project Name: SR 11 and Otay Mesa East Port of Entry  
Corridor Director: Mario Orso  
Project Manager: Jacqueline Appleton-Deane  
PM Phone Number: (619) 491-3080

**PROJECT SCHEDULE**

**SITE LOCATION**

**PROGRESS TO DATE**

**PROJECT LIMITS**

**SANDAG EXPENDITURE PLAN ($000)**

**CALTRANS EXPENDITURE PLAN ($000)**

**FUNDING PLAN ($000)**

**Note:** The entire cost of this project is estimated to be $823.5 million. Continued progress is subject to a funding allocation.
A Vision for Economic Growth, Sustainability, and Innovation

The State Route 11 (SR 11)/Otay Mesa East Port of Entry Project is a joint effort between the San Diego Association of Governments (SANDAG) and Caltrans, in collaboration with state and federal partners in the U.S. and Mexican governments, to create a 21st century border crossing for the San Diego-Baja California region. The project provides a unique opportunity to develop a new multimodal land port of entry, in close coordination with Mexico’s future Mesa de Otay II Port of Entry.

State Route 11/Otay Mesa East Port of Entry Project Features

- **REDUCE WAIT TIMES**
- **REDUCE GREENHOUSE GAS EMISSIONS**
- **FUEL ECONOMIC GROWTH**
- **ENHANCE REGIONAL MOBILITY**
- **STRENGTHEN BORDER SECURITY AND RESILIENCY**
- **BOLSTER BINATIONAL TRADE**

KeepSanDiegoMoving.com/SR11  •  (888) 407-8413
The U.S. and Mexico continue to improve existing border infrastructure, but increasing demands on today’s border crossings in the San Diego-Baja California region are impeding mobility. Insufficient capacity at these border crossings costs both countries billions of dollars annually in foregone economic output.

The Otay Mesa East Port of Entry, complemented by Mesa de Otay II on the Mexican side, will help solve this problem. Using variable tolls to manage traffic demand, the port of entry will provide a new relief valve, resulting in decreased congestion and wait times at the other San Diego land ports of entry.

**Project Funding Breakdown**

- Federal: 40%
- State: 51%
- Local: 9%

Total of $563 million invested to date
Total cost for facility on both sides of border estimated at approximately $1 billion

**Decreasing Wait Times**

Currently, travelers crossing the border between Tijuana and San Diego experience average wait times of 1.5 - 2 hours for passenger vehicles, and 1 - 2 hours for commercial vehicles. Idling trucks and cars are detrimental to the region’s air quality, and contribute to greenhouse gas emissions.

The addition of the Otay Mesa East Port of Entry would have a significant and immediate impact, reducing peak wait times at the existing ports of entry by approximately 50% on opening day.

**Innovative Features**

- **Interchangeable passenger and commercial vehicle primary inspection lanes** will reduce wait times and maximize efficiency by taking advantage of differing peak travel times for passenger vs. commercial vehicles.

- **An advanced traveler information system** will inform border crossers about toll rates, border wait times, special lane conditions, and incidents at all regional land ports of entry.

- **An integrated operations system** will intelligently link traffic operations. This seamless system will be instrumental in meeting the 20-minute average wait time goal.
A new port of entry at Otay Mesa East will improve regional security and safety, bolster the binational economy, improve mobility and efficiency, and foster innovative technology solutions, all while delivering a 10-1 return on investment for the San Diego region. Through managed operations and complete corridor integrations, the new port of entry will be essential for a fully integrated regional transportation system.

### Facility Design Considerations

![Diagram showing Facility Design Options]

- **Optimize Capacity**
- **Optimize Revenue**
- **Balance**

### Efficient and Flexible Facility Design

- **Interchangeable lanes during passenger vehicle peak**
- **Interchangeable lanes during commercial vehicle peak**

### Border Management System

New technologies report current wait times to ensure travelers make informed and optimal decisions.

- **Binational Tolling**
  - Tolls collected electronically at a single collection point to help manage traffic demand.

- **Seamless Approach Roads**
  - Tolled approach roads connect directly to the new port of entry to enable fast and predictable crossings.

### Enhanced Security and Resiliency

- **Security**
  - New operational innovations will ensure secure and efficient crossings for customs officials and crossborder travelers.

- **Resiliency**
  - In times of emergency, the new Otay Mesa East Port of Entry will provide needed crossborder regional redundancy by adapting and responding quickly to increases in traffic.

### Improving Mobility

- **4** Existing land ports of entry in the San Diego-Baja California region
- **112M** Crossed through San Diego County ports of entry in both directions (2019 estimate)
- **30.7%** Growth in individual border crossings (2009-2019)
- **#1** The region’s ports of entry are the busiest border crossings in the Western Hemisphere
- **1M** Northbound truck crossings at Otay Mesa and Tecate ports of entry (2019)

### Bolstering Binational Trade

- **$614.5B** Value of annual trade between U.S. and Mexico (2019)
- **#1** Mexico is California’s largest export market (2019)
- **$48.3B** In goods crossed between Mexico and U.S. at existing Otay Mesa and Tecate ports of entry (2019)
- **#2** Otay Mesa Port of Entry ranks second among all U.S.-Mexico border crossings in total truck crossing volume (2019)
- **72%** Amount of total California-Mexico border trade via truck that moves through Otay Mesa Port of Entry (2019)
PROJECT MILESTONES

Region signed a Memorandum of Understanding to create the Otay Mesa - Mesa de Otay Binational Corridor

1998
SANDAG completed study on economic impacts of border wait times

2006
SANDAG Toll Authority Legislation approved (SB 1486)
U.S. Presidential Permit issued

2008
MOU signed between key project partners U.S. General Services Administration, U.S. Customs and Border Protection, Federal Highway Administration, SANDAG, and Caltrans

2011
California Transportation Commission (CTC) approved implementation of the project in multiple segments
Environmental Impact Report EIR/EIS completed

2012
Construction began on SR 11 Segment I

2013
MOU signed between State of California and Mexico’s Secretariat of Communications and Transportation to form a binational oversight committee to expedite project
Level 1 Preliminary Traffic and Revenue (T&R) Study

2014
Construction began on SR 11/SR 905/SR 125 northbound connectors
Border Wait Time Pilot project at San Ysidro Port of Entry initiated

2015
SR 11 Segment I opened to traffic
U.S. and Mexico agencies began Innovation Analysis study
SR 11/SR 905/SR 125 northbound connectors opened to traffic

2016
Border Wait Time Pilot project at San Ysidro Port of Entry completed installation and began operations

2017
New U.S. Presidential Permit issued

2018
Construction began on last segment of SR 11 and SR 11/SR 905/SR 125 southbound connectors
All right-of-way for SR 11 and port of entry secured

2019
USMCA ratified
Investment-grade T&R study began

2020
Design and construction of Otay Mesa East Port of Entry to begin*

2022
Anticipated opening of Otay Mesa East Port of Entry*

2024/2025

*Date subject to change. • For additional binational trade and economics information, please visit sandag.org/SR11.
Otay Mesa East Port of Entry: Critical Path Forward

The Otay Mesa East Port of Entry (OME POE): Critical Path Forward Project (Project), submitted in partnership between SANDAG and Caltrans District 11, focuses on the critical design and advanced utility improvements for the San Diego Border Region’s State Route-11/OME POE (Corridor Program). The nearly $945 million Corridor Program will be the nation’s first transformative POE to integrate innovative technologies that will increase travel time reliability and reduce border crossing wait times and vehicular emissions while enhancing cross-border travel and trade. To date, this master-planned Corridor Program has garnered $523 million from federal, state, and local resources to construct the roadway facilities leading to the OME POE and acquire right-of-way for the site.

With the final segments of the OME POE approach road (SR-11) currently under construction, this $42.52 million Trade Corridor Enhancement Program request would complete the critical steps required prior to starting the final phase of the Corridor Program. These investments include:

- Advanced utility relocation and services, including the relocation of two existing gas lines and bringing water, sewer, communication, and gas lines to the POE and CHP-operated Commercial Vehicle Enforcement Facility; and
- The OME POE “bridging document” and supporting studies, including the design plans and specifications.

Benefits
The U.S. and Mexico continue to enhance existing San Diego-Baja California border infrastructure; however increasing demands on today's border crossings in the region are impeding mobility. Insufficient capacity at these border crossings, coupled with two-hour average wait times, costs both countries billions of dollars annually in foregone economic output while adversely impacting air quality in border communities.

The SR-11/OME POE, complemented by Mesa de Otay II on the Mexican side, will help solve this problem. Using variable tolls to provide a 20-minute average wait time goal, the POE will provide a new relief valve while managing traffic demand, resulting in decreased congestion and wait times for commercial and passenger vehicles at all the region’s POEs. The new OME POE will improve mobility and efficiency, reduce greenhouse gas emissions, foster innovative technology solutions, bolster the binational economy, and support regional security and safety while delivering a significant investment for the California-Baja California region. Through efficiently managed operations currently underway in the region’s California Sustainable Freight Action Plan border pilot project, the new POE will be essential for a fully integrated regional transportation system that improves the region’s quality of life and positions the State for implementing USMCA.
Update on Next Generation Transit Fare System and Possible Fare Changes

Overview

SANDAG Board Policy No. 029: Regional Fare Policy and Comprehensive Fare Ordinance provides guidelines for setting a uniform, fair, and equitable region-wide fare system within the County of San Diego for the Metropolitan Transit System (MTS) and North County Transit District (NCTD). The Comprehensive Fare Ordinance includes the existing fare structure used by MTS and NCTD, with a detailed listing of the available fare media, their prices, and their limitations.

In 2018, the MTS Board of Directors authorized the award of a contract for a next generation fare collection system to INIT, Innovations in Transportation, Inc. Deployment of the new system is scheduled for summer 2021.

Over the past year SANDAG has been working with MTS and NCTD on a fare study based on the new system’s capability to provide “best fares” in addition to traditional monthly pass products. The study developed fare-change scenarios to further simplify fares as well as to ensure revenue neutrality in the new system.

In order to implement any proposed fare changes, SANDAG will be required to amend the Comprehensive Fare Ordinance. The Transportation Committee is asked to provide input on the proposed fare changes being considered.

Key Considerations

SANDAG, MTS, and NCTD purchased the Compass Card fare collection system in 2003. It was implemented in 2009, enabling the agencies to transition from paper fare products to the Compass Card electronic fare collection system. In 2016, increasingly high maintenance costs due to the system’s age and its lack of modern functionality led MTS to begin the process to identify a new fare collection system. The new system, branded PRONTO, is scheduled to be implemented in summer 2021, with the phase-out of the Compass system within a few months after implementation is completed.

The most significant proposed change to fares with PRONTO is the introduction of “best fares” or fare capping, a payment system that allows for riders to never pay more than the price of a Day or Monthly pass. Riders who load money into their PRONTO account will have a one-way fare deducted from their balance each time they board a public transit vehicle. For example, a rider will never be charged more than the value of a Day Pass once they have deducted the value of that pass over the course of a day. Similarly, a rider will never be charged more than the value of a Monthly Pass once they have deducted the value of that pass over the course of month. Riders will be able to easily load money in their account online, in the new PRONTO mobile app, on ticket machines at stations, at the Transit Store or Customer Service Centers, and at participating retail outlets (which are planned to go from 55 to 100 at launch and eventually more than 400.

Fiscal Impact:
None for SANDAG. MTS and NCTD receive a significant portion of their revenues from fares.

Schedule/Scope Impact:
Any fare changes approved by the MTS and NCTD Board of Directors, and SANDAG Transportation Committee would be enacted no sooner than May 2, 2021.

Action Requested: Discussion
The Transportation Committee is asked to provide input on the Next Generation Fare System and accompanying proposed fare changes.
The key fare changes being considered by the transit operators could include:

- “Best-fare” capabilities for Day Pass and Monthly passes.
- Reduce one-way cash fares for Youth to align with the discounted Senior/Disabled/Medicare cash fares.

MTS and NCTD could choose to approve the above changes without any additional fare increases. These two changes would likely result in less fare revenues being collected by the transit agencies in pre- or post-COVID times, but are difficult to estimate during the pandemic. Other fare change proposals that would reduce the financial burden of the above proposed changes include:

- Increase Adult one-way cash fares on most bus and light rail services from $2.50 to $2.75.
- Increase MTS Access and NCTD LIFT fares from $5.00 to $5.50.
- Increase Adult Regional Monthly Pass from $72 to $75.
- Increase Youth and Senior/Disabled/Medicare (SDM) Monthly Pass from $23 to $24.

The financial and ridership impacts of the proposed changes are being analyzed and will be presented at the April 2, 2021, Transportation Committee meeting.

Public Engagement and Feedback

Three virtual public outreach meetings for input on the fare changes were conducted in January 2021. The proposed change from Compass to PRONTO, including proposed fare changes and public meeting schedules, were advertised in numerous newspapers, via press releases, and announced on SANDAG, MTS, and NCTD social media. Spanish translations of the advertisements were published and translation services provided at the public meetings.

Additionally, SANDAG has a telephone hotline, web portal, email address, and mailing address available for the public to submit comments and questions. The MTS Board of Directors received an information item and took public comment at its meeting on January 21, 2021. The NCTD Board of Directors postponed the fare item at its January 21, 2021, meeting due to time constraints, but the staff report and presentation were published. Feedback from the public will be presented in detail at the SANDAG Transportation Committee meeting on April 2, 2021.

Next Steps

Fare changes require amendments to the Comprehensive Fare Ordinance. MTS and NCTD Boards of Directors will consider proposed fare changes at their February and March meetings and will forward their recommendations to the SANDAG Transportation Committee for consideration at its April 2, 2021 (first reading of the Fare Ordinance) and April 16, 2021 (second reading and approval of the Fare Ordinance) meetings. Pending final approval by the SANDAG Transportation Committee in April, any fare changes would be enacted no sooner than May 16, 2021.

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