

SANDAG

Board of Directors Agenda

Friday, May 28, 2021

9 a.m.

****Teleconference Meeting****

MEETING ANNOUNCEMENT AMIDST COVID-19 PANDEMIC:

The Board of Directors meeting scheduled for Friday, May 28, 2021, 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. Board Members will primarily participate in the meeting virtually, while practicing social distancing, from individual remote locations.

To participate via Zoom webinar, click the link to join the meeting: <https://zoom.us/j/91432753304>

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SANDAG

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Message from the Clerk

In compliance with Government Code §54952.3, the Clerk hereby announces that the compensation for legislative body members attending the following simultaneous or serial meetings is: Executive Committee (EC) \$100, Board of Directors (BOD) \$150, and Regional Transportation Commission (RTC) \$100. Compensation rates for the EC and BOD are set pursuant to the SANDAG Bylaws, and the compensation rate for the RTC is set pursuant to state law.

Vision Statement

Pursuing a brighter future for all.

Mission Statement

We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.

Our Commitment to Equity

We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.

We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. In 2021, SANDAG will develop an equity action plan that will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.

We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.

San Diego Association of Governments × 401 B Street, Suite 800, San Diego, CA 92101-4231 × (619) 699-1900 × Fax (619) 699-1905 × sandag.org

Board of Directors

Friday, May 28, 2021

Item No.		Action
1.	Executive Director's Report <i>Hasan Ikhata, SANDAG</i> An update on key programs, projects, and agency initiatives will be provided.	Discussion
	Report	
+2.	2021 Regional Plan: Draft for Public Review <i>Coleen Clementson, SANDAG</i> San Diego Forward: The Draft 2021 Regional Plan represents a reimagined future for the San Diego region. Staff will present an overview of key milestones that led to the development of the Draft Plan, which is available for public review through July 30, 2021.	Discussion
3.	Public Comments/Communications/Member Comments Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item. Subjects of previous agenda items may not again be addressed under public comment.	
4.	Upcoming Meetings The next Board meeting is scheduled for Friday, June 11, 2021, at 9 a.m.	Information
5.	Adjournment	

+ next to an item indicates an attachment

2021 Regional Plan: Draft for Public Review

Overview

The draft 2021 Regional Plan is the result of years of planning, data analysis, and community engagement to reimagine the San Diego region with a transformative transportation system, a sustainable pattern of growth and development, and innovative demand and system management strategies. In October 2019, Governor Newsom signed Assembly Bill 1730, allowing SANDAG additional time to develop a visionary Regional Plan. Since then, the team has used cutting-edge data analytics and incorporated the latest transportation technologies to develop a draft 2021 Regional Plan, which addresses congestion and safety on our roadways, improves social equity, and meets state and federal mandates for air quality and greenhouse gas emission reductions.

Key Considerations

The 2021 Regional Plan is a 30-year plan that considers how we will grow, where we will live, and how we will move around the region. It combines the Regional Transportation Plan (RTP), Sustainable Communities Strategy (SCS), and Regional Comprehensive Plan. As such, the 2021 Regional Plan must comply with specific state and federal mandates, including an SCS, per Senate Bill 375 (Steinberg, 2008), that achieves greenhouse gas emission reduction targets set by the California Air Resources Board; compliance with federal civil rights requirements (Title VI); and environmental justice considerations, air quality conformity, and a public participation process. The attached Draft RTP Checklist (Attachment 1) and Draft Conformity Analysis Documentation Checklist (Attachment 2) show how the draft 2021 Regional Plan addresses state and federal requirements.

The draft 2021 Regional Plan, available on SDForward.com, includes projects, programs, and policies centered around three core strategies:

- A reimagined transportation system: Build a network and fund services that include multimodal roadways; an expanded network of fast, frequent, and low-cost transit; 21st century technology that manages the entire transportation system and connects people to on-demand services; and zero-emission options for vehicles and micro mobility.
- Sustainable growth and development: Collaborate with local jurisdictions and fund programs that accelerate housing production while also addressing the intertwined issues of equity, climate resilience, and mobility.
- Innovative demand and system management: Reduce solo driving and roadway congestion through increased remote work, carsharing, vanpooling, pricing strategies, and parking-management programs that leverage partnerships and technology.

Action: Discussion

San Diego Forward: The Draft 2021 Regional Plan represents a reimagined future for the San Diego region. Staff will present an overview of key milestones that led to the development of the Draft Plan, which is available for public review through July 30, 2021.

Fiscal Impact:

Funding for development of the 2021 Regional Plan is included in Overall Work Program Element Nos. 3102000 and 3102005 in the FY 2021 Program Budget.

Schedule/Scope Impact:

The draft 2021 Regional Plan is available for a 55+ day public comment period. The draft Environmental Impact Report will be released this summer.

Next Steps

The draft 2021 Regional Plan is available for review and public comment through July 30, 2021. During the public comment period, SANDAG will provide opportunities for the public to learn about the plan and provide input. Virtual public open house events are being planned for June 2021, and two virtual public hearings are planned for meetings of the Transportation Committee and Board of Directors in July 2021. SANDAG is also partnering with community-based organizations that are members of the Social Equity Working Group to provide additional opportunities for residents to weigh-in on the draft 2021 Regional Plan. Comments will be accepted through an online comment form, email, voicemail, fax, and written comments mailed to the SANDAG offices.

This summer, the draft Environmental Impact Report (EIR) is anticipated to be released for public review. In late 2021, the Board of Directors will be asked to consider adoption of the 2021 Regional Plan and certification of the final EIR.

Hasan Ikhata, Executive Director

Key Staff Contact: Coleen Clementson, (619) 699-1944, coleen.clementson@sandag.org

Attachments:

1. Draft 2021 Regional Plan Regional Transportation Plan Checklist for MPOs
2. Draft 2021 Regional Plan Conformity Analysis Documentation Checklist

Regional Transportation Plan Checklist for MPOs

(Revised March 2018)

(To be completed electronically in Microsoft Word format by the MPO and submitted along with the draft and final RTP to Caltrans)

Name of MPO: San Diego Association of Governments (SANDAG)

Date Draft RTP Completed: May 28, 2021

RTP Adoption Date: Anticipated Fall 2021

What is the Certification Date of the Environmental Document (ED)? Anticipated Fall 2021

Is the ED located in the RTP or is it a separate document? Separate Document

By completing this checklist, the MPO verifies the RTP addresses all of the following required information within the RTP.

<u>Regional Transportation Plan Contents</u>			
<u>General</u>			
		Yes/No	Page #
1.	Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.324(a))	Yes	Ch. 1, page 14 Ch. 2, page 32 App. A, pages 7-71 App. F, pages 1-7, 10-20
2.	Does the RTP include both long-range and short-range strategies/actions? (23 CFR 450.324(b))	Yes	Ch. 3, pages 48-49, 53 App. A, pages 7-71
3.	Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?	Yes	Ch. 1, pages 12-15 Ch. 3, pages 42-49, 53 App. A, pages 1-72 App. B, pages 1-63 App. D, pages 1-14 App. V, pages 1-22
4.	Does the RTP address the 10 issues specified in the Sustainable Communities Strategy (SCS) component as identified in Government Code Sections 65080(b)(2)(B) and 65584.04(i)(1)?	Yes	Ch. 2, pages 16-39 App. D, pages 11-14
	a. Identify the general location of uses, residential densities, and building intensities within the region?	Yes	Ch. 2, pages 18-19, 32-33 App. D, pages 16-17 App. F, pages 6-7, 10-20

	b. Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth?	Yes	Ch. 2, pages 32-33 App. F, pages 6-7, 10-20 App. K, pages 1-54
	c. Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584?	Yes	Ch. 2, pages 32-33 App. F, pages 6-7, 10-20 App. K, pages 1-54
	d. Identify a transportation network to service the transportation needs of the region?	Yes	Ch. 2, pages 20-31 App. A, pages 1-72
	e. Gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Government Code Section 65080.01?	Yes	App. D, pages 18-22
	f. Consider the state housing goals specified in Sections 65580 and 65581?	Yes	Ch. 2, pages 18-19, 33 App. F, pages 6-7 App. K, pages 1-54
	g. Utilize the most recent planning assumptions, considering local general plans and other factors?	Yes	Ch. 2, pages 18-19 App. F, pages 1, 6-9
	h. Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the ARB?	Yes	Ch. 2, pages 18-19, 32-33, 41 App. D, pages 16-17 App. F, pages 6-9, 10-20
	i. Provide consistency between the development pattern and allocation of housing units within the region (Government Code 65584.04(i)(1)?	Yes	Ch. 2, page 32-33 App. F, page 6-7, 10-20 App. K, page 1-54
	j. Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Section 7506)?	Yes	App. C, pages 1-93 App. F, pages 1-7
5.	Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?	Yes	Ch. 1, pages 4-11
6.	Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process? (Government Code 14522.2)	Yes	App. S, pages 1-302
7.	Does the RTP contain a System Performance Report? (23 CFR 450.324 (f))	Yes	App. O, pages 1-40
	a. Does the report include a description of the performance measures and performance targets used in assessing the performance of the transportation system?	Yes	App. O, pages 1-40
	b. Does the report show the progress achieved in meeting performance targets in comparison with the performance in previous reports?	Yes	App. O, pages 1-40

	c. Does the report include an evaluation of how the preferred scenario has improved conditions and performance, where applicable?	Yes	App. O, pages 1-40
	d. Does the report include an evaluation of how local policies and investments have impacted costs necessary to achieve identified performance targets, where applicable?	Yes	App. O, pages 1-40
	<u>Consultation/Cooperation</u>		
1.	Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR 450.316(a)?	Yes	App. G, pages 1-1148 App. H, pages 1-68 App. I, pages 1-39
	(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;	Yes	App. G, pages 170-192
	(ii) Providing timely notice and reasonable access to information about transportation issues and processes;	Yes	App. G, pages 193-252
	(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;	Yes	App. G, pages 17-28
	(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;	Yes	App. G, pages 193-252
	(v) Holding any public meetings at convenient and accessible locations and times;	Yes	App. G, pages 79-169
	(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;	Yes	App. G, pages 253-1148

- (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
- (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
- (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
- (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

Yes	Ch. 1, page 11 Ch. 3, pages 50-52 App. H, pages 1-68 App. CC, pages 4-1 to 4-15
N/A	To be completed for final Regional Plan.
Yes	App. G, pages 40, 72-78
Yes	App. G, pages 28-32, Table G.2 Progress on Goals for the 2021 Regional Plan

2.	Does the RTP contain a summary, analysis, and report on the disposition of significant written and oral comments received on the draft metropolitan transportation plan as part of the final metropolitan transportation plan and TIP that meets the requirements of 23 CFR 450.316(a)(2), as applicable?	N/A	To be completed for final Regional Plan.
3.	Did the MPO/RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23 CFR 450.316(b))	Yes	App. G, pages 40, 72-78
4.	Did the MPO/RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP? (23 CFR 450.316(d))	Yes	App. G, pages 40, 72-78 App. AA, pages 1-12
5.	Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted? (23 CFR 450.324(g))	Yes	App. G, pages 40, 72-78 App. AA, pages 1-12
6.	Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR 450.324(g)(1&2))	Yes	App. D, pages 18-22 App. Z, page 1
7.	Did the MPO/RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (23 CFR 450.316(c))	Yes	Ch. 1, page 10 Ch. 3, page 50 App. I, pages 1-39, App. G, pages 40, 72-78
8.	Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the participation plan developed under 23 CFR part 450.316(a)? (23 CFR 450.316(a)(i))	Yes	App. G, pages 1-31 App. I, pages 1-39
9.	Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR 450.316(a))	Yes	App. G, pages 40, 72-78 App. H, pages 2-1 through 2-7

	Yes/No	Page #	
10.	Does the RTP contain a discussion describing the coordination efforts with regional air quality planning authorities? (23 CFR 450.316(a)(2)) (MPO nonattainment and maintenance areas only)	Yes	App. C, pages 34-35 App. G, pages 40, 72-78

11. Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? (23 CFR 450.306(h))	Yes	App. CC, pages 1-392
12. Were the draft and adopted RTP posted on the Internet? (23 CFR 450.324(k))	Yes	Draft 2021 Regional Plan posted to sdforward.com and SANDAG website on 5/21/21.
13. Did the RTP explain how consultation occurred with locally elected officials? (Government Code 65080(D))	Yes	App. F, page 1-3, 6-9 App. G, pages 1-31
14. Did the RTP outline the public participation process for the sustainable communities strategy? (Government Code 65080(E))	Yes	App. G, pages 1-31
15. Was the RTP adopted on the estimated date provided in writing to State Department of Housing and Community Development to determine the Regional Housing Need Allocation and planning period (start and end date) and align the local government housing element planning period (start and end date) and housing element adoption due date 18 months from RTP adoption date? (Government Code 65588(e)(5))	AB 1730 provided extension of RTP adoption date and allowed 6th Cycle RHNA to be carried out on different schedule	Ch. 2, page 33 App. K, pages 1-54

Title VI and Environmental Justice

1. Does the public participation plan describe how the MPO will seek out and consider the needs of those traditionally underserved by existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services? (23 CFR 450.316 (a)(1)(vii))	Yes	App. G, pages 1-31, 40, 72-78 App. H, pages 1-68
2. Has the MPO conducted a Title VI analysis that meets the legal requirements described in Section 4.2?	Yes	App. H, pages 1-68
3. Has the MPO conducted an Environmental Justice analysis that meets the legal requirements described in Section 4.2?	Yes	App. H, pages 1-68

Modal Discussion

1. Does the RTP discuss intermodal and connectivity issues?	Yes	Ch. 2, pages 20-39 App. A, pages 1-6
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			App. T, Evaluation Criteria pages 7-16 and App. T Attachments 1, 3 and 4. App. T Network Selection, page 17
2.	Does the RTP include a discussion of highways?	Yes	Ch. 2, pages 20-39 App. A, pages 1-5 App. T, pages 1; Attachment 1, pages 4-29
3.	Does the RTP include a discussion of mass transportation?	Yes	Ch. 2, pages 20-39 App. A, pages 1-6 App. T, page 2; Attachment 1, pages 4-29 App. CC, pages 3-1 to 3-28
4.	Does the RTP include a discussion of the regional airport system?	Yes	Ch. 2, pages 20-39 App. BB, pages 1-209
5.	Does the RTP include a discussion of regional pedestrian needs?	Yes	Ch. 2, pages 20-39 App. A, pages 1-5 App. L, pages 1-167 Appendix T, pages 2; Attachment 1, pages 4-29
6.	Does the RTP include a discussion of regional bicycle needs?	Yes	Ch. 2, pages 20-39 App. A, pages 1-5, App. L, pages 1-167 App. T, pages 2; Attachment 1, pages 4-29
7.	Does the RTP address the California Coastal Trail? (Government Code 65080.1) (For MPOs and RTPAs located along the coast only)	Yes	App. W, pages 1-62
8.	Does the RTP include a discussion of rail transportation?	Yes	Ch. 2, pages 20-39 App. A, pages 1, 6-38, 62-65
9.	Does the RTP include a discussion of maritime transportation (if appropriate)?	Yes	Ch. 2, page 31, Figure 2.3 Transit Network App. A, pages 7-16, 55-61
10.	Does the RTP include a discussion of goods movement?	Yes	Ch. 2, pages 20-29, 31 App. A, pages 7-16, 55-61, 72 App. Y, Goods Movement Planning, pages 1-42 Draft 2021 San Diego and Imperial Counties Freight Gateway Study Update, pages 43-240

<u>Programming/Operations</u>			
1.	Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture? (23 CFR 450.306(g))	Yes	App. DD, Regional ITS Architecture Technical Memorandum, pages 1-15; Regional ITS Architecture Update Technical Memorandum/Primer, pages 1-70
2.	Does the RTP identify the objective criteria used for measuring the performance of the transportation system?	Yes	Ch. 2, pages 40-41 Ch. 3, pages 54-55 App. E, pages 1-5 App. N, pages 4-7 App. T, Evaluation Criteria pages 7-16 and App. T Attachments 3 and 4. Performance Measures pages 17-31 and App. T Attachment 6
3.	Does the RTP contain a list of un-constrained projects?	Yes	App. A, pages 55-61
<u>Financial</u>			
1.	Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.324(f)(11)?	Yes	Ch. 3, pages 42-47 App. V, pages 1-22
2.	Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (65080(b)(4)(A))	Yes	App. V, page 3
3.	Do the projected revenues in the RTP reflect Fiscal Constraint? (23 CFR part 450.324(f)(11)(ii))	Yes	Ch. 3, pages 42-47 App. V, pages 1-22
4.	Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65080(4)(A))	Yes	App. A, pages 1-55
5.	Do the cost estimates for implementing the projects identified in the RTP reflect “year of expenditure dollars” to reflect inflation rates? (23 CFR part 450.324(f)(11)(iv))	Yes	App. U, pages 14-15
6.	After 12/11/07, does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (23 CFR 450.324(f)(11)(i))	Yes	App. U, pages 1-15 App. V, pages 1-22
7.	Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2016 STIP Guidelines Section 33)	Yes	App. V, page 3

8.	Does the RTP contain a statement regarding consistency between the projects in the RTP and the RTIP? (2016 STIP Guidelines Section 19)	Yes	App. V, page 3
9.	Does the RTP address the specific financial strategies required to ensure the identified TCMs from the SIP can be implemented? (23 CFR part 450.324(f)(11)(vi) (nonattainment and maintenance MPOs only))	Yes	App. C, pages 33-34 App. V, page 3
<u>Environmental</u>			
1.	Did the MPO/RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?	Yes, under preparati on.	
2.	Does the RTP contain a list of projects specifically identified as TCMs, if applicable?	Yes	App. C, pages 33-34
3.	Does the RTP contain a discussion of SIP conformity, if applicable?	Yes	App. C, pages 1-3, 34
4.	Does the RTP specify mitigation activities? (23 CFR part 450.324(f)(10))	Will be included in Draft EIR	
5.	Where does the EIR address mitigation activities?	Yes	Draft EIR anticipated for release in summer 2021
6.	Did the MPO/RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?	A draft EIR is under preparati on	
7.	Does the RTP specify the TCMs to be implemented in the region? (federal nonattainment and maintenance areas only)	Yes	App. C, pages 33-34

I have reviewed the above information and certify that it is correct and complete.

(Must be signed by MPO Executive Director
or designated representative)

Hasan Ikharta

Print Name

Date

Executive Director

Title

Conformity Analysis Documentation

Checklist for MPO TIPs/RTPs

<u>40 CFR</u>	Criteria	<u>Page</u>	<u>Comments</u>
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	App. C: Background pages 1-3	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	N/A	San Diego Forward: The 2021 Regional Plan and conformity determination will be presented to the SANDAG Board for adoption in late 2021 (resolution will be attached with final checklist). U.S. DOT made the conformity finding for San Diego Forward: The 2019 Federal Regional Transportation Plan on November 15, 2019.
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	New motor vehicle emission budgets from the 2020 SIP are expected to be approved or found adequate by U.S. EPA by the adoption of the 2021 Regional Plan.

40 CFR	Criteria	Page	Comments
§93.106	If the metropolitan planning area is in a serious, severe, or extreme ozone nonattainment area and/or serious carbon monoxide nonattainment area and contains an urbanized population over 200,000, then RTP must specifically describe the transportation system envisioned for future years called "horizon years."	App C: Regional Emissions Forecasts: 2008 Eight-Hour Ozone Standard and 2015 Eight Hour Ozone Standard sections pages 26-28 Tables 11a, 12a, 13a, 14a, 11b, 12b, 13b, and 14b on pages 35-93.	
§93.106 (a)(2)ii	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	App C: Tables 11a, 12a, 13a, 14a, 11b, 12b, 13b, and 14b on pages 35-93. Travel Modeling pages 5-20 Model Inputs page 21-25	
§93.108	Document the TIP/RTP is fiscally constrained consistent with DOT's metropolitan planning regulations at (23 CFR 450) in order to be found in conformity.	Chapter 3, pages 42-47 App V pages 1-27	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	App C: Background pages 1-3 Motor Vehicle Emissions Modeling pages 25-29	
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	App C: Regional Emissions Forecast page 26 2008 Eight-Hour Ozone Standard page 26-27 2015 Eight-Hour Ozone Standard pages 27-28 Emissions Modeling Results pages 28-29	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	App C: Growth Forecasts pages 4-5 Travel Modeling pages 5-7 Model Inputs pages 21-25 Motor Vehicle Emissions Modeling pages 25-29 Interagency Consultation Process and Public Input pages 31-32	

40 CFR	Criteria	Page	Comments
USDOT/EPA guidance	Documents planning assumptions are less than 5 years old at the time the conformity analysis begins. If assumptions are older than 5 years documents justification for not reviewing and updating assumptions at least every 5 years.	App C: Growth Forecasts pages 4-5 Travel Modeling pages 5-7 Interagency Consultation Process and Public Input pages 31-32	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.	App C: Model Inputs (Highway Networks, Transit Networks, Active Transportation Networks) pages 21-25 Interagency Consultation Process and Public Input pages 31-32	
§93.111	Document the use of the latest emissions model approved by EPA.	App C: Motor Vehicle Emissions Modeling page 25	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450 . Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	App C: Interagency Consultation Process and Public Input pages 31-32	
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	App C: Implementation of TCMs page 31	
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2) .	App C: Executive Summary page 1 Travel Modeling pages 5-7 Motor Vehicle Emissions Modeling pages 25-29 Interagency Consultation Process and Public Input pages 31-32	
§93.115	Describe how the projects come from a conforming RTP and TIP. If this criterion is not satisfied, the project must satisfy all criteria in Table 1 of §93.109(b) for a project not from a RTP and TIP.	N/A	

40 CFR	Criteria	Page	Comments
§93.118 (a, c, e)	For areas with SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	App C: Background pages 1-3 Motor Vehicle Emissions Modeling pages 25-29	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	App C: Regional Emissions Forecasts pages 26-28 Emission Modeling Results pages 28-29 Interagency Consultation Process and Public Input pages 31-32	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	App C: Motor Vehicle Emissions Modeling pages 25-29	
§93.119 ¹	<u>For areas without applicable SIP budgets:</u> Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the “Action/Baseline”, “Action/1990” and/or “Action/2002” interim emissions tests as applicable.	N/A	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets. The regional emissions analysis must be performed for analysis years that are no more than ten years apart. The first analysis year must be no more than five years beyond the year in which the conformity determination is being made. The last year of the timeframe of the conformity determination (as described under §93.106(d)) must also be an analysis year.	App C: Regional Emissions Forecasts pages 26-28	2020 SIP motor vehicle emissions budgets for several analysis years are expected to be approved or found adequate by U.S. EPA by the adoption of the 2021 Regional Plan. Otherwise, the current 2008 Ozone budgets will be used for the 2015 Ozone standard conformity analysis.

40 CFR	Criteria	Page	Comments
§93.119 (h.i)	Document how the baseline and action scenarios are defined for each analysis year.	App C: Tables 11a, 12a, 13a, 14a, 11b, 12b, 13b, and 14b on pages 35-93.	
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	App C: Travel Modeling 5-8 Model Inputs pages 21-25 Tables 11a, 12a, 13a, 14a, 11b, 12b, 13b, and 14b on pages 35-93.	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	N/A	
§93.122 (a)(4,5,6)	For nonregulatory measures that are not included in the STIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.	N/A	
§93.122 (b)(1)(i) ²	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	App C: Travel Modeling pages 5-25 App S: Data Sources pages 93-95 Travel Model Validation page 96	
§93.122 (b)(1)(ii) ²	Document the land use, population, employment, and other network-based travel model assumptions.	App C: Transportation Conformity: Modeling Procedures pages 4-25	

40 CFR	Criteria	Page	Comments
§93.122 (b)(1)(iii) ²	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	App C: Growth Forecasts pages 4-5 Data Sources pages 23-24	
§93.122 (b)(1)(iv) ²	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	App C: Travel Modeling pages 5-23 App S: Network Inputs pages 13-19	
§93.122 (b)(1)(v) ²	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	App C: Travel Modeling pages 5-23	
§93.122 (b)(1)(vi) ²	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	App C: Travel Modeling pages 5-23	
§93.122 (b)(2) ²	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	App C: Travel Modeling pages 5-23	
§93.122 (b)(3) ²	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	App S: Executive Summary page 5 Network Inputs pages 13-19 Data Sources pages 93-95 Travel Model Validation page 96 App C: Interagency Consultation Process and Public Input pages 31-32	
§93.122 (d)	In areas not subject to §93.122(b) , document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	N/A	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM 2.5 as significant pollutants, the inclusion of PM10 and/or PM 2.5 construction emissions in the conformity analysis.	N/A	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.	N/A	
§93.126 , §93.127 , §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	App C: Exempt Projects page 29-31 Interagency Consultation Process and Public Input pages 31-32	

Note that some areas are required to complete both interim emissions tests.

² **40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population**

Disclaimers

This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supercede the Transportation Conformity regulations of 40 CFR Parts 51 and 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and 93 contain additional criteria for project-level conformity determinations.