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# MEETING NOTICE AND AGENDA

## SAN DIEGO CONFORMITY WORKING GROUP

The San Diego Conformity Working Group may take action on any item appearing on this agenda.

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 Chula Vista  
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 and  
 County of San Diego

### ADVISORY MEMBERS

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 California Department  
 of Transportation  
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 Transit System  
 North San Diego County  
 Transit Development Board  
 United States  
 Department of Defense  
 San Diego  
 Unified Port District  
 San Diego County  
 Water Authority  
 Mexico

Wednesday, April 18, 2007

**10:30 a.m. to noon**

SANDAG, Conference Room 8C  
 401 B Street, Suite 800  
 San Diego, CA 92101-4231

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

### AGENDA HIGHLIGHTS

- 2007 REGIONAL TRANSPORTATION PLAN (RTP) CONFORMITY CRITERIA AND PROCEDURES
- DRAFT 8-HOUR OZONE ATTAINMENT PLAN FOR SAN DIEGO COUNTY WORKSHOP REPORT

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

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# SAN DIEGO CONFORMITY WORKING GROUP (CWG)

Wednesday, April 18, 2007

ITEM #		RECOMMENDATION
1.	INTRODUCTIONS	
+2.	SUMMARY OF MARCH 21, 2007, MEETING	INFORMATION
3.	PUBLIC COMMENTS/COMMUNICATIONS	
+4.	2007 REGIONAL TRANSPORTATION PLAN (RTP) CONFORMITY CRITERIA AND PROCEDURES	DISCUSSION
	The CWG will discuss the remaining conformity criteria and procedures to be followed to determine conformity of the 2007 RTP. SANDAG staff will make brief presentations on the following topics:	
	a.	Revenue Constrained Assumptions
	b.	Draft Revenue Constrained Network
	c.	Draft 8-Hour Ozone Budget
	d.	Exempt Projects
	e.	Other
+5.	DRAFT 8-HOUR OZONE ATTAINMENT PLAN FOR SAN DIEGO COUNTY WORKSHOP REPORT	DISCUSSION
	The San Diego Air Pollution Control District (APCD) held a public workshop on the Draft 8-Hour Ozone Attainment Plan for San Diego County on April 2, 2007. The final draft plan will be presented to the Air Pollution District Board for approval on May 23, 2007. A copy of the final draft plan will be available on the APCD Web site at <a href="http://www.sdapcd.org/rules/notices/notices.html">www.sdapcd.org/rules/notices/notices.html</a> . APCD staff will provide the CWG with an update on the workshop and public comments received.	
		INFORMATION
6.	OTHER BUSINESS	

+ next to an item indicates an attachment

The next meeting of the San Diego Region Conformity Working Group is scheduled for Wednesday, May 16, 2007, from 10:30 a.m. to noon at SANDAG.

**San Diego Association of Governments**  
**CONFORMITY WORKING GROUP**

April 18, 2007

AGENDA ITEM NO.: **2**

**Action Requested: INFORMATION**

SUMMARY OF MARCH 21, 2007, MEETING

File Number 3001300

**Item #1: Introductions**

Self-introductions were made. See attached attendance list.

**Item #2: Summary of January 17, 2007, Meeting**

No comments were made.

**Item #3: Public Comments/Communications**

There were none.

**Item #4: 2007 Regional Transportation Plan (RTP) Conformity Criteria and Procedures**

Rachel Kennedy, SANDAG, provided the CWG with information on the conformity criteria and procedures to be used in determining conformity for the 2007 RTP. The procedures are outlined in the Working Draft Appendix B of the 2007 RTP, which was included as an attachment to this agenda item. Ms. Kennedy highlighted the various presentation made to the CWG on the conformity criteria and procedures.

1. Ed Schafer, SANDAG, presented information on the regional growth forecast to the CWG on October 16, 2006. The 2007 RTP will use the Final 2030 Regional Growth Forecast Update, which was accepted by the SANDAG Board of Directors on September 8, 2006. This forecast is based solely on the adopted general plans and community plans and policies of the 18 cities. For the unincorporated area, the forecast is based on the most recent (June 2005) version of the County's GP2020 plan update, as directed by the Board of Supervisors.
2. Rick Curry, SANDAG, provided the CWG with a presentation on the Transportation Model at the November 29, 2006, CWG meeting. It was noted that SANDAG follows a widely used four step transportation modeling process of trip generation, trip distribution, mode choice, and assignment to forecast travel activity in the San Diego region.

***Latest Emissions Model***

Ms. Kennedy noted that SANDAG will be running the air quality conformity analysis with both EMFAC2002 and EMFAC2007. As it is not yet known which budgets and version of EMFAC will be found adequate for use in conformity at the time of the 2007 RTP adoption in November 2007, the Draft RTP will contain both conformity analyses. The SANDAG Board will be asked to make the 2007 RTP conformity finding based on the applicable budget at that time.

## ***Emissions Budgets***

The regional transportation and emissions forecasts will be initiated in April 2007, which is within the six-month grace period for using EMFAC2002. Staff noted that the San Diego 1-Hour Ozone Maintenance Plan established ROG and NOx budgets for 2010 and 2014, but not for 2009. On June 26, 2003, the United States Environmental Protection Agency (U.S. EPA) approved the Maintenance Plan and motor vehicle emissions budgets as State Implementation Plan (SIP) revisions. These SIP revisions became effective on July 28, 2003. Prior to the ruling of the United States Court of Appeals for the District of Columbia Circuit Court, No. 04-1291, October 20, 2006, SANDAG consulted with the CWG on various options for interim emissions analysis. The approach agreed upon by the CWG prior to the Court decision was as follows:

- Under the new 8-Hour ozone standard, the San Diego air basin falls under Boundary Scenario 2, where the 8-Hour ozone area is smaller than and within the 1-Hour ozone boundary. The tribal lands of Cuyapaipe, La Posta #1 and #2, Campo #1 and #2, and Manzanita, located in Eastern San Diego County, are in attainment. The CWG agreed to use the existing approved budget for the entire 1-Hour ozone nonattainment area for the analysis years for which 1-Hour ozone budgets are available (2010 and 2014) and for the remaining analysis years (2020 and 2030).
- To conduct the interim emissions test for 2009, the CWG agreed to use the no-greater-than-2002 test for the attainment year 2009.

The October 20, 2006, Court decision requires that conformity to the 8-Hour ozone standard for the attainment year 2009 be conducted using approved 1-Hour ozone budgets. The 1994 1-Hour Ozone SIP includes emissions budget for ROG and NOx for the attainment year 1999. Therefore, to demonstrate conformity of the 2007 RTP to the attainment year 2009 SANDAG is required to use the 1-Hour Ozone SIP budgets. The CWG concurred with this approach.

Ms. Kennedy noted that in April 2007 SANDAG will prepare countywide forecasts of average weekday ROG and NOx emissions for 2008, 2009, 2010, 2014, 2020, and 2030 using the EMFAC2002 and EMFAC2007 (version dated November 1, 2007) models. ROG and NOx emissions will be based on the summer season. These analysis years were selected to comply with Sections 93.106(a) (1) and 93.118 (a) of the Transportation Conformity Rule.

Ms. Kennedy also stated that if the budgets from the 8-Hour Ozone Attainment Plan for San Diego County have been found adequate by the U.S. EPA and EMFAC2007 has been approved for use in conformity determinations at the time of the 2007 RTP adoption, the SANDAG Board will be asked to make a finding of conformity for the years 2008, 2010, 2020, and 2030 using EMFAC2007. If the new 8-Hour ozone budgets are not applicable yet at the time of the 2007 RTP adoption, the Board will be asked to make a finding of conformity for the years 2009, 2010, 2014, 2020, and 2030 using EMFAC2002. Both conformity analyses will be included in the Draft Air Quality Conformity Determination that will be released for public comment in June 2007.

It was also stated that carbon monoxide (CO) regional emissions would be projected for 2010, 2018, 2020, and 2030 for the conformity determination of the 2007 RTP. CO emissions are based on the winter season. Ms. Kennedy stated that SANDAG would interpolate data for 2018, as had been done in previous RTPs. The 2004 CO Maintenance Plan budget will be used for this analysis.

### ***Transportation Control Measures***

Ms. Kennedy reviewed the four Transportation Control Measure (TCM) that must be implemented in the San Diego region, which are ridesharing, transit service improvements, traffic flow improvements, and bicycle facilities and programs. The TCMs were established in the 1982 SIP. All TCMs have been fully implemented and continue to be funded. No TCMs have been removed or substituted from the SIP. There were no questions regarding the TCMs.

### ***Interagency Consultation Process and Public Input***

Anne Steinberger, SANDAG, reviewed the public involvement plan and process for the 2007 RTP. SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) now requires MPOs to develop the Public Involvement Plan (PIP) in collaboration with community stakeholders. SANDAG utilized the Stakeholders Working Group, which is composed of members of the public representing a variety of interests and communities such as business, education, housing, the environment, etc. The draft PIP was distributed to the SWG and made available to stakeholders and the public via email, U.S. mail, and the SANDAG Web site. Public and stakeholder input was integrated into the PIP that was presented to the SANDAG Board in October 2006.

Additionally, SANDAG allocated \$50,000 to a mini-grant program to secure participation from community-based organizations to conduct outreach with the communities they serve to provide RTP input. Small grants were provided to the community organizations to implement the outreach efforts. Reports on the outreach were provided to SANDAG in December 2006. Staff is currently reviewing the reports and incorporating the input into the draft RTP.

Once the draft RTP is released, SANDAG staff will conduct additional public outreach, including public meetings, meetings with community groups, and collaboration with Caltrans and the transit operators. Staff is also collaborating with the Social Services Transportation Advisory Council on the development of the Coordinated Plan.

Based on comments at a previous Federal Highway Administration (FHWA) SAFETEA-LU conference call, Ms. Kennedy inquired if FHWA had reviewed the SANDAG PIP and determined if it was SAFETEA-LU compliant. Wade Hobbs, FHWA, stated that he had not yet reviewed the PIP and would be doing so in the upcoming months. Mr. Hobbs could not state if the PIP was SAFETEA-LU compliant and noted that he was working with SANDAG staff on the gap analysis.

Ms. Kennedy reviewed the consultation process and noted CWG consultation milestones to date. On June 22, 2007, the Board of Directors will be asked to be asked to authorize the distribution of the draft 2007 RTP and draft conformity analysis for public review and comment. A Public Hearing will be held in summer 2007. The 2007 RTP is scheduled to go before the Board for adoption in November 2007.

Jean Mazur, FHWA, expressed some concern with having both the EMFAC2002 and EMFAC2007 conformity data in the draft RTP and requested that staff include only the applicable data, if direction on the budgets was clearer at the time of the draft release. It was recognized that both analyses would need to be included in the draft RTP if clear direction was not available prior to June 2007.

### **Item #5: 2006 Regional Transportation Improvement Program (RTIP) Amendments**

Ms. Kennedy, SANDAG, noted that Caltrans and local jurisdictions have requested that SANDAG amend the 2006 RTIP to include several project changes. A list of exempt projects was distributed to the CWG on February 26, 2007, for interagency consultation. No comments were received. The Transportation Committee is scheduled to take action on Amendment No. 4 at their April 20, 2007, meeting.

As part of the current RTP process, SANDAG is soliciting information on capacity increasing (CI) projects. Agencies wishing to add new CI projects, delete or revise the schedule, or scope for existing CI projects, must fill out the CI section of ProjectTrak by March 21, 2007. SANDAG will include these changes as part of the air quality conformity analysis for the 2007 RTP and re-determination to the 2006 RTIP.

### **Item #6: Draft 8-Hour Ozone Attainment Plan For San Diego County**

Carl Selnick, APCD, provided the CWG with an update on the Draft 8-Hour Ozone Attainment Plan for San Diego County which was released for public review and comment in February 2006. The plan was developed demonstrating that the existing control measures show attainment in 2008. Air Pollution Control District (APCD) will be holding a public workshop on the Draft Plan on April 2, 2007.

### **Item #7: EMFAC 2007 Update**

Carl Selnick, APCD, noted Air Resources Board (ARB) does not plan to release a revised version of EMFAC2007 but had instead created "off-model adjustment" factors to account for the heavy-heavy diesel truck data blip and to account for other air quality programs that were put in place after the development of EMFAC2007. Dennis Wade, ARB, confirmed that EMFAC2007 would not be revised but that an updated WIS interface would be released. This would not affect the model results. SANDAG stated that it would followup with ARB to obtain these "off-model adjustment" factors.

### **Item #10: Other Business**

The next meeting of the CWG is scheduled for April 18, 2007, from 10:30 a.m. to noon at SANDAG.

**San Diego Region Conformity Working Group**

Meeting Attendance

March 21, 2007

<b>Name</b>	<b>Agency</b>
Wade Hobbs (phone)	FHWA
Sandy Johnson	Caltrans
Jean Mazur (phone)	FHWA
Carl Selnick	APCD
Dennis Wade (phone)	ARB
Carla Walecka (phone)	TCA
Elisa Arias	SANDAG
Rachel Kennedy	SANDAG
Anne Steinberger	SANDAG

**DRAFT**

Revised April 9, 2007

MAJOR CAPITAL IMPROVEMENTS –  
2006 vs. 2007 REVENUE CONSTRAINED SCENARIO  
(\$ MILLIONS)Differences between the 2006 and 2007 Revenue Constrained Scenario are in ~~strikeout~~ and shaded.  
Boxed items indicate the changes since the March 2007 Draft Revenue Constrained Scenario

<b>Transit Facilities</b>						
SPRINTER Rail					\$484	\$385
Mid-Coast Light Rail					\$1,008	\$940
Transit Parking Structures						\$693
SPRINTER Rail Double Tracking and North County Fair Extension					\$199	\$580
Coastal Rail Double Tracking and Other Improvements*					\$1,350	\$703
Coastal Rail Tunnel (Del Mar only)*					\$475	\$570
Regional Rail Grade Separations					\$363	\$122
Improved/New Major Transit Stations and Centers					\$519	\$930
Direct Access Ramps to Managed/HOV Lanes					\$0	\$594
Transit First Priority Measures/Enhancements Funding					\$100	\$97
Vehicles for New Services					\$280	\$778
Arterial BRT Transit Priority Improvements					\$481	\$535
Subtotal					\$5,952	\$6,234
<b>HOV and Managed Lane Facilities</b>						
Freeway	From	To	Existing	Improvements		
I-5	I-8	La Jolla Village Dr.	8F/10F	8F/10F + 2HOV	\$200	
I-5	La Jolla Village Dr.	Vandegrift Blvd.	8F/14F	8F/14F + 4ML	\$2,400	\$962
I-15	SR 94	SR 163	6F/8F	8F + 2HOV	\$265	\$247
I-15	SR 163	SR 56	8F + 2ML (R)	10F + 4ML/MB	\$428	\$342
I-15	SR 56	Centre City Pkwy.	8F	10F + 4ML/MB	\$427	\$422
I-15	Centre City Pkwy.	SR 78	8F	8F + 4ML	\$215	\$183
SR 52	I-805	SR 125	4F/6F	6F + 2HOV/2ML(R)	\$330	\$244
SR 54/SR 125	I-805	SR 94	6F	6F + 2HOV		\$111
SR 94	I-5	I-15 I-805	8F	8F + 2HOV	\$200	\$99
I-805	SR 905 Palomar St.	SR 54 SR 94	8F	8F + 4ML	\$884	\$469
I-805	SR 54 94	I-8 SR 52	8F	8F + 4ML 2HOV	\$631	\$555
I-805	Mission Valley Viaduct		8F	8F + 4ML		\$308
I-805	SR 52	La Jolla Village Dr. Carroll Cyn Rd.	8F	8F + 4ML		\$203
I-805	I-8 Carroll Cyn Rd.	I-5	8F	8F + 4ML 2HOV	\$218	\$469
Subtotal					\$6,400	\$4,408
<b>HOV and BRT Connectors</b>						
Freeway	Intersecting Freeway	Movement				
I-5	I-805	North to North & South to South		\$170	\$222	
I-15	SR 94	South to West & East to North		\$140	\$185	
I-15	I-805	North to North & South to South			\$66	
I-805	SR 52	West to North & South to East			\$190	
I-805	SR 94	North to West & East to South			\$95	
Subtotal					\$661	\$407



<b>Highway System Completion</b>						
<b>Freeway</b>	<b>From</b>	<b>To</b>	<b>Existing</b>	<b>Improvements</b>		
I-5/I-805	Port of Entry – Mexico		---	Inspection Facility	\$30	\$25
SR 11**	SR 905	Mexico	---	4F 4T	\$300	\$234
SR 52	SR 125	SR 67	---	4F	\$600	\$446
SR 125***	SR 905	San Miguel Rd.	---	4T	\$640	\$635
SR 125	San Miguel Rd.	SR 54	---	4F	\$160	\$140
SR 905	I-805	Mexico	---	6F	\$555	\$423
Subtotal					\$2,285	\$1,903
<b>Highway Widening, Arterials, and Freeway Interchanges</b>						
<b>Routes</b>	<b>From</b>	<b>To</b>	<b>Existing</b>	<b>Improvements</b>		
I-5	J Street	Sea World Dr.	8F	Access Improvements	\$225	\$210
I-5	I-805	SR 56	10F	14F	\$186	\$180
<del>SR 56</del>	<del>I-5</del>	<del>I-15</del>	<del>4F</del>	<del>6F</del>		\$49
SR 75/SR 282****	Glorietta Blvd.	Alameda Blvd.	6C	6C + 2TU (Preliminary Engineering only)		\$20
SR 76	Melrose Dr.	I-15	2C	4C	\$400	\$382
SR 125***	Telegraph Cyn.	San Miguel Rd.	4T	8T	\$130	\$37
SR 125	San Miguel Rd.	SR 54	4F	8F	\$40	\$37
SR 241***	Orange County	I-5	---	4T/6T	\$536	\$500
Regional Arterials and Local Access Freeway Interchanges					\$914	\$420
Subtotal					\$2,451	\$1,835
<b>Freeway Connectors</b>						
<b>Freeway</b>	<b>Intersecting Freeway</b>	<b>Movement</b>				
I-5	SR 56	West to North & South to East		\$185	\$173	
I-5	SR 78	West to South & South to East		\$200	\$185	
SR 94	SR 125	West to North & South to East		\$150	\$136	
Subtotal					\$535	\$494
<b>Total</b>					<b>\$18,284</b>	<b>\$15,281</b>

KEY:

C = Conventional Highway Lanes  
 F = Freeway Lanes  
 TU = Tunnel  
 T = Toll Lanes  
 MB = Movable Barrier  
 ML = Managed Lanes (HOV & Value Pricing)  
 HOV = High Occupancy Vehicle Lanes  
 ML(R) = Managed Lanes (Reversible)

\* funding from state/federal discretionary transportation funding sources  
 \*\* public/private partnership  
 \*\*\* privately funded  
 \*\*\*\* funding from federal discretionary defense funding sources

# DRAFT

April 9, 2007

## PHASED TRANSIT SERVICES – 2007 REVENUE CONSTRAINED SCENARIO

YEAR <sup>1</sup>	ROUTE	DESCRIPTION	PEAK HEADWAY (minutes)	OFF-PEAK HEADWAY (minutes)
2010	634	UCSD/UTC Super Loop	10	15
2010	350	Escondido Rapid Bus	10	10
2014	510	Increase in Blue Line Service (current headways 7½/15)	7.5	10
2014	610	Escondido to Centre City via I-15/SR 94	15	30
2014	470	Escondido to Sorrento Mesa via Mira Mesa Blvd	10	--
2014	611	El Cajon Boulevard to Centre City	10	10
2014	680	Otay Mesa to Sorrento Mesa via I-805/SR 52/I-15	10	--
2014	628	Otay Mesa to Centre City via SR 94/I-805	10	30
2020	398	Increase in COASTER Service (current headways 36/120)*	20	60
2020	399	Increase in SPRINTER Rail (opening headways 30/30)	15	30
2020	570	Mid-Coast LRT	15	15
2030	510	Increase in Blue Line Trolley Service	7.5	7.5
2030	520	Increase in Orange Line Trolley Service (current headways 15/15)	7.5	15
2030	530	Increase in Green Line Trolley Service (current headways 15/15)	7.5	15
2030	610	Increase in Escondido to Centre City via I-15/SR 94	10	15
2030	470	Increase in Escondido to Sorrento Mesa via Mira Mesa Blvd.	10	15
2030	628	Increase in Otay Mesa to Centre City via SR 94/I-805	10	15
2030	680	Increase in Otay Mesa to Sorrento Mesa via I-805/SR 52/I-15	10	15
2030	399	Increase in SPRINTER Rail	15	15

<sup>1</sup> These projects are included in the 2008, 2009, 2010, 2014, 2020, and 2030 analysis years for air quality assessment.

\* Average headways

# DRAFT

Revised April 9, 2007

MAJOR EXPENDITURES  
2007 REVENUE CONSTRAINED SCENARIO  
(\$ MILLIONS)

Project Categories	FY 2006- 2010	FY 2011- 2020	FY 2021- 2030	FY 2006- 2030
<b>Systems Development &amp; Operations</b>				
<i>Transit</i>				
Major New Facilities	\$852	\$3,219	\$1,881	\$5,952
Miscellaneous Capital/Rehabilitation/Replacement	\$278	\$738	\$803	\$1,819
Operating Subsidies	\$886	\$2,102	\$2,415	\$5,403
Subtotal	\$2,016	\$6,059	\$5,099	\$13,174
<i>Highways</i>				
Managed/High Occupancy Vehicle (HOV) Lane Facilities	\$1,550	\$3,390	\$2,121	\$7,061
System Completion/Widening Projects	\$2,424	\$1,338	\$595	\$4,357
Operations	\$45	\$100	\$114	\$259
Maintenance	\$281	\$622	\$711	\$1,614
Rehabilitation	\$286	\$965	\$766	\$2,017
Subtotal	\$4,586	\$6,415	\$4,307	\$15,308
<i>Local Streets and Roads</i>				
New Facility Construction	\$1,072	\$1,811	\$1,990	\$4,873
Regionally Significant Arterials	\$214	\$367	\$333	\$914
Operations/Maintenance/Rehabilitation	\$1,050	\$1,950	\$2,130	\$5,130
Subtotal	\$2,336	\$4,128	\$4,453	\$10,917
<b>Land Use/Systems Management/Demand Management</b>				
Smart Growth Incentive Program	\$28	\$79	\$99	\$206
Bicycle/Pedestrian Improvements	\$26	\$125	\$226	\$377
Transportation Systems Management	\$96	\$178	\$232	\$506
Transportation Demand Management	\$29	\$60	\$66	\$155
Subtotal	\$179	\$442	\$623	\$1,244
Grand Total Cost	\$9,117	\$17,044	\$14,482	\$40,643

# DRAFT

Revised April 9, 2007

Table 4.5  
PHASED HIGHWAY PROJECTS  
DRAFT 2007 REVENUE CONSTRAINED PLAN <sup>1</sup>

YEAR BUILT BY	FREEWAY	FROM	TO	EXISTING	IMPROVEMENT	(\$ MILLIONS)	
						COST	CUMULATIVE COST
2009	I-5	I-805	SR 56	10F	14F	\$186	\$186
2009	I-15	SR 56	Centre City Pkwy	8F	10F + 4ML/MB	\$427	\$613
2009	SR 125	SR 905	San Miguel Road	--	4T	\$640	\$1,253
2009	SR 125	San Miguel Road	SR 54	--	4F	\$160	\$1,413
2010	SR 52	SR 125	SR 67	--	4F	\$600	\$2,013
2010	SR 75/282	Glorietta Blvd.	Alameda Blvd.	6C	6C+2TU (Preliminary Engineering Only)	\$20	\$2,033
2014	I-5	La Jolla Village Dr.	Cannon Rd.	8F/14F	8F/14F + 2HOV	\$670	\$2,703
2014	I-5/I-805	Port of Entry – Mexico		--	Inspection Facility	\$30	\$2,733
2014	SR 11	SR 905	Mexico	--	4T	\$300	\$3,033
2014	I-15	SR 163	SR 56	8F + 2ML (R)	10F + 4ML/MB	\$428	\$3,461
2014	I-15	Centre City Pkwy.	SR 78	8F	8F + 4ML	\$215	\$3,676
2014	SR 52	I-805	SR 125	4F/6F	6F + 2HOV/ML (R)	\$330	\$4,006
2014	SR 76	Melrose Drive	I-15	2C	4C	\$400	\$4,406
2014	SR 241	Orange County	I-5	--	4T	\$386	\$4,792
2014	I-805	Carroll Cyn Rd.	I-5	8F	8F + 2HOV	\$138	\$4,930
2014	SR 905	I-805	Mexico	--	6F	\$555	\$5,485
2020	I-5	La Jolla Village Dr.	Cannon Rd.	8F/14F + 2HOV	8F/14F + 4ML	\$930	\$6,415
2020	I-5/SR 56	West to North & South to East		--	Freeway Connectors	\$185	\$6,600
2020	I-5/I-805	North to North & South to South		--	HOV Connectors	\$170	\$6,770
2020	I-15/I-805	North to North & South to South		--	HOV Connectors	\$66	\$6,836

YEAR BUILT BY	FREEWAY	FROM	TO	EXISTING	IMPROVEMENT	(\$ MILLIONS)	
						COST	CUMULATIVE COST
2020	I-15	SR 94	SR 163	6F/8F	8F + 2HOV	\$265	\$7,101
2020	I-15/SR 94	South to West & East to North		--	HOV Connectors	\$140	\$7,241
2020	SR 94	I-5	I-805	8F	8F + 2HOV	\$200	\$7,441
2020	SR 94/SR 125	West to North & South to East		--	Freeway Connectors	\$150	\$7,601
2020	SR 241*	Orange County	I-5	4T	4T/6T	\$150	\$7,741
2020	I-805/SR 94	North to West & East to South		--	HOV Connectors	\$95	\$7,836
2020	I-805	Palomar Street	SR 94	8F	8F + 2HOV	\$584	\$8,420
2020	I-805	SR 52	Carroll Cyn Rd.	8F	8F + 4ML	\$283	\$8,703
2030	I-5	J Street	Sea World Drive	8F	Access Improvements	\$225	\$8,928
2030	I-5	I-8	La Jolla Village Dr	8F/10F	8F/10F + 2HOV	\$200	\$9,128
2030	I-5	Cannon Rd.	Vandegrift Blvd.	8F	8F + 4ML	\$800	\$9,928
2030	I-5/SR 78	West to South & South to East		--	Freeway Connectors	\$200	\$10,128
2030	SR 125	Telegraph Cyn.	San Miguel Road	4T	8T	\$130	\$10,258
2030	SR 125	San Miguel Road	SR 54	4F	8F	\$40	\$10,298
2020	I-805	Palomar Street	SR 94	8F + 2HOV	8F + 4ML	\$300	\$10,598
2020	I-805	SR 94	SR 52	8F	8F + 2HOV	\$631	\$11,229
2030	I-805/SR 52	West to North & South to East		--	HOV Connectors	\$190	\$11,419

<sup>1</sup> These projects are included in the 2008, 2009, 2010, 2014, 2020, and 2030 analysis years for air quality assessment.

\* SR 241 - 4 toll lanes from I-5 to Cristianitos interchange; 6 toll lanes from Cristianitos Interchange to Orange County line

KEY:

C = Conventional Highway Lanes

F = Freeway Lanes

TU = Tunnel

T = Toll Lanes

MB = Movable Barrier

ML = Managed Lanes (HOV & Value Pricing)

HOV = High Occupancy Vehicle Lanes

ML(R) = Managed Lanes (Reversible)

Revised April 4, 2007

MAJOR TRANSIT EXPENDITURES –  
2007 REVENUE CONSTRAINED SCENARIO <sup>1</sup>  
(\$ MILLIONS)

PROJECT CATEGORIES	2005-2010	2011-2020	2021-2030	TOTAL
<i>Major New Capital Facilities</i>	\$852	\$3,219	\$1,881	\$5,952
SPRINTER Rail	\$484	\$0	\$0	\$484
Mid-Coast Light Rail	\$0	\$1,008	\$0	\$1,008
Transit Parking Structures	\$105	\$315	\$273	\$693
SPRINTER Rail Double Tracking	\$0	\$199	\$0	\$199
Coastal Rail Double Tracking & Other Improvements*	\$130	\$410	\$810	\$1,350
Coastal Rail Tunnel (Del Mar only)*	\$0	\$0	\$475	\$475
Regional Rail Grade Separations	\$50	\$157	\$156	\$363
Improved/New Major Transit Stations and Centers	\$7	\$466	\$46	\$519
Transit Priority Measures/Enhancements	\$20	\$40	\$40	\$100
Vehicles for New Services	\$19	\$215	\$46	\$280
Arterial BRT Transit Priority Improvements	\$37	\$409	\$35	\$481
 <i>Operating Subsidies</i>	 \$886	 \$2,102	 \$2,415	 \$5,403
Existing Service	\$874	\$1,757	\$1,757	\$4,388
New/Improved Service	\$12	\$345	\$658	\$1,016
 <i>Rehab./Replacement/Miscellaneous Capital</i>	 \$278	 \$1,038	 \$503	 \$1,819
<b>TOTAL</b>	<b>\$2,016</b>	<b>\$6,059</b>	<b>\$5,099</b>	<b>\$13,174</b>

<sup>1</sup> These projects are included in the 2008, 2009, 2010, 2014, 2020, and 2030 analysis years for air quality assessment

\* Assuming Historical Levels of State/Federal Funds (75 percent of total).

**Table 1**  
**2006 Regional Transportation Improvement Program**  
**Pending DRAFT Amendment No. 6**  
**San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL09 Capacity Status: CI RTIP #: 06-06  
 TITLE: Interstate 5 - HOV Managed Lanes  
 DESCRIPTION: From San Diego to Oceanside - construct HOV/Managed Lanes; In San Diego County, In San Diego, Solana Beach, Encinitas, Carlsbad, and Oceanside on Route 5 From La Jolla Village Drive Overcrossing to 1.6km north of the Harbor Drive undercrossing and on Route 805 from 0.3km north of Mira Mesa Boulevard undercrossing to Junction of Route 5.  
 CHANGE REASON: Revise project scope

	TOTAL	PRIOR	06/07	07/08	08/09	09/10	10/11	PE	RW	CON
CBI	\$500	\$500						\$500		
IM	\$4,000	\$4,000						\$4,000		
RSTP	\$9,674	\$9,674						\$9,674		
RSTP - AC	\$7,962			\$7,962				\$7,962		
STIP-IIP State Cash	\$321	\$321						\$321		
STIP-RIP NHS	\$2,475	\$2,475						\$2,475		
STP	\$2,000	\$2,000						\$2,000		
TransNet - MC	\$4,591		\$4,591					\$4,591		
TransNet - MC AC			\$7,962	\$(7,962)						
<b>TOTAL</b>	<b>\$31,523</b>	<b>\$18,970</b>	<b>\$12,553</b>					<b>\$31,523</b>		
<b>PROJECT PRIOR TO AMENDMENT</b>										
	TOTAL	PRIOR	06/07	07/08	08/09	09/10	10/11	PE	RW	CON
CBI	\$500	\$500						\$500		
IM	\$4,000	\$4,000						\$4,000		
RSTP	\$9,674	\$9,674						\$9,674		
RSTP - AC	\$7,962			\$7,962				\$7,962		
STIP-IIP State Cash	\$321	\$321						\$321		
STIP-RIP NHS	\$2,475	\$2,475						\$2,475		
STP	\$2,000	\$2,000						\$2,000		
TransNet - MC	\$4,591		\$4,591					\$4,591		
TransNet - MC AC			\$7,962	\$(7,962)						
<b>TOTAL</b>	<b>\$31,523</b>	<b>\$18,970</b>	<b>\$12,553</b>					<b>\$31,523</b>		

\*\* Pending Submittal - these projects are subject to change when accepted by SANDAG.

**2006 Regional Transportation Improvement Program  
Pending DRAFT Amendment No. 6  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL09A Capacity Status: CI RTIP #: 06-06  
 TITLE: I-5 Lomas Sante Fe Interchange/HOV lanes  
 DESCRIPTION: Between Via de la Valle and San Elijo Lagoon - construct interchange and HOV Lane. On 805, construct Direct Access Ramps (DARs) and HOV to Carroll Canyon Road.  
 CHANGE REASON: Revise project scope

	TOTAL	PRIOR	06/07	07/08	08/09	09/10	10/11	PE	RW	CON
TCRP	\$6,000		\$6,000							\$6,000
TransNet - MC	\$50,290		\$50,290					\$3,626		\$46,664
<b>TOTAL</b>	<b>\$56,290</b>		<b>\$56,290</b>					<b>\$3,626</b>		<b>\$52,664</b>

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	06/07	07/08	08/09	09/10	10/11	PE	RW	CON
TCRP	\$6,000		\$6,000							\$6,000
TransNet - MC	\$50,290		\$50,290					\$3,626		\$46,664
<b>TOTAL</b>	<b>\$56,290</b>		<b>\$56,290</b>					<b>\$3,626</b>		<b>\$52,664</b>

MPO ID: CAL103 Capacity Status: CI RTIP #: 06-06  
 TITLE: Interstate 805 Southbound Auxiliary Lanes  
 from SR 54 to E Street  
 DESCRIPTION: In San Diego County in Chula Vista from 1 km south of Bonita Road Undercrossing 57-637R to .3 km south of Sweet River Bridge, Construct two southbound Auxiliary Lanes. Postmiles 7.5/8.5  
 CHANGE REASON: New project

	TOTAL	PRIOR	06/07	07/08	08/09	09/10	10/11	PE	RW	CON
SHOPP - State Cash	\$2,292				\$2,292			\$213	\$79	\$2,000
SHOPP NHS - Mobility	\$17,153				\$17,153			\$1,647	\$606	\$14,900
<b>TOTAL</b>	<b>\$19,445</b>				<b>\$19,445</b>			<b>\$1,860</b>	<b>\$685</b>	<b>\$16,900</b>

\*\* Pending Submittal - these projects are subject to change when accepted by SANDAG.



**2006 Regional Transportation Improvement Program  
Pending DRAFT Amendment No. 6  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL18B Capacity Status: CI RTIP #: 06-06  
 TITLE: I-15 Managed Lanes- South Segment  
 DESCRIPTION: From SR 163 to Route 15/56 Separation - construct Managed Lanes south segment  
 CHANGE REASON: Increase funding

	TOTAL	PRIOR	06/07	07/08	08/09	09/10	10/11	PE	RW	CON
CMAQ	\$11,960		\$11,960					\$11,960		
CMAQ - AC	\$8,160			\$8,160				\$8,160		
Corridor Mobility Program	\$350,000			\$350,000						\$350,000
STIP-IIP State Cash	\$51,147	\$1,147				\$50,000		\$1,147		\$50,000
STIP-RIP NHS	\$8,853	\$8,853						\$8,853		
TransNet - MC	\$51,002	\$3,000	\$18,792	\$19,440	\$4,638	\$5,132		\$31,678	\$19,324	
TransNet - MC AC	\$202		\$202					\$202		
<b>TOTAL</b>	<b>\$481,324</b>	<b>\$13,000</b>	<b>\$30,954</b>	<b>\$377,600</b>	<b>\$4,638</b>	<b>\$55,132</b>		<b>\$62,000</b>	<b>\$19,324</b>	<b>\$400,000</b>

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	06/07	07/08	08/09	09/10	10/11	PE	RW	CON
CMAQ	\$11,960		\$11,960					\$11,960		
CMAQ - AC	\$31,419			\$14,390	\$17,029			\$31,419		
STIP-IIP State Cash	\$1,147	\$1,147						\$1,147		
STIP-RIP NHS	\$8,853	\$8,853						\$8,853		
TransNet - MC	\$27,945	\$3,000	\$6,779	\$8,396	\$4,638	\$5,132		\$8,621	\$19,324	
TransNet - MC AC			\$31,419	\$(14,390)	\$(17,029)					
<b>TOTAL</b>	<b>\$81,324</b>	<b>\$13,000</b>	<b>\$50,158</b>	<b>\$8,396</b>	<b>\$4,638</b>	<b>\$5,132</b>		<b>\$62,000</b>	<b>\$19,324</b>	

\*\* Pending Submittal - these projects are subject to change when accepted by SANDAG.

**2006 Regional Transportation Improvement Program  
Pending DRAFT Amendment No. 6  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL29	Capacity Status: CI	RTIP #: 06-06
TITLE: SR 76 Middle		
DESCRIPTION: In San Diego County in and near Oceanside from 0.8 km west of Melrose Drive to 1.0 km east of South Mission Rd - widen from 2 to 4 lanes (DEMO ID: CA603; HPP No: 2719)		
CHANGE REASON: Uploaded diagrams, added PPNO		

	TOTAL	PRIOR	06/07	07/08	08/09	09/10	10/11	PE	RW	CON
DEMO - TEA 21	\$4,132	\$1,560		\$2,572				\$1,560	\$2,572	
HPP	\$3,200			\$3,200					\$3,200	
HPP AC	\$800				\$800				\$800	
RSTP	\$6,285		\$6,285					\$6,285		
STP	\$1,000		\$1,000					\$1,000		
TransNet - MC	\$13,678		\$8,919	\$2,467	\$2,292			\$1,455	\$12,223	
TransNet - MC AC				\$800	\$(800)					
<b>TOTAL</b>	<b>\$29,095</b>	<b>\$1,560</b>	<b>\$16,204</b>	<b>\$9,039</b>	<b>\$2,292</b>			<b>\$10,300</b>	<b>\$18,795</b>	

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	06/07	07/08	08/09	09/10	10/11	PE	RW	CON
DEMO - TEA 21	\$4,132	\$1,560		\$2,572				\$1,560	\$2,572	
HPP	\$3,200			\$3,200					\$3,200	
HPP AC	\$800				\$800				\$800	
RSTP	\$6,285		\$6,285					\$6,285		
STP	\$1,000		\$1,000					\$1,000		
TransNet - MC	\$13,678		\$8,919	\$2,467	\$2,292			\$1,455	\$12,223	
TransNet - MC AC				\$800	\$(800)					
<b>TOTAL</b>	<b>\$29,095</b>	<b>\$1,560</b>	<b>\$16,204</b>	<b>\$9,039</b>	<b>\$2,292</b>			<b>\$10,300</b>	<b>\$18,795</b>	

\*\* Pending Submittal - these projects are subject to change when accepted by SANDAG.

**2006 Regional Transportation Improvement Program  
Pending DRAFT Amendment No. 6  
San Diego Region (in \$000s)**

**San Diego County**

MPO ID: CNTY41		Capacity Status: NCI					RTIP #: 06-06			
TITLE: Valley Center Road Widening (Cole Grade to SR-76)										
DESCRIPTION: Future widening Valley Center Road from 2-lanes to 4-lanes between Cole Grade Road and SR-76										
CHANGE REASON: New project										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - LSI	\$3,600					\$2,000	\$1,600	\$3,600		
<b>TOTAL</b>	<b>\$3,600</b>					<b>\$2,000</b>	<b>\$1,600</b>	<b>\$3,600</b>		

\*\* Pending Submittal - these projects are subject to change when accepted by SANDAG.

**2006 Regional Transportation Improvement Program  
Pending DRAFT Amendment No. 6  
San Diego Region (in \$000s)**

**Transportation Corridor Agencies**

MPO ID: TCA01	Capacity Status: CI	RTIP #: 06-06
TITLE: Foothill Transportation Corridor South		
DESCRIPTION: On SR 241 from Orange Co./San Diego Co. line to Cristianitos interchange - construct 3 general purpose toll lanes; from Cristianitos interchange to I-5 - construct 2 general purpose toll lanes (program funding for Phase 1)		
CHANGE REASON: Revise funding		

	TOTAL	PRIOR	06/07	07/08	08/09	09/10	10/11	PE	RW	CON
Local Funds	\$421,840	\$59,840	\$11,000	\$15,400	\$14,000	\$74,000	\$247,600	\$107,800	\$21,040	\$293,000
<b>TOTAL</b>	<b>\$421,840</b>	<b>\$59,840</b>	<b>\$11,000</b>	<b>\$15,400</b>	<b>\$14,000</b>	<b>\$74,000</b>	<b>\$247,600</b>	<b>\$107,800</b>	<b>\$21,040</b>	<b>\$293,000</b>

\* Funding Source = Foothill/Eastern Transportation Corridor Agency

**PROJECT PRIOR TO AMENDMENT**

	TOTAL	PRIOR	06/07	07/08	08/09	09/10	10/11	PE	RW	CON
Local Funds	\$386,100	\$59,840	\$37,520	\$82,740	\$106,000	\$100,000		\$130,860	\$20,240	\$235,000
<b>TOTAL</b>	<b>\$386,100</b>	<b>\$59,840</b>	<b>\$37,520</b>	<b>\$82,740</b>	<b>\$106,000</b>	<b>\$100,000</b>		<b>\$130,860</b>	<b>\$20,240</b>	<b>\$235,000</b>

\*\* Pending Submittal - these projects are subject to change when accepted by SANDAG.

2.4 EMISSION BUDGETS

2.4.1 On-Road Motor Vehicle Emission Budgets For Transportation Conformity

The federal transportation conformity regulation<sup>1</sup> requires the Eight-Hour Ozone Attainment Plan to specify on-road motor vehicle emission budgets for the 2008 Attainment Year.<sup>2</sup> The 2008 Attainment Year emission budgets will also apply to all post-2008 future transportation conformity analysis years, as authorized in the federal transportation conformity rule.<sup>3</sup>

**Table 2-3  
On-Road Motor Vehicle Emission Budgets in San Diego County  
for 2008 and Subsequent Years  
(tons per day)**

<b>Pollutant</b>	<b>2008 and Subsequent Years</b>
VOC	53
NOx	98

Note: Emission budgets are based on the ARB EMFAC2007 model with ARB off-model adjustments and reflect "summer day."

The emission budgets presented in Table 2-3 represent the on-road motor vehicle emission levels projected for 2008, as determined by ARB using ARB's EMFAC2007 on-road motor vehicle emissions estimation model and adjusted by ARB to reflect recently adopted emission control programs not reflected in EMFAC2007 and other corrections.

Minor budget adjustments were made to account for imprecision in the on-road motor vehicle emissions modeling process.<sup>4</sup> The emission budgets are expressed as whole numbers, and therefore on-road motor vehicle emission estimates should be rounded to whole numbers (in tons per day) using standard rounding conventions (.49 rounds down; .50 rounds up) prior to being compared to emission budgets for transportation conformity determinations.

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<sup>1</sup> 40 CFR 93 ("Determining Conformity of Federal Actions to State or Federal Implementation Plans").

<sup>2</sup> 40 CFR 93.118 ("Criteria and Procedures: Motor Vehicle Emissions Budget").

<sup>3</sup> 40 CFR 93.118(b)(2).

<sup>4</sup> To establish the emission budgets, the 2008 on-road motor vehicle emissions estimates were adjusted by rounding up to the next whole number (tons per day), and adding one. This same adjustment procedure was previously used in the approved One-Hour Ozone Maintenance Plan.