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TRANSPORTATION COMMITTEE AGENDA

Thursday, July 11, 2002
12:15 p.m.
SANDAG Board Room
401 B Street, 7th Floor
San Diego, CA 92101-4231

AGENDA HIGHLIGHTS

- **REGIONAL ARTERIAL SYSTEM**
 - UPDATE
 - REVISED USE-IT-OR-LOSE-IT POLICY
- **TransNet ORDINANCE - TRANSIT OPERATING SUPPORT CHANGE**
- **2030 REGIONAL TRANSPORTATION PLAN AIR QUALITY ISSUES**

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, and provides information on a broad range of topics pertinent to the region's quality of life.

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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. Please complete a Speaker's Slip which is located in the rear of the room and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications. Speakers are limited to three minutes. The Transportation Committee may take action on any item appearing on the agenda.

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TRANSPORTATION COMMITTEE AGENDA

Thursday, July 11, 2002

Staff contact: Kim Kawada, (619) 595-5394 or kka@sandag.org

ITEM # **RECOMMENDATION**

CONSENT ITEMS (1 - 2)

- + 1. FEDERAL TRANSPORTATION ENHANCEMENT ACTIVITIES (TEA) PROGRAM QUARTERLY REPORT (Sookyung Kim) APPROVE**

This report summarizes the progress made on the TEA projects during the period April 1 to June 30, 2002.

- + 2. DRAFT 2002 CONGESTION MANAGEMENT PROGRAM (Mario Oropeza) RECOMMEND**

As the designated Congestion Management Agency for the San Diego region, SANDAG is required to prepare and update the Congestion Management Program (CMP) every two years. With the assistance of a CMP Working Group representing local and regional agencies, a draft 2002 CMP update has been prepared. The Transportation Committee is asked to recommend that the SANDAG Board of Directors accept the draft 2002 CMP for public distribution and comment at the August 2, 2002 Board meeting.

3. PUBLIC COMMENTS/COMMUNICATIONS

(Speakers limited to three minutes each.)

REPORTS

- + 4. REGIONAL ARTERIAL SYSTEM - UPDATE (Richard Chavez) RECOMMEND**

In March 2002, the Transportation Committee approved criteria for updating the Regional Arterial System (RAS) for the 2030 Regional Transportation Plan (RTP). The Committee asked that the respective policy board (i.e., City Council or Board of Supervisors) concur with any request to add to or delete segments from the Regional Arterial System. Staff and the Cities/County Transportation Advisory Committee (CTAC) reviewed the eligible requests received, and jointly recommend that the Transportation Committee recommend to the SANDAG Board of Directors the updated Regional Arterial System for the 2030 RTP.

ITEM #		RECOMMENDATION
+ 5.	REGIONAL ARTERIAL SYSTEM -- REVISED USE-IT-OR-LOSE-IT POLICY (Richard Chavez)	APPROVE
	<p>In May 2002, the Transportation Committee asked staff to develop a proposed Use-it-or-Lose-it Policy for Regional Arterial System projects that redirects funding from projects with schedule delays to the next project(s) on the list. SANDAG staff and the Cities/County Transportation Advisory Committee (CTAC) evaluated the existing Use-it-or-Lose-it Policy for the Regional Arterial System projects (previously approved by the Transportation Committee in June 2000). Staff and CTAC jointly recommend that the Transportation Committee approve the Revised Use-it-or-Lose-it Policy for Regional Arterial System projects, subject to concurrence by the SANDAG Board of Directors via approval of the meeting's actions.</p>	
+ 6.	REQUESTED CHANGE TO <i>TransNet</i> ORDINANCE FOR TRANSIT OPERATING SUPPORT (Craig Scott)	PENDING
	<p>The current <i>TransNet</i> Ordinance allows up to 20 percent of the <i>TransNet</i> funds available for transit purposes to be used for operating support. The Ordinance dedicates the remaining 80 percent toward the transit capital projects specified in the ballot measure. As part of its efforts to balance its FY 2003 operating budget, MTDB has requested that SANDAG consider a change to the Ordinance to allow at least an additional \$3.6 million to be used for operations in FY 2003. SANDAG staff will evaluate the request and provide alternatives for the Transportation Committee to review at the meeting.</p>	
+ 7.	AIR QUALITY CONFORMITY ISSUES RELATED TO THE 2030 REGIONAL TRANSPORTATION PLAN (RTP) (Elisa Arias)	REVIEW AND COMMENT
	<p>Federal law requires that SANDAG and the U.S. Department of Transportation make a determination that the 2030 RTP Revenue Constrained Plan conforms to the State Implementation Plan (SIP) for air quality. Staff will update the Transportation Committee on critical federal and state air quality conformity issues that may affect the timing of the adoption of the 2030 RTP and trigger a conformity lapse. The Transportation Committee is asked to review and comment on the proposed strategy for addressing these 2030 RTP conformity issues.</p>	

+ next to an agenda item indicates an attachment

The Transportation Committee may take action on any item appearing on this agenda.
This agenda is sent to all members of the SANDAG/RTC Board of Directors
and alternates for informational purposes.

THE NEXT TRANSPORTATION COMMITTEE MEETING IS TENTATIVELY
SCHEDULED FOR THURSDAY, AUGUST 8, 2002.

TRANSPORTATION COMMITTEE

July 11, 2002

AGENDA ITEM NO.: **1**

Action Requested: INFORMATION

FEDERAL TRANSPORTATION ENHANCEMENT ACTIVITIES (TEA)
PROGRAM QUARTERLY PROGRESS REPORT

Introduction

In March 2000, the SANDAG Board of Directors awarded Federal Transportation Enhancement Activities (TEA) Program funds to nine projects. Since then, the Transportation Committee has been receiving progress reports on a quarterly basis. This report summarizes the progress on the TEA projects from April to June 2002. Eight projects are progressing according to their approved schedules, and one project is complete.

Completed Project

The City of La Mesa's El Cajon Boulevard Revitalization project completed construction, and a ribbon cutting ceremony was held on May 3, 2002. The total project cost was \$1.9 million with the TEA program supporting \$1.6 million or 81 percent of the project. Before and after pictures of the project are included as part of Attachment 1.

Discussion

Listed below are the nine TEA projects. Attachment 1 contains a description of each project and progress made to date.

- City of San Diego: Mid-City Gateway Project
- Cities of Coronado & Imperial Beach: Silver Strand Improvements
- Cities of Oceanside, Carlsbad, Encinitas & Solana Beach: Coastal Rail Trail
- MTDB: San Ysidro Intermodal Transportation Center
- Cities of Encinitas & Escondido: Biological Core & Linkage Area Habitat Acquisition
- County of San Diego: Escondido Creek Acquisition
- MTDB: East Village Intermodal Transit Station Improvements
- City of San Diego: Mission Beach Boardwalk
- City of La Mesa: El Cajon Boulevard Revitalization - **Completed**

AB 1012: "Use-it-or-Lose-it"

Based on the latest progress report for the TEA projects, no funds are in jeopardy of being lost to the region. According to the latest fund accounting report from Caltrans, the region has obligated over \$11.4 million in TEA funds as of April 2002, which is well above the minimum obligation requirement.

The next TEA quarterly report will be presented at the October 2002 Transportation Committee meeting.

**Transportation Enhancement Activities (TEA) Program Quarterly Progress Report
April to June 2002**

City of San Diego: Mid-City Gateway Project (\$4,255,000 TEA Funds):

The project provides for overpass and median enhancements on El Cajon Boulevard and University Avenue where the two east-west major arterials intersect with the new State Route (SR) 15 freeway corridor (formally 40th Street in Mid-City). The project is divided into two phases - Phase 1: El Cajon Boulevard-Central to 43rd Median Improvements; and Phase 2: El Cajon Boulevard and University Avenue Bridge Decks over I-15. Progress to date includes:

- Began construction for Phase 1.
- For Phase 2, submitted 30 percent drawings to Caltrans for review and comment.
- Continued consultation with Community Advisory Committee to discuss design and construction documents.

Pending Issues: None.

Cities of Coronado & Imperial Beach: Silver Strand Improvements (\$1,161,000 TEA Funds):

This project creates defining gateways at both the north and south entrances of the Silver Strand Scenic Highway (State Route 75), as well as a restored, functional coastal ecosystem. The North Gateway corridor segment encompasses 1.5 miles of Scenic Highway 75, from the Naval Amphibious Base south, and the South Gateway corridor encompasses 2 miles from Emory Cove south to Rainbow Drive in Imperial Beach. It includes enhancement of the area surrounding the bicycle/pedestrian path, bicycle path improvements connecting Imperial Beach to the Bayshore Bikeway, median enhancements, historic landscape restoration, and gateway signage. Progress to date includes:

- Received permit from Regional Water Quality Control Board.
- Received support from California Fish & Game, U.S. Fish & Wildlife Service, and California Coastal Commission for proposed mitigation site.
- Completed 95 percent of construction documents.
- Awaiting signature and final recordation for easement from the Secretary of the Navy.

Pending Issues: None.

Cities of Carlsbad, Encinitas, Oceanside, and Solana Beach: Coastal Rail Trail (\$4,513,500 TEA Funds):

This project includes the design and construction of a 16-foot wide multimodal path in the San Diego Northern Railway right-of-way between the San Luis Rey River in the City of Oceanside and the southerly city limit of the City of Solana Beach (approximately 17.6 miles). Progress to date, by jurisdiction, includes:

City of Carlsbad (\$1,830,343 TEA Funds)

- Completed 70 percent of Plans, Specifications & Estimates.
- Developed an easement agreement with North County Transit District (NCTD) for use of the Right-of-Way.
- Performed supplementary biological studies and prepared a report to the Coastal Commission and California Fish & Game (to be reviewed as part of the permit process).
- Continued to discuss trail management, maintenance, and liability issues. Developed a draft Trail Management Plan among the participating cities.

City of Encinitas (\$1,345,705 TEA Funds)

- Completed 30 percent of Plans, Specifications & Estimates.
- Began review of an easement agreement with NCTD.
- Performed formal wetland delineations and prepared a report to the Coastal Commission and California Fish & Game (to be reviewed as part of the permit process).
- Continued to discuss trail management, maintenance, and liability issues. Developed a draft Trail Management Plan among the participating cities.

City of Oceanside (\$559,803 TEA Funds)

- Completed 30 percent of Plans, Specifications & Estimates.
- Began review of an easement agreement with NCTD.
- Performed field reviews to identify environmental permitting requirements.
- Continued to discuss trail management, maintenance, and liability issues. Developed a draft Trail Management Plan among the participating cities.

City of Solana Beach (\$777,149 TEA Funds)

- Developed trail layout and additional features to be included in the project.
- Conducted workshops with City Council and citizen advisory members.
- Continued to meet with NCTD to discuss coordination issues.

Pending Issues: Three out of the four cities have submitted their 30 percent trail designs to NCTD for review and comment. However, NCTD is currently developing a trail design guideline and also is awaiting the preliminary design for a potential double track to its right-of-way. NCTD has indicated that the rail trail project designs will be reviewed after these other documents are completed. As a result, the schedule may be delayed. At this point, the length of delay is unknown. Additional information will be provided at the next quarterly progress report.

MTDB: San Ysidro Intermodal Transportation Station (\$1,895,000 TEA Funds):

This project provides improvements to the existing San Ysidro/Tijuana Trolley Station. The enhancements include the creation of a pedestrian plaza to serve the trolley station and the San Ysidro-Puerto Mexico Port of Entry, as well as revisions to vehicular circulation patterns to establish designated bus, taxi, and jitney/shuttle bus passenger boarding areas. The design plans have been split into two phases. The first phase includes the Pedestrian Bridge and new General Services Administration (GSA) Parking Lot. The second phase includes the pedestrian plaza, Rail Court modifications, track relocation, and new bus bays. Progress to date includes:

- Phase 1 is currently under construction.
- Selected construction contractor for Phase 2.

- Awaiting encroachment permit from Caltrans to begin construction.
- Received legal authority for eminent domain of private properties.

Pending Issues:

- Although MTDB can begin construction on Phase 2, no private property owners have accepted offers for the rights to their properties; the appraised value of the properties is in dispute. Should the court decide that the properties are of higher value than the original appraisals, there may be insufficient funds in the budget to cover additional costs.
- The Intercity Bus Terminal proposed for the second floor of the McDonalds building has serious budget shortfalls. Therefore, the bus terminal building will not be part of the Phase 2 work. MTDB is seeking additional funds from various sources in order to add back this portion of the project.

Cities of Encinitas & Escondido: Biological Core & Linkage Area Habitat Acquisition (\$1,800,000 TEA Funds):

This project involves the purchase of 51 acres of habitat in Escondido and approximately 10 acres in Encinitas. Progress to date includes:

- Site A (Encinitas): Appraisals and environmental assessments completed for three parcels. One property is in escrow. Final negotiations with remaining two property owners are ongoing.
- Site B (Escondido): Working with the San Dieguito River Park Joint Powers Authority (JPA) to leverage TEA funds with other grant funds to purchase properties in the Bernardo Mountain area.
- Completed environmental assessment for the Bernardo Mountain site.
- Received environmental clearance from Caltrans with the proviso that a Memorandum of Agreement be executed between Caltrans, Federal Highway Administration, the JPA, and the City of Escondido.

Pending Issues: None.

County of San Diego: Escondido Creek Acquisition (\$2,000,000 TEA Funds):

The project consists of the purchase of valuable habitat land along the Escondido Creek riparian corridor, located in the Escondido Creek watershed in the unincorporated area of San Diego County. Progress to date includes:

- County Board of Supervisors approved the purchase of 31.53 acres of land.
- Initiated the purchase of additional 179 acres of land, including conducting biological studies and archeological record search.
- Requested appraisals from the County Real Property Division for the additional acres.

Pending Issues: None.

MTDB: East Village Intermodal Transit Station Improvement (\$4,584,000 TEA Funds):

This project is a part of a larger project along the 12th Avenue/Park Boulevard corridor and the new downtown baseball park station along the Bayside Corridor. The enhancements include improved

passenger access, widened platforms, street and curb improvements, station amenities, decorative catenary poles, and other aesthetic improvements at four station locations.

- Received 95 percent design submittal for review for the 12th and Market Station and the Orange Line to Blue Line Project.
- Issued notice to proceed with construction for the Gaslamp Station modifications.
- Continued follow-up actions associated with environmental approvals.

Pending Issues: None

City of San Diego: Mission Beach Boardwalk Project (\$1,186,000 TEA Funds):

This project would provide for widening and other improvements, including additional landscaping of the existing Mission Beach Boardwalk between Santa Barbara Place and Pacific Beach Drive, totaling 1.14 miles. Progress to date includes:

- Began construction (May 13, 2002).
- Construction halted on June 21, 2002 (Coastal Commission prohibits construction during summer months) but will resume after Labor Day.

Pending Issues: None

City of La Mesa: El Cajon Boulevard Revitalization (\$1,565,194 TEA Funds):

This project is complete. This project revitalized part of downtown La Mesa via construction of a one-mile section of landscaped median along El Cajon Boulevard and the construction of a gateway sign located west of City of La Mesa limits (see attached pictures).

The attachment to this document can be obtained by contacting SANDAG's Public Information Office at (619) 595-5347.

TRANSPORTATION COMMITTEE

July 11, 2002

AGENDA REPORT NO.: **2**

Action Requested: RECOMMEND

DRAFT 2002 CONGESTION MANAGEMENT PROGRAM

Introduction

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP). The purpose of the CMP is to monitor the performance of our transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. Working with a CMP Working Group, comprised of representatives from Caltrans, the transit agencies, and planning and engineering staff from various local jurisdictions, a draft 2002 CMP update has been prepared. Numerous presentations on the proposals included in the draft 2002 CMP update also have been made to a variety of technical working groups, such as the City/County Managers Association, Cities/County Transportation Advisory Committee, Regional Planning Working Group, 2030 RTP Working Group, and others.

At the May 9 and June 13, 2002 meetings, the Transportation Committee was briefed on major changes proposed in the 2002 CMP update. The draft CMP document provides background information and technical analyses in support of the proposed changes. Attachment 1 is the Executive Summary of the draft CMP. The next step is for the full draft report to be circulated among local jurisdictions and other interested parties for review and comment.

Recommendation

The Transportation Committee is asked to recommend that the SANDAG Board of Directors accept the draft 2002 Congestion Management Program for distribution at the August 2, 2002 Board meeting and schedule a public hearing for the September 28, 2002 Board meeting.

Discussion

In the course of drafting the CMP update, a number of major policy issues were identified based upon a review of the current CMP, input from the CMP Working Group and the Transportation Committee, and approaches taken by other agencies to identify and address congestion (see Attachment 1, page 19). These issues served as the basis for the proposed major changes to the CMP summarized below.

Major Changes in CMP Focus

The draft 2002 CMP update recommends a number of changes that implement the legislative requirements while responding to local needs. The major changes summarized below are described in greater detail in Chapters 4 through 9 of the draft 2002 CMP.

Greater Focus on Non-Traditional Strategies – The CMP now focuses more on the use of near-term, lower cost alternative transportation strategies to address congestion. These strategies are grouped into the following areas: transportation demand management (rideshare programs, transit pass subsidies, flexible work hours, teleworking, etc.), transportation system management (signal synchronization, peak period parking restrictions, bicycle paths, etc.), land use (mixed use developments, smart growth strategies), and design guidelines (pedestrian, transit oriented, bicycle, etc.). These strategies can be used in preparing deficiency plans, mitigating new development impacts, and supporting other local planning activities.

Increased Use of Deficiency Plans – The updated CMP recommends increased use of deficiency plans to further investigate and recommend specific mitigation measures for congestion “hot spots” identified in the course of ongoing roadway system monitoring. The CMP further recommends that approved deficiency plans be used as one means for achieving the 100% mitigation goal discussed below. The CMP provides improved guidelines for preparing deficiency plans and increased SANDAG monitoring of their development.

100% Mitigation Goal – For all major development projects, the CMP recommends that 100% of all significant transportation impacts on the CMP roadway system be mitigated. If project impacts are not fully mitigated early in the project approval phase, then the transportation system will experience greater congestion in the future that will require more expensive solutions. Approval and implementation of project mitigation is the responsibility of local jurisdictions. The CMP can assist local jurisdictions with this responsibility by offering range of strategies to fully mitigating project impacts.

Increased CMP Compliance Monitoring – The CMP recommends that SANDAG take a more proactive stance in working with local jurisdictions and transportation operators to monitor implementation of the CMP and to fine tune the CMP in response to evolving local needs.

Major New CMP Revisions

Subsequent to the May and June 2002 Transportation Committee briefings, three additional changes have been incorporated into the draft 2002 CMP update:

Improved Highway Monitoring – In response to Transportation Committee comments, there is a new recommendation that the frequency of the highway monitoring be increased from every two years to once a year. With more frequent monitoring, it will be possible to identify trends in congestion and propose remedial actions sooner. In addition, the effects of transportation improvements can be better tracked. The CMP will continue to monitor CMP arterials every two years and as monitoring technology improves, consideration will be given to conducting annual arterial monitoring in the future.

Establish Ongoing CMP Program Monitoring – To assist SANDAG with implementation and evaluation of the CMP, there is a new recommendation to establish ongoing, external review of the CMP. The purpose of this is to: 1) review and comment on CMP

implementation and 2) provide recommendations to the SANDAG Transportation Committee and Board of Directors concerning CMP technical and policy issues. A final recommendation about how this review process would be structured will be developed in consultation with local agencies during the draft CMP review period.

Results of Biennial CMP Roadway System Monitoring – State law requires that the CMP roadway system, shown in Attachment 2, be monitored every two years against the adopted CMP Level of Service (LOS) standard, which is LOS E, or LOS F if that was the condition when the initial LOS analysis was conducted. For the 2002 CMP update, Caltrans calculated the LOS for freeways and conventional highways. For CMP arterials, local agencies were requested to submit traffic and roadway system data that was used by SANDAG to calculate the LOS or to submit the results of their own LOS analysis.

Based upon a comparison of the resulting LOS with the CMP standard, a number of roadway segments did not meet the standard and, as a result, will require the preparation of deficiency plans in accordance with State law. A listing of roadway segments not meeting the CMP standard is provided in Attachment 3.

Also included in Attachment 3 are roadway segments currently operating at LOS F, that while not technically requiring a deficiency plan since they were “grandfathered” under a LOS F standard, are nonetheless recommended for deficiency plan preparation with SANDAG taking the lead for those segments. Preparation of deficiency plans are important for these segments because deficiency plan recommendations establish one basis for the 100% new development project mitigation goal discussed in Chapter 6 (Land Use Analysis Program). In addition, the deficiency plans would identify needed improvements that can be incorporated into the Regional Transportation Plan and the Regional Transportation Improvement Program. Once the deficiency plans are initiated, individual deficient segments may be combined and other participating agencies identified.

Next Steps

Upon release of the draft CMP by the Board on August 2, 2002, copies of the draft document will be circulated to all local jurisdictions, other affected agencies, and interested parties. The draft CMP also will be posted on the SANDAG Web site. Presentations will be scheduled with all SANDAG transportation and land use technical working groups, and additional presentations will be scheduled with business and professional associations, environmental groups, and other public interest groups. The intent of the public review phase of the draft CMP is to obtain a wide spectrum of review and comment on the CMP proposals. A noticed public hearing will be scheduled for the September 28, 2002 Board meeting and adoption of the 2002 CMP is targeted for the October 25, 2002 Board meeting.

The attachment to this document can be obtained by contacting SANDAG's Public Information Office at (619) 595-5347.

TRANSPORTATION COMMITTEE

July 11, 2002

AGENDA ITEM NO.: **4**

Action Requested: RECOMMEND

REGIONAL ARTERIAL SYSTEM - UPDATE

Introduction

The Regional Arterial System constitutes that part of the local street and road network which, in conjunction with the system of highways and transit services, provide for mobility throughout the region. The Regional Arterial System is being updated in conjunction with the 2030 Regional Transportation Plan.

At its January 10, 2002 meeting, the Transportation Committee (1) accepted for distribution and comment revised Regional Arterial System criteria and design characteristics; (2) directed staff to issue a call for modifications to the Regional Arterial System; (3) directed the Cities/County Transportation Advisory Committee (CTAC) to begin the process of identifying regionally significant arterials for inclusion in the 2030 RTP; and (4) reviewed exhibits depicting congestion, employment density, population density, activity centers, and the Regional Transit Vision that would be used to begin evaluating requested additions and deletions to the Regional Arterial System.

At its March 14, 2002 meeting, the Committee again reviewed the criteria for evaluating requested additions and deletions to the Regional Arterial System. The Committee also reviewed preliminary CTAC and SANDAG staff recommended additions and deletions to the Regional Arterial System. The Committee expressed concern that City Councils/Board of Supervisors had not reviewed or taken action on the recommended changes. The Transportation Committee directed staff to work with local jurisdictions to ensure that requested additions and deletions were reviewed and approved by local jurisdictions at the policy level.

As of the writing of this report, policy concurrence has been received from nine of the ten local jurisdictions requesting additions and deletions to the Regional Arterial System. Policy concurrence is expected from the remaining jurisdiction before the July 11, 2002 Transportation Committee meeting.

Recommendation

It is CTAC and SANDAG staff's recommendation that the Transportation Committee recommend to the SANDAG Board of Directors approve (1) the criteria for evaluating requested additions and deletions to the Regional Arterial System as shown in Attachment 1; (2) adding 21 new roads to the Regional Arterial System listed in Attachment 2 and shown in Attachment 3 and (3) deleting 11 roads from the Regional Arterial System as listed in Attachment 4 and shown in Attachment 5. Additionally, SANDAG staff recommends that roads identified by the County of San Diego as serving Indian gaming facilities (see County letter, Attachment 9) be included in the Regional

Arterial System if projected volumes exceed 20,000 average daily trips (ADT), and the roads are classified as a four-lane major arterial by the County.

Options (not recommended by CTAC or SANDAG staff)

- Refer Regional Arterial System criteria and/or recommended additions and deletions back to CTAC and SANDAG staff with direction.

Discussion

A Regional Arterial System has been included as part of the Regional Transportation Plan (RTP) since 1989. The Regional Arterial System currently contains 722 miles of arterials. The recommended 21 additions would add 50 miles and the 11 recommend deletions would subtract 20 miles bringing the new total to 752 miles.

Recommended Additions

The 21 recommended additions all rank well according to the criteria shown in Attachment 1. The scoring for each arterial against the criteria is shown in Attachment 2. The Critical Link criterion is considered a “super criterion” where designation as a critical link is grounds alone for inclusion in the Regional Arterial System. All recommended additions received credit for the Critical Link criterion except for Marshall Avenue (#4A and #4B), Massachusetts Avenue (#7), and Community Road (#11). However, these three roads all scored strongly according to the other criteria and are recommended for addition.

Recommended Deletions

The 11 recommended deletions listed in Attachment 4 and shown in Attachment 6, did not rank well according to the criteria (except for Sorrento Valley Road and Collwood Boulevard) supporting the recommendation for deletion. The deletion of Sorrento Valley Road (#30) is recommended because it is closed to vehicular traffic and because El Camino Real (#12) and Carmel Mountain Road (#13) are being added, providing a replacement parallel link. The deletion of Collwood Boulevard is recommended because Fairmount Avenue and College Boulevard, currently part of the Regional Arterial System, are parallel routes and provide adequate system redundancy.

Requested Deletion and Additions Not Recommended

There were one deletion and eight additions to the Regional Arterial System that were requested by local jurisdictions but were not originally recommended by CTAC and SANDAG staff. These are listed in Attachment 6 and shown in Attachment 7.

The one requested deletion not recommended is the City of San Diego’s Carmel Valley Road. This road scores well according to the criteria because it is (1) a critical link and (2) located in a high employment density area. Deleting this road would cause a “dead end” at North Torrey Pines Road breaking the regional continuity of the system. An option would be to add Camino Del Mar (Coast Highway) to the Regional Arterial System to maintain regional continuity. However, the City of Del Mar has requested in a letter dated April 8, 2002 that Camino Del Mar not be added to the Regional Arterial System. The letters from the cities of Del Mar and San Diego are shown in Attachment 8.

Six of the eight requested additions not originally recommended by CTAC and SANDAG staff are the County of San Diego's Lake Wohlford Road, Wildcat Canyon Road, Dehesa Road, Willows Road, Pala-Temecula Road, and Dye Road (Attachment 6, D-I). These roadways serve Indian gaming facilities but do not rank well based upon the criteria as they (1) do not parallel other congested roads, (2) are located in low population density areas, (3) are located in low employment density areas, (4) have low activity center density along the corridor, (5) have relatively low traffic volumes, (6) are not slated for future transit service (with the exception of Dye Road), and (7) do not serve major freight or military facilities.

In a letter dated May 16, 2002, (Attachment 9), the County of San Diego has requested that SANDAG modify the criteria so that roads serving Indian gaming facilities can be added to the Regional Arterial System. SANDAG staff recommends that roads serving Indian gaming facilities be included in the Regional Arterial System if projected volumes exceed 20,000 ADT and are classified as a four-lane major arterial by the County. Including these as part of the 2030 RTP Regional Arterial System may allow the County to seek separate federal funding for these higher demand facilities serving Indian gaming.

Two of the eight requested additions *not* recommended are the City of San Marcos' Poinsettia Lane and Smilax Road. These roads did not score well according to the current criteria as they are (1) parallel and in close proximity to Sycamore Avenue and Rancho Santa Fe Avenue and would provide unnecessary system redundancy, (2) are located in low population density areas, (3) have low activity center density along the corridor, (4) are not slated for future transit service, and (5) do not serve major freight or military facilities. In letters dated June 28, 2002 and February 28, 2002, shown in Attachment 10, the City of San Marcos has requested that SANDAG include Poinsettia Lane and Smilax Road contrary to the CTAC and SANDAG staff recommendation.

Next Steps

The next step following the update of the Regional Arterial System will be to identify the subset of the system that will be the regionally significant arterials for the 2030 RTP. The criteria outlined in Attachment 1 will be further refined to assist in this effort. Initial staff and CTAC recommendations for regionally significant arterials will be presented at the August 8, 2002 Committee meeting. These regionally significant arterials, along with the highway corridors and regional transit services, will constitute the regionally significant transportation network for the 2030 RTP.

Attachments

Regional Arterial System Criteria

The Regional Arterial System constitutes that part of the local street and road network which, in conjunction with the system of highways and transit services, provides for a significant amount of mobility throughout the region. Seven criteria define the Regional Arterial System with the first criteria, Critical Link, being a "super criterion." Designation as a Critical Link alone is justification for addition to the Regional Arterial System.

SANDAG has developed exhibits depicting congestion, employment density, population density, activity centers, and the Regional Transit Vision. The exhibits are used to evaluate arterials recommended for addition or deletion to the Regional Arterial System.

The seven criteria, their definition and methodology for applying the criteria are as follows:

1. **Critical Link:** Provide direct connections between communities ensuring system continuity and congestion relief in high volume corridors. Arterials parallel to other congested arterials will receive partial credit. Arterials parallel to congested highways will receive full credit.
2. **Population:** Located in areas with high concentrations of existing and future populations. Arterials located in areas with a population density of 1,500 persons per quarter square mile in 2020 will receive partial credit. Arterials located in areas with a population density greater than 3,000 persons per quarter square mile in 2020 will receive full credit.
3. **Employment:** Linking areas with high concentrations of existing or future employment. Arterials serving areas with employment densities of 1,500 employees per quarter square mile in 2020 will receive partial credit. Arterials serving areas with employment densities of greater than 3,000 employees per quarter square mile in 2020 will receive full credit.
4. **Activity Centers:** Activity centers are defined as hospitals, retail centers over 75,000 square feet, major entertainment centers, major hotels, colleges and universities. Arterials linking at least one activity center per two miles will receive partial credit. Arterials linking at least one activity center per one mile will receive full credit.
5. **Future Traffic:** Generally accommodate high traffic volumes. Arterials with over 20,000 average daily trips (ADT) in 2020 will receive partial credit. Arterials with over 20,000 ADT and with segments over 40,000 ADT will receive full credit.
6. **Regional Transit Vision:** Accommodate the Regional Transit Vision. Arterials slated for future Red Car Service as outlined in the Regional Transit Vision will receive partial credit. Arterials slated for future Yellow Car service will receive full credit.
7. **Intermodal:** Provide access to intermodal facilities. Arterials serving a major freight, port, military or airport facility will receive partial credit. Arterials serving multiple freight, port, military or airport facilities will receive full credit.

Recommended Additions

					REGIONAL ARTERIAL SYSTEM CRITERIA						
Arterial	From	To	Jurisdiction	*Critical Link	Population	Employment	Activity Centers	High ADT	Regional Transit Vision	Intermodal	
1	Poinsettia Lane	Calrsbad Blvd	Melrose Dr	Carlsbad	P	-	P	-	-	-	-
2	Faraday Ave	Melrose Dr	College Blvd	Carlsbad	P	-	X	-	P	P	-
3	Washington Ave	El Cajon Blvd	Jamacha Rd	El Cajon	P	X	P	-	P	-	-
4A	Marshall Ave	Cuyamaca	Fletcher Pkwy	El Cajon	-	-	P	-	-	P	P
4B	Marshall Ave	Main St	Washington Ave	El Cajon	-	P	P	-	-	P	-
5	El Cajon Blvd	Chase Ave	Washington Ave	El Cajon	X	P	P	-	P	P	-
6	Mission Ave	Escondido Blvd	Broadway Ave	Escondido	P	P	P	P	P	-	-
7	Massachusetts Ave	Lemon Grove Ave	Broadway	Lemon Grove	-	P	P	-	P	-	-
8	Sweetwater Road	Broadway	Troy Street	Lemon Grove	P	P	-	-	-	P	-
9	Rancho Del Oro Dr	SR 78	SR 76	Oceanside	P	-	-	-	P	-	-
10	Mission Ave	Coast Hwy	Frazer Rd	Oceanside	P	-	P	P	-	P	P
11	Community Rd	Twin Peaks Rd	Scripps Poway Pkwy	Poway	-	-	X	X	P	P	-
12	El Camino Real	SR 56	Carmel Mountain Rd	San Diego City	X	-	-	-	-	X	-
13	Carmel Mountain Rd	Sorrento Valley Rd	El Camino Real	San Diego City	X	-	-	-	P	X	-
14	Sorrento Valley Blvd	Sorrento Valley Rd	Camino Santa Fe Ave	San Diego City	P	-	X	-	-	-	-
15	Camino Santa Fe Ave	Sorrento Valley Blvd	Miramar Rd	San Diego City	P	-	X	-	P	-	-
16	Vista Sorrento Pkwy	Sorrento Valley Blvd	Carmel Mountain Rd	San Diego City	P	-	X	-	-	-	-
17	Linda Vista Rd	Morena Blvd	Convoy St	San Diego City	X	X	-	-	-	P	-
18	Convoy St	Linda Vista Rd	SR 52	San Diego City	X	-	X	P	P	P	-
19	Camino Del Rio North	Mission Center Rd	Mission Gorge Rd	San Diego City	X	X	P	X	-	-	-
20	Cannon Road	South Melrose Drive	SR 78	Vista	X	-	P	-	-	-	-
21	Sycamore Avenue	South Santa Fe Avenue	South Melrose Drive	Vista	P	-	P	-	X	P	-

* Critical Link is considered a "super criterion;" designation as a critical link alone is considered justification for addition to the Regional Arterial System

X: Supports, P: Partially Supports, -: Does Not Support

July 11, 2002

The attachment to this document can be obtained by contacting SANDAG's Public Information Office at (619) 595-5347.

Recommended Deletions

Arterial	From	To	Jurisdiction	REGIONAL ARTERIAL SYSTEM CRITERIA							
				*Critical Link	Population	Employment	Activity Centers	High ADT	Regional Transit Vision	Intermodal	
22	Cuyamaca St	Fletcher Pkwy	Marshall Ave	El Cajon	-	-	P	-	-	-	-
23	Bradley Ave	Marshall Ave	Cuyamaca St	El Cajon	-	-	P	-	-	-	-
24	Torrey Pines Rd	Prospect Place	Girard Ave	San Diego City	-	X	P	-	-	P	-
25	Girard Street	Torrey Pines Rd	Pearl St	San Diego City	-	X	P	-	-	P	-
26	Pearl St	Girard St	La Jolla Blvd	San Diego City	-	X	P	-	-	P	-
27	La Jolla Blvd	Pearl St	Mission Blvd	San Diego City	-	X	P	-	-	P	-
28	Mission Blvd	La Jolla Blvd	Grand Ave	San Diego City	-	X	P	-	-	P	-
29	Collwood Blvd	Montezuma Rd	El Cajon Blvd	San Diego City	P	X	-	P	P	-	-
30	Sorrento Valley Rd	Carmel Valley Rd	Carmel Mountain Rd	San Diego City	X	-	P	-	-	-	-
31	SA 603/ SA 604	City of San Diego	Elm Street	San Diego County	-	-	-	-	-	-	-
32	San Miguel Rd	Bonita Rd	SR-125	San Diego County	-	-	-	-	-	-	-

* Critical Link is considered a "super criterion;" designation as a critical link alone is considered justification for addition to the Regional Arterial System

The attachment to this document can be obtained by contacting SANDAG's Public Information Office at (619) 595-5347.

Requested Deletion and Additions *Not* Recommended

Arterial	From	To	Jurisdiction	REGIONAL ARTERIAL SYSTEM CRITERIA							
				Critical Link	Population	Employment	Activity Centers	High ADT	Regional Transit Vision	Intermodal	
Requested Deletion <i>Not</i> Recommended											
A	Carmel Valley Rd	North Torrey Pines Rd	I-5 SB off ramp	San Diego City	X	-	X	-	-	-	-
Requested Additions <i>Not</i> Recommended											
B	Poinsettia Lane	Business Park Dr	Smilax Rd	San Marcos	-	-	X	-	P	-	-
C	Smilax Rd	Poinsettia Lane	South Santa Fe Rd	San Marcos	-	-	P	-	P	-	-
D	Lake Wohlford Rd	Valley Center Road (N)	Valley Center Rd (S)	San Diego County	-	-	-	-	P*	-	-
E	Wildcat Canyon Rd	Mapleview Street	San Vicente Rd	San Diego County	-	-	-	-	P*	-	-
F	Dehesa Road	Jamacha Rd	Sycuan Rd	San Diego County	-	-	-	-	P*	-	-
G	Willows Road	I-8	Viejas Casino	San Diego County	-	-	-	-	P*	-	-
H	Pala/ Temecula Rd	Riverside County	SR 76	San Diego County	-	-	-	-	-	-	-
I	Dye Rd/ San Vicente Rd	SR-67	SR 78	San Diego County	-	-	-	-	-	X	-

* Based on volumes provided by County of San Diego (Attachment 9)

The attachment to this document can be obtained by contacting SANDAG's Public Information Office at (619) 595-5347.

TRANSPORTATION COMMITTEE

July 11, 2002

AGENDA ITEM NO.: **5**

Action Requested: APPROVE

REGIONAL ARTERIAL SYSTEM: REVISED USE-IT-OR-LOSE-IT POLICY

Introduction

At its May 2002 meeting, the Transportation Committee asked staff to develop a Use-it-or-Lose-it Policy for Regional Arterial System projects that redirects funding from projects with schedule delays to the next project(s) on the prioritized list. SANDAG staff and the Cities/County Transportation Advisory Committee (CTAC) evaluated the existing Use-it-or-Lose-it Policy for Regional Arterial System projects. The existing policy was previously approved by the Transportation Committee in June 2000 for use on the initial Regional Arterial System projects that received Regional Surface Transportation Program (RSTP) funding.

Recommendation

It is the joint recommendation of CTAC and SANDAG staff that the Transportation Committee, subject to concurrence of the Board of Directors through approval of the Transportation Committee actions, approve the revised Use-it-or-Lose-it Policy for Regional Arterial System projects (Attachment 1), as summarized in the decision flowchart (Attachment 2).

Options

Refer the Policy back to CTAC and SANDAG staff with direction.

Discussion

Regional Arterial System projects funded with federal Surface Transportation Program (STP) or State Transportation Improvement Program (STIP) are subject to state and federal Use-it-or-Lose-it requirements. As of the April 20, 2002 reporting from Caltrans, SANDAG must obligate \$31,536,298 of STP funds by December 3, 2002 or the funds will be lost from the region. SANDAG fully expects to meet this deadline, however, the risk of losing funds is real. A Use-it-or-Lose-it Policy is necessary to ensure that SANDAG can ultimately meet the deadlines so funding is not lost to the region.

The Use-it-or-Lose-it policies developed by the State Legislature (AB 1012) for STP funds and the California Transportation Commission for STIP funds are designed to have the flexibility to move funding from one region to another. This ensures funding will not be lost by the state back to the federal government. Those policies also are designed to make the regions (like SANDAG) accountable for project delivery. SANDAG must have its own policies in place so action can be taken before AB 1012 or California Transportation Commission action is taken and funds are lost to the region. As SANDAG is being held accountable, project sponsors also must be accountable for their project schedules.

The recommended Policy in Attachment 1 contains three sections. The first requires project sponsors to submit quarterly progress reports. The second outlines procedures for recommending schedule extensions, reallocation of funding, or determining the project ineligible for the next funding cycle. The third section outlines procedures if there is an imminent danger of SANDAG losing funds. To help keep the regionally funded Regional Arterial System projects on track, SANDAG staff is available to assist project sponsors. Comments received from local jurisdiction staff on the Use-it-or-Lose-it Policy and SANDAG staff's responses to these comments are summarized in Attachment 3.

“Ready to Go” Projects

At its May 9, 2002 meeting, the Transportation Committee recommended allocating an additional \$35 million toward Regional Arterial System projects that could be completed in the 2002 STIP funding cycle (i.e., “Ready to Go” projects). The Committee also discussed strict Use-it-or-Lose-it guidelines for “Ready to Go” projects. The existing SANDAG Use-it-or-Lose-it Policy requires that CTAC recommend to the Transportation Committee a reallocation of funds or a schedule extension for projects with schedule delays of 12 months or greater. At the Committee meeting, it was suggested that “Ready to Go” projects with a schedule slip greater than six months automatically lose their funding. This option was reviewed by CTAC and SANDAG staff and is not recommended. A policy this strict could result in projects being unnecessarily cancelled. Strict revisions are being recommended but flexibility is provided to avoid cancellation of projects where diligent progress is being made.

The recommended revisions include the strict six month time frame discussed by the Transportation Committee for “Ready to Go” projects but allows for a schedule extension if new guidelines added to the Policy are met. Recommendations for schedule extensions are not automatic. Schedule extensions can only be recommended by CTAC to the Transportation Committee if diligent progress towards meeting project milestones can be demonstrated by the project sponsor and the funding can be obligated in the funding cycle in which the funds were initially programmed.

There also are restricted provisions for granting a second schedule extension. CTAC may only recommend a second schedule extension for a project if (1) federal or state policy changes occur that can be shown to directly affect the project schedule; (2) a lawsuit is filed against the project; (3) unwarranted and lengthy state/federal agency review times are documented; or (4) there are unusual circumstances that can be shown to be completely outside of the control of the project sponsor. Thus, a recommendation for a second schedule extension will be restricted to severe cases.

“Preliminary Engineering Only” Projects

In 2001, six Regional Arterial System projects were funded for preliminary engineering only (i.e., “Preliminary Engineering Only” projects). These projects were funded with funds made available through implementation of the Use-it-or-Lose-it Policy on prior Regional Arterial System projects. These “Preliminary Engineering Only” projects were never covered by the Use-it-or-Lose-it Policy. CTAC and SANDAG staffs are recommending policy revisions to address these types of projects. If there is a schedule delay of twelve months or greater on a “Preliminary Engineering Only” project, CTAC has the option of recommending a schedule extension according to the guidelines or recommend that the project be ineligible for the next SANDAG funding cycle.

Attachments

REGIONAL ARTERIAL SYSTEM PROGRAM
Use-It-or-Lose-It Policy
DRAFT: July 11, 2002

1. Member agencies sponsoring Regional Arterial System projects agree to submit quarterly progress reports. The progress reports will include information on accomplishments this quarter, anticipated progress next quarter, pending issues and recommended resolutions, schedule and reasons for schedule delay (if any), budget, and an updated project cost estimate.
2. Member agencies sponsoring Regional Arterial System projects agree to adhere to the project schedule for three milestones including (1) the award of a consultant contract for preliminary engineering, (2) environmental clearance, and (3) the award of a contract for project construction as submitted in the member agency's original proposal, with adjustments made as defined in 2.c below.
 - a. A reported delay of more than six months and less than twelve months for a project milestone results in a mandatory review by the Cities/County Transportation Advisory Committee (CTAC). A reported delay of one-year or greater for a project milestone results in a mandatory recommendation from CTAC to the SANDAG Transportation Committee to either (1) reallocate any unobligated funds to the next highest project(s) on the most current Regional Arterial System project priority list or (2) for projects funded in 2001 for preliminary engineering (i.e., "Preliminary Engineering Only" projects) determine the project ineligible to compete for regional funding during the next funding cycle or to (3) grant a schedule extension subject to the conditions outlined in 2.b below. A reported delay for projects funded during the 2002 State Transportation Improvement Program (STIP) cycle (i.e., "Ready to Go" projects) of greater than six months requires in a mandatory recommendation by CTAC for (1) or (3) as stated above.
 - b. Schedule extensions may be recommended by CTAC if diligent progress towards meeting project milestones can be demonstrated by the project sponsor. Schedule extensions shall not be recommended by CTAC if the funding can not be obligated in the funding cycle in which the funds were initially programmed. Projects receiving a schedule extension from the Transportation Committee will be reviewed by CTAC on a quarterly basis. Projects with a reported delay beyond the extension date may receive one additional recommended schedule extension by CTAC if (1) federal or state policy changes occur that can be shown to directly affect the project schedule, (2) a lawsuit is filed against the project, (3) unwarranted and lengthy state/federal agency review times are documented, or (4) there are unusual circumstances that can be shown to be completely outside of the control of the project sponsor.
 - c. Schedule adjustments will be made for "Preliminary Engineering Only" projects to account for the delay time between the date the local agency's original proposal was submitted and the time funds were available for expenditure. (e.g., the current "Preliminary Engineering Only" project proposals were submitted in October 2000, but funds were made available for expenditure in August 2001.) Therefore, a ten month extension will be assigned. Schedule adjustments also will be made for any project if schedule delays are directly related to delay in availability of regional funding for the current project phase.
3. SANDAG will employ the following procedures if there is imminent danger of losing funding due to state or federal use-it-or-lose-it policies. SANDAG staff will present a recommendation to CTAC for discussion and recommendation and then to the Transportation Committee. The staff recommendation will include funding reductions/additions to the Regional Arterial System, Highway, Roadway Maintenance, Traffic Demand Management, and other eligible transportation programs. The recommendation will be project specific and based upon a comparison of the project/program priority and delivery records. The recommendation will be made in an effort to ensure that no funds will ultimately be taken away from the region.

The attachment to this document can be obtained by contacting
SANDAG's Public Information Office at (619) 595-5347.

Agenda Item No. 6 may be obtained by
contacting SANDAG's Public Information Office at (619) 595-5347.

TRANSPORTATION COMMITTEE

July 11, 2002

AGENDA ITEM NO.: **7**

Action Requested: REVIEW AND COMMENT

AIR QUALITY CONFORMITY ISSUES RELATED TO THE 2030 REGIONAL TRANSPORTATION PLAN

Introduction

As the region's Metropolitan Planning Organization (MPO), SANDAG is required to demonstrate that transportation projects that receive state and federal funding will not adversely affect the region's progress toward attaining and maintaining ambient air quality standards. This requirement is referred to as transportation conformity. SANDAG must demonstrate that the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) are in conformity with the State Implementation Plan (SIP) for meeting air quality standards. The U.S. Department of Transportation (DOT) also must sign off on conformity of the region's RTP and RTIP.

The current schedule for adoption of the 2030 RTP is predicated on the expiration of the 2020 RTP conformity on April 13, 2003. After this date, the SANDAG's RTP conformity will lapse. During a lapse, only projects that are part of an adopted interim RTP and RTIP may proceed. Projects in an interim RTP/RTIP are limited to: (1) adopted Transportation Control Measures¹ (TCMs); (2) exempt projects such as safety, transit, ridesharing, and planning and environmental studies; and (3) phases of non-exempt projects that have received federal approval prior to the conformity lapse.

As explained under Issue #1 below, a conformity lapse in the San Diego region could be triggered by the potential unavailability of an approved air quality emissions model to conduct the RTP conformity analysis between January 1, 2003 and April 13, 2002. Staff has been aggressively seeking options with DOT and the California Air Resources Board (ARB) to avoid a potential lapse, as shown in the attached correspondence (Attachment1).

Recommendation

It is recommended that the Transportation Committee review the proposed strategy outlined below and provide comments and/or direction.

Discussion

The federal Clean Air Act (CAA) requires that the U.S. Environmental Protection Agency (EPA) set National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and the environment. The CAA defines a "non-attainment area" as a region where air pollution levels persistently exceed the NAAQS. Currently, the San Diego region is designated as a non-

¹ TCMs include ridesharing, transit improvements, traffic flow improvements, and bicycle facilities and programs.

attainment area for the federal one-hour Ozone standard and as a maintenance area for Carbon Monoxide (CO).

EPA requires that each state containing non-attainment areas develop air quality plans, called SIPs, for attaining the air quality standards. Once the standards are attained, new Maintenance SIPs are required to demonstrate continued maintenance of the NAAQS. SIPs contain emissions "budgets," or maximum emissions targets, for those pollutants the area violates. For the San Diego region, SIPs are submitted to U.S. EPA by ARB after being adopted by the San Diego Air Pollution Control Board (APCB) and/or ARB.

The federal CAA requires that federally supported transportation activities conform to the SIP. Conformity is to ensure that new transportation projects do not jeopardize air quality in either non-attainment or maintenance areas.

DOT requires that RTPs be updated every three years in non-attainment areas using the latest planning assumptions at the time of the plan update. Planning assumptions include population and employment forecasts (prepared by the MPO as part of the RTP process), and vehicle age and fleet mix data (prepared by ARB).

Discussed below are two issues affecting the 2030 RTP conformity that arise from different federal requirements for updating transportation plans (RTPs) and air quality plans (SIPs), and over time, the resulting disconnect between planning assumptions included in each of these plans.

Issue #1: Availability of New Air Quality Emissions Model

SANDAG's current timeline calls for the SANDAG Board to make a finding of conformity and approve the 2030 RTP in late February 2003 for immediate submittal to DOT for their review and approval prior to the April 13, 2003 expiration of the existing RTP conformity. However, approval of the 2030 RTP conformity finding depends on the availability of a new air quality emissions model developed by ARB containing the latest vehicle age and fleet mix data, and approval of this model by EPA.

In May 2002, DOT communicated to SANDAG that after December 31, 2002, the Department would not continue to make conformity determinations that are based on regional emissions analyses that use the vehicle data included in the currently approved emissions software (EMFAC7F). Developed by ARB, this software does not comply with DOT and EPA guidance on the use of latest planning assumptions in conformity determinations, because it does not include updated vehicle age and fleet mix data. As a result, the 2030 RTP conformity analysis cannot be conducted using the existing EMFAC7F software.

To meet the DOT/EPA requirement for updated data, ARB is currently developing a new emissions model that will include the latest vehicle age and fleet mix information. However, ARB will not submit the new EMFAC model to EPA until early January 2003. Before SANDAG can use the new air quality model for the 2030 RTP conformity analysis, EPA must approve the new EMFAC model. EPA approval of the new EMFAC model is expected within 90 days of ARB's submittal (by mid to late March 2003), which is very close to the expiration of the San Diego region's RTP conformity.

Starting on January 1, 2003 and until EPA approves the new EMFAC model for use in conformity analyses, there will be a period in which no emissions model would be accepted by DOT for use in RTP or RTIP conformity determinations in the State of California. This situation could trigger a conformity lapse in the San Diego region during which progress on federally funded projects could be halted.

To avoid a conformity lapse, the recommended strategy is as follows:

1. **Request that ARB modify the current EMFAC7F emissions model for the San Diego area no later than December 31, 2002 to include updated vehicle age and fleet mix data. This would allow the 2030 RTP analysis to be conducted with the existing EMFAC7F model.**

NOTE: Staff believes the likelihood that ARB will update the current emissions model is very small. ARB has expressed to DOT that the most productive use of their resources is to incorporate the new vehicle data into the new EMFAC model being developed, rather than updating the existing EMFAC7F model.

2. **Postpone the adoption of the 2030 RTP to March 28, 2003, in anticipation of EPA's approval of the new emissions model in late March 2003.**

The current timeline for ARB submittal and EPA approval of the new emissions model would allow SANDAG to make a conformity finding and adopt the 2030 RTP at the regular SANDAG Board meeting in March 2003, and avoid a conformity lapse. Historically, DOT approval of the region's conformity typically has taken two months from the approval of the RTP conformity finding by SANDAG. However, as one of the federal agencies that signs off on the RTP conformity determination, FHWA staff have pledged their support to expedite the DOT conformity approval by reviewing draft versions of the 2030 RTP and preliminary air quality analyses and providing a very fast turnaround after SANDAG Board RTP approval.

Over the next several months, staff will monitor the ARB submittal/EPA approval schedules. If EPA has not approved the new emissions model by March 28, 2003, a special Board meeting to adopt the 2030 RTP may be required prior to April 11, 2003.

3. **Develop a schedule for adopting an interim RTP and RTIP so that TCMs, exempt projects, and phases of non-exempt projects that have received federal approval can proceed in the event of a conformity lapse.**
4. **Support the efforts of national organizations (e.g. NARC, AMPO, AASHTO) to improve the integration of the transportation and air quality planning and implementation processes in the upcoming transportation reauthorization legislation.**

Issue # 2: Revised SIP Emissions Budgets

A secondary issue that potentially could affect the 2030 RTP conformity is the timing of revised SIPs for Ozone and CO for the San Diego region.

The current Ozone and CO emissions budgets included in the current SIP for the San Diego region were prepared using EMFAC7F. However, the new EMFAC model being developed by ARB is expected to project higher emissions than those projected by the current emissions model.

Many regions would not be able to meet conformity with the current budgets and the emission rates included in the new EMFAC model, thereby triggering a lapse until the new budgets are approved. However, preliminary inventories for 2010, 2020, and 2030 prepared by SANDAG staff with the draft new EMFAC model indicate the San Diego region would still meet conformity, even if the new budgets were not approved prior to the 2030 RTP finding of conformity. The new Ozone emissions budgets are anticipated to be slightly higher than the current ones.

In 2001, the San Diego region attained the federal one-hour Ozone standard. The San Diego Air Pollution Control District (APCD) has prepared a draft request for EPA to redesignate San Diego County from Serious non-attainment to attainment/maintenance for ozone. APCD also has developed a draft ten-year Maintenance Plan to be submitted as part of the redesignation request, which will contain new emissions budgets for ozone.

Until the new Maintenance Plans for the one-hour ozone standard and CO are submitted to EPA, and EPA makes a finding of adequacy on the new budgets, the current emission targets must be used in conformity. On June 26, 2002, the APCD released a draft Maintenance Plan for the one-hour Ozone standard. The District Board is anticipated to take an action on this plan in September 2002. ARB will prepare the CO Maintenance Plan in the next few months and would submit both SIP updates to EPA in January 2003. EPA's budget approval would take place in March/April 2003.

The attachment to this document can be obtained by contacting
SANDAG's Public Information Office at (619) 595-5347.