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MEETING NOTICE AND AGENDA

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SAN DIEGO CONFORMITY WORKING GROUP

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

Wednesday, September 22, 2004

10:00 a.m. to 11:30 a.m.

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

Staff Contact: Elisa Arias
(619) 699-1936
ear@sandag.org

Please contact Sookyung Kim (ski@sandag.org) prior to the meeting if you wish to participate by conference call.

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SAN DIEGO CONFORMITY WORKING GROUP (CWG)

Wednesday, September 22, 2004

10:00 a.m. to 11:30 a.m.

ITEM #	ACTION
1. Introductions	
+2. Summary of August 18, 2004 Meeting	INFORMATION
3. Public Comments/Communications	
+4. 2004 Regional Transportation Improvement Program (RTIP) Amendment No. 1	REVIEW AND COMMENT
<p>The draft report of the 2004 RTIP Amendment No. 1 was released on August 30, 2004, for a 30-day public review and comment period. The CWG will discuss the draft air quality conformity and fiscal constraint analyses. Written comments are due no later than September 30, 2004. SANDAG's Transportation Committee will be asked to approve Amendment No. 1 of the 2004 RTIP on October 15, 2004.</p>	
+5. Consultation on Exempt Project: Inspection Facility at the Tecate Port of Entry (POE)	DISCUSS/ RECOMMEND
<p>The 2004 RTIP includes a project to construct a Commercial Vehicle Enforcement Facility (CVEF) at the Tecate POE and related intersection modifications at State Route (SR) 188 and Thing Road. This project is exempt from regional emissions analysis under the category Truck Size and Weight Inspection Stations (Table 3 of the Transportation Conformity Rule).</p>	
<p>Caltrans has requested inclusion of a related project in the 2004 RTIP, which consists of construction of an approximately 800-meter connector road (truck lane) between the upgraded U.S. POE and the new Mexican POE along the north side of the International Border Fence. The nearest state route is SR-188.</p>	
<p>Due to various constraints, the Tecate, California POE and the Tecate, Baja California POE are not located opposite each other. Therefore, Caltrans has been asked to investigate construction of an east-west, secure, two-way, truck connector road between the two POEs. This road would consist of two travel lanes and shoulders to the north and south of the road. Trucks on this roadway will have either been cleared in Mexico or in the U.S., but not in both countries. Because of this, an additional design constraint of high security accomplished through fencing, lighting, a closable gate, and video surveillance is part of this project.</p>	

ITEM #

ACTION

Attachment 1 shows a map of the proposed project. Please note that the alternative illustrated by the green line is no longer under consideration. The working group will be asked to discuss and recommend classification of the connector road as exempt from regional emissions analysis.

6. Transportation Conformity Rule Amendments: Initial 8-Hour Ozone Conformity Determinations

INFORMATION

At the August 18, 2004, meeting, the CWG discussed options for interim regional emissions tests for determining conformity of the 2004 RTIP and the 2030 Revenue Constrained RTP to the 8-hour Ozone standard by June 15, 2005. SANDAG staff consulted with ARB staff, who has concurred with the proposed approach described in the August meeting notes (Item #7).

7. Other Business

INFORMATION

+ next to agenda item indicates an attachment

The next meeting of the San Diego Region Conformity Working Group is scheduled on Wednesday, November 17, 2004, from 10:00 a.m. to 11:30 a.m. at SANDAG.

August 26, 2004

TO: San Diego Region Conformity Working Group
FROM: SANDAG Staff
SUBJECT: Summary of August 18, 2004 Meeting
ACTION: INFORMATION

Item #1: Introductions

Self-introductions were made. See attached attendance list.

Item #2: Summary of Jun 16, 2004 Meeting

There were no comments or corrections.

Item #3: Public Comments/Communications

There were none.

Item #4: 2004 Regional Transportation Improvement Program (RTIP) Development

Ms. Elisa Arias, SANDAG, reported that the SANDAG Board of Directors made a conformity finding and adopted the 2004 RTIP on July 23, 2004. The Board also redetermined conformity of the 2030 Revenue Constrained Regional Transportation Plan (RTP) to the 1-hour Ozone Maintenance Plan budgets. The 2004 RTIP and its conformity finding were transmitted to Federal Transit Administration, Federal Highway Administration (FHWA), the U.S. Environmental Protection Agency (EPA), and Caltrans.

Item #5: 2004 Regional Transportation Improvement Program (RTIP) Amendment No. 1

Ms. Arias reported that SANDAG is initiating an amendment to the 2004 RTIP in anticipation of its approval in October 2004. SANDAG received several capacity-increasing projects after the adoption of the 2004 RTIP prompting this amendment, for which regional emissions and fiscal constraint analyses will be prepared. The draft report is scheduled to be released for a 30-day public review period on August 30, 2004. The draft analyses will be included for discussion at the September 15, 2004 CWG meeting. The SANDAG Transportation Committee will be asked to approve Amendment No. 1 at its October 15, 2004 meeting.

Mr. Mike Brady, Caltrans, asked if the amendment will include changes to the state budget or the State Transportation Improvement Program (STIP). Ms. Sookyung Kim, SANDAG, replied that the amendment reflects the final 2004 STIP adopted by the California Transportation Commission on August 5, 2004.

Mr. Steve Luxenberg, FHWA, asked if the new Carbon Monoxide (CO) Maintenance Plan budget would be used for the conformity analysis. Ms. Arias responded that the California Air Resources Board (ARB) plans to submit to EPA the CO Plan in late August. EPA would issue a budget adequacy

finding within 90 days or in late November. It is not anticipated that the budget would be found adequate in time for a Transportation Committee action on Amendment No. 1. She continued that, similarly to the final 2004 RTIP, SANDAG would conduct the CO emissions test for both budgets but use the current budget for purposes of the conformity finding for Amendment No. 1.

Item #6: Status of CO Maintenance Plan

Ms. Arias covered this item under item #5.

Item 7: 8-Hour Ozone and PM 2.5 Standards: Transportation Conformity Rule Amendments

Ms. Arias noted that EPA published the final Transportation Conformity Rule amendments in the Federal Register in July 2004. In April 2004, the San Diego air basin was designated as a Basic nonattainment area for the 8-Hour ozone standard under Subpart 1 of the Clean Air Act, with an attainment year of 2009. This designation became effective on June 15, 2004.

SANDAG and the U.S. Department of Transportation must determine conformity of plans and programs by June 15, 2005. Ms. Arias indicated that SANDAG wished to begin interagency consultation with the CWG on the various options for interim emissions analysis. The conformity rule prescribes different conformity tests for 8-Hour ozone areas that have 1-Hour ozone State Implementation Plan (SIP) budgets and for areas that do not have 1-Hour Ozone SIPs. The San Diego 1-Hour Ozone Maintenance Plan includes budgets for 2010 and 2014, but not for 2009.

Under the new 8-hour ozone standard, the air basin falls under Boundary Scenario 2, where the 8-Hour ozone area is smaller than and within the 1-Hour Ozone boundary. The map on page 30 of the agenda shows the Eastern San Diego County attainment areas, which are tribal lands (Cuyapaibe, La Posta # 1 and #2, Campo # 1 and #2, and Manzanita). Under Scenario 2, there are two options to conduct interim budget tests:

- 1) Use a portion of the existing approved 1-hour ozone budget (i.e., the subset of the budget that covers the 8-Hour ozone area only), or
- 2) Use the existing approved budget for entire 1-Hour ozone nonattainment area

The CWG discussed the feasibility and technical complexity of subtracting the estimated vehicle miles traveled (VMT), trips, and pollutant emissions from the 2010 and 2014 1-Hour ozone budgets and from the projected regional emissions for 2010, 2014, 2020, and 2030 for these rural attainment areas. The CWG believed a more conservative approach is to compare projected regional emissions for the entire air basin to the budgets for the entire 1-Hour ozone area (option 2 above). The CWG agreed this approach will be followed for the analysis years for which 1-Hour ozone budgets are available (2010 and 2014) and for the remaining analysis years (2020 and 2030).

The CWG discussed whether the emissions analysis for the attainment year should be conducted for 2008 instead of 2009, since the 2009 ozone season ends after June 15. Ms. O'Connor, EPA, clarified the analysis should be done for 2009.

To conduct the interim emissions test for 2009, the CWG discussed whether to use the approved 1999 emissions budgets included in the 1-Hour Ozone Attainment SIP. However, since the 1999 budgets were developed with emissions models that predate EMFAC2002, the CWG felt the 1999 budgets were not appropriate.

When no budgets are available, there are two options for conducting interim emissions tests. For areas designated under Subpart 1, such as the San Diego region, the conformity rule allows either of the following tests:

- 1) Build-no-greater-than-no-build test, or
- 2) No-greater-than-2002 emissions test

After discussion, and due to difficulties in developing accurate no build networks, the CWG agreed to use the no-greater-than-2002 test for the attainment year 2009 (option 2 above).

Ms. Arias stated that in upcoming meetings of the CWG, SANDAG would outline a schedule for redetermining conformity to the 8-hour standard and attempt to align the conformity analysis with an RTP or RTIP amendment as well as the CO budget from the recently approved CO Maintenance Plan.

Since FHWA, EPA, Caltrans, APCD, and SANDAG all concurred on the approach outlined above to conduct the 8-hour ozone conformity determination, Carl Selnick, APCD, suggested SANDAG contact the California Air Resources Board (ARB) to obtain ARB's staff concurrence. Ms. Arias agreed to summarize the discussion and contact ARB by e-mail.

Item #8: Other Business

Mr. Brady asked for a copy of the conformity procedures for the San Diego area. Mr. Selnick agreed to look for an electronic copy of the procedures or otherwise forward a printed copy. Mr. Brady also announced the availability of the Statewide CWG Web page contained within the Caltrans website. The link to the page is http://www.dot.ca.gov/hq/env/air/State_CWG/CWGindex.htm.

San Diego Region Conformity Working Group
Meeting Attendance
August 18, 2004

Name	Agency
Carl Selnick	San Diego Air Pollution Control District
Steve Luxenberg (phone)	U.S. Federal Highway Administration
Mike Brady (phone)	Caltrans Headquarters
Muhaned Aljabiry (phone)	Caltrans Federal Programming
Sandy Johnson	Caltrans District 11
Carla Walecka (phone)	Transportation Corridor Agencies
Karina O'Connor (phone)	U.S. Environmental Protection Agency
Elisa Arias	SANDAG
Sookyung Kim	SANDAG

**DRAFT
2004
REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM,
AMENDMENT NO. 1**

August 30, 2004



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Chapter 1
EXECUTIVE SUMMARY

Chapter 1

EXECUTIVE SUMMARY

OVERVIEW

The 2004 Regional Transportation Improvement Program (RTIP) is a five-year program of major transportation projects funded by federal, state, *TransNet* local sales tax, and other local funding covering the period FY 2004/05 to FY 2008/09. The RTIP, which includes an air quality emissions analysis for all regionally significant projects, requires the approval by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Amendment No. 1 includes various revisions to existing projects, including changes as a result of the final 2004 State Transportation Improvement Program (STIP) adopted by the California Transportation Commission (CTC) on August 5, 2004, and adds capacity increasing projects to the 2004 RTIP prompting an update to the regional emissions analysis.

The RTIP is a prioritized program designed to implement the region's overall strategy for providing mobility and improving the efficiency and safety of the transportation system, while reducing transportation-related air pollution in support of efforts to attain federal and state air quality standards for the region. The 2004 RTIP also incrementally develops the 2030 Regional Transportation Plan (RTP), the adopted long-range transportation plan for the San Diego region.

The Final 2004 RTIP, including the air quality emissions analysis, is scheduled to be approved by FHWA and FTA on October 4, 2004. Amendment No. 1 to the 2004 RTIP revises existing projects and adds capacity increasing projects. The 2004 RTIP document, published in July 2004, fully documents the RTIP development process, project listings, financial capacity analysis, and the air quality conformity analysis. This report focuses on an updated fiscal capacity analysis and a new regional air quality emissions analysis for conformity purposes. The Final 2004 RTIP document also is available on the SANDAG Web site.

Consistency with the 2030 RTP

On April 9, 2003, FHWA and FTA issued a finding that the SANDAG 2030 RTP was in conformance with federal air quality and planning regulations. The 2004 RTIP, including Amendment No. 1, is consistent with the 2030 RTP. As a financially-constrained document, the 2004 RTIP contains only those major transportation projects listed in the revenue-constrained plan of the 2030 RTP.

Air Quality Conformity Determination

Federal metropolitan planning and air quality regulations prescribe the process for determining air quality conformity. These regulations require that the proposed RTIP: (1) provide for the timely implementation of transportation control measures (TCMs); (2) include a quantitative emissions analysis of projects programmed in the RTIP, including all regionally significant projects; and (3) be

within the region's emissions budgets (targets) included in the approved State Implementation Plan (SIP).

The 2004 RTIP programs substantial funds for the implementation of the four TCMs (identified as "T-tactics") adopted in the 1982 Regional Air Quality Strategy (RAQS)/1982 SIP for air quality improvement. As shown in Table 1-1, the TCMs/T-tactic projects programmed for implementation total approximately \$1.7 billion, or 35 percent of the total funds programmed. Included are \$26.5 million for Ridesharing, \$1.5 billion for Transit Improvements, \$47.5 million for Bicycle Facilities and Programs, and \$82.7 million for Traffic Flow Improvements. Based upon this analysis, the 2004 RTIP, Amendment No. 1 provides for the expeditious implementation of the four existing TCMs in the 1982 Revised RAQS, which remain the federally approved TCMs for the San Diego region.

Quantitative air quality emissions analyses were conducted for the years 2010, 2014, 2020, and 2030 Revenue Constrained transportation scenarios, as shown in Chapter 3. The results of this analysis, including Amendment No. 1, are being distributed for public comment (on August 30, 2004) and are scheduled to be reviewed by the San Diego Region Conformity Working Group (CWG) at its meeting on September 15, 2004. The 2004 RTIP Amendment No. 1 meets the conditions for determining conformity with the applicable SIP for air quality. A detailed description of the regional emissions analysis and modeling procedures conducted for the 2004 RTIP is included in Appendix C of the Final 2004 RTIP. Chapter 3 of this report summarizes the air quality conformity analysis for Amendment No. 1.

Financial Capacity Analysis

The 2004 RTIP is required by federal regulations to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Funding assumptions are generally based upon: (1) authorized or appropriated levels of federal and state funding from current legislation; (2) conservative projections of future federal and state funding based upon a continuation of current funding levels; (3) the most current revenue forecasts for the *TransNet* program; and (4) the planning and programming documents of the local transportation providers.

The Chapter 4 of the Final 2004 RTIP discusses in detail the financial capacity analysis of major program areas including discussion of available revenues. Chapter 2 of this report provides updated program summaries. Based upon this analysis, the projects contained within the 2004 RTIP, including the projects in Amendment No. 1, are reasonable when considering available funding sources. Table 1-2 includes the projects proposed for Amendment No. 1.

Public Participation

It is the policy of SANDAG to encourage public participation in the development of agency planning and programming activities. Public involvement consists of participation on various SANDAG working groups, opportunities to comment at SANDAG Board and committee meetings, public notices of document availability and public hearings, and through the SANDAG public communications program. For the 2004 RTIP process, SANDAG solicited the participation from the 17 tribal governments along with the Reservation Transportation Authority in San Diego County. Appendix A describes the SANDAG public participation process.

Table 1-1

2004 RTIP - San Diego Region (in \$000s)
Transportation Control Measure Projects

RIDESHARING	
SANDAG Regional TDM Program	
RideLink and Regional Vanpool Program	\$26,509
Subtotal	\$26,509
TRANSIT IMPROVEMENTS	
Mission Valley East Light Rail Project	\$495,867
Oceanside-Escondido Rail (Sprinter)	\$351,520
I-15 Bus Rapid Transit (Rolling Stock/Stations)	\$59,032
Mid-Coast Corridor Project	\$37,321
Regional Fare Technology	\$39,300
Bus/Rail Vehicles Purchase	\$83,027
Bus/Rail Infrastructure	\$94,093
Other Rail Projects	\$60,708
Other Transit Projects (Operations/Planning)	\$313,085
Subtotal	\$1,533,953
BICYCLE FACILITIES PROJECTS	
Bicycle Facilities	\$47,450
Subtotal	\$47,450
TRAFFIC FLOW IMPROVEMENTS	
Caltrans/SANDAG Traffic Management System Projects	\$46,373
CMAQ/Local Agency Traffic Signal Improvement Projects	\$36,352
Subtotal	\$82,725
Total Transportation Control Measure Projects:	\$1,690,637
Total All Transportation Projects in 2004 RTIP:	\$4,860,695
Share of Transportation Control Measure Projects:	34.8%

Table 1-2

2004 RTIP Amendment No. 1
San Diego Region (in \$000s)

Caltrans

MPO ID: CAL26 Capacity Status: CI										
TITLE: State Route 52 Freeway (E&F)										
DESCRIPTION: In Santee, SR 125 to Cuyamaca Street to SR 67 - construct 4 lane freeway										
Change Reason: Move FY 2006 STIP-RIP funds and combine with FY 2007 funds consistent with CTC-approved 2004 STIP.										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
Demo	\$2,250	\$2,250							\$2,250	
STIP-IIP	\$3,400	\$3,400						\$2,400	\$1,000	
TransNet-H	\$44,340	\$44,340							\$44,340	
STIP-RIP	\$167,035	\$48,495			\$49,620		\$68,920	\$6,605	\$91,510	\$68,920
RSTP	\$17,550	\$17,550							\$17,550	
TCRP	\$45,000	\$25,000				\$20,000			\$25,000	\$20,000
TOTAL	\$279,575	\$141,035			\$49,620	\$20,000	\$68,920	\$9,005	\$181,650	\$88,920
<i>PROJECT PRIOR TO AMENDMENT</i>										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
Demo	\$2,250	\$2,250							\$2,250	
STIP-IIP	\$3,400	\$3,400						\$2,400	\$1,000	
TransNet-H	\$44,340	\$44,340							\$44,340	
STIP-RIP	\$167,035	\$48,495		\$24,861	\$24,759		\$68,920	\$6,605	\$91,510	\$68,920
RSTP	\$17,550	\$17,550							\$17,550	
TCRP	\$45,000	\$25,000				\$20,000			\$25,000	\$20,000
TOTAL	\$279,575	\$141,035		\$24,861	\$24,759	\$20,000	\$68,920	\$9,005	\$181,650	\$88,920

MPO ID: CAL38 Capacity Status: CI										
TITLE: SR-905 New Freeway										
DESCRIPTION: I-805 to Otay Mesa border station - construct 6-lane freeway (Stages 2-4)										
Change Reason: Move FY 2008 STIP-RIP funds to FY 2006 consistent with 2004 STIP.										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
Demo	\$40,485	\$29,114		\$11,371					\$29,114	\$11,371
Demo - Section 115	\$3,000		\$3,000						\$3,000	
CBI	\$25,342	\$14,086		\$11,256					\$14,086	\$11,256
NCPD	\$175		\$175						\$175	
STIP-IIP	\$97,748	\$18,858		\$78,890				\$16,853	\$2,005	\$78,890
STP	\$1,000	\$1,000							\$1,000	
STIP-RIP	\$23,866			\$23,866						\$23,866
TCRP	\$21,000	\$21,000							\$21,000	
TOTAL	\$212,616	\$84,058	\$3,175	\$125,383				\$16,853	\$70,380	\$125,383
<i>PROJECT PRIOR TO AMENDMENT</i>										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
Demo	\$40,485	\$29,114		\$11,371					\$29,114	\$11,371
Demo - Section 115	\$3,000		\$3,000						\$3,000	
CBI	\$25,342	\$14,086		\$11,256					\$14,086	\$11,256
NCPD	\$175		\$175						\$175	
STIP-IIP	\$97,748	\$18,858		\$78,890				\$16,853	\$2,005	\$78,890
STP	\$1,000	\$1,000							\$1,000	
STIP-RIP	\$23,866					\$23,866				\$23,866
TCRP	\$21,000	\$21,000							\$21,000	
TOTAL	\$212,616	\$84,058	\$3,175	\$101,517		\$23,866		\$16,853	\$70,380	\$125,383

2004 RTIP Amendment No. 1
San Diego Region (in \$000s)

Caltrans

MPO ID: CAL41		Capacity Status: NCI								
TITLE: CHP Inspection Facility @ Tecate		Exempt Category: Truck size and weight inspection stations								
DESCRIPTION: At Tecate - Mexican border to Humphries Road - construct a Commercial Vehicle Enforcement Facility (CVEF) and related intersection modifications @ SR188 and Thing Road										
Change Reason: Add motor carrier funds to FY 2006										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
CBI	\$8,859	\$1,331		\$7,528					\$1,331	\$7,528
Motor Carrier	\$7,033			\$7,033						\$7,033
SHOPP - Mobility	\$3,441			\$3,441				\$2,300	\$173	\$968
TOTAL	\$19,333	\$1,331		\$18,002				\$2,300	\$1,504	\$15,529
<i>PROJECT PRIOR TO AMENDMENT</i>										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
CBI	\$8,859	\$1,331		\$7,528					\$1,331	\$7,528
SHOPP - Mobility	\$3,441			\$3,441				\$2,300	\$173	\$968
TOTAL	\$12,300	\$1,331		\$10,969				\$2,300	\$1,504	\$8,496

MPO ID: CAL46A		Capacity Status: NCI								
TITLE: SHOPP Operations/Mobility										
DESCRIPTION: Non capacity increasing mobility projects - consistent with CFR Part 93.126, 127, 128, exempt tables 2 & 3										
Change Reason: Revised funding based on final 2004 SHOPP										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
SHOPP - Mobility	\$21,943		\$11,620	\$10,323						\$21,943
SHOPP - State Cash	\$2,844		\$1,506	\$1,338						\$2,844
TOTAL	\$24,787		\$13,126	\$11,661						\$24,787
<i>PROJECT PRIOR TO AMENDMENT</i>										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
SHOPP - Mobility	\$25,512	\$3,483	\$8,890	\$13,139						\$25,512
SHOPP - State Cash	\$3,305	\$451	\$1,152	\$1,702						\$3,305
TOTAL	\$28,817	\$3,934	\$10,042	\$14,841						\$28,817

MPO ID: CAL46B		Capacity Status: NCI								
TITLE: SHOPP Collision Reduction		Exempt Category: Plantings, landscaping, etc.								
DESCRIPTION: Non capacity increasing collision reduction projects - consistent with CFR Part 93.126, 127, 128, exempt tables 2 & 3										
Change Reason: Revised funding based on final 2004 SHOPP										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
SHOPP - Roadside P	\$8,525		\$8,525							\$11,927
SHOPP - State Cash	\$1,104		\$1,104							\$1,545
TOTAL	\$9,629		\$9,629							\$13,472
<i>PROJECT PRIOR TO AMENDMENT</i>										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
SHOPP - Roadside P	\$11,927		\$11,927							\$11,927
SHOPP - State Cash	\$1,545		\$1,545							\$1,545
TOTAL	\$13,472		\$13,472							\$13,472

MPO ID: CAL46C		Capacity Status: NCI								
TITLE: SHOPP Roadside Preservation		Exempt Category: Plantings, landscaping, etc.								
DESCRIPTION: Non capacity increasing roadside preservation projects - consistent with CFR Part 93.126, 127, 128, exempt tables 2 & 3										
Change Reason: Revised funding based on final 2004 SHOPP										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
SHOPP - Roadside P	\$31,095		\$17,531		\$13,564					\$19,168
SHOPP - State Cash	\$4,028		\$2,271		\$1,757					\$2,483
TOTAL	\$35,123		\$19,802		\$15,321					\$21,651
<i>PROJECT PRIOR TO AMENDMENT</i>										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
SHOPP - Roadside P	\$19,168		\$5,604		\$13,564					\$19,168
SHOPP - State Cash	\$2,483		\$726		\$1,757					\$2,483
TOTAL	\$21,651		\$6,330		\$15,321					\$21,651

2004 RTIP Amendment No. 1
San Diego Region (in \$000s)

Caltrans

MPO ID: CAL46D Capacity Status: NCI										
TITLE: SHOPP Bridge Preservation Exempt Category: Non capacity widening or bridge reconstruction										
DESCRIPTION: Non capacity increasing bridge preservation projects - consistent with CFR Part 93.126, 127, 128, exempt tables 2 & 3										
Change Reason: Revised funding based on final 2004 SHOPP										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
SHOPP - HBRR	\$44,552	\$853	\$41,466	\$2,233						\$44,552
SHOPP - State Cash	\$5,771	\$110	\$5,372	\$289						\$6,109
TOTAL	\$50,323	\$963	\$46,838	\$2,522						\$50,661
<i>PROJECT PRIOR TO AMENDMENT</i>										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
HBRR	\$44,552	\$853	\$41,466	\$2,233						\$44,552
SHOPP - Roadway P	\$2,610		\$2,610							\$2,610
SHOPP - State Cash	\$6,109	\$110	\$5,372	\$627						\$6,109
TOTAL	\$53,271	\$963	\$46,838	\$5,470						\$53,271

MPO ID: CAL46E Capacity Status: NCI										
TITLE: SHOPP Roadway Preservation Exempt Category: Pavement resurfacing and/or rehabilitation										
DESCRIPTION: Non capacity increasing roadway preservation projects - consistent with CFR Part 93.126, 127, 128, exempt tables 2 & 3										
Change Reason: Revised funding based on final 2004 SHOPP										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
SHOPP - Roadway P	\$21,312		\$10,427	\$10,885						\$18,702
SHOPP - State Cash	\$2,761		\$1,351	\$1,410						\$2,423
TOTAL	\$24,073		\$11,778	\$12,295						\$21,125
<i>PROJECT PRIOR TO AMENDMENT</i>										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
SHOPP - Roadway P	\$18,702		\$10,427	\$8,275						\$18,702
SHOPP - State Cash	\$2,423		\$1,351	\$1,072						\$2,423
TOTAL	\$21,125		\$11,778	\$9,347						\$21,125

MPO ID: CAL46F Capacity Status: NCI										
TITLE: SHOPP TEA Exempt Category: Transportation enhancement activities										
DESCRIPTION: Non capacity increasing TEA projects - consistent with CFR Part 93.126, 127, 128, exempt tables 2 & 3										
Change Reason: Revised funding based on final 2004 SHOPP										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
SHOPP - TEA	\$870		\$870							\$5,402
SHOPP - State Cash	\$870		\$870							\$2,009
TOTAL	\$1,740		\$1,740							\$7,411
<i>PROJECT PRIOR TO AMENDMENT</i>										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
SHOPP - Safety	\$5,402		\$5,402							\$5,402
SHOPP - State Cash	\$2,009		\$2,009							\$2,009
TOTAL	\$7,411		\$7,411							\$7,411

MPO ID: CAL69 Capacity Status: NCI										
TITLE: Noise Barrier Program Exempt Category: Guardrails, median barriers, crash cushions										
DESCRIPTION: Construct soundwalls in the Cities of La Mesa and Oceanside										
Change Reason: Move funding out one fiscal year										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
TransNet-H	\$227		\$51	\$176				\$34	\$17	\$176
RSTP	\$1,755		\$394	\$1,361				\$266	\$128	\$1,361
TOTAL	\$1,982		\$445	\$1,537				\$300	\$145	\$1,537
<i>PROJECT PRIOR TO AMENDMENT</i>										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
TransNet-H	\$227	\$51	\$176					\$34	\$17	\$176
RSTP	\$1,755	\$394	\$1,361					\$266	\$128	\$1,361
TOTAL	\$1,982	\$445	\$1,537					\$300	\$145	\$1,537

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San Diego Region (in \$000s)

Caltrans

MPO ID: CAL75 Capacity Status: CI										
TITLE: I-5 Sorrento Valley Auxiliary Lane										
DESCRIPTION: On I-5 from Genesee Avenue to south of Sorrento Valley Overhead - construct southbound auxiliary lane										
<i>Change Reason: Add funding for construction phase; include widening in emissions analysis</i>										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
SHOPP - Mobility	\$3,459		\$3,459					\$692		\$2,767
SHOPP - Cash	\$449		\$449					\$90		\$359
	\$3,908		\$3,908					\$782		\$3,126
<i>PROJECT PRIOR TO AMENDMENT</i>										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
SHOPP - Mobility	\$782		\$782					\$782		
	\$782		\$782					\$782		

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San Diego Region (in \$000s)

Federal Highway Administration (FHWA)

MPO ID: FHWA01 Capacity Status: NCI										
TITLE: Miller Ranch Road Exempt Category: Pavement resurfacing and/or rehabilitation										
DESCRIPTION: Rehabilitate Miller Road										
<i>Change Reason: Increase funding</i>										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
Public Lands Highw	\$1,900		\$190	\$1,550	\$160			\$190		\$1,710
TOTAL	\$1,900		\$190	\$1,550	\$160			\$190		\$1,710
<i>PROJECT PRIOR TO AMENDMENT</i>										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
Public Lands Highw	\$1,476		\$100	\$1,376				\$123		\$1,353
TOTAL	\$1,476		\$100	\$1,376				\$123		\$1,353

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San Diego Region (in \$000s)

San Diego Association of Governments

MPO ID: SAN07 Capacity Status: NCI										
TITLE: Plan, Program & Monitor Exempt Category: Non construction related activities										
DESCRIPTION: Plan, program and monitor										
Change Reason: Revise funding based on final 2004 STIP										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
TransNet-H	\$473	\$473						\$473		
STIP-RIP*	\$3,067	\$473	\$334	\$428	\$571	\$476	\$785	\$3,067		
TOTAL	\$3,540	\$946	\$334	\$428	\$571	\$476	\$785	\$3,540		
*includes AB3090 funds										
<i>PROJECT PRIOR TO AMENDMENT</i>										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
TransNet-H	\$473	\$473						\$473		
STIP-RIP	\$3,067	\$473	\$334	\$334	\$334	\$807	\$785	\$3,067		
TOTAL	\$10,620	\$2,838	\$1,002	\$1,190	\$1,476	\$1,759	\$2,355	\$10,620		

MPO ID: SAN11 Capacity Status: NCI										
TITLE: Regional Rideshare Program Exempt Category: Ride-sharing and van-pooling program										
DESCRIPTION: Regional rideshare program										
Change Reason: Move FY 2005 STIP funding to FY 2006; add CMAQ funding in FY 2005										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
CMAQ	\$4,995	\$3,257	\$1,738							\$3,257
FTA 5307	\$4,200	\$2,100	\$700	\$700	\$700					\$4,200
TDA	\$544	\$19	\$175	\$175	\$175					\$544
APCD	\$686	\$563	\$123							\$686
TransNet-H	\$464	\$464								\$464
STIP-RIP	\$14,520	\$5,352		\$3,530	\$1,824	\$1,879	\$1,935			\$14,520
RSTP	\$1,100	\$1,100								\$1,100
TOTAL	\$26,509	\$12,855	\$2,736	\$4,405	\$2,699	\$1,879	\$1,935			\$24,771
<i>PROJECT PRIOR TO AMENDMENT</i>										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
CMAQ	\$3,257	\$3,257								\$3,257
FTA 5307	\$4,200	\$2,100	\$700	\$700	\$700					\$4,200
TDA	\$544	\$19	\$175	\$175	\$175					\$544
APCD	\$686	\$563	\$123							\$686
TransNet-H	\$464	\$464								\$464
STIP-RIP	\$14,520	\$5,352	\$1,738	\$1,792	\$1,824	\$1,879	\$1,935			\$14,520
RSTP	\$1,100	\$1,100								\$1,100
TOTAL	\$24,771	\$12,855	\$2,736	\$2,667	\$2,699	\$1,879	\$1,935			\$24,771

MPO ID: SAN13 Capacity Status: NCI										
TITLE: Transit Operations Management Center Exempt Category: Power, signal, and communications systems										
DESCRIPTION: operations facility/control center to coordinate and integrate several ITS deployments										
Change Reason: Revise funding										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
ITS	\$4,000		\$4,000							\$4,000
FTA 5309 (FG)	\$1,658	\$422	1236							\$1,658
FTA 5307	\$934	\$896	38							\$934
Local Funds	\$154	\$154								\$154
TransNet-H	\$963		\$800	\$163						\$963
PTA	\$449	\$130	\$319							\$449
TOTAL	\$8,158	\$1,602	\$6,393	\$163						\$8,158
<i>PROJECT PRIOR TO AMENDMENT</i>										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
ITS	\$3,900	\$2,000	\$1,900							\$3,900
FTA 5309 (FG)	\$1,956	\$1,956						\$480		\$1,476
FTA 5307	\$2,195	\$826		\$1,369				\$826		\$1,369
Local Funds	\$2,971	\$2,629		\$342				\$260		\$2,711
TransNet-T	\$960		\$960							\$960
PTA	\$34	\$34						\$34		
TOTAL	\$12,016	\$7,445	\$2,860	\$1,711				\$1,600		\$10,416

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MPO ID: SAN14		Capacity Status: NCI								
TITLE: Intermodal Transportation Management System (IMTMS)		Exempt Category: Non construction related activities								
DESCRIPTION: Phase I - build network of transportation management systems to connect agencies and modes; Phase 2 - complete system integration and install workstations and communications links										
Change Reason: Revise project scope and funding										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
CMAQ	\$5,334	\$816	\$1,139	\$3,379				\$5,334		
TransNet-H	\$148		\$148					\$148		
STIP-RIP	\$546	\$106		\$440				\$546		
TOTAL	\$6,028	\$922	\$1,287	\$3,819				\$6,028		
<i>PROJECT PRIOR TO AMENDMENT</i>										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
CMAQ	\$3,390		\$3,390							\$3,390
STIP-RIP	\$440		\$440							\$440
TOTAL	\$15,886		\$6,404							\$3,830

MPO ID: SAN16		Capacity Status: NCI								
TITLE: Automated Traveler Info System (ATIS)		Exempt Category: Non construction related activities								
DESCRIPTION: Deploy regionwide ATIS including commercial vehicle/border and 511 telephone information system										
Change Reason: Revise funding in FY 2007										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
CMAQ	\$3,541	\$3,541						\$3,541		
ITS	\$2,800	\$2,000	\$200	\$600				\$2,800		
TransNet-H	\$1,159	\$959	\$50	\$150				\$1,322		
STIP-RIP	\$187				\$187			\$201		
TOTAL	\$7,687	\$6,500	\$250	\$750	\$187			\$7,864		
<i>PROJECT PRIOR TO AMENDMENT</i>										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
CMAQ	\$3,541	\$3,541						\$3,541		
ITS	\$2,800	\$2,000	\$200	\$600				\$2,800		
TransNet-H	\$1,322	\$959	\$50	\$150	\$163			\$1,322		
STIP-RIP	\$201				\$201			\$201		
TOTAL	\$7,864	\$6,500	\$250	\$750	\$364			\$7,864		

MPO ID: SAN22		Capacity Status: NCI								
TITLE: Regional Fare Technology		Exempt Category: Purchase of vehicle operating equipment								
DESCRIPTION: Design, procure, and install fare collection system for all operators in the County										
Change Reason: Revise funding based on final 2004 STIP										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$18,220	\$11,676	\$4,184	\$2,360						\$18,220
Local Funds	\$780	\$780								\$780
STIP-RIP*	\$20,300	\$800	3900	9750	\$5,850					\$20,300
TOTAL	\$39,300	\$13,256	\$8,084	\$12,110	\$5,850					\$39,300
*Includes AB3090										
<i>PROJECT PRIOR TO AMENDMENT</i>										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5307	\$18,220	\$11,676	\$4,184	\$2,360						\$18,220
Local Funds	\$780	\$780								\$780
STIP-RIP	\$20,300	\$800			\$19,500					\$20,300
TOTAL	\$39,300	\$13,256	\$4,184	\$2,360	\$19,500					\$39,300

2004 RTIP Amendment No. 1
San Diego Region (in \$000s)

San Diego Association of Governments

MPO ID: SAN23 Capacity Status: CI										
TITLE: Mid-Coast Corridor Project										
DESCRIPTION: Design/construct light rail line from Old Town Transit Center to Balboa Ave; conduct alternative alignment study; begin PE from Balboa Ave to University City; mid-coast corridor planning/environmental										
Change Reason: Revise funding based on final 2004 STIP										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5309 (NS)	\$640	\$640						\$640		
FTA 5307	\$519	\$519						\$519		
TransNet-T	\$16,371	\$8,017	\$6,361	\$398	\$1,595			\$8,371	\$8,000	
TCI	\$537	\$537						\$537		
STIP-RIP	\$9,254			\$4,000		\$5,254		\$4,000	\$5,254	
TCRP	\$10,000					\$10,000			\$10,000	
TOTAL	\$37,321	\$9,713	\$6,361	\$4,398	\$1,595	\$15,254		\$14,067	\$23,254	
<i>PROJECT PRIOR TO AMENDMENT</i>										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
FTA 5309 (NS)	\$640	\$640						\$640		
FTA 5307	\$519	\$519						\$519		
TransNet-T	\$16,371	\$8,017	\$6,361	\$398	\$1,595			\$8,371	\$8,000	
TCI	\$537	\$537						\$537		
STIP-RIP	\$9,254		\$1,000	\$2,000	\$1,000	\$5,254		\$4,000	\$5,254	
TCRP	\$10,000					\$10,000			\$10,000	
TOTAL	\$37,321	\$9,713	\$7,361	\$2,398	\$2,595	\$15,254		\$14,067	\$23,254	

MPO ID: SAN41 Capacity Status: NCI										
TITLE: Replace Santa Margarita B Exempt Category: Reconstruction of transit structures										
DESCRIPTION: Near Oceanside within the boundaries of Pendleton USMC Base at the Santa Margarita River - replace bridge and construct double track to Stuart Mesa and Fallbrook passing tracks										
Change Reason: Delete FY 2007 funding based on final 2004 STIP										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
STIP-IIP	\$2,500		\$2,500					\$5,200		
TOTAL	\$2,500		\$2,500					\$5,200		
<i>PROJECT PRIOR TO AMENDMENT</i>										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
STIP-IIP	\$5,200		\$2,500		\$2,700			\$5,200		
TOTAL	\$5,200		\$2,500		\$2,700			\$5,200		

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San Diego Region (in \$000s)

San Diego County

MPO ID: CNTY14 Capacity Status: CI										
TITLE: South Santa Fe Avenue										
DESCRIPTION: Vista City limits to San Marcos City limits - reconstruct & widen from 2 to 4 lanes including bicycle lane										
Change Reason: Revise funding between fiscal years										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
TransNet-L	\$9,764	\$4,718	\$1,683		\$3,363			\$4,718	\$1,683	\$3,363
TransNet-H	\$9,200		\$4,847	\$4,353					\$9,200	
TransNet-78	\$8,900	\$2,077	\$4,120	\$2,703					\$8,900	
Private Funds	\$450		\$200	\$250					\$450	
TOTAL	\$28,314	\$6,795	\$10,850	\$7,306	\$3,363			\$4,718	\$20,233	\$3,363
<i>PROJECT PRIOR TO AMENDMENT</i>										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
TransNet-L	\$9,764	\$4,718	\$1,683		\$3,363			\$4,718	\$1,683	\$3,363
TransNet-H	\$9,200		\$9,200						\$9,200	
TransNet-78	\$8,900			\$8,900					\$8,900	
Private Funds	\$450		\$200	\$250					\$450	
TOTAL	\$28,314	\$4,718	\$11,083	\$9,150	\$3,363			\$4,718	\$20,233	\$3,363

2004 RTIP Amendment No. 1
San Diego Region (in \$000s)

City of San Diego

MPO ID: SD102		Capacity Status: CI								
TITLE: Otay Truck Route Widening										
DESCRIPTION: Between Britannia Blvd and POE; widen existing 2 lane truck route to 3 lanes between La Media and POE; extend truck route to Britannia by constructing a 2 lane road segment (Phase 3 only)										
Change Reason: Revise funding; include widening in new emissions analysis										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
Local Funds	\$1,730	\$320	\$1,410					\$1,730		
TOTAL	\$1,730	\$320	\$1,410					\$1,730		
<i>PROJECT PRIOR TO AMENDMENT</i>										
	<i>TOTAL</i>	<i>PRIOR</i>	<i>04/05</i>	<i>05/06</i>	<i>06/07</i>	<i>07/08</i>	<i>08/09</i>	<i>PE</i>	<i>RW</i>	<i>CON</i>
Local Funds	\$1,730	\$360	\$1,370					\$1,730		
<i>TOTAL</i>	<i>\$1,730</i>	<i>\$360</i>	<i>\$1,370</i>					<i>\$1,730</i>		

MPO ID: SD11		Capacity Status: NCI								
TITLE: Regents Road										
Exempt Category: Engineering studies										
DESCRIPTION: AT&SF Railroad bridge to Governors Road - future construction of 4-lane road; construct 925-ft long bridge spanning AT&SF and portion of flood plain. (CIP 52-302,52- 303, 53-044)										
Change Reason: Add TransNet funds										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
Local Funds	\$3,875	\$2,280	\$1,595					\$3,075	\$800	
TransNet-L	\$108		\$108					\$108		
TOTAL	\$3,983	\$2,280	\$1,703					\$3,183	\$800	
<i>PROJECT PRIOR TO AMENDMENT</i>										
	<i>TOTAL</i>	<i>PRIOR</i>	<i>04/05</i>	<i>05/06</i>	<i>06/07</i>	<i>07/08</i>	<i>08/09</i>	<i>PE</i>	<i>RW</i>	<i>CON</i>
Local Funds	\$3,875	\$2,280	\$1,595					\$3,075	\$800	
<i>TOTAL</i>	<i>\$3,875</i>	<i>\$2,280</i>	<i>\$1,595</i>					<i>\$3,075</i>	<i>\$800</i>	

MPO ID: SD89		Capacity Status: CI								
TITLE: Genesee Avenue										
DESCRIPTION: From I-5 to Campus Point Drive - widen from 4 to 6 lanes with Class II bicycle lanes										
Change Reason: New project (carryover from 2002 RTIP)										
	TOTAL	PRIOR	04/05	05/06	06/07	07/08	08/09	PE	RW	CON
Local Funds	\$3,882	\$1,082	\$2,800					\$1,082		\$2,800
TOTAL	\$3,882	\$1,082	\$2,800					\$1,082		\$2,800

Chapter 2
FINANCIAL CAPACITY ANALYSIS

Chapter 2

FINANCIAL CAPACITY ANALYSIS

This chapter provides an update to the analysis of the financial capacity of the region's transportation agencies to implement the programmed projects. Financial capacity is measured by a comparison of the total cost of the proposed projects against the available revenues and a test of the reasonableness of the revenue assumptions.

Overview of the program and available revenues by funding sources are provided for all projects included in Chapter 4 of the Final 2004 RTIP. The assumptions used in the forecasts of available funding are based upon information in the Final 2004 State Transportation Improvement Program (STIP) adopted by the California Transportation Commission (CTC) on August 5, 2004, forecast provided by the California Department of Transportation, and other forecasts of ongoing transportation funding programs.

PROGRAM AND REVENUES

Table 2-1a summarizes the program by major funding source (i.e., federal, state, and local), Table 2-1b summarizes the revenues available to implement the programmed projects, and Table 2-c provides the remaining revenues available for additional programming. Tables 2-1a to 2-1c include all costs and revenues for all projects in the 2004 RTIP including Amendment No. 1.

Table 2-1a

**2004 Regional Transportation Improvement Program (RTIP)
San Diego Region
Program Totals (\$000s)**

Program Description	P	2005	2006	2007	2008	2009	Total
State and Federal Revenues							
State Transportation Improvement Program (STIP)							
STIP-RIP	\$449,237	\$4,234	\$43,074	\$58,052	\$7,609	\$91,353	\$653,559
GARVEE Debt Service RIP	\$0	\$15,241	\$16,376	\$16,376	\$16,376	\$16,376	\$179,001
STIP-RIP TE	\$6,842	\$85	\$0	\$0	\$0	\$0	\$6,927
STIP-IIP	\$135,266	\$754	\$78,890	\$855	\$26,690	\$0	\$242,455
GARVEE Debt Service IIP	\$0	\$5,080	\$5,459	\$5,459	\$5,459	\$5,459	\$59,670
STIP-IIP TE		\$295	\$1,932	\$16	\$3,896	\$0	\$6,139
State Highway Operation and Protection Program (SHOPP)							
	\$5,724	\$118,058	\$30,884	\$15,321	\$0	\$0	\$169,987
Local Assistance							
CMAQ	\$97,258	\$19,160	\$27,745	\$10,600	\$10,200	\$0	\$164,963
RSTP	\$191,771	\$28,983	\$11,251	\$9,436	\$1,475	\$512	\$243,428
HBRR	\$21,185	\$13,400	\$14,560	\$17,880	\$16,748	\$0	\$83,773
State Minor/Safety	\$2,020	\$1,255	\$0	\$0	\$0	\$0	\$3,275
Other Federal Highway Funds							
Federal Lands Highway	\$0	\$190	\$1,550	\$160	\$0	\$0	\$1,900
NCPD/CBI	\$21,857	\$675	\$25,817	\$0	\$0	\$0	\$48,349
TCSP	\$563	\$0	\$0	\$0	\$0	\$0	\$563
DEMO	\$34,999	\$8,290	\$13,121	\$3,640	\$0	\$0	\$60,050
Other							
IRR	\$4,318	\$1,785	\$0	\$0	\$0	\$0	\$6,103
ITS	\$2,000	\$4,200	\$600	\$0	\$0	\$0	\$6,800
IM	\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
FY2003 Congressionally Directed STP							
	\$3,245	\$500	\$0	\$0	\$0	\$0	\$3,745
CDBG							
	\$1,033	\$200	\$0	\$0	\$0	\$0	\$1,233
Federal Transit Funds							
5307 - Urbanized Area	\$25,296	\$51,513	\$49,730	\$53,702	\$0	\$0	\$180,241
5309(a) - Fixed Guideway	\$7,785	\$17,622	\$17,876	\$18,351	\$0	\$0	\$61,634
5309(b) - New Starts	\$329,123	\$120,000	\$37,556	\$0	\$0	\$0	\$486,679
5309(c) - Bus Discretionary	\$8,283	\$3,273	\$0	\$0	\$0	\$0	\$11,556
5311 - Rural Transit	\$277	\$240	\$240	\$240	\$0	\$0	\$997
Other State Transportation Funds							
TCRP	\$156,110	\$0	\$0	\$0	\$230,090	\$0	\$386,200
Other							
FSP	\$8,826	\$2,102	\$2,102	\$2,102	\$2,102	\$2,102	\$19,336
PTA/Prop. 108/116/TCI/TSM	\$24,420	\$2,103	\$450	\$0	\$0	\$0	\$26,973
State Water Bonds	\$4,750	\$0	\$0	\$0	\$0	\$0	\$4,750
TDA	\$824	\$2,882	\$175	\$175	\$0	\$0	\$4,056
Local Revenues							
TransNet	\$328,246	\$163,592	\$137,334	\$102,353	\$88,034	\$0	\$819,559
General Funds	\$94,568	\$54,166	\$43,513	\$48,768	\$39,975	\$26,856	\$307,846
Other (Private)	\$343,606	\$55,750	\$68,400	\$68,792	\$68,400	\$0	\$604,948
Total Program	\$2,313,432	\$695,628	\$628,635	\$432,278	\$517,054	\$142,658	\$4,860,695

Table 2-1b

**2004 Regional Transportation Improvement Program (RTIP)
San Diego Region
Revenue Totals (\$000s)**

Program Description	P	2005	2006	2007	2008	2009	Total
State and Federal Revenues							
State Transportation Improvement Program (STIP)							
STIP-RIP	\$449,237	\$4,234	\$43,074	\$58,052	\$7,609	\$91,353	\$653,559
GARVEE Debt Service RIP	\$0	\$15,241	\$16,376	\$16,376	\$16,376	\$16,376	\$179,001
STIP-RIP TE	\$6,842	\$85	\$7,493	\$3,796	\$3,872	\$3,949	\$26,037
STIP-IIP	\$135,266	\$754	\$78,890	\$855	\$26,690	\$0	\$242,455
GARVEE Debt Service IIP	\$0	\$5,080	\$5,459	\$5,459	\$5,459	\$5,459	\$59,670
STIP-IIP TE	\$0	\$295	\$1,932	\$16	\$3,896	\$0	\$6,139
State Highway Operation and Protection Program (SHOPP)	\$5,724	\$118,058	\$30,884	\$15,321	\$0	\$0	\$169,987
Local Assistance							
CMAQ	\$97,258	\$30,033	\$30,634	\$31,246	\$31,871	\$0	\$221,042
RSTP	\$191,771	\$29,363	\$29,951	\$30,550	\$31,161	\$512	\$313,308
HBRR	\$21,185	\$13,400	\$14,560	\$17,880	\$16,748	\$0	\$83,773
State Minor/Safety	\$2,020	\$1,255					\$3,275
Other Federal Highway Funds							
Federal Lands Highway	\$0	\$190	\$1,550	\$160	\$0	\$0	\$1,900
NCPD/CBI	\$21,857	\$675	\$25,817	\$0	\$0	\$0	\$48,349
TCSP	\$563	\$0	\$0	\$0	\$0	\$0	\$563
DEMO	\$34,999	\$8,290	\$13,121	\$3,640	\$0	\$0	\$60,050
Other							
IRR	\$4,318	\$1,785	\$0	\$0	\$0	\$0	\$6,103
ITS	\$2,000	\$4,200	\$600	\$0	\$0	\$0	\$6,800
IM	\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
FY2003 Congressionally Directed STP	\$3,245	\$500	\$0	\$0	\$963	\$0	\$4,708
CDBG	\$1,033	\$200	\$0	\$0	\$0	\$0	\$1,233
Federal Transit Funds							
5307 - Urbanized Area	\$25,296	\$51,513	\$49,730	\$53,702	\$56,231	\$0	\$236,472
5309(a) - Fixed Guideway	\$7,785	\$17,622	\$17,876	\$18,351	\$15,824	\$0	\$77,458
5309(b) - New Starts	\$329,123	\$120,000	\$37,556	\$0	\$0	\$0	\$486,679
5309(c) - Bus Discretionary	\$8,283	\$3,273	\$0	\$0	\$0	\$0	\$11,556
5311 - Rural Transit	\$277	\$240	\$240	\$240	\$0	\$0	\$997
Other State Transportation Funds							
TCRP	\$156,110	\$0	\$0	\$0	\$230,090	\$0	\$386,200
Other							
FSP	\$8,826	\$2,102	\$2,102	\$2,102	\$2,102	\$2,102	\$19,336
PTA/Prop. 108/116/TCI/TSM	\$24,420	\$2,103	\$450	\$0	\$0	\$0	\$26,973
State Water Bonds	\$4,750	\$0	\$0	\$0	\$0	\$0	\$4,750
TDA	\$824	\$2,882	\$175	\$175	\$0	\$0	\$4,056
Local Revenues							
TransNet	\$328,261	\$219,091	\$230,833	\$243,148	\$256,077	\$0	\$1,277,410
General Funds	\$94,568	\$54,166	\$43,513	\$48,768	\$39,975	\$26,856	\$307,846
Other (Private)	\$343,606	\$55,750	\$68,400	\$68,792	\$68,400	\$0	\$604,948
Total Program	\$2,313,447	\$762,380	\$751,216	\$618,629	\$813,344	\$146,607	\$5,536,633

Table 2-1c

**2004 Regional Transportation Improvement Program (RTIP)
San Diego Region
Program Capacity (\$000s)**

Program Description	P	2005	2006	2007	2008	2009	Total
State and Federal Revenues							
State Transportation Improvement Program (STIP)							
STIP-RIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GARVEE Debt Service RIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STIP-RIP TE	\$0	\$0	\$7,493	\$3,796	\$3,872	\$3,949	\$19,110
STIP-IIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GARVEE Debt Service IIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STIP-IIP TE		\$0	\$0	\$0	\$0	\$0	\$0
State Highway Operation and Protection Program (SHOPP)							
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Assistance							
CMAQ	\$0	\$10,873	\$2,889	\$20,646	\$21,671	\$0	\$56,079
RSTP	\$0	\$380	\$18,700	\$21,114	\$29,686	\$0	\$69,880
HBRR	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Minor/Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Federal Highway Funds							
Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NCPD/CBI	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TCSP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DEMO	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other							
IRR	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ITS	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IM	\$0			\$0	\$0	\$0	\$0
FY2003 Congressionally Directed STP	\$0	\$0			\$963	\$0	\$963
CDBG	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Transit Funds							
5307 - Urbanized Area	\$0	\$0	\$0	\$0	\$56,231	\$0	\$56,231
5309(a) - Fixed Guideway	\$0	\$0	\$0	\$0	\$15,824	\$0	\$15,824
5309(b) - New Starts	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5309(c) - Bus Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5311 - Rural Transit	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other State Transportation Funds							
TCRP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other							
FSP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PTA/Prop. 108/116/TCI/TSM	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Water Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TDA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Revenues							
TransNet	\$15	\$55,499	\$93,499	\$140,795	\$168,043	\$0	\$457,851
General Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other (Private)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Program	\$15	\$66,752	\$122,581	\$186,351	\$296,290	\$3,949	\$675,938

Chapter 3
AIR QUALITY CONFORMITY ANALYSIS

Chapter 3

AIR QUALITY CONFORMITY ANALYSIS

The San Diego region has been designated by the U.S. Environmental Protection Agency (EPA) as a federal maintenance area for the 1-Hour Ozone and Carbon Monoxide (CO) standards. The San Diego region attained the federal 1-Hour ozone standard in 2001. The U.S. EPA redesignated the San Diego air basin as attainment/maintenance and approved the 1-Hour Ozone Maintenance Plan as a State Implementation Plan (SIP) revision, effective on July 28, 2003.

The U.S. EPA has added two new standards to protect public health: one measures ozone levels over eight-hour periods and the other one measures smaller particulate matter (PM) in the air. The more stringent 8-Hour Ozone standard will protect the public against longer exposure periods. PM_{2.5}, the new fine particulate matter standard, will focus more protection against the smaller particles, which pose an increased health risk.

On April 15, 2004, U.S. EPA designated the San Diego region as a Basic non-attainment for the 8-Hour ozone standard, under Subpart 1 of the Clean Air Act. This designation took effect on June 15, 2004. SANDAG must demonstrate conformity of both the RTP and RTIP to the 8-Hour Ozone standard by June 15, 2005. The PM_{2.5} designation is expected in November-December 2004.

DEVELOPMENT OF TRANSPORTATION CONTROL MEASURES

In 1982, SANDAG adopted four transportation tactics (T-tactics) as elements of the 1982 Revised Regional Air Quality Strategy (RAQS). These T-tactics are ridesharing, transit improvements, traffic flow improvements, and bicycle facilities and programs.

These four T-tactics were subsequently approved by the San Diego Air Pollution Control Board (APCB) and are the TCMs in the 1982 SIP for Air Quality. The U.S. EPA approved this SIP revision for the San Diego Air Basin in 1983, and these four T-tactics remain the federally approved TCMs for the San Diego region.

The California Clean Air Act required the preparation of a 1991 RAQS, including TCMs. During 1991 and 1992, SANDAG, in cooperation with local agencies, transit agencies, and the Air Pollution Control District (APCD), developed a Transportation Control Measures (TCM) Plan. The TCM Plan was approved by SANDAG on March 27, 1992.

On June 30, 1992, the APCB amended the TCM Plan and adopted the 1991 RAQS, including the amended TCM Plan. TCMs included in the 1991 RAQS include the four T-tactics described above, as well as a transportation demand management (TDM) program, vanpools, high occupancy vehicle (HOV) lanes, and park-and-ride facilities. On November 12, 1992, the California Air Resources Board (CARB) gave approval to the 1991 RAQS, including the TCMs.

The 1995 Triennial RAQS Update subsequently deleted the Employee Commute Travel Reduction Program contained in the TDM program because the program was no longer required under federal law. Assembly Bill 3048 (Statutes of 1996, Chapter 777) eliminated all state requirements for mandatory trip reduction programs. As a result, the Student Travel Reduction Program, the Non-Commute Travel Reduction Program, and the Goods Movement/Truck Operation Program proposed in the 1991 RAQS were no longer statutorily mandated and were deleted from the RAQS in 1998. Neither the 2001 nor the 2004 Triennial RAQS Revisions made changes to measures related to mobile sources or the TCM Plan.

AIR QUALITY CONFORMITY REQUIREMENTS

SANDAG, as the Metropolitan Planning Organization (MPO), and the U.S. Department of Transportation (DOT), must make a determination that the 2004 RTIP conforms to the applicable SIP. Conformity to the SIP means that transportation activities will not create new air quality violations, worsen existing violations, or delay the attainment of the National Ambient Air Quality Standards (NAAQS).

Based upon the U.S. EPA's Transportation Conformity Rule, as amended, conformity of transportation plans and programs, including the 2004 RTIP Amendment No. 1, is determined according to the 1990 Clean Air Act Amendments (CAAA) [Section 176(c)(3)(A)] if the following is demonstrated:

1. The RTIP provides for the timely implementation of the TCMs contained in the adopted SIP.
2. A quantitative analysis is conducted on the cumulative emissions of projects programmed within the RTIP, including all regionally significant, capacity-increasing projects. Further, implementation of the projects and programs must meet the motor vehicle emissions budget developed by local and state air quality agencies and approved by the U.S. EPA. The 2004 RTIP must be within the budget contained in the 1-Hour Ozone Maintenance Plan (approved by the U.S. EPA in July 2003) and the CO emissions budget established in the CO Maintenance Plan (approved by the U.S. EPA in June 1998).

In addition to the required emissions tests, consultation with transportation and air quality agencies is required. The consultation process followed to prepare the air quality conformity analysis complies with the San Diego Transportation Conformity Procedures adopted in July 1998.

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

Consultation is a three-tier process that:

1. formulates and reviews drafts through a conformity working group;
2. provides local agencies and the public with opportunities for input through existing regional advisory committees and workshops; and
3. seeks comments from affected federal and state agencies through participation in the development of draft documents and circulation of supporting materials prior to formal adoption.

SANDAG consulted with the San Diego Region CWG for the preparation of the air quality analysis of the 2004 RTIP Amendment No. 1. The schedule for the development of the 2004 RTIP as well as criteria and procedures for determining conformity of this amendment were presented at the CWG meeting in August 2004. SANDAG also followed interagency consultation procedures for exempt projects.

The draft quantitative emissions analyses for the 2004 RTIP Amendment No. 1 were initiated in August 2004 and the results distributed for a 30-day public review and comment period on August 30, 2004. Exempt projects are identified in the list of projects amended into the RTIP.

The deadline for written comments on the 2004 RTIP Amendment No. 1 is September 30, 2004. The results of the regional emissions analysis indicate that the 2004 RTIP, including Amendment No. 1, meets the air quality conformity requirements. The San Diego Region Conformity Working Group (CWG) will review the draft air quality conformity assessment at its September 15, 2004 meeting.

The SANDAG Board of Directors made a conformity finding and adopted the Final 2004 RTIP on July 23, 2004. U.S. DOT's finding of conformity is anticipated prior to October 4, 2004. On October 15, 2004, SANDAG's Transportation Committee will be asked to make a conformity finding and approve Amendment No. 1 of the 2004 RTIP.

The following sections provide a summary of the air quality conformity analysis of the 2004 RTIP Amendment No. 1 in relation to the above conformity requirements.

EXPEDITIOUS IMPLEMENTATION OF TCMs

The first requirement of the air quality conformity finding is to provide for the expeditious implementation of adopted TCMs, or T-tactics. There are four TCMs that must be implemented in San Diego, which the SIP refers to as Transportation Tactics. They include ridesharing, transit service improvements, traffic flow improvements, and bicycle facilities and programs.

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

The 2004 RTIP, including Amendment No. 1, makes substantial progress in programming funds for implementation of the four adopted TCMs for the San Diego region contained in the 1982 SIP. Table 3-1 shows that TCMs programmed for implementation total approximately \$1.7 billion, or 35 percent of the total funds programmed. Included are \$26.5 million for Ridesharing, \$1.5 billion for Transit Improvements, \$47.5 million for Bicycle Facilities and Programs, and \$82.7 million for Traffic Flow Improvements.

Based upon this analysis, the 2004 RTIP Amendment No. 1 continues to provide for the expeditious implementation of the four existing TCMs in the 1982 Revised RAQS, which remain the federally approved TCMs for the San Diego region.

Table 3-1
2004 RTIP Amendment No. 1 - San Diego Region (in \$000s)
Transportation Control Measure Projects

RIDESHARING	
SANDAG Regional TDM Program	
RideLink and Regional Vanpool Program	\$26,509
Subtotal	\$26,509
TRANSIT IMPROVEMENTS	
Mission Valley East Light Rail Project	\$495,867
Oceanside-Escondido Rail (Sprinter)	\$351,520
I-15 Bus Rapid Transit (Rolling Stock/Stations)	\$59,032
Mid-Coast Corridor Project	\$37,321
Regional Fare Technology	\$39,300
Bus/Rail Vehicles Purchase	\$83,027
Bus/Rail Infrastructure	\$94,093
Other Rail Projects	\$60,708
Other Transit Projects (Operations/Planning)	\$313,085
Subtotal	\$1,533,953
BICYCLE FACILITIES PROJECTS	
Bicycle Facilities	\$47,450
Subtotal	\$47,450
TRAFFIC FLOW IMPROVEMENTS	
Caltrans/SANDAG Traffic Management System Projects	\$46,373
CMAQ/Local Agency Traffic Signal Improvement Projects	\$36,352
Subtotal	\$82,725
Total Transportation Control Measure Projects:	\$1,690,637
Total All Transportation Projects in 2004 RTIP:	\$4,860,695
Share of Transportation Control Measure Projects:	34.8%

QUANTITATIVE EMISSIONS ANALYSIS

The second requirement of the conformity finding is that a quantitative emissions analysis be conducted on the proposed RTIP amendment. The emissions analysis must show that implementation of the 2004 RTIP, including Amendment No. 1, meets the emissions budgets as established in the 1-Hour Ozone Maintenance Plan and the 1998 CO Maintenance Plan.

A quantitative emissions analysis was conducted according to the requirements established in the Transportation Conformity Rule, under Section 93.122(b). Motor vehicle emissions forecasts were produced for the following four analysis years: 2010, 2014, 2020, and 2030.

SANDAG's regional growth forecasts and transportation models, as well as CARB's emissions model, were used to generate the emissions forecasts. Transportation forecasts were developed using the TRANPLAN transportation planning computer package. The four-step transportation modeling process includes trip generation, trip distribution, mode split, and trip assignment. The quantitative emissions analysis was conducted with the EMFAC 2002 model.

All of the proposed capacity-increasing improvements identified in the 2004 RTIP Amendment No. 1 that are on the Regional Arterial System (as defined in the RTP) or the FHWA functional classification system (other Principal Arterials and higher classifications) were modeled.

Emissions Budget Analysis

Table 3-2 provides a summary of the results of the quantitative emissions analysis conducted for the 2004 RTIP Amendment No. 1. This analysis shows that the projected emissions of Reactive Organic Gases (ROG), Oxides of Nitrogen (NOx), and CO meet the applicable motor vehicle emissions budgets.

**Table 3-2
2004 RTIP AMENDMENT NO. 1
AIR QUALITY CONFORMITY ANALYSIS**

Year	CO		ROG		NOx	
	SIP Emissions Budget Tons/Day	CO Emissions Tons/Day	SIP Emissions Budget Tons/Day	ROG Emissions Tons/Day	SIP Emissions Budget Tons/Day	NOx Emissions Tons/Day
2010	1,194.87	443.14	46	44	88	84
2014	1,194.87	342.89	36	35	66	63
2020	1,194.87	231.32	36	27	66	42
2030	1,194.87	149.02	36	18	66	25

On July 22, 2004, ARB approved the update of the CO Maintenance Plan for the San Diego region and other urban areas. This plan covers the second ten years of the maintenance period through 2018. The 2003 CO budget for the San Diego region was established at 730 tons per day. This CO budget will become the applicable budget for conformity determinations for 2003 and subsequent years after EPA makes a budget adequacy finding (expected in late Fall 2004). The projected CO emissions from the 2004 RTIP Amendment No. 1 also meet the new 2003 CO budget.

CONCLUSION

Based upon an evaluation of projects and funds programmed and a quantitative emissions analysis, the 2004 RTIP Amendment No. 1 meets the U.S. EPA transportation conformity regulations contained within the federal guidelines published on August 15, 1997, and subsequent amendments, as well as the requirements of the federal Clean Air Act amendments of 1990.

APPENDICES

Appendix A

PROJECTS EXEMPT FROM AIR QUALITY CONFORMITY DETERMINATION

APPENDIX A

PROJECTS EXEMPT FROM AIR QUALITY CONFORMITY DETERMINATION*

SAFETY	
<ul style="list-style-type: none"> - Railroad/highway crossing. - Safer non-Federal-aid systems roads. - Increasing sight distance. - Traffic control devices and operating assistance other than signalization projects. - Pavement resurfacing and/or rehabilitation. - Emergency relief (23 U.S.C. 125). - Skid treatments. - Adding medians. - Lighting improvements. - Emergency truck pullovers. 	<ul style="list-style-type: none"> - Hazard elimination program. - Shoulder improvements. - Safety Improvement program. - Railroad/highway crossing warning devices. - Guardrails, median barriers, crash cushions. - Pavement marking demonstration. - Fencing. - Safety roadside rest areas. - Truck climbing lanes outside the urbanized area. - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
MASS TRANSIT	
<ul style="list-style-type: none"> - Operating assistance to transit agencies. - Rehabilitation of transit vehicles. - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.). - Construction of small passenger shelters and information kiosks. - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way. - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of fleet. 	<ul style="list-style-type: none"> - Purchase of support vehicles. - Purchase of office, shop, and operating equipment for existing facilities. - Construction or renovation of power, signal, and communications systems. - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures). - Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.
AIR QUALITY	
<ul style="list-style-type: none"> - Continuation of ride-sharing and van-pooling promotion activities at current levels. 	<ul style="list-style-type: none"> - Bicycle and pedestrian facilities.
OTHER	
<ul style="list-style-type: none"> - Specific activities which do not involve or directly lead to construction, such as: <ul style="list-style-type: none"> Planning and technical studies. Grants for training and research programs. Planning activities conducted pursuant to titles 23 and 49 U.S.C. Federal-aid systems revisions. - Sign removal. - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities). 	<ul style="list-style-type: none"> - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action. - Noise attenuation. - Emergency or hardship advance land acquisitions (23 CFR 710.204(d)). - Acquisition of scenic easements. - Plantings, landscaping, etc. - Directional and informational signs. - Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.
ALL PROJECTS	
<ul style="list-style-type: none"> - Intersection channelization projects. - Interchange reconfiguration projects. - Truck size and weight inspection stations. 	<ul style="list-style-type: none"> - Intersection signalization projects at individual intersections. - Changes in vertical and horizontal alignment. - Bus terminal and transfer points.

*Source: Part II Environmental Protection Agency 40 CFR Parts 51 & 93 Transportation Conformity Rule, as amended, July 1, 2004.

Appendix B
GLOSSARY OF TERMS AND ACRONYMS

Appendix B

GLOSSARY OF TERMS AND ACRONYMS

A

ADA Americans with Disabilities Act
APCB/APCD (San Diego) Air Pollution Control Board (District)

B

BIA Bureau of Indian Affairs

C

Con Construction Phase
CAA 1990 Clean Air Act, as amended
Caltrans California Department of Transportation
CARB California Air Resources Board
CBI Corridors and Borders Infrastructure
CDBG Community Development Block Grant (Federal)
CI Capacity Increasing
CMAQ Congestion Mitigation and Air Quality Program
CMP Congestion Management Program
CO Carbon Monoxide
CTC California Transportation Commission

D

DEMO ISTEPA Special Projects/TEA-21 High-Priority Demonstration
DOT U.S. Department of Transportation

E

E Engineering/planning phase
EPA U.S. Environmental Protection Agency

F

FHWA Federal Highway Administration
FSP Freeway Service Patrol (and FSP Act)
FTA Federal Transit Administration

H

HES/SR2S Hazard Elimination Safety/Safe Routes to School program
HOV High Occupancy Vehicle
HUD Housing and Urban Development

I		
	IM	Interstate Maintenance
	IRR	Indian Reservation Road
	ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
	ITS	Intelligent Transportation Systems
L		
	LRT	Light Rail Transit
M		
	MPO	Metropolitan Planning Organization
	MTDB/MTS	San Diego Metropolitan Transit Development Board/Metropolitan Transit System
N		
	NAAQS	National Ambient Air Quality Standards
	NCI	Non Capacity Increasing
	NCTD/NSDCTDB	North County Transit District/ North San Diego County Transit Development Board
	NHS	National Highway System
P		
	P/PE	Preliminary Engineering Phase
	PPNO	Project Number (Caltrans)
	PM	Particulate Matter
R		
	RAQS	Regional Air Quality Strategy
	ROG	Reactive Organic Gas
	RW/ROW	Right-of-Way phase
	RTIP	Regional Transportation Improvement Program (SANDAG)
	RTP	Regional Transportation Plan (SANDAG)
	RSTP	Regional Surface Transportation Program
S		
	SANDAG	San Diego Association of Governments
	SBTA	State Bicycle Transportation Account
	SDTC	San Diego Transit Corporation (San Diego Transit)
	SDTI	San Diego Trolley, Incorporated (San Diego Trolley)
	SHOPP	State Highway Operation and Protection Program
	SIP	State Implementation Plan (for air quality)
	SLTPP	State-Local Transportation Partnership Program/SB300
	SR	State Route (as in SR 52 - State Route 52)
	STA	State Transit Assistance
	STIP	State Transportation Improvement Program (CTC)
	STIP-IIP	State Transportation Improvement Program - Interregional Program (CTC)
	STIP-RIP	State Transportation Improvement Program – Regional Improvement Program (SANDAG)
	STP	Surface Transportation Program

T

TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TCI	Transit Capital Improvement (State)
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program (Governor's initiative)
TDA	Transportation Development Act
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TMA	Transportation Management Agency
TP&D	Transportation Planning and Development
<i>TransNet</i>	San Diego Region 1/2% Local Transportation Sales Tax Program
TSM	Traffic Systems Management
T-1	Transportation T-tactic: Ridesharing
T-2	Transportation T-tactic: Transit
T-3	Transportation T-tactic: Bicycle
T-5	Transportation T-tactic: Traffic Improvement

V

VOC	Volatile Organic Compounds
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DECATE TRUCK BYPASS LAYOUT EXHIBIT 2

