

Transmittal Date: July 23, 2010

TO:

Department of Transportation
Division of Transportation Programming,
MS 82
Office of Federal Transportation
Management Program
P.O. Box 942874
Sacramento, CA 94274-0001

Attn: Mr. Dennis Jacobs

FROM:

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MPO Name: San Diego Association of Governments (SANDAG)

Amendment Number: 23 to the 2008 RTIP

Amendment Type: Formal

Number of Projects in this Amendment: There is 1 project in Amendment No. 23

Brief Description of the Amendment:

Addition of one project from San Marcos including an update to the Air Quality Conformity Analysis for the SANDAG region

Board Resolution: N/A

Certification: (MPO) certifies that there are no projects in this amendment included in any other amendment that is currently open for public review.

Conformity Determination: see report for updated conformity analysis (Chapter 3, Attach 2)

Financial Constraint: see Table 2-1a to 2-1c (Chapter 2, Attachment 2)

MPO's CTIPS Approval Date: 7/23/10

List of Lump Sums: N/A



BOARD OF DIRECTORS
JULY 23, 2010

AGENDA ITEM NO. 10-07-4
ACTION REQUESTED - APPROVE

**2008 REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM: AMENDMENT NO. 23 AND AIR QUALITY
CONFORMITY ANALYSIS**

File Number 1500300

Introduction

SANDAG, as the metropolitan planning organization, is responsible for the adoption of the Regional Transportation Improvement Program (RTIP). The 2008 RTIP must conform to the State Implementation Plan (SIP) for air quality. Conformity to the SIP means that transportation activities in the 2008 RTIP will not create new air quality violations, worsen existing violations, or delay the attainment of the national ambient air quality standards. The SANDAG Board of

Directors adopted the 2008 RTIP, including the regional emissions analysis at its meeting, on July 25, 2008. The 2009 Federal State Transportation Improvement Program (FSTIP), which includes the SANDAG 2008 RTIP, received federal approval on November 17, 2008.

SANDAG has received a request from the City of San Marcos to add one new capacity-increasing project to the 2008 RTIP in order to advertise the project for construction this summer. The addition of this new capacity-increasing project to the RTIP requires a new regional emissions analysis. SANDAG has updated the regional emissions analysis that incorporates this new project, and a draft report was presented to the Conformity Working Group at its May 5, 2010, meeting. The draft 2008 RTIP, including the draft air quality conformity analysis, was distributed for a 30-day review and public comment on June 9, 2010. No comments were received in regard to the updated air quality emissions analysis or the new project.

Discussion

The 2008 RTIP is the multiyear program of proposed major highway, arterial, transit, and bikeway projects in the San Diego region covering the period FY 2009 to FY 2013. SANDAG processes amendments to the RTIP generally on a quarterly basis and occasionally on a more frequent basis as circumstances arise. Amendment No. 23 represents a special amendment to add one new capacity-increasing project and conduct a new air quality emissions analysis incorporating the new project. Attachment 2 updates the relevant sections for the 2008 RTIP related to Amendment No. 23.

Recommendation

The Transportation Committee recommends that the SANDAG Board of Directors approve Resolution No. 2011-02 (Attachment 1), including Amendment No. 23 to the 2008 RTIP as well as a finding of conformity and the redetermination of the 2030 RTP.

Below summarizes the change proposed in this amendment, with additional details included in Chapter 2 of Attachment 2.

San Marcos

- Eastbound State Route 78 (SR 78) Auxiliary Lanes (SM44): This amendment proposes to add a new project, which will construct two auxiliary lanes along eastbound SR 78 the between Woodland Parkway and Nordahl Road interchanges in the city of San Marcos. Total project is \$14,500,000.

Fiscal Constraint Analysis

Federal regulations require the 2008 RTIP to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Chapter 2 of Attachment 2 provides updated program summaries, including a comparison with the prior approved amendment. Based upon the analysis, the projects contained within the 2008 RTIP, including Amendment No. 23, are reasonable when considering available funding sources.

Air Quality Analysis

On July 25, 2008, SANDAG found the 2008 RTIP in conformance with the Regional Air Quality Strategy/SIP for the San Diego region in accordance with the provisions of 40 Code of Federal Regulations (CFR) Parts 51 and 93. All of the required regionally significant, capacity-increasing projects were included in the quantitative emissions analysis conducted for the *2030 San Diego Regional Transportation Plan: Pathways for the Future* (2030 RTP) and the 2008 RTIP. The Federal Highway Administration (FHWA) and the Federal Transportation Administration (FTA) jointly approved the conformity determination for the 2008 RTIP and the conformity redetermination for the 2030 RTP on November 17, 2008. SANDAG updated the air quality conformity analysis as part of Amendment No. 16 to the 2008 RTIP (SANDAG approval on January 22, 2010; FHWA/FTA approval on February 19, 2010). This amendment again updates the conformity analysis.

The project in RTIP Amendment No. 23 meets the conformity provisions of the Transportation Conformity Rule (40 CFR §93.122(g)). An additional air quality analysis was conducted for the SM44 capacity-increasing project in Amendment No. 23 through a quantitative emissions analysis included in Chapter 3 of Attachment 2. SANDAG followed interagency consultation procedures. Amendment No. 23 does not interfere with the timely implementation of transportation control measures. The 2008 RTIP, including Amendment No. 23, remains in conformance with the SIP.

GARY L. GALLEGOS
Executive Director

Attachments: 1. Resolution No. 2011-02: Approving Amendment No. 23 to the 2008 RTIP
2. 2008 RTIP Amendment No. 23, including Air Quality Conformity Analysis

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RESOLUTION

NO. 2011-02

APPROVING AMENDMENT NO. 23 TO THE 2008 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, on July 25, 2008, SANDAG adopted the 2008 Regional Transportation Improvement Program (RTIP) and found the 2008 RTIP in conformance with the 1998 Regional Air Quality Strategy (RAQS) and the applicable State Implementation Plans (SIP); and

WHEREAS, on November 17, 2008, the United States Department of Transportation (USDOT) determined the 2008 RTIP and *2030 San Diego Regional Transportation Plan: Pathways for the Future* (2030 RTP) conform to the applicable SIPs in accordance with the provisions of 40 Code of Federal Regulations (CFR) Parts 51 and 93; and

WHEREAS, on January 22, 2010, SANDAG approved Amendment No. 16 to the 2008 RTIP and found it in conformance with the 1998 RAQS and the applicable SIPs; and

WHEREAS, on February 19, 2010, the United States Department of Transportation (USDOT) determined Amendment No. 16 to the 2008 RTIP and the 2030 RTP conform to the applicable SIPs in accordance with the provisions of 40 CFR Parts 51 and 93; and

WHEREAS, the City of San Marcos requested the addition of one new capacity-increasing project for inclusion in the 2008 RTIP as shown in Chapter 2 of Attachment 2; and

WHEREAS, the amendment is consistent with the metropolitan transportation planning regulations per 23 CFR Part 450; and

WHEREAS, this amendment is consistent with the 2030 RTP which conforms to the 2003 and 2006 SIP and to the emissions budgets from the *Eight-Hour Ozone Attainment Plan for San Diego County*, which were found adequate for transportation conformity purposes by the U.S. Environmental Protection Agency in 2008; and

WHEREAS, the updated air quality conformity analysis for Amendment No. 23 to the 2008 RTIP, as shown in Chapter 3 of Attachment 2, has been found to be in conformance with the 1998 RAQS/1982 SIP; and

WHEREAS, Amendment No. 23 to the 2008 RTIP continues to provide for timely implementation of transportation control measures contained in the adopted RAQS/SIP for air quality and a quantitative emissions analysis demonstrates that the implementation of the RTIP projects and programs meet all the federally required emissions budget targets; and

WHEREAS, projects in Amendment No. 23 satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, all other projects in Amendment No. 23 are either noncapacity increasing or exempt from the requirements to determine conformity; and

WHEREAS, the 2008 RTIP Amendment No. 23 is fiscally constrained as shown in Tables 2-1a through 2-1c (Chapter 2 of Attachment 2); and

NOW THEREFORE

BE IT RESOLVED, that SANDAG finds the 2008 RTIP, including Amendment No. 23, is consistent with the 2030 RTP, is in conformance with the applicable SIPs and 1998 RAQS for the San Diego region, is consistent with SANDAG Intergovernmental Review Procedures, and is consistent with SANDAG Public Participation Policy, as amended.

BE IT FURTHER RESOLVED, that all regionally significant capacity-increasing projects included in Amendment No. 23 to the 2008 RTIP are included in the 2030 RTP;

PASSED AND ADOPTED this 23rd day of July 2010.



CHAIRPERSON

ATTEST: 

SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.
ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.

2008
REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM (RTIP)
AMENDMENT NO. 23

July 23, 2010



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Chapter 1
EXECUTIVE SUMMARY

Chapter 1

EXECUTIVE SUMMARY

OVERVIEW

The 2008 Regional/Federal Transportation Improvement Program (RTIP) is a multi-billion dollar, five-year program of major highway, transit arterial, and nonmotorized projects funded by federal, state, *TransNet* local sales tax, and other local and private funding covering the years FY 2008/09 to FY 2012/13. The 2008 RTIP, which includes the air quality emissions analysis for all regionally significant projects, requires approval by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The 2008 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 2008 RTIP also incrementally implements the Regional Transportation Plan (RTP), the long-range transportation plan for the San Diego region.

Amendment No. 23 to the 2008 RTIP adds one new capacity increasing project. The 2008 RTIP document, published in July 2008, fully documents the RTIP development process, project listings, financial capacity analysis, and the air quality conformity analysis. This report focuses on updated fiscal capacity analysis and new regional air quality emissions analysis for conformity purposes. The Final 2008 RTIP document as well as all subsequent amendments is available on the SANDAG Web site.

Consistency with the 2030 RTP

On December 10, 2007, FHWA and FTA issued a finding that the SANDAG 2030 revenue constrained RTP entitled, San Diego 2030 Regional Transportation Plan: Pathways for the Future (2030 RTP), was in conformance with federal air quality and planning regulations. On January 22, 2010, the SANDAG Board adopted the 2008 RTIP Amendment No. 16 and its conformity finding including the redetermination of the 2030 RTP. The U.S. DOT made a finding of conformity for the amendment on February 19, 2010. The 2008 RTIP, including Amendment No. 23, remains consistent with the 2030 RTP. As a financially-constrained document, the 2008 RTIP contains only those major transportation projects listed in the revenue-constrained plan of the 2030 RTP.

Financial Capacity Analysis

Federal regulations require the 2008 RTIP 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.

Chapter 4 of the Final 2008 RTIP discusses in detail the financial capacity analysis of major program areas including discussion of available revenues. Table 1-2 includes the project proposed for Amendment No. 23. Tables 2-1a to 2-1c of Chapter 2 demonstrate that the 2008 RTIP is fiscally constrained. Based upon this analysis, the projects contained within the 2008 RTIP, including the project in Amendment No. 23, are reasonable when considering available funding sources.

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 2008 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 \$3.1 billion, or approximately 31 percent of the total funds programmed. Included are \$23.9 million for Ridesharing, \$2.9 billion for Transit Improvements, \$108.6 million for Bicycle Facilities and Programs, and \$121.6 million for Traffic Flow Improvements. Based upon this analysis, the 2008 RTIP including Amendment No. 23 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 2008, 2010, 2020, and 2030 revenue constrained transportation scenarios, as shown in Chapter 3. A draft report that discusses the results of this analysis, including Amendment No. 23, was reviewed by the San Diego Region Conformity Working Group (CWG) at its meeting on April 7, 2010 and was released for public comment on June 9, 2010. No comments were received. The 2008 RTIP Amendment No. 23 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 2008 RTIP is included in Appendix C of the Final 2008 RTIP. Chapter 3 of this report summarizes the air quality conformity analysis for Amendment No. 23.

Public Participation

It is the policy of SANDAG to encourage public participation in the development of agency planning and programming activities. SANDAG has various working groups made up of stakeholders and other members of the public. The public is provided opportunities to participate through comment at SANDAG Board and committee meetings, SANDAG public notices of document availability and public hearings, and through the SANDAG public communications program. Pursuant to 23 U.S.C. 134(i), the draft RTIP was released for public review and comment for a minimum of 30 days and a public hearing was held on July 18, 2008. Appendix B contains the portion of the Public Participation Policy, which refers to the RTIP process of public involvement. The Policy, in its entirety, can be found on the SANDAG website at www.sandag.org.

Examples of public outreach efforts and ongoing participation include:

Independent Taxpayer Oversight Committee (ITOC): In conformance with 2004 *TransNet* measure, a citizen advisory committee, the ITOC, oversees projects funded through the *TransNet* program. As the document through which SANDAG identifies *TransNet* projects, the RTIP is reviewed by the ITOC, and their

comments on the *TransNet* Program of Projects are conveyed to the SANDAG Transportation Committee, and ultimately, to the Board of Directors.

Tribes: In addition to sending out notices to local tribal governments regarding the development of the RTIP, SANDAG actively solicited participation from the 17 tribal governments, along with the Reservation Transportation Authority in San Diego County. SANDAG hosted a tribal forum made up of elected officials from each of the tribes. SANDAG also held a workshop specifically to seek involvement in the regional planning and programming processes.

Public Workshops: SANDAG provided information for the 2008 RTIP and sought comments during a special workshop developed for the 2030 San Diego RTP: Pathways for the Future. Five workshops were held in various parts of the county. The outreach effort for the RTP included an extensive public involvement program and was conducted as part of the RTP update process. The goal of the program was to secure participation from a broad range of groups and individuals in the RTP development and decision-making process. Activities included a community-based outreach program, updates through the *rEgion* electronic newsletter, public speaking engagements, among other efforts.

Expansion of Electronic Notifications: In addition to the current list of external industry professionals, SANDAG continually strives to expand the notifications to other citizen-involved working groups.

Appendix A in the 2008 RTIP describes the SANDAG public participation process and includes a copy of the latest the Public Participation Policy which contains the section specifically addressing the RTIP development and amendment process.

At its meeting on December 18, 2009, the SANDAG Board of Directors adopted an updated **Public Participation Plan (PPP)**. The updated PPP reflects the SANDAG commitment to public participation and involvement to include all residents and stakeholders in the regional planning and decision-making process. The development of the PPP was a six-month collaborative process from June to December 2009 that included development, input, and feedback from the SANDAG Policy Advisory Committees, Regional Planning Stakeholders Working Group, community and business groups, residents, and other stakeholders.

The PPP was developed in accordance with guidelines established by Federal Highway Administration for metropolitan transportation planning (23 CFR 450.316). It addresses Title VI, related nondiscrimination requirements, and reflects the principles of social equity and environmental justice. Included in the PPP are procedures, strategies, and outcomes associated with the ten requirements listed in 23 CFR 450.316. The PPP also fulfills various state and federal public involvement requirements.

Table 1-1
2008 RTIP - SAN DIEGO REGION (IN \$000s)
TRANSPORTATION CONTROL MEASURE PROJECTS

RIDESHARING	
Other - Transportation Demand Management (TDM)	<u>\$23,930</u>
Subtotal	\$23,930
TRANSIT IMPROVEMENTS	
Transit - Bus/Rail Infrastructure	\$625,984
Transit - Bus/Rail Intermodal Stations	\$178,875
Transit - Bus/Rail Vehicle Purchase	\$433,001
Transit - I-15 BRT	\$107,660
Transit - Mid-Coast	\$122,023
Transit - Other BRT	\$191,667
Transit - Other Bus/Rail (Operations/Planning)	\$777,619
Transit - Sprinter	<u>\$460,266</u>
Subtotal	\$2,882,588
BICYCLE FACILITIES PROJECTS	
Other - Bicycle/Pedestrian Projects	<u>\$108,619</u>
Subtotal	\$108,619
TRAFFIC FLOW IMPROVEMENTS	
Other - Transportation Management System/Intelligent Transportation System	\$89,775
Local Streets and Roads - Traffic Signal Projects	<u>\$31,819</u>
Subtotal	\$121,594
Total All Transportation Control Measure Projects in 2008 RTIP TCM Total :	\$3,136,731
Total All Transportation Projects in 2008 RTIP:	\$10,149,846
Share of Transportation Control Measure Projects in 2008 RTIP:	30.9%

Table 1-2
2008 Regional Transportation Improvement Program
Amendment No. 23
San Diego Region (in \$000s)

San Marcos, City of

MPO ID: SM44	Capacity Status: CI	RTIP #: 08-23
TITLE: Eastbound SR-78 Auxiliary lane		
DESCRIPTION: From Woodland Parkway to Nordahl Road - construct auxiliary lanes along eastbound SR-78 between Woodland Parkway Interchange and Nordahl Road Interchange; includes widening of Mission Road undercrossing.		
CHANGE REASON: New project		
		EST TOTAL COST: \$14,500

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
Local Funds	\$4,000			\$750	\$3,250			\$1,250		\$2,750
SHOPP Augmentation - Mobility	\$10,500				\$10,500					\$10,500
TOTAL	\$14,500			\$750	\$13,750			\$1,250		\$13,250

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 programmed transportation 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 is provided for all projects included in Chapter 4 of the Final 2008 RTIP. The assumptions used in the forecasts of available funding are based upon information in the Final 2008 State Transportation Improvement Program (STIP) adopted by the California Transportation Commission (CTC) in November 2007, forecasts provided by the California Department of Transportation, and other forecasts of ongoing transportation funding programs. For the local transportation sales tax program (*TransNet*), the forecast was updated which takes into account the recent economic trend.

PROGRAM AND REVENUES

Table 2-1a summarizes the revenues available by major funding source (i.e., federal, state, and local), Table 2-1b summarizes the program using the revenues, and Table 2-1c provides the remaining revenues available for additional programming. Tables 2-1a to 2-1c include all costs and revenues for all projects in the 2008 RTIP including Amendment No. 23.

Note: the fiscal constraint analysis is through Amendment No. 24, which was approved by the state on April 20, 2010 as an administrative amendment to the 2008 RTIP.

Table 2-1a

**2008 Regional Transportation Improvement Program (RTIP)
San Diego Region - Through Amendment No. 24 (in \$000s)**

FUNDING SOURCE		REVENUES								
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
LOCAL	Sales Tax	\$457,000	\$456,994	\$535,184	\$534,497	\$465,615	\$465,615	\$421,399	\$421,399	\$1,878,505
	City	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	County	\$424,840	\$424,834	\$516,459	\$515,771	\$449,538	\$449,538	\$405,092	\$405,092	\$1,795,235
	Other (Transportation Development Act)	\$32,160	\$32,160	\$18,725	\$18,726	\$16,077	\$16,077	\$16,307	\$16,307	\$83,270
	Other Local Funds	\$115,872	\$115,892	\$284,719	\$285,469	\$225,921	\$229,171	\$152,440	\$152,440	\$782,972
	City General Funds	\$92,335	\$92,355	\$87,309	\$88,059	\$84,984	\$88,234	\$64,440	\$64,440	\$333,088
	Street Taxes and Developer Fees	\$23,537	\$23,537	\$197,410	\$197,410	\$140,937	\$140,937	\$88,000	\$88,000	\$449,884
	Other (registration fees (AB434) and Prop 42)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transit**	\$35,637	\$35,637	\$30,534	\$30,534	\$36,589	\$36,589	\$74,884	\$74,884	\$177,644
	Other Transit (e.g., parcel/property taxes, parking revenue, etc)	\$35,637	\$35,637	\$30,534	\$30,534	\$36,589	\$36,589	\$74,884	\$74,884	\$177,644
Local Total	\$608,509	\$608,523	\$850,437	\$850,500	\$728,125	\$731,375	\$648,723	\$648,723	\$2,839,121	
STATE	State Highway Operations and Protection Program (SHOPP)	\$40,628	\$40,628	\$72,284	\$72,284	\$200,524	\$211,024	\$114,637	\$114,367	\$438,303
	SHOPP (Including Augmentation)	\$40,628	\$40,628	\$47,088	\$47,088	\$200,524	\$211,024	\$114,637	\$114,367	\$413,107
	SHOPP Prior	\$0	\$0	\$25,196	\$25,196	\$0	\$0	\$0	\$0	\$25,196
	State Transportation Improvement Program (STIP)	\$27,134	\$27,134	\$7,323	\$7,323	\$58,141	\$58,141	\$34,728	\$34,728	\$127,326
	STIP (Including Augmentation)	\$22,134	\$22,134	\$7,323	\$7,323	\$58,141	\$58,141	\$34,728	\$34,728	\$122,326
	STIP Prior	\$5,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
	Proposition 1B	\$17,291	\$17,291	\$18,157	\$18,157	\$13,720	\$13,720	\$98,060	\$98,060	\$147,228
	STP Enhancement	\$2,855	\$2,855	\$625	\$625	\$186	\$186	\$519	\$519	\$519
	GARVEE Bonds	\$21,835	\$21,835	\$21,835	\$21,835	\$21,835	\$21,835	\$21,835	\$21,835	\$87,340
	Highway Maintenance - State Cash	\$0	\$0	\$2,851	\$2,851	\$0	\$0	\$0	\$0	\$2,851
	Traffic Congestion Relief Program	\$6,850	\$6,850	\$10,002	\$10,002	\$0	\$0	\$0	\$0	\$16,852
	State Transit Assistance (STA)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (FSP, Prop 116, R&I)	\$3,400	\$3,400	\$3,396	\$3,396	\$4,356	\$4,356	\$2,895	\$2,895	\$14,047
	State Total	\$119,993	\$119,993	\$136,473	\$136,473	\$298,762	\$309,262	\$272,674	\$272,404	\$838,132
FEDERAL TRANSIT	Federal Transit Administration									
	Bus and Bus Related Grants (5309c)	\$3,151	\$3,151	\$778	\$778	\$0	\$0	\$0	\$0	\$3,929
	Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Elderly & Persons with Disabilities Formula Program (5310)	\$874	\$874	\$0	\$0	\$0	\$0	\$0	\$0	\$874
	Fixed Guideway Modernization (5309a)	\$22,881	\$22,881	\$22,532	\$22,532	\$20,956	\$20,956	\$21,813	\$21,813	\$88,182
	Intercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Job Access and Reverse Commute Program (5316)	\$2,065	\$2,065	\$1,687	\$1,687	\$1,754	\$1,754	\$1,825	\$1,825	\$7,331
	Metropolitan Planning (5303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	New and Small Starts (Capital Investment Grants) (5309b)	\$19,500	\$19,500	\$5,700	\$5,700	\$0	\$0	\$0	\$0	\$25,200
	New Freedom (SAFETEA-LU)	\$1,708	\$1,708	\$827	\$827	\$868	\$868	\$865	\$865	\$4,268
	Nonurbanized Area Formula Program (5311)	\$976	\$975	\$651	\$651	\$677	\$677	\$704	\$704	\$3,007
	Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transit in the Parks (5320)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Urbanized Area Formula Program (5307)	\$63,361	\$63,361	\$68,260	\$68,260	\$63,127	\$63,127	\$64,460	\$64,460	\$259,208
	CMAQ/5307 Transfer	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - FTA 5307	\$76,799	\$76,799	\$4,000	\$4,000	\$0	\$0	\$0	\$0	\$80,799
	ARRA - FTA 5309	\$2,873	\$2,873	\$0	\$0	\$0	\$0	\$0	\$0	\$2,873
	ARRA - FTA 5311	\$980	\$980	\$0	\$0	\$0	\$0	\$0	\$0	\$980
	ARRA - FTA Transit Investment for Greenhouse Gas Energy Res	\$0	\$0	\$2,000	\$2,000	\$0	\$0	\$0	\$0	\$2,000
	ARRA - FRA TIGER Discretionary Grant	\$0	\$0	\$0	\$0	\$20,200	\$20,200	\$0	\$0	\$20,200
Other (TSGP)	\$1,744	\$1,744	\$0	\$0	\$0	\$0	\$0	\$0	\$1,744	
Federal Transit Total	\$196,912	\$196,911	\$106,435	\$106,435	\$107,582	\$107,582	\$89,667	\$89,667	\$500,595	
FEDERAL HIGHWAY	Federal Highway Non-Discretionary									
	Congestion Mitigation and Air Quality (CMAQ)	\$31,352	\$31,352	\$30,702	\$30,702	\$31,254	\$31,254	\$31,817	\$31,817	\$125,125
	Surface Transportation Program (Regional)	\$35,578	\$35,578	\$32,147	\$32,147	\$32,726	\$32,726	\$33,316	\$33,316	\$133,767
	Highway Bridge Program (HBP)	\$10,678	\$10,678	\$35,174	\$35,174	\$13,874	\$13,874	\$0	\$0	\$59,726
	Highway Safety Improvement Program (HSIP)	\$1,807	\$1,807	\$943	\$943	\$3,137	\$3,137	\$2,753	\$2,753	\$8,640
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$2,057	\$2,057	\$1,515	\$1,515	\$2,354	\$2,354	\$522	\$522	\$6,448
	Safe Routes to School (SR2S)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - SHOPP	\$13,100	\$13,100	\$0	\$0	\$0	\$0	\$0	\$0	\$13,100
	ARRA - STIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - Highway Maintenance (HM)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - TE	\$4,002	\$4,002	\$0	\$0	\$0	\$0	\$0	\$0	\$4,002
	ARRA - RSTP*	\$75,311	\$75,311	\$52,119	\$52,119	\$0	\$0	\$0	\$0	\$127,430
	ARRA - STP	\$74,081	\$74,081	\$0	\$0	\$0	\$0	\$0	\$0	\$74,081
	ARRA - Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (RITA)	\$200	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$200
	Subtotal	\$248,166	\$248,166	\$152,600	\$152,600	\$83,345	\$83,345	\$68,408	\$68,408	\$552,519
	Federal Highway Discretionary Programs									
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec.1303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$13,901	\$13,901	\$5,500	\$5,500	\$0	\$0	\$0	\$0	\$19,401
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP)	\$26,914	\$26,914	\$28,899	\$28,899	\$2,858	\$2,858	\$0	\$0	\$58,671
	High Risk Rural Road (HRRR)	\$0	\$0	\$130	\$130	\$0	\$0	\$0	\$0	\$130
	Highway Maintenance - National Highway System	\$0	\$0	\$22,006	\$22,006	\$0	\$0	\$0	\$0	\$22,006
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Recreational Trails	\$175	\$175	\$0	\$0	\$0	\$0	\$0	\$0	\$175	
Transportation & Community and System Preservation Program	\$490	\$490	\$1,332	\$1,332	\$0	\$0	\$0	\$0	\$1,822	
Other (ITS, IM, Sec 112/117, value pricing, STP)	\$9,064	\$9,064	\$429	\$429	\$1,025	\$1,025	\$0	\$0	\$10,518	
Subtotal	\$50,544	\$50,544	\$58,296	\$58,296	\$3,883	\$3,883	\$0	\$0	\$112,723	
Federal Highway Total	\$298,710	\$298,710	\$210,896	\$210,896	\$87,228	\$87,228	\$68,408	\$68,408	\$665,242	
FEDERAL TOTAL	\$495,622	\$495,621	\$317,331	\$317,331	\$194,810	\$194,810	\$158,075	\$158,075	\$1,165,837	
REVENUE TOTAL	\$1,224,124	\$1,224,137	\$1,304,241	\$1,304,304	\$1,221,697	\$1,235,447	\$1,079,472	\$1,079,202	\$4,843,090	
Fund Estimate - Unprogrammed Capacity:				\$2,678,972		\$9,089,040		\$7,974,288	\$19,742,300	

* Fund Estimate - Unprogrammed Capacity: Difference between Obligation Authority level and Apportionment level, these funds can not be used for programming projects

** Portion of the ARRA Funds were deobligated and re-obligated to FY2010

*** Programmed under City General Funds in previous amendments.

Table 2-1b

**2008 Regional Transportation Improvement Program (RTIP)
San Diego Region - Through Amendment No. 24 (in \$000s)**

FUNDING SOURCE		PROGRAMMED								
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
LOCAL	Local Total	\$629,086	\$629,086	\$850,437	\$850,499	\$652,181	\$655,835	\$567,164	\$567,164	\$2,702,584
STATE	State Highway Operations and Protection Program (SHOPP)	\$40,628	\$40,628	\$72,284	\$72,284	\$200,524	\$211,024	\$114,367	\$114,367	\$438,303
	SHOPP (Including Augmentation)	\$40,628	\$40,628	\$47,088	\$47,088	\$200,524	\$211,024	\$114,367	\$114,367	\$413,107
	SHOPP Prior	\$0	\$0	\$25,196	\$25,196	\$0	\$0	\$0	\$0	\$25,196
	State Transportation Improvement Program (STIP)	\$27,134	\$27,134	\$7,323	\$7,323	\$58,141	\$58,141	\$34,728	\$34,728	\$127,326
	STIP (Including Augmentation)	\$22,134	\$22,134	\$7,323	\$7,323	\$58,141	\$58,141	\$34,728	\$34,728	\$122,326
	STIP Prior	\$5,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
	Proposition 1B	\$17,291	\$17,291	\$18,157	\$18,157	\$13,270	\$13,720	\$98,060	\$98,060	\$147,228
	GARVEE Bonds	\$21,835	\$21,835	\$21,835	\$21,835	\$21,835	\$21,835	\$21,835	\$21,835	\$87,340
	Highway Maintenance - State Cash	\$0	\$0	\$2,851	\$2,851	\$0	\$0	\$0	\$0	\$2,851
	Traffic Congestion Relief Program	\$6,850	\$6,850	\$10,002	\$10,002	\$0	\$0	\$0	\$0	\$16,852
	State Transit Assistance (STA)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (FSP, Prop 116, R&I)	\$3,400	\$3,400	\$3,396	\$3,396	\$4,356	\$4,356	\$2,895	\$2,895	\$14,047
	State Total	\$117,138	\$117,138	\$135,848	\$135,848	\$298,126	\$309,076	\$271,885	\$271,885	\$833,947
	FEDERAL TRANSIT	Federal Transit Administration								
Bus and Bus Related Grants (5309c)		\$3,151	\$3,151	\$778	\$778	\$0	\$0	\$0	\$0	\$3,929
Clean Fuel Formula Program (5308)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Elderly & Persons with Disabilities Formula Program (5310)		\$874	\$874	\$0	\$0	\$0	\$0	\$0	\$0	\$874
Fixed Guideway Modernization (5309a)		\$22,881	\$22,881	\$21,449	\$21,449	\$20,956	\$20,956	\$21,813	\$21,813	\$87,099
Intercity Bus (5311f)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Job Access and Reverse Commute Program (5316)		\$1,518	\$1,518	\$349	\$349	\$0	\$0	\$0	\$0	\$1,867
Metropolitan Planning (5303)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New and Small Starts (Capital Investment Grants) (5309b)		\$19,500	\$19,500	\$5,700	\$5,700	\$0	\$0	\$0	\$0	\$25,200
New Freedom (SAFETEA-LU)		\$1,635	\$1,635	\$0	\$0	\$0	\$0	\$0	\$0	\$1,635
Nonurbanized Area Formula Program (5311)		\$976	\$976	\$339	\$339	\$349	\$349	\$428	\$428	\$2,092
Public Transportation on Indian Reservation (5311c)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transit in the Parks (5320)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Urbanized Area Formula Program (5307)		\$63,361	\$63,361	\$68,260	\$68,260	\$63,127	\$63,127	\$63,393	\$63,393	\$258,141
CMAQ/5307 Transfer		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ARRA - FTA 5307		\$76,799	\$76,799	\$4,000	\$4,000	\$0	\$0	\$0	\$0	\$80,799
ARRA - FTA 5309		\$2,873	\$2,873	\$0	\$0	\$0	\$0	\$0	\$0	\$2,873
ARRA - FTA 5311		\$980	\$980	\$0	\$0	\$0	\$0	\$0	\$0	\$980
ARRA - FTA Transit Investment for Greenhouse Gas Energy Reduction (T)		\$0	\$0	\$2,000	\$2,000	\$0	\$0	\$0	\$0	\$2,000
ARRA - FRA TIGER Discretionary Grant		\$0	\$0	\$0	\$0	\$20,200	\$20,200	\$0	\$0	\$20,200
Other (TSGP)		\$1,744	\$1,744	\$0	\$0	\$0	\$0	\$0	\$0	\$1,744
Federal Transit Total	\$196,292	\$196,292	\$102,875	\$102,875	\$104,632	\$104,632	\$85,634	\$85,634	\$489,433	
FEDERAL HIGHWAY	Federal Highway Non-Discretionary									
	Congestion Mitigation and Air Quality (CMAQ)	\$21,497	\$21,497	\$30,702	\$30,702	\$21,309	\$21,309	\$6,000	\$6,000	\$79,508
	Surface Transportation Program (Regional)	\$34,542	\$34,542	\$32,147	\$32,147	\$18,760	\$18,760	\$724	\$724	\$86,173
	Highway Bridge Program (HBP)	\$10,678	\$10,678	\$35,174	\$35,174	\$13,874	\$13,874	\$0	\$0	\$59,726
	Highway Safety Improvement Program (HSIP)	\$1,807	\$1,807	\$943	\$943	\$3,137	\$3,137	\$2,753	\$2,753	\$8,640
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$2,057	\$2,057	\$1,515	\$1,515	\$2,354	\$2,354	\$522	\$522	\$6,448
	Safe Routes to School (SR2S)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - SHOPP	\$13,100	\$13,100	\$0	\$0	\$0	\$0	\$0	\$0	\$13,100
	ARRA - STIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - Highway Maintenance (HM)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - TE	\$4,002	\$4,002	\$0	\$0	\$0	\$0	\$0	\$0	\$4,002
	ARRA - RSTP	\$75,311	\$75,311	\$52,119	\$52,119	\$0	\$0	\$0	\$0	\$127,430
	ARRA - STP	\$74,081	\$74,081	\$0	\$0	\$0	\$0	\$0	\$0	\$74,081
	ARRA - Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (RITA)	\$200	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$200
	Subtotal	\$237,275	\$237,275	\$152,600	\$152,600	\$59,434	\$59,434	\$9,999	\$9,999	\$459,308
	Federal Highway Discretionary Programs									
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$13,901	\$13,901	\$5,500	\$5,500	\$0	\$0	\$0	\$0	\$19,401
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP)	\$26,914	\$26,914	\$28,899	\$28,899	\$2,858	\$2,858	\$0	\$0	\$58,671
	High Risk Rural Road (HRRR)	\$0	\$0	\$130	\$130	\$0	\$0	\$0	\$0	\$130
	Highway Maintenance - National Highway System**	\$0	\$0	\$22,006	\$22,006	\$0	\$0	\$0	\$0	\$22,006
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Recreational Trails	\$175	\$175	\$0	\$0	\$0	\$0	\$0	\$0	#REF!
Transportation & Community and System Preservation Program	\$490	\$490	\$1,332	\$1,332	\$0	\$0	\$0	\$0	\$1,507	
Other (ITS, IM, Sec 112/117, value pricing, STP)	\$9,064	\$9,064	\$429	\$429	\$1,025	\$1,025	\$0	\$0	\$10,518	
Subtotal	\$50,544	\$50,544	\$58,296	\$58,296	\$3,883	\$3,883	\$0	\$0	\$112,723	
Federal Highway Total	\$287,819	\$287,819	\$210,896	\$210,896	\$63,317	\$63,317	\$9,999	\$9,999	\$572,031	
FEDERAL TOTAL	\$484,111	\$484,111	\$313,771	\$313,771	\$167,949	\$167,949	\$95,633	\$95,633	\$1,061,464	
PROGRAMMED TOTAL	\$1,230,335	\$1,230,335	\$1,300,056	\$1,300,118	\$1,118,256	\$1,132,860	\$934,682	\$934,682	\$4,597,995	

Table 2-1c

**2008 Regional Transportation Improvement Program (RTIP)
San Diego Region - Through Amendment No. 24 (in \$000s)**

FUNDING SOURCE		REVENUES VS. PROGRAMMED									
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL	
		Previous	Current	Previous	Current	Previous	Current	Previous	Current		
LOCAL	Local Total	\$0	\$0	\$30,534	\$1	\$75,944	\$75,540	\$81,559	\$81,559	\$157,100	
STATE	State Highway Operations and Protection Program (SHOPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	SHOPP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	State Transportation Improvement Program (STIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	STIP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	STIP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Proposition 1B	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	GARVEE Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Highway Maintenance - State Cash	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Traffic Congestion Relief Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	State Transit Assistance (STA)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	State Total	\$2,855	\$2,855	\$625	\$625	\$636	\$186	\$789	\$519	\$4,185	
FEDERAL TRANSIT	Federal Transit Administration										
	Bus and Bus Related Grants (5309c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Fixed Guideway Modernization (5309a)	\$0	\$0	\$1,083	\$1,083	\$0	\$0	\$0	\$0	\$1,083	
	Intercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Job Access and Reverse Commute Program (5316)	\$547	\$547	\$1,338	\$1,338	\$1,754	\$1,754	\$1,825	\$1,825	\$5,464	
	Metropolitan Planning (5303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	New and Small Starts (Capital Investment Grants) (5309b)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	New Freedom (SAFETEA-LU)	\$73	\$73	\$827	\$827	\$868	\$868	\$865	\$865	\$2,633	
	Nonurbanized Area Formula Program (5311)	\$0	\$0	\$312	\$312	\$328	\$328	\$276	\$276	\$916	
	Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Transit in the Parks (5320)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Urbanized Area Formula Program (5307)	\$0	\$0	\$0	\$0	\$0	\$0	\$1,067	\$1,067	\$1,067	
	CMAQ/5307 Transfer	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	ARRA - FTA 5307	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	ARRA - FTA 5309	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	ARRA - FTA 5311	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	ARRA - FTA Transit Investment for Greenhouse Gas Energy Reduction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other (TSGP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Federal Transit Total	\$620	\$619	\$3,560	\$3,560	\$2,950	\$2,950	\$4,033	\$4,033	\$11,162	
FEDERAL HIGHWAY	Federal Highway Non-Discretionary										
	Congestion Mitigation and Air Quality (CMAQ)	\$9,855	\$9,855	\$0	\$0	\$9,945	\$9,945	\$25,817	\$25,817	\$45,617	
	Surface Transportation Program (Regional)	\$1,036	\$1,036	\$0	\$0	\$13,966	\$13,966	\$32,592	\$32,592	\$47,594	
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Safe Routes to School (SR2S)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	ARRA - SHOPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	ARRA - STIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	ARRA - Highway Maintenance (HM)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	ARRA - TE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	ARRA - RSTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	ARRA - STP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	ARRA - Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other (RITA)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Subtotal	\$10,891	\$10,891	\$0	\$0	\$23,911	\$23,911	\$58,409	\$58,409	\$93,211
		Federal Highway Discretionary Programs									\$0
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Highway Maintenance - National Highway System	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Recreational Trails	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other (ITS, IM, Sec 112/117, value pricing, STP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Federal Highway Total	\$10,891	\$10,891	\$0	\$0	\$23,911	\$23,911	\$58,409	\$58,409	\$93,211	
	FEDERAL TOTAL	\$11,511	\$11,510	\$3,560	\$3,560	\$26,861	\$26,861	\$62,442	\$62,442	\$104,373	
REVENUE VS. PROGRAMMED TOTAL		\$14,366	\$14,365	\$34,719	\$4,186	\$103,441	\$102,587	\$144,790	\$144,520	\$265,658	

Chapter 3
AIR QUALITY CONFORMITY ANALYSIS

Chapter 3

DRAFT AIR QUALITY CONFORMITY ANALYSIS

On April 15, 2004, the EPA designated the San Diego air basin as nonattainment for the new Eight-Hour Ozone Standard. This designation took effect on June 15, 2004. Several areas that are tribal lands in eastern San Diego County were excluded from the nonattainment designation. The air basin was initially classified as a basic nonattainment area under Subpart 1 of the Clean Air Act and the maximum statutory attainment date for the Eight-Hour Ozone Standard was set as June 15, 2009. However, EPA in response to a court decision, on January 16, 2009, proposed that, among other areas of the country, the San Diego basic nonattainment area be reclassified as a Subpart 2 moderate nonattainment area, with a maximum statutory attainment date of June 15, 2010. Final EPA action on this proposed reclassification is still pending.

In cooperation with the San Diego Air Pollution Control District (APCD) and SANDAG, the California Air Resources Board (ARB) developed an Eight-Hour Ozone Attainment Plan which was submitted to the U.S. EPA on June 15, 2007. The budgets in the Eight-Hour Ozone Attainment Plan for San Diego County were found adequate for transportation conformity purposes by the U.S. EPA, effective June 9, 2008.

The SANDAG Board of Directors made a finding of conformity of the *2030 Regional Transportation Plan: Pathways for the Future* (2030 RTP) and 2006 RTIP, as amended, on November 30, 2007. The U.S. Department of Transportation (DOT) issued its conformity finding on December 10, 2007. On July 25, 2008, a conformity determination for the 2008 RTIP and conformity redetermination for the 2030 RTP was made by the SANDAG Board of Directors. The U.S. DOT issued its conformity finding on November 17, 2008. On January 22, 2010 the SANDAG Board adopted the 2008 RTIP Amendment No. 16 and its conformity finding. The U.S. DOT made a finding of conformity for the amendment on February 19, 2010.

Also, the U.S. EPA designated the San Diego region as a federal maintenance area for the Carbon Monoxide (CO) standard. On January 30, 2006, the U.S. EPA approved the *2004 Revision to the California State Implementation Plan for Carbon Monoxide* or CO Maintenance Plan as a State Implementation Plan (SIP) revision.

DEMONSTRATION OF FISCAL CONSTRAINT

The 2008 RTIP, including Amendment No. 23, is consistent with the 2030 RTP. As a financially constrained document, the 2008 RTIP contains only those major transportation projects listed in the revenue-constrained 2030 RTP. Chapter 4 of the 2008 RTIP includes detailed discussion on fiscal constraint and overall financial capacity to carry out projects included in the RTIP.

DEVELOPMENT OF TRANSPORTATION CONTROL MEASURES

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

These four Transportation Tactics were subsequently approved by the San Diego Air Pollution Control Board (APCB) and are included in the 1982 SIP for Air Quality as Transportation Control Measures (TCMs). The U.S. EPA approved this State Implementation Plan (SIP) revision for the San Diego Air Basin in 1983. However, the four TCMs have been fully implemented.

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 APCD developed a TCM Plan. SANDAG approved the TCM Plan on March 27, 1992.

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

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

AIR QUALITY CONFORMITY REQUIREMENTS

SANDAG, as the Metropolitan Planning Organization (MPO), and the U.S. DOT must make a determination that the 2008 RTIP, as amended, and the 2030 RTP conform to the applicable SIP. Conformity to the SIP means that transportation activities will not create new air quality violations, worsen existing violations, or delay the attainment of the 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 2008 RTIP, as amended, is determined according to the 1990 Clean Air Act Amendments (CAAA) [Section 176(c)(3)(A)] if the following is demonstrated:

- The 2008 RTIP as amended provides for the timely implementation of the Transportation Tactics contained in the 1991 RAQS. These tactics are also included as TCMs in the 1982 SIP, but have been fully implemented.
- A quantitative analysis is conducted on the cumulative emissions of projects programmed within the 2008 RTIP as amended, including all regionally significant, capacity-increasing projects. Further, implementation of the projects and programs must meet the motor vehicle emissions budget developed by local and state air quality agencies and approved by the U.S. EPA. The 2008 RTIP as

amended must meet the applicable emission budgets prescribed in the *Eight-Hour Ozone Attainment Plan for San Diego County* which were found adequate for transportation conformity purposes by the U.S. EPA, effective June 9, 2008. Also, the 2008 RTIP as amended must meet the CO emissions budget established in the CO Maintenance Plan (approved by the U.S. EPA in January 2006).

- 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 SDAPCD, Caltrans, ARB, 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 CWG for the preparation of the new air quality analysis of the 2008 RTIP as amended. Conformity of the 2030 Regional Transportation Plan: Pathways for the Future also is being re-determined for consistency purposes.

The schedule for the development of the 2008 RTIP Amendment No. 23 and criteria and procedures for determining conformity were presented to the CWG on April 7, 2010. The capacity increasing project was provided to the CWG on April 29, 2010. Comments from the CWG have been incorporated into the final exempt project list.

The quantitative emissions analyses for the 2008 RTIP Amendment No. 23 and 2030 RTP redetermination were initiated in April 7, 2010 and the results distributed on April 29, 2010 to the San Diego Conformity Working group for an initial review and comment period. The San Diego Region CWG reviewed the draft air quality conformity analysis at its May 5, 2010 meeting. The draft 2008 RTIP Amendment No. 23 and its conformity analysis and the 2030 RTP conformity re-determination are was released for public review and comment on June 9, 2010. No comments were received. The results of the draft and final regional emissions analysis indicate that the 2008 RTIP, as amended, and 2030 RTP meet the air quality conformity requirements.

The SANDAG Board of Directors will be asked to make a conformity finding for the 2008 RTIP as amended and 2030 RTP re-determination and approve the 2008 RTIP Amendment No. 23 at its July 23, 2010 meeting.

The following sections provide a summary of the air quality conformity analysis of the 2008 RTIP as amended and 2030 RTP in relation to the above conformity requirements.

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

The 1982 SIP established the TCMs, which identified general objectives and implementing actions for each tactic. Due to substantial investments since 1982, SANDAG has fully implemented the TCMs. Ridesharing,

transit, bicycling, and traffic flow improvements continue to be funded, although the level of implementation established in the SIP has been surpassed. No TCMs have been removed or substituted from the SIP.

The 2008 RTIP as amended makes substantial progress in programming funds for implementation of the four adopted Transportation Tactics for the San Diego region contained in the 1991 RAQS. Table 3-1 shows that Transportation Tactics programmed for implementation total approximately \$3.1 billion, or approximately 31 percent of the total funds programmed. Included are \$23.9 million for Ridesharing, \$2.9 billion for Transit Improvements, \$108.6 million for Bicycle Facilities and Programs, and \$121.6 million for Traffic Flow Improvements.

Based upon this analysis, the 2008 RTIP as amended continues to provide for the expeditious implementation of the four Transportation Tactics approved in the 1991 RAQS.

QUANTITATIVE EMISSIONS ANALYSIS

The second requirement of the conformity finding is to conduct a quantitative emissions analysis on the 2008 RTIP as amended. The emissions analysis must show that implementation of the 2008 RTIP as amended and 2030 RTP meet the emissions budgets established in the 2004 CO Maintenance Plan and in the *Eight-Hour Ozone Attainment Plan for San Diego County*.

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

SANDAG's regional growth forecasts and transportation models, as well as ARB's emissions model, were used to generate the emissions forecasts. Transportation forecasts were developed using the TransCAD 5.0 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 using the EMFAC 2007 model.

All of the proposed capacity-increasing improvements identified in the 2008 RTIP as amended 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

Tables 3-2 and 3-3 provide a summary of the results of the quantitative emissions analysis conducted for the 2008 RTIP as amended and 2030 RTP.

The analysis shown in Table 3-2 demonstrates that the 2008 RTIP as amended and the 2030 Regional Transportation Plan: Pathways for the Future meet the applicable budgets for the Eight-Hour Ozone standard. Projected reactive organic gas (ROG) and nitrogen oxide (NO_x) emissions for 2010, 2020, and 2030 are below the established SIP budgets. Table 3-3 shows that projected CO emissions from the 2008 RTIP as amended and the 2030 Regional Transportation Plan: Pathways for the Future are below the 2003 CO budget of 730 tons per day.

Table 3-1

**2008 RTIP - SAN DIEGO REGION (IN \$000s)
TRANSPORTATION CONTROL MEASURE PROJECTS**

RIDESHARING	
Other - Transportation Demand Management (TDM)	\$23,930
Subtotal	\$23,930
TRANSIT IMPROVEMENTS	
Transit - Bus/Rail Infrastructure	\$625,984
Transit - Bus/Rail Intermodal Stations	\$178,875
Transit - Bus/Rail Vehicle Purchase	\$433,001
Transit - I-15 BRT	\$107,660
Transit - Mid-Coast	\$122,023
Transit - Other BRT	\$191,667
Transit - Other Bus/Rail (Operations/Planning)	\$777,619
Transit - Sprinter	\$460,266
Subtotal	\$2,882,588
BICYCLE FACILITIES PROJECTS	
Other - Bicycle/Pedestrian Projects	\$108,619
Subtotal	\$108,619
TRAFFIC FLOW IMPROVEMENTS	
Other - Transportation Management System/Intelligent Transportation System	\$89,775
Local Streets and Roads - Traffic Signal Projects	\$31,819
Subtotal	\$121,594
Total All Transportation Control Measure Projects in 2008 RTIP TCM Total :	\$3,136,731
Total All Transportation Projects in 2008 RTIP:	\$10,149,846
Share of Transportation Control Measure Projects in 2008 RTIP:	30.9%

Table 3-2
2008 RTIP Amendment No. 23 and 2030 Regional Transportation Plan: Pathways to the Future
Air Quality Conformity Analysis for Eight-Hour Ozone

Year	Average Weekday Vehicle Starts (1,000s)	Average Weekday Vehicle Miles (1,000s)	ROG		NOx	
			SIP Emissions Budget Tons/Day	ROG Emissions Tons/Day	SIP Emissions Budget Tons/Day	NOx Emissions Tons/Day
2010	13,021	81,010	53	37	98	71
2020	14,567	89,216	53	24	98	40
2030	15,968	101,689	53	19	98	32

Note: Emissions budgets from *Eight Hour Ozone Attainment Plan for San Diego County*, found adequate for transportation conformity purposes by the U.S. EPA, effective June 9, 2008.

Table 3-3
2008 RTIP Amendment No. 23 and 2030 Regional Transportation Plan: Pathways to the Future
Air Quality Conformity Analysis for Carbon Monoxide

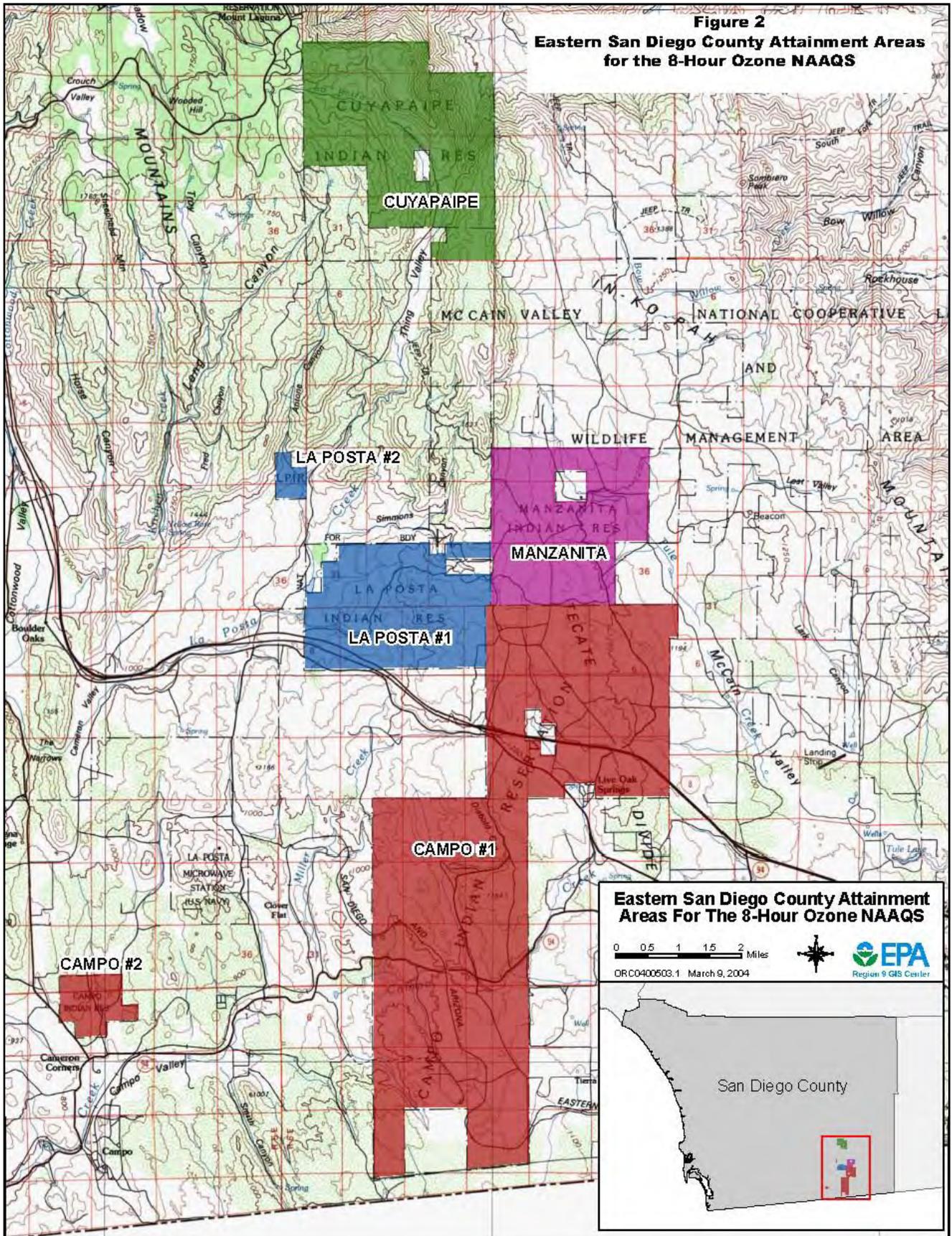
Year	Average Weekday Vehicle Starts (1,000s)	Average Weekday Vehicle Miles (1,000s)	CO	
			SIP Emissions Budget Tons/Day	CO Emissions Tons/Day
2010	13,021	81,010	730	391
2018	14,258	87,575	730	245
2020	14,567	89,216	730	209
2030	15,968	101,689	730	160

Note: Emissions budgets for the San Diego region from *2004 Revision to California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for Ten Federal Planning Areas* (Approved as SIP revision in January 2006).

CONCLUSION

Based upon an evaluation of projects and funds programmed and a quantitative emissions analysis, the 2008 RTIP as amended and 2030 RTP meet the U.S. EPA transportation conformity regulations contained within the federal guidelines published on August 15, 1997, and subsequent amendments, as well as the requirements of the federal Clean Air Act amendments of 1990.

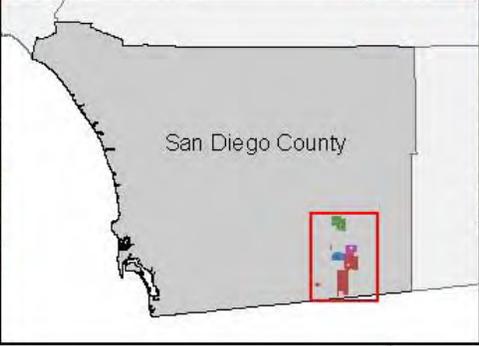
**Figure 2
Eastern San Diego County Attainment Areas
for the 8-Hour Ozone NAAQS**



Eastern San Diego County Attainment Areas For The 8-Hour Ozone NAAQS

0 0.5 1 1.5 2 Miles

ORC0400603.1 March 9, 2004



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
PUBLIC PARTICIPATION POLICY

Appendix B

PUBLIC PARTICIPATION POLICY

Excerpt from PUBLIC PARTICIPATION/INVOLVEMENT POLICY as it pertains to the RTIP:

- B. Short Range Program – Regional Transportation Improvement Program (RTIP) – document updated every two years outlining major transportation projects to be implemented during a five-year period.**
1. SANDAG shall follow the latest federal and state regulations regarding participation by interested parties.
 2. As the document that implements the long range plan, the RTIP shall be incorporated as part of the Board adopted public involvement process established for the Regional Transportation Plan (October 27, 2006) including participating in public outreach efforts, providing adequate public notice (legal notice publications), employing visualization techniques, holding public meetings at convenient and accessible locations.
 3. SANDAG shall respond to any significant public input or comment received during the development of the biennial update and/or during the amendment cycle as part of its report to the Board or Transportation Committee (as appropriate).
 4. The biennial RTIP update will be noticed in newspapers of general circulation including in alternate languages and a public hearing shall be held prior to final adoption by the Board of Directors.
 5. During the amendment cycle, SANDAG will provide a draft of the amendment to all interested parties for a 15-day comment period.

Appendix C
GLOSSARY OF TERMS AND ACRONYMS

Appendix C

GLOSSARY OF TERMS AND ACRONYMS

A

AC	Advanced Construction
ADA	Americans with Disabilities Act
APCB/APCD	San Diego Air Pollution Control Board District
ARRA	American Recovery and Reinvestment Act (Federal Stimulus Program)

B

BIA	Bureau of Indian Affairs
BIP	Border Infrastructure Program
BTA	Bicycle Transportation Account

C

CAAA	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
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CO	Carbon Monoxide
CON	Construction Phase
CTC	California Transportation Commission
CWG	Conformity Working Group

D

DEMO	ISTEA Special Projects/TEA-2/SAFETEA-LU 1 High-Priority Demonstration
DOT	U.S. Department of Transportation

E

EMFAC	Emissions Factors Model
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
 ITOC Independent Taxpayer Oversight Committee
 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
 NCPD National Corridor Planning and Development
 NCTD North County Transit District
 NHS National Highway System
 NOx Nitrogen Oxide

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
 RTP Regional Transportation Plan
 RSTP Regional Surface Transportation Program

S

SAFETEA-LU Safe, Accountable, Flexible and Efficient Transportation Equity Act: a Legacy for Users
 SANDAG San Diego Association of Governments
 SBTA State Bicycle Transportation Account
 SDTC San Diego Transit Corporation
 SDTI San Diego Trolley, Incorporated
 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
STIP-IIP	State Transportation Improvement Program - Interregional Program
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
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TMA	Transportation Management Agency
TP&D	Transportation Planning and Development
TransCAD	Transportation Planning Computer Package
<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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