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# MEETING NOTICE AND AGENDA

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- San Diego Unified Port District
- San Diego County Water Authority
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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, April 20, 2005

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

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

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

***Please contact Elisa Arias prior to the meeting if you wish to participate by conference call.***

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# SAN DIEGO CONFORMITY WORKING GROUP (CWG)

Wednesday, April 20, 2005

ITEM #		ACTION
1.	<b>Introductions</b>	
+2.	<b>Summary of February 16, 2005 Meeting</b>	INFORMATION
3.	<b>Public Comments/Communications</b>	
4.	<b>2030 Regional Transportation Plan (RTP) Amendment No. 1</b>  On March 15, 2005, the U.S. Department of Transportation (DOT) issued the conformity finding for the 2030 Revenue Constrained RTP Amendment No. 1 and the 2004 Regional Transportation Improvement Program (RTIP) Amendment No. 2.	INFORMATION
5.	<b>8-Hour Ozone Standard: Conformity Determination of the 2030 Revenue Constrained RTP and 2004 RTIP</b>  On March 4, 2005, the draft air quality conformity determination was released for a 30-day public review and comment period. No comments were received. On April 22, 2005, the SANDAG Board of Directors will hold a public hearing, and after considering public input, the Board will be asked to make a finding of conformity of the 2030 RTP and 2004 RTIP to the 8-hour ozone standard.	INFORMATION
+6.	<b>Fine Particles Standard: Attainment Designation</b>  On January 5, 2005, U.S. Environmental Protection Agency (EPA) designated the San Diego region as nonattainment for the PM2.5 standard based on monitoring data for the period 2001-2003. In February 2005, the San Diego Air Pollution Control District submitted 2004 air quality data to EPA that supported a change in designation for the San Diego air basin from nonattainment to attainment. On April 5, 2005, based on 2002-2004 data, EPA changed the designation status for the San Diego air basin to attainment for the PM2.5 standard.	INFORMATION
+7.	<b>2030 RTP Update: Work Program and Schedule</b>  SANDAG staff will present the draft work program and schedule for updating the Regional Transportation Plan (RTP).	INFORMATION

**ITEM #**

**ACTION**

- +8. 2004 RTIP Amendment No. 9: Conformity Criteria and Procedures** REVIEW AND COMMENT

In May 2005, SANDAG staff will initiate an amendment to the 2004 RTIP to revise funding and schedules for implementing projects identified in the Early Action Program of the TransNet extension. SANDAG staff will review conformity criteria and procedures to determine conformity of the 2004 RTIP Amendment No. 9. The CWG will be asked to comment on the proposed criteria and procedures.

- +9. San Diego Region Conformity Working Group Charter** APPROVE

SANDAG policy requires that each working group that reports or makes recommendations to the Board of Directors or one of its five Policy Advisory Committees prepare a charter. The charter describes the group's purpose, line of reporting, responsibilities, membership, and other details. The CWG is asked to review and approve the attached charter.

- 10. Other Business**

+ next to agenda item indicates an attachment

The next meeting of the San Diego Region Conformity Working Group is scheduled on Wednesday, May 25, 2005, from 10 a.m. to 11:30 a.m. at SANDAG.

April 20, 2005

TO: San Diego Region Conformity Working Group  
FROM: SANDAG Staff  
SUBJECT: Summary of February 16, 2005 Meeting  
ACTION: INFORMATION

**Item #1: Introductions**

Self-introductions were made. See attached attendance list.

**Item #2: Summary of December 15, 2004 Meeting**

There were no comments or corrections.

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

There were none.

**Item #4: 2030 Regional Transportation Plan (RTP) Amendment No. 1**

Ms. Elisa Arias, SANDAG, reported that the SANDAG Board of Directors held a Public Hearing on January 28, 2005 to receive comments on Amendment No. 1 of the 2030 RTP and Amendment No. 2 of the 2004 Regional Transportation Improvement Program. The Board also made a finding of conformity and adopted the amended Plan and Program. The air quality conformity determination has been submitted to the U.S. Department of Transportation (DOT) for DOT's conformity finding. Mr. Steve Luxenberg, Federal Highways Administration (FHWA), confirmed that he had received the conformity finding and that DOT should have a finding within two to four weeks.

**Item #5: Carbon Monoxide (CO) Maintenance Plan**

Ms. Arias asked Mr. Toby Tiktinsky, U.S. Environmental Protection Agency (EPA), to provide an update on the adequacy review of CO emissions budgets. Mr. Tiktinsky announced that EPA will forego the adequacy process and instead will move forward to approve the CO Maintenance Plan and new CO emissions budgets. The Maintenance Plan established budgets for 2003, 2010, and 2018. The new budgets are expected to be approved by EPA in mid-June 2005, after the 8-hour ozone determination deadline.

**Item #6: 8-Hour Ozone Standard: Conformity Determination of the 2030 Revenue Constrained RTP and 2004 Regional Transportation Improvement Program (RTIP)**

Ms. Arias stated that the draft air quality analysis for the 8-hour ozone standard was issued on January 18, 2005. The deadline for written comments from the CWG is Friday, February 18, 2005. On March 4, 2005, the Transportation Committee will be asked to release the draft air quality analysis for a 30-day public comment period. Ms. Arias noted that according to the conformity rule amendments, SANDAG needs a new conformity finding of the 2030 RTP and 2004 RTIP for the

8-hour standard by June 15, 2005. Ms. Arias reviewed key sections of the draft air quality conformity report, including growth forecasts, highway and transit networks created for base year 2002 and attainment year 2009, the interim emissions analysis approach, emission modeling results, exempt projects, as well as transportation control measures. The CWG discussed whether the CO emissions analysis should be removed from the air quality analysis since approval of the CO budget will not be available prior to the SANDAG Board action in late April 2005. SANDAG already has determined conformity of the 2030 RTP and 2004 RTIP to the current CO emissions budgets. It was agreed that the CO sections would be deleted and the draft report would be to reflect this change.

Mr. Wade Hobbs, FHWA, asked if funding for State Route (SR) 905 had been updated to reflect Caltrans' recent cost estimate. Mr. Hobbs explained that he was concerned that SR 905 was insufficiently funded. Ms. Arias explained that the Plan assumed the same project list and that revenue assumptions had not been updated. She noted that project costs and revenue forecasts will be revised as part of the RTP update that would be adopted in February/March 2006. Mr. Hobbs mentioned that this funding issue would then relate to the 2030 RTP Amendment No. 1. Ms. Arias agreed to follow up with Caltrans on cost estimates for the remaining portion of SR 905.

**Item #7: Fine Particles Standard Designation**

Ms. Arias asked Mr. Carl Selnick, Air Pollution Control District (APCD), to give an update on recent PM2.5 data. Mr. Selnick stated that the 2004 monitoring data indicates that the air basin attains the PM2.5 standard. He reported that these data for 2004 were submitted to EPA before the February 22, 2005 deadline and EPA had acknowledged receipt of this information. EPA is processing the 2004 data, and APCD hopes that EPA will retract the nonattainment designation for San Diego County before April 5, 2005. If EPA does not change the air basin attainment designation, a maintenance plan for the PM2.5 standard will be prepared. Ms. Arias asked if Mr. Tiktinsky could check on the status of EPA's review of the 2004 monitoring data.

**Item #8: Other Business**

Mike Brady, Caltrans Headquarters, apologized for not sending out the minutes from the last Statewide CWG meeting. He will post them to the Web site shortly.

**San Diego Region Conformity Working Group**  
Meeting Attendance  
February 16, 2005

<b>Name</b>	<b>Agency</b>
Carl Selnick	San Diego Air Pollution Control District
Pat Landrum	Caltrans District 11
Jacque Clayton	Caltrans District 11
Mike Brady (phone)	Caltrans Headquarters
Carla Walecka (phone)	Transportation Corridor Agencies
Toby Tiktinsky (phone)	U.S. Environmental Protection Agency
Steve Luxenberg/Wade Hobbs (phone)	Federal Highway Administration
Dennis Wade (phone)	California Air Resources Board
Cathy Gomes (phone)	Caltrans Federal Programming
Sookyung Kim	SANDAG
Elisa Arias	SANDAG
Heather Werdick	SANDAG
Veronica Harris	SDSU Student

United States  
Environmental Protection  
Agency

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Region 9, Arizona,  
California, Hawaii,  
Nevada, Pacific Islands



**For Immediate Release:** April 5, 2005  
**Contact:** Francisco Arcaute, (213) 244-1815  
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**Main press line:** (415) 947-8700

### **U.S. EPA Finds San Diego County Meets Federal Fine Particulate Standard**

SAN FRANCISCO - The U.S. Environmental Protection Agency today announced that San Diego County, Calif., attains the federal standard for fine particulates, which are solid particles and liquid droplets found in the air that cause respiratory and cardiovascular illness. This designation is based on San Diego area air monitoring data for the years 2002 - 2004.

"The EPA is pleased to acknowledge the trend toward improved air quality in the San Diego area," said Deborah Jordan, director of air programs for EPA's Pacific Southwest regional office. "Attainment of the fine particulate standard demonstrates continued effort by the private and public sectors to ensure a healthier environment for San Diego."

In December 2004, the U.S. EPA announced that San Diego County did not attain the standard for fine particulates, based on 2001 - 2003 data. The EPA revised its designation when newer monitoring data showed that the county met the fine particulate standard. Presently, only two areas in California are designated by the EPA as failing to meet the federal standard for fine particulates: the South Coast (Los Angeles area) Air Basin and the San Joaquin Valley.

PM2.5 is made up of very fine particles of sulfates, nitrates and carbon compounds that can lodge deeply into the lungs causing a myriad of respiratory health problems. The particles can be emitted directly from smoke or fire or can form from certain chemical reactions in the air. Those chemicals come from a variety of sources, including cars, trucks, buses, construction equipment, industrial facilities and power plants.

PM2.5 can be present all year. Unlike ozone, there is no consistent nationwide "season" for particle pollution and PM levels can be elevated year-round. In California, PM2.5 tends to be higher in the fall and winter because nitrates form better in cooler weather and increased use of wood stoves and fireplaces produces more carbon.

A recent EPA report demonstrated that the country has made progress in reducing fine and coarse particle pollution from 1999 to 2003. In 2003, fine particle concentrations were the lowest they have been since nationwide monitoring began in 1999.

During this period, concentrations dropped the most in areas with the highest concentrations. For example, PM2.5 concentrations fell by 16 percent in Southern California.

For more information on the EPA's Air Programs, please visit:  
<http://www.epa.gov/region09/air/>

April 20, 2005

TO: San Diego Region Conformity Working Group  
FROM: SANDAG Staff  
SUBJECT: 2030 Regional Transportation Plan (RTP) Update: Work Program and Schedule  
ACTION: INFORMATION

### **Background**

SANDAG staff has prepared a draft work program and schedule for updating the Regional Transportation Plan (RTP), MOBILITY 2030. The last update was completed in March 2003, and the next regularly scheduled update would occur in March 2006. Existing federal legislation requires SANDAG to make an air quality conformity determination of the long-range transportation plan every three years.

However, pending language in the federal transportation reauthorization legislation would change the normal update cycle to four years. This bill was passed by the House and sent to the Senate in mid-March. In addition, with an extended four-year cycle, staff proposes to develop a more comprehensive update of the RTP in 2007, incorporating a new regional growth forecast, strategic initiatives from the Regional Comprehensive Plan (RCP), the results of the Independent Transit Planning Review, and the funding impact of the *TransNet* extension. As a result, staff has developed a work program to produce both a technical RTP update in 2006 and a comprehensive RTP update in 2007.

### **Discussion**

Staff will provide an overview of the preliminary elements and schedules for the concurrent RTP updates. If the federal transportation legislation is reauthorized in the near future, the need for a 2006 RTP update could be eliminated. In that case, staff would focus its efforts on the issues and products necessary for the comprehensive 2007 RTP update.

Attachment 1, "RTP Work Program–2006 and 2007 Updates," outlines the major tasks and time frames associated with both the 2006 and 2007 RTP updates.

Attachment

## **RTP Work Program – 2006 and 2007 Updates**

1. ***Establish Work Program*** (March 2005)
  - 2006 RTP based on federal 3-year cycle; includes only updated funding scenarios based on revised revenue projections and project cost estimates; 2007 RTP intended to be comprehensive and incorporate better land use and transportation coordination, as outlined in the RCP.
  - 2006 RTP based on federal 3-year cycle; includes only updated funding scenarios based on revised revenue projections and project cost estimates; 2007 RTP intended to be comprehensive and incorporate better land use and transportation coordination, as outlined in the RCP.
  - Review work program with SWG, RPTWG, CTAC, CWG (March/April 2005).
  - Transportation Committee/Regional Planning Committee (April 2005).
  
2. ***Review RTP Goals and Policy Objectives*** (June 2005)
  - Incorporate RCP directives and Strategic Initiatives.
  - Incorporate Caltrans RTP Supplement guidelines.
  - Obtain direction from the Board for 2007 RTP (June 2005).
  
3. ***Develop and Review Issue Papers*** (March 2005–June 2006). These reports will be reviewed by the advisory and policy committees. Attachment 3 discusses these topics and their content in more detail.
  
4. ***Public Outreach and Involvement***
  - Subregional workshops for the 2006 **and** 2007 RTP.
  - Mini-grants for outreach to minority/low income groups.
  - Work with communications staff to schedule events and outreach products; bring results to TC/RPC.
  
5. ***Update Revenue and Project Cost Projections, with improved operating forecasts***
  - Incorporate improved operating costs in the projections, as directed by Federal Highways and Federal Transit Administration after the 2003 RTP.
  - For 2006 RTP, select new base year to be used for both the 2006 and 2007 RTPs. Update project costs and revenue forecasts for the Revenue Constrained and Reasonably Expected funding scenarios, incorporating the *TransNet* extension (May 2005).
  - For 2007 RTP, review project costs and revenue forecasts for the Revenue Constrained and Reasonably Expected funding scenarios, incorporating *TransNet* II and TEA-LU, if new legislation is passed (June 2006).

6. ***Incorporate recommendations from Corridor/Subarea Studies/Deficiency Plans for 2007 RTP*** (June 2006). These studies could possibly be summarized as an issue paper(s) and brought to the Working Groups for review.
  - I-805 Corridor and Direct Access Ramp (DAR) study
  - I-5 North Coast
  - Central I-5 HOV analysis
  - North South Transportation Corridor Analysis
7. ***Update Land Use Forecasts for 2007 RTP*** (January 2005 – March 2006)
  - Create Capacity File for Existing Plans and Policies (July 2005).
  - Generate New Existing Policies Forecast (December 2005).
  - Use Smart Growth Land Use Concept Map from September 2005 to generate land use alternative(s) for 2007 RTP analysis (March 2006).
  - Internal SANDAG Review of Existing Plans and Policies (March 2006).
  - Board Accept Land Use Plan for use in the 2007 RTP (April 2006).
8. ***Update Performance Indicators***
  - The performance indicators used to measure the success of transit and highway networks should be reevaluated and updated to be consistent with the goals and policy objectives of the Board (February 2006).
  - Update base year and projected Levels of Service, travel time, speed and other indicator data for the 2007 RTP (March – August 2006).
9. ***Develop Network and/or Land Use Alternatives***
  - 2006 RTP – Develop EIR alternatives to include SOFAR agreement (March – June 2005).
  - 2007 RTP – Land Use and network alternatives need to be developed by March 2006. Recommended changes and analyses from the Independent Transit Planning Review need to be developed in time to meet these deadlines.
10. ***Analyze Alternatives and Select Preferred Unconstrained Network for 2007 RTP*** (March – June 2006)
  - Perform travel forecasts.
  - Apply updated performance measures, such as overall LOS and average corridor travel times, to provide a grid of overall effectiveness of each alternative.
  - Select Preferred Network; review with WGs, Committees and gain Board approval (June 2006).

**11. *Update Network Phasing***

- Create new Revenue Constrained and Reasonably Expected funding scenarios.
- Employ revised evaluation criteria to assist in project selection for 2007 RTP scenarios.
- Review with Working Groups and gain approval from TC and Board.

**12. *Perform Air Quality (AQ) forecasts***

- Address FTA/FHWA requirement for better documentation on SOV alternatives for AQ analysis.
- Follows the selection of the Revenue Constrained scenario of the preferred network alternative.
- AQ for 2006 RTP provided along with draft EIR (Nov 2005); revisions for final RTP (March 2006).
- AQ for 2007 RTP provided along with draft EIR (Nov 2006); revisions for final RTP (March 2007).

**13. *Produce Draft RTP***

- Preliminary drafts sent to Transportation Committee in August.
- RTP 2006; include updated base-year data as available (October 2005).
- RTP 2007 (October 2006).

**14. *EIR Preparation***

- EIR for RTP 2006 incorporating agreed-upon SOFAR alternative; draft EIR (Nov 2005); final (March 2006).
- Updated EIR for RTP 2007, draft EIR (Nov 2006); final (March 2007).

**15. *Revised Draft Final RTP***

- RTP 2006 (February 2006).
- RTP 2007 (February 2007).

**16. *Final Air Quality Conformity Finding and RTP/EIR Adoption***

- RTP 2006 (March 2006).
- RTP 2007 (March 2007).

**17. *U.S. Department of Transportation Air Quality Conformity***

- RTP 2006 (April 2006).

April 20, 2004

TO: San Diego Region Conformity Working Group  
FROM: SANDAG Staff  
SUBJECT: 2004 RTIP Amendment No. 9: Conformity Criteria and Procedures  
ACTION: REVIEW AND COMMENT

### **Introduction**

The following criteria and procedures are proposed to determine conformity of the 2004 RTIP Amendment No. 9. The conformity determination will be based on the latest planning assumptions that are available at the time the conformity analysis begins, as determined through interagency consultation, rather than at the time of U.S. DOT's conformity determination.

### **Latest Planning Assumptions**

- SANDAG will use the Final Cities/County Growth Forecast, which was adopted in December 2003. This forecast includes projections of population, employment, and housing units for the San Diego region through 2030.

### **8-Hour Ozone Interim Emissions Analyses and Budgets**

- The same approach used to determine conformity of the 2030 Revenue Constrained Regional Transportation Plan and the 2004 RTIP (as amended) for the 8-hour ozone standard will be followed. Thus, the approved 1-hour ozone budgets will be used for 2010 and 2014 and for the remaining future analysis years (2020 and 2030).
- To conduct the interim emissions test for 2009, the no-greater-than-2002 test will be used for the attainment year 2009.

### **Carbon Monoxide (CO) Emissions Analyses and Budgets**

- Under the currently approved CO budget, emissions analyses will be conducted for 2010, 2020, and 2030. In anticipation of the U.S. EPA's approval of the 2003 CO budget included in the *2004 Revision to the California State Implementation Plan for Carbon Monoxide*, CO regional emissions will be interpolated to 2018 to demonstrate that the San Diego Region will remain in attainment for the full 20-year period from the date of redesignation to attainment (1998).

### **Emissions Model**

- Regional emissions analyses for 2002, 2009, 2010, 2014, 2020, and 2030 will be conducted with the EMFAC 2002 emissions model. ROG and NOx emissions will be based on the summer season and CO emissions will be based on the winter season.

### **Transportation Control Measures (TCMs)**

- The 1982 SIP identifies four TCMs, which are: ridesharing, transit service improvements, traffic flow improvements, and bicycle facilities and programs. No TCMs have been removed or substitute from the 1-Hour Ozone Maintenance Plan, which is the applicable SIP. These TCMs have been fully implemented.

### **Exempt Projects**

- Interagency consultation will be conducted to determine if there are projects that should be exempt from regional emissions analysis.

### **Consultation and Public involvement**

- The draft air quality conformity analysis will be forwarded to the San Diego Region CWG for review and comment and posted on the SANDAG Web site. It is anticipated that the CWG will review the draft conformity analysis at its June 15, 2005 meeting. The Transportation Committee will be asked to distribute the draft conformity analysis for a 30-day public review and comment period. Members of the public are able to provide comments at meetings of the San Diego Region CWG and of the Transportation Committee.



## COMMITTEE/WORKING GROUP CHARTER

### San Diego Region Conformity Working Group

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#### **PURPOSE**

The purpose of the San Diego Region Conformity Working Group (CWG) is to conduct interagency consultation among SANDAG, as the Metropolitan Planning Organization (MPO) for San Diego County, the San Diego Air Pollution Control District (SDAPCD), the California Department of Transportation (Caltrans), the California Air Resources Board (ARB), the U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA), before making transportation conformity determinations, and in developing regional transportation plans, regional transportation improvement programs, and State Implementation Plans for air quality. The transportation conformity interagency consultation process is outlined in the San Diego Region Transportation Conformity Procedures. These procedures were adopted by the San Diego Air Pollution Control Board on July 22, 1998 and by the SANDAG Board of Directors on July 24, 1998.

#### **LINE OF REPORTING**

The CWG reports to the Transportation Committee and/or the Board of Directors.

#### **RESPONSIBILITIES**

The CWG reviews and comments on transportation conformity for the Regional Transportation Plan (RTP) and for the Regional Transportation Improvement Program (RTIP), as well as on the development or update of State Implementation Plans for air quality.

#### **MEMBERSHIP**

The CWG is composed of staff from the various transportation and air quality agencies outlined in the Purpose section.

#### **MEETING TIME AND LOCATION**

The CWG meets monthly at the SANDAG offices.

#### **SELECTION OF THE CHAIR**

SANDAG staff chairs the CWG meetings.

#### **DURATION OF EXISTENCE**

The CWG is expected to continue its functions as long as they are required by federal transportation conformity regulations.