



401 B Street, Suite 800
 San Diego, CA 92101-4231
 (619) 699-1900
 Fax (619) 699-1905
 www.sandag.org

MEETING NOTICE AND AGENDA

SAN DIEGO CONFORMITY WORKING GROUP

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

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 San Diego County
 Water Authority
 Mexico

Wednesday, August 4, 2010

10:30 a.m. to 12 noon

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

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

AGENDA HIGHLIGHTS

- **2050 REGIONAL TRANSPORTATION PLAN:
CONFORMITY CRITERIA AND PROCEDURES**
- **DRAFT PROPOSED APPROACH FOR 2050 REGIONAL
TRANSPORTATION PLAN AIR QUALITY CONFORMITY
ANALYSIS**

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

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SAN DIEGO CONFORMITY WORKING GROUP (CWG)

Wednesday, August 4, 2010

ITEM #	RECOMMENDATION
1. INTRODUCTIONS	
+2. MEETING SUMMARY OF JUNE 9, 2010	INFORMATION
<p>The Conformity Working Group (CWG) meeting summary of June 9, 2010, is attached. The CWG is asked to review the meeting summary.</p>	
3. PUBLIC COMMENTS/COMMUNICATIONS	
<p>Members of the public will have the opportunity to address the Working Group during this time.</p>	
+4. 2050 REGIONAL TRANSPORTATION PLAN: CONFORMITY CRITERIA AND PROCEDURES	DISCUSSION
<p>The CWG will discuss the conformity criteria and procedures to be followed to determine conformity of the 2050 Regional Transportation Plan (RTP). SANDAG staff will make brief presentations on the following topics:</p>	
<ul style="list-style-type: none">a. 2050 RTP Process and Timelineb. 2050 Regional Transportation Plan Schedulec. Draft 2050 RTP Air Quality Conformity Scheduled. SANDAG Public Involvement Plan (http://www.sandag.org/index.asp?subclassid=115&fuseaction=home.subclasshome) and 2050 RTP Public Involvement Plane. Pollutant Budgetsf. Transportation Control Measures	
+5. DRAFT PROPOSED APPROACH FOR 2050 REGIONAL TRANSPORTATION PLAN AIR QUALITY CONFORMITY ANALYSIS	DISCUSSION
<p>Due to the 2040 horizon of EMFAC, SANDAG staff is proposing to shorten the timeframe of the conformity determination for the 2050 RTP (2011-2040). The attached report outlines the provisions of the Transportation Conformity Rule related to the timeframe of conformity determinations and their applicability to the San Diego region. The report also describes the draft proposed methodology for the regional emissions analysis for the Plan years 2041-2050. The CWG will be asked to provide comments on the proposed approach for the 2050 RTP conformity analysis at this meeting. Additional comments should be submitted in writing no later than August 20, 2010.</p>	

ITEM #	RECOMMENDATION
<p>6. EMFAC 2010 DEVELOPMENT</p> <p>California Air Resources Board (ARB) staff will provide the CWG with an update on the development of the next generation of EMFAC software and the timeline for SANDAG to submit updated travel activity data for inclusion in the draft EMFAC 2010 model.</p>	<p>DISCUSSION</p>
<p>7. 8-HOUR OZONE STANDARD RE-CLASSIFICATION UPDATE</p> <p>Staff from U.S. EPA and the San Diego Air Pollution Control District will provide an update on the proposed rule to implement the 1997 8-Hour Ozone Standard.</p>	<p>DISCUSSION</p>
<p>8. OTHER BUSINESS</p>	<p>INFORMATION</p>
<p>9. UPCOMING MEETINGS</p> <p>Next meeting of the San Diego Region CWG is scheduled for Wednesday, September 1, 2010, from 10:30 a.m. to 12 noon at SANDAG.</p>	<p>INFORMATION</p>

+ next to an item indicates an attachment

San Diego Association of Governments
SAN DIEGO CONFORMITY WORKING GROUP

August 4, 2010

AGENDA ITEM NO.: **2**

Action Requested: INFORMATION

MEETING SUMMARY OF JUNE 9, 2010

File Number 3100600

Item #1: Introductions

Self-introductions were made. See attached attendance list.

Item #2: Summary of April 7, 2010, Meeting

Rachel Kennedy, SANDAG, asked the Conformity Working Group (CWG) to review the meeting summary. No corrections were made.

Item #3: Public Comments/Communications

No public comments were made.

Item #4: 2010 Regional Transportation Improvement Program (RTIP) Regional Emissions Analysis and Modeling Procedures (Draft)

Rachel Kennedy stated that at the March 3, 2010, CWG meeting the group discussed the conformity criteria and procedures to be followed to determine conformity of the 2010 RTIP and to redetermine conformity of the 2030 Regional Transportation Plan (RTP). The Draft Conformity Analysis document was released to the CWG for a 30-day comment period on June 1, 2010. The CWG was asked to review the draft document and provide comments at the meeting. Additional comments should be provided to SANDAG, in writing, by the close of the comment period on July 1, 2010. The Draft 2010 RTIP and its draft conformity analysis are scheduled to be presented to the Transportation Committee on July 16, 2010, and to the Board of Directors on July 23, 2010, for release for a 30-day public comment period.

Ms. Kennedy walked the group through the draft document and highlighted key sections. The federal Clean Air Act (CAA), which was last amended in 1990, requires the United States Environmental Protection Agency (U.S. EPA) to set National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and the environment. Areas with levels that exceed the standard for specified pollutants are designated as non-attainment areas.

The U.S. EPA requires that each state containing non-attainment areas develop plans to attain the NAAQS by a specified attainment deadline. These attainment plans are called State Implementation Plans (SIP). The San Diego County Air Pollution Control District (APCD) prepares the San Diego portion of the California SIP. Once the standards are attained,

further plans—called Maintenance Plans—are required to demonstrate continued maintenance of the NAAQS.

The San Diego region attained the federal One-Hour Ozone Standard in 2001. The U.S. EPA re-designated the San Diego air basin as attainment/maintenance and approved the One-Hour Ozone Maintenance Plan as a SIP revision, effective on July 28, 2003. On June 15, 2005, the U.S. EPA revoked the federal One-Hour Ozone Standard after the Eight-Hour Ozone Standard became applicable for conformity.

On April 15, 2004, the EPA designated the San Diego air basin as non-attainment for the 1997 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 non-attainment designation, as shown in Figure 2 at the end of the document.

The U.S. EPA initially classified the air basin as a basic non-attainment 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 non-attainment area will be reclassified as a Subpart 2 moderate non-attainment area, with a maximum statutory attainment date of June 15, 2010. Final EPA action on this proposed reclassification is yet to be taken.

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

The San Diego region also has also been designated by the U.S. EPA as a federal maintenance area for the Carbon Monoxide (CO) standard. On November 8, 2004, the ARB submitted the 2004 revision to the California SIP for CO to the U.S. EPA. Effective January 30, 2006, the U.S. EPA has approved this maintenance plan as a SIP revision.

Transportation Conformity: Modeling Procedures

The 2010 RTIP is consistent with the 2030 RTP: Pathways for the Future. As a financially constrained plan the 2010 RTIP only contains those major transportation projects listed in the Revenue Constrained 2030 RTP. Chapter 4 of the 2010 RTIP includes a detailed discussion on fiscal constraint.

Modeling Procedures

At the March 3, 2010, CWG meeting staff provided information on the transportation conformity modeling procedures. The 2010 RTIP is consistent with the 2030 Regional Transportation Plan. Every three to five years, SANDAG produces a long-range forecast of population, housing, and employment growth for the San Diego region. The most recent is the 2050 Regional Growth Forecast, which was accepted by the SANDAG Board on February 26, 2010, for planning purposes. The 2050 Regional Growth Forecast also will be utilized in the development of the 2050 RTP, which is anticipated to be adopted in summer 2011.

In April 2010, SANDAG consulted with the San Diego Region CWG on the use of the 2050 Regional Growth Forecast for the air quality conformity analysis of the 2008 RTIP as amended and 2030 RTP conformity re-determination. Previously, both U.S. DOT and U.S. EPA concurred that approved plans should be used as input in the air quality conformity process. Figure 1 and Table 1 show the regional population, jobs, and housing growth forecast for the San Diego region through 2050.

The 2050 Regional Growth Forecast is based largely on the adopted general plans and community plans and policies of the 18 cities, and in some cases includes draft plans that are nearing completion. Because many of the local general plans have horizon years of 2030—twenty years before the 2050 Growth Forecast horizon year—the later part of the Forecast was developed in collaboration with each of the local jurisdictions through an iterative process that allowed each city to provide their projections for land uses in those later years. For the unincorporated area, the forecast is based on the County's Referral Alternative draft of the General Plan update, with additional constraints included for sensitive habitat areas.

The 2050 Growth Forecast incorporates new data from the recent economic downturn and is the first forecast to be prepared under the guidelines of Senate Bill (SB) 375. SB 375 calls for housing all of the region's population within the region, rather than relying on interregional commuting patterns to help accommodate future growth. Current economic conditions have resulted in lower projected population and employment numbers as compared to the previous forecast.

Transportation Modeling

SANDAG follows a widely used, four-step transportation modeling process of trip generation, trip distribution, mode choice, and assignment to forecast travel activity in the San Diego region. After a first pass through the four steps, a feedback process is used to pass congested travel conditions back into trip distribution and through to assignment. After several feedback iterations, a final pass is made through the mode choice and assignment steps to reflect congested travel conditions in mode decision-making. Travel model results then are combined with additional post-process input and output functions to form the complete modeling chain. For the first time, a truck model is run parallel to the four-step model and truck origin-destination trip tables are merged with vehicle trip tables for highway assignment and air quality procedures.

The estimates of regional transportation-related emissions analysis meet the requirements established in the Transportation Conformity Rule, Sections 93.122(b) and 93.122(c). These requirements relate to the procedures to determine regional transportation-related emissions, including the use of network-based travel models, methods to estimate traffic speeds and delays, and the estimation of vehicle miles of travel.

TransCAD 5.0 is the transportation planning computer package used by SANDAG to provide a framework for performing much of the computer processing involved with modeling and is used for the trip distribution and assignment steps. Another software package used extensively in the modeling process is ArcInfo.

A number of data files and surveys are used to calibrate the transportation models, which include Travel Behavior Surveys, Caltrans Statewide Travel Survey, and a number of other surveys outlined in the document.

In addition to model parameters derived from these surveys, there are three major inputs to the transportation models:

- Growth forecast inputs used to describe existing and planned land use patterns and demographic characteristics;
- Highway networks used to describe existing roadway facilities and planned improvements to the roadway system; and
- Transit networks used to describe existing and planned public transit service.

Highway and Transit Networks

Ms. Kennedy also commented that, the document contains additional information on the Highway and Transit networks that are utilized in our modeling procedures as well as additional details on trip generation and trip distribution which were presented to the CWG at a previous meeting.

SANDAG maintains a master highway network from which a specific year network, between the years 2008 (the 2050 Regional Growth Forecast base year) and 2030, can be built. Three networks were built and verified (2010, 2020, and 2030) for air quality conformity analyses of the 2010 RTIP and 2030 RTP.

Motor Vehicle Emissions Modeling

In November 2006, ARB released Emission Factors (EMFAC) 2007, an emissions inventory model that calculates emissions for motor vehicles operating in California. It is an integrated model that combines emission rate data with vehicle activity to calculate regional emissions. The U.S. EPA approved EMFAC 2007 for use in conformity determinations on January 18, 2008.

The air quality analysis of the 2010 RTIP and 2030 RTP was conducted using EMFAC 2007's Burden mode. Projections of daily regional emissions were prepared for reactive organic gases (ROG), nitrogen oxides (NOx), and CO. Regional transportation forecasts were initiated in April 2010. Output from the TransCAD model was then reformatted and adjusted to be useful for emissions modeling.

Effective June 9, 2008, the U.S. EPA found the eight-hour ozone budgets included in the *Eight-Hour Ozone Attainment Plan for San Diego County* adequate for transportation conformity purposes. In April 2010 SANDAG prepared countywide forecasts of average weekday ROG and NOx emissions for 2010, 2020, and 2030 using the EMFAC 2007 model. ROG and NOx emissions are based on the summer season.

The analysis years were selected to comply with Sections 93.106(a) (1) and 93.118 (a) of the Transportation Conformity Rule. According to these sections, the first horizon year (2010) must be within ten years from the base year used to validate the regional transportation model (2008), the last horizon year must be the last year of the transportation plan's forecast period (2030), and the horizon years may be no more than ten years apart (2020).

CO regional emissions were projected for 2010, 2018, 2020, and 2030 for the conformity determination of the 2010 RTIP and 2030 RTP conformity re-determination. CO emissions are based on the winter season. Regional emissions for 2018 are interpolated. Adjustment factors for ROG and NOx were provided by ARB (Table 4) to account for recently adopted emission control programs not reflected in EMFAC 2007 and other corrections.

Tables 3 and 5 show that the projected emissions meet the budgets for both the Eight-Hour Ozone Standard and for CO.

Exempt Projects

Section 93.126 of the Transportation Conformity Rule exempts certain highway and transit projects from the requirement to determine conformity. The categories of exempt projects include safety, mass transit, air quality (ridesharing and bicycle and pedestrian facilities), and other (such as planning studies).

Table 6 illustrates the exempt projects considered in the 2010 RTIP and 2030 Revenue Constrained RTP. This table shows short-term exempt projects. Additional unidentified projects could be funded with revenues expected to be available from the continuation of existing state and federal programs.

Implementation of Transportation Control Measures

There are four federally-approved Transportation Control Measures (TCM) that must be implemented in San Diego, which the SIP refers to as Transportation Tactics. They include ridesharing, transit service improvements, traffic flow improvements, and bicycle facilities and programs.

These TCMs were established in the 1982 SIP, which identified general objectives and implementing actions for each tactic. The TCMs have been fully implemented. Ridesharing, transit, bicycling, and traffic flow improvements continue to be funded, although the level of implementation established in the SIP has been surpassed. The list of actions that implemented the TCMs is available at SANDAG.

Interagency Consultation Process and Public Input

The consultation process followed to prepare the air quality conformity analysis for the 2010 RTIP and 2030 RTP complies with the San Diego Transportation Conformity Procedures adopted in July 1998. In turn, these procedures comply with federal requirements under 40 CFR 93. Interagency consultation involves SANDAG (as the MPO for San Diego County), the APCD, Caltrans, ARB, U.S. DOT, and U.S. EPA.

SANDAG consulted on the development of the air quality conformity analysis of the 2010 RTIP and 2030 RTP at meetings of the CWG, as follows:

- On March 3, 2010, SANDAG staff presented the schedule for the preparation of the 2010 RTIP and criteria and procedures to be followed for its conformity analysis. Staff confirmed that a re-determination of conformity would be done for the 2030 RTP, in conjunction with the 2010 RTIP for consistency purposes. Staff presented information on the 2050 Regional Growth Forecast, Transportation Control Measures, the Revenue Constrained financial assumptions, latest emissions model, and public involvement and outreach.
- On April 26, 2010, SANDAG staff distributed the draft list of exempt projects to be included in the 2010 RTIP for interagency consultation. On May 5, 2010, staff distributed the draft list of capacity increasing projects for CWG review.
- On June 1, 2010, SANDAG released the draft air quality conformity analysis of the 2010 RTIP to the San Diego Region CWG for a 30-day review-and-comment period. On June 9, 2010, the draft air quality analysis was discussed at the meeting of the CWG, and applicable comments will be incorporated into the report.
- The 2010 RTIP will be presented to the *TransNet* Independent Taxpayer Oversight Committee on July 14, 2010, for input.
- On July 23, 2010, the draft 2010 RTIP and its conformity determination and the 2030 RTP conformity re-determination will be released for a public review period, which will close on August 23, 2010.
- On September 3, 2010, the SANDAG Transportation Committee will hold a public hearing on the 2010 RTIP and will be asked to recommend the final 2010 RTIP and its conformity determination to the Board of Directors on September 3, 2010.
- The SANDAG Board will be asked to approve the 2010 RTIP and its conformity determination at its September 24, 2010, meeting.

Members of the public are welcomed to provide comments at meetings of the CWG, the Transportation Committee, and the SANDAG Board of Directors.

Item #5: EMFAC 2010 Development

Ms. Kennedy stated that she had not received any new updates from Denis Wade as far as the release date for the new EMFAC 2010 Software. ARB will be accepting new data from MPOs but SANDAG has not been informed of the timeline for the submittal.

Item #6: Eight-Hour Ozone Standard Reclassification Update

Ms. Kennedy stated that there was no new information on this item. Carl Selnik stated that he had a brief conversation with John Kelly and that there was no update. However, there may be some action in the August-September timeframe to follow up on the proposal that came out a year and a half ago.

Item #7: Other Business

Mike Brady indicated that EPA has released the final Sulfur Dioxide one-hour standard; however, it has not been published in the federal registry yet. It should not affect San Diego, but it is worth looking into. The standard, which was released on the EPA website on June 2, is approximately half of the state standard.

Wade Hobbs indicated that Michelle Noch, transportation planner at the FHWA Los Angeles Metro Office, will be moving to a position with the FHWA Washington, D.C. Planning Discipline Team. The Los Angeles Metro Office will be filling a new position this summer.

Item #8: Upcoming Meeting

Ms. Kennedy stated that the next meeting of the CWG is scheduled for Wednesday July 7, 2010, from 10:30 a.m. to 12:00 p.m. Meeting materials will be sent to the group in advance.

San Diego Region Conformity Working Group

Meeting Attendance

June 9, 2010

Name	Agency
Mike Brady (phone)	Caltrans
Wade Hobbs (phone)	FHWA
Stew Sonnenberg (phone)	FHWA
Rachel Kennedy	SANDAG
Michelle Merino	SANDAG
Carl Selnick	SDAPCD
Carla Walecka (phone)	TCA

San Diego Association of Governments
SAN DIEGO CONFORMITY WORKING GROUP

August 4, 2009

AGENDA ITEM NO.: **4**

Action Requested: DISCUSSION

2050 REGIONAL TRANSPORTATION PLAN:
CONFORMITY CRITERIA AND PROCEDURES

File Number 3100600

The CWG will discuss the conformity criteria and procedures to be followed to determine conformity of the 2050 Regional Transportation Plan (RTP). SANDAG staff will make brief presentations on the following topics:

- a. 2050 RTP Process and Timeline
- b. 2050 Regional Transportation Plan Schedule
- c. Draft 2050 RTP Air Quality Conformity Schedule
- d. SANDAG Public Involvement Plan
(<http://www.sandag.org/index.asp?subclassid=115&fuseaction=home.subclasshome>) and 2050 RTP Public Involvement Plan
- e. Pollutant Budgets
- f. Transportation Control Measures

2050 RTP Process and Timeline

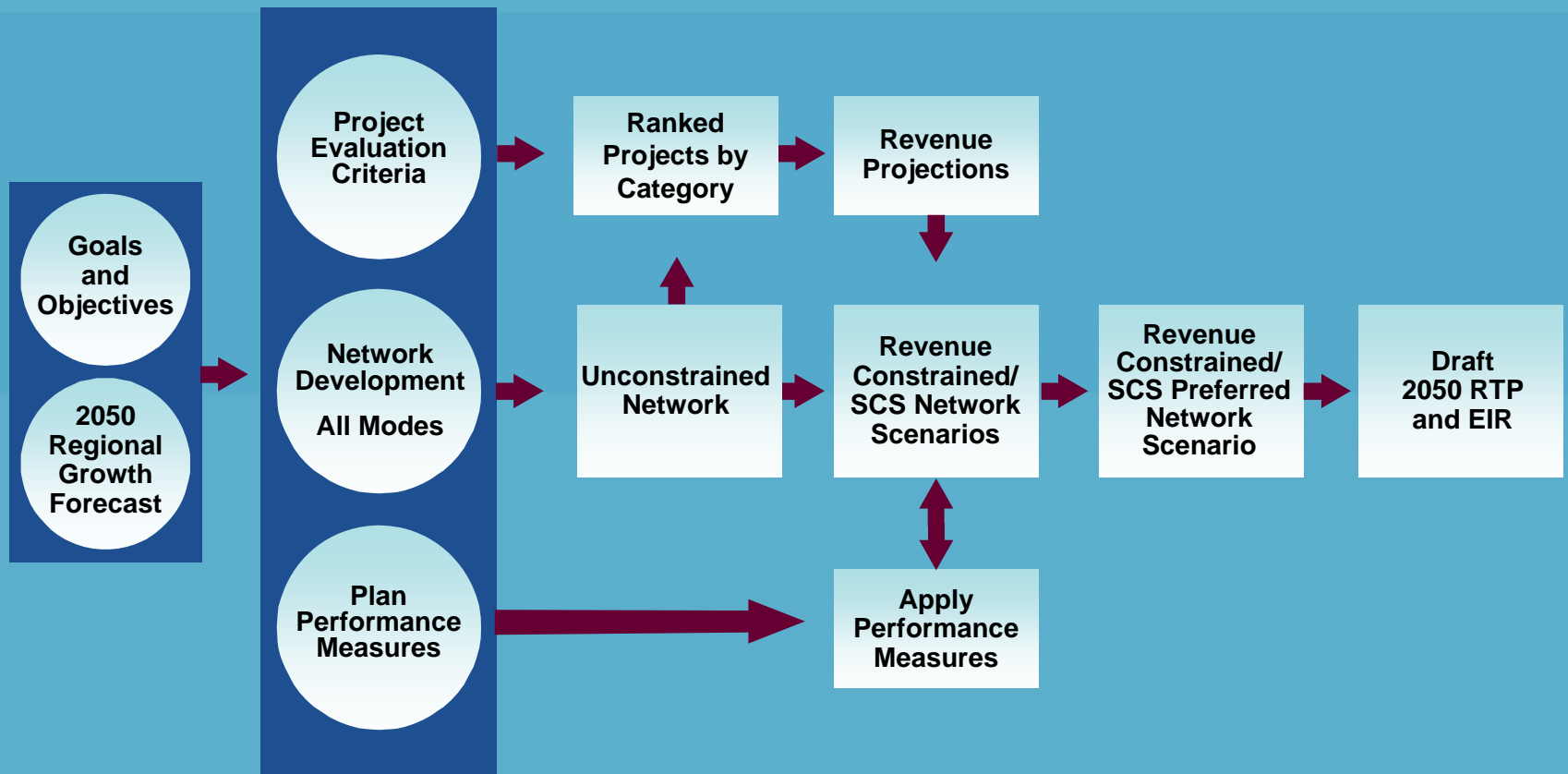
Fall 2009

Spring 2010

Summer 2010

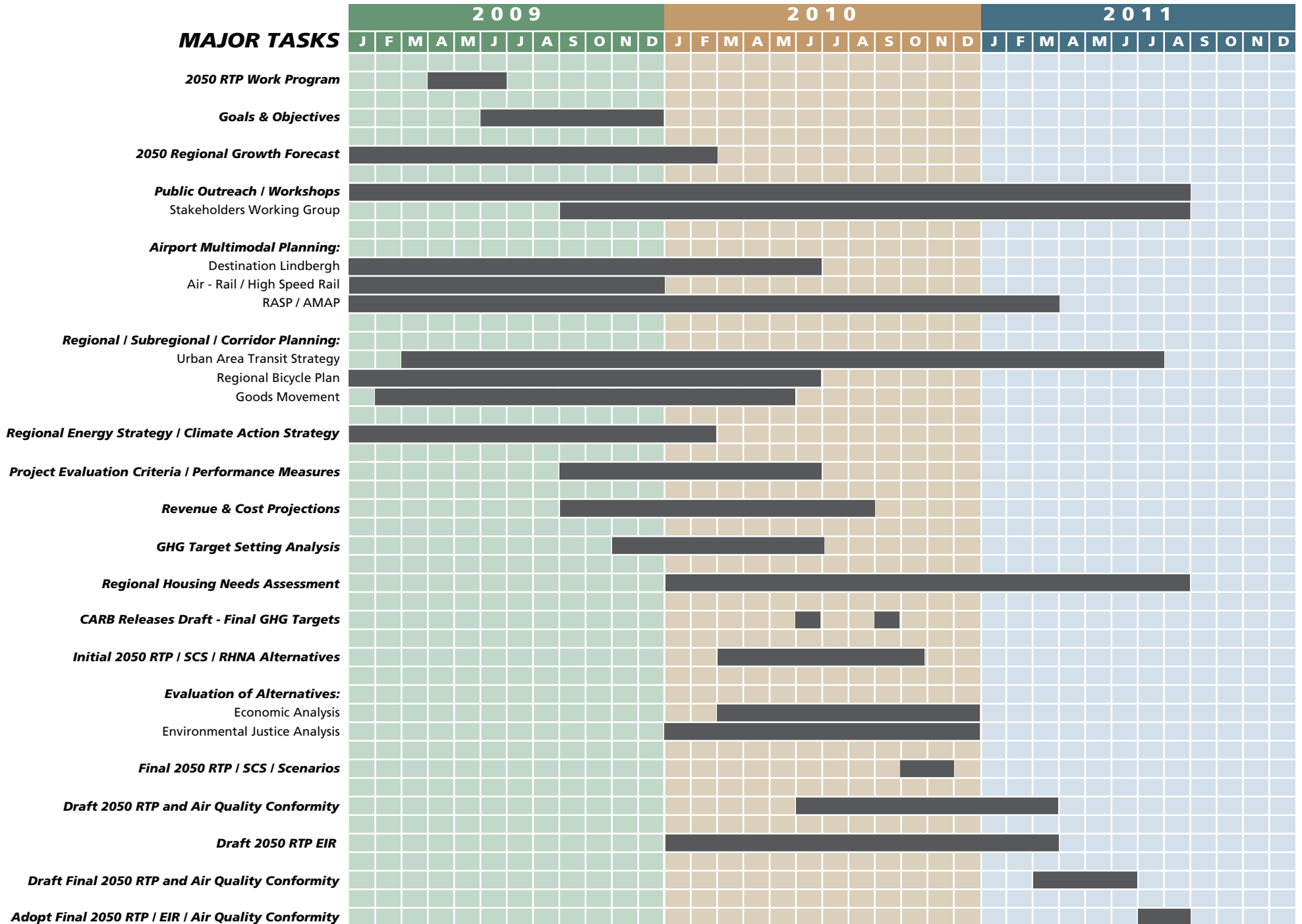
Fall 2010

Early 2011





2050 Regional Transportation Plan Schedule



Draft 2050 RTP Air Quality Conformity Schedule

MAJOR TASKS	2009					2010												2011											
	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
EMFAC activity data from MPOs																													
Draft EMFAC 2010 Released																													
Final EMFAC 2010 Released																													
EMFAC Approved for use in Conformity Determinations																													
Draft 2010 RTIP Air Quality Development																													
2050 RTP AQC Consultation																													
Begin interagency consultation																													
Review RTP development schedule																													
RTP conformity procedures																													
Growth Forecast Update																													
Public Involvement Plan																													
Pollutant budgets																													
Transportation Control Measures																													
Public outreach																													
Travel demand model																													
Methodology Air Quality Conformity Analysis (2041-2050)																													
Latest emissions model																													
Revenue Constrained financial assumptions																													
Draft Revenue Constrained projects																													
Draft list of exempt projects																													
Release Methodology Air Quality Conformity Analysis (2041-2050) 30 Day Public Comment																													
Public Hearing - Methodology Air Quality Conformity Analysis (2041-2050)																													
Final 2050 RTP/SCS Scenarios																													
Draft 2050 RTP Air Quality Analysis for CWG Review																													
Draft 2050 RTP and Air Quality Conformity (Release & Public Review)																													
Draft Final 2050 RTP and Air Quality Conformity																													
Adopt Final 2050 RTP/EIR/Air Quality Conformity																													

2050 Regional Transportation Plan Public Involvement Plan



401 B Street, Suite 800 • San Diego, CA 92101-4231 • (619) 699-190

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1.0 INTRODUCTION

SANDAG is the first major Metropolitan Planning Organization (MPO) in the State of California to develop a Regional Transportation Plan (RTP) and its Sustainable Communities Strategy (SCS) under new state mandates outlined in Senate Bill (SB) 375 and Assembly Bill 32. How the San Diego region complies with these new mandates, identifies how to meet a greenhouse gas reduction target, and creates more sustainable communities will set the stage for other California regions. The 2050 RTP development process promotes strategic planning, emphasizes public involvement, encourages new partnerships, and supports the foundation of the Regional Comprehensive Plan (RCP): better connecting land use and transportation plans. It is important that stakeholders in the San Diego region work together to develop this ground-breaking 2050 RTP. This Public Involvement Plan (PIP) will establish the framework for a dynamic and interactive process to develop the 2050 RTP.

To obtain public input in the development of the 2050 RTP, SANDAG is implementing a comprehensive public outreach and involvement program. A major goal of this effort is to coordinate with the Regional Planning Stakeholders Working Group, community-based organizations that have received Environmental Justice grants, and to involve non-traditional, as well as traditional audiences, to raise their awareness of the transportation planning process under way and the broad goals to better connect transportation and land use planning. Early public involvement and comment about key components of the RTP is important to SANDAG as part of developing transportation public policies and establishing priorities to meet the travel needs of residents now and into the future.

This 2050 RTP PIP is an element of the agencywide Public Participation Plan (www.sandag.org/ppp) that was adopted by the SANDAG Board December 18, 2009, following a six-month development, input, and review process. The Public Participation Plan 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.

The 2050 RTP PIP also follows guidelines established in the California Transportation Commission's 2010 Regional Transportation Plan Guidelines, specifically Chapter 4 – RTP Consultation and Coordination.

Developing the 2050 Regional Transportation Plan

The 2050 RTP will rely upon the Regional Comprehensive Plan (RCP) and other planning efforts as the foundation for integrating land uses, transportation systems, infrastructure needs, and public investment strategies within a regional smart growth framework. The RTP focuses both on the movement of people and goods, including marine terminals, air cargo facilities, freight rail, and land ports of entry that link our region with Mexico. In accordance with state and federal guidelines, the 2050 RTP is scheduled for adoption by the Board of Directors in July 2011.

With each RTP update, SANDAG starts the planning process by establishing a framework of goals, policy objectives, and performance measures to guide the development of the Plan. This is a key

first step, as it is the policy foundation for the RTP and identifies the “big picture” of what we hope to achieve. The Board of Directors discussed the 2050 RTP vision, goals, and policy objectives to help reach the 2050 RTP goals in fall 2009.

The 2050 RTP goals are structured into two overarching themes: Quality of Travel & Livability, and Sustainability. Quality of Travel & Livability relates to how the transportation system functions from the individual customer perspective (Mobility, Reliability, and System Preservation & Safety), while Sustainability relates to making progress simultaneously in each of the Three “Es” (Social Equity, Healthy Environment, and Prosperous Economy) from a regional perspective.

SANDAG is the first major MPO that is preparing an RTP that will comply with provisions of SB 375. A new regional growth forecast and the results of other studies currently under way—including the Climate Action Strategy, Regional Energy Strategy Update, Regional Bicycle Plan, Urban Area Transit Strategy, Comprehensive Freight Gateway Forecast, airport multimodal planning, high-speed rail planning, and corridor and subregional studies—will be incorporated into the development of the 2050 RTP. Other major tasks include updates to the project evaluation criteria and plan performance measures, economic analysis of investment strategies, and new revenue projections and cost estimates for transportation projects and services.

SB 375: Sustainable Communities Strategy

Per SB 375, the 2050 RTP will incorporate new legislative requirements. The SCS will be a new element of the RTP, and will be designed to show how regional greenhouse gas (GHG) emission reduction targets, to be established by the California Air Resources Board, will be achieved through development patterns, infrastructure investments, and transportation measures or policies that are determined to be feasible. Additionally, the SCS must be consistent with the Regional Housing Needs Assessment (RHNA) and must address protection of sensitive resource areas. If the SCS does not meet regional GHG reduction targets, an Alternative Planning Strategy (APS) must be developed to demonstrate how the targets could be achieved.

The adopted Smart Growth Concept Map will inform the development of the SCS. The Smart Growth Concept Map contains nearly 200 locations within the region that can support smart growth land uses and transportation investments. These locations were identified by transportation and planning staff from all jurisdictions and adopted by the SANDAG Board in 2006 (updated in 2008). These existing, planned, or potential smart growth locations are based on seven smart growth place types: the Metropolitan Center, Urban Centers, Town Centers, Community Centers, Rural Villages, Mixed Use Transit Corridors, and Special Use Centers, reflecting the notion that smart growth is not a “one-size-fits-all” endeavor. Additionally, tactics from the Climate Action Strategy will provide options for additional measures that could reduce GHG emissions.

The Environmental Impact Report (EIR) for the 2050 RTP will require analysis beyond what has been included in previous RTP EIRs. The RTP environmental analysis will include GHG emissions baseline measurements and projections, as well as potential mitigation measures that could reduce those emissions. The EIR also will include analysis of the additional elements required by SB 375, such as the SCS.

A New Regional Growth Forecast

Similar to past RTPs, the 2050 RTP will be based on a new regional growth forecast that includes existing and planned land uses, and potential redevelopment and infill areas from local general plans. However, most general plans have horizon years much earlier than 2050. As a result, SANDAG has received assistance from local jurisdictions to prepare local land use scenarios that will be applied beyond the local general plan horizon year out to the year 2050. This forecast will be SANDAG's first estimate of population, housing, land use, and economic growth to the end of the *TransNet* program in 2048.

Urban Area Transit Strategy

SANDAG is developing an Urban Area Transit Strategy to evaluate possible regional transit strategies that significantly increase the attractiveness and use of transit in the urban area and maximize peak period alternative mode share (including transit, carpool, vanpool, bicycle, and walk trips) in the region. Three transit network alternatives will be developed and tested in conjunction with the rest of the transportation system. Public input will be secured at SANDAG Board and Policy Advisory Committee meetings as well as at the Stakeholders Working Group and other public workshops. One of these networks (or an alternative, combination, or variation) will be incorporated into the 2050 RTP as the regional transit network. Additionally, the study will include short-term action plans and implementation strategies.

2.0 2050 RTP Public Involvement Plan

The Public Involvement Plan will support the development of the 2050 RTP. The PIP also will create opportunities for stakeholders to provide input on the development of the Sustainable Communities Strategy. The strategies and tactics outlined in the plan will guide outreach efforts to build awareness of the regional transportation planning process and identify opportunities to shape the future of the region. The plan also describes SANDAG efforts to secure input on developing project priorities, project selection criteria, transportation networks, funding alternatives, meeting greenhouse gas emissions targets, and other elements of the 2050 RTP and its Sustainable Communities Strategy. These efforts will coordinate with regular interaction with the Regional Planning Stakeholders Working Group and recipients of community-based outreach grants. The PIP also will guide efforts to secure input from individuals, organizations, agencies, and other stakeholders in the development of the 2050 RTP.

This public involvement plan is intended to be a "living" document. Because of the fluid nature of the public involvement process, this plan may be adjusted to respond to issues and circumstances that arise throughout the process and will also be updated at major milestones in the planning and development process.

Environmental Justice

Consistent with the guidelines discussed above, the Public Involvement Plan will comply with SANDAG Policy 25, Federal Title VI legislation, the Americans with Disabilities Act (as defined in Title 49, Part 37, of the United States Code), Executive Order 12898 on Environmental Justice,

Executive Order 13166 on Limited English Proficiency, and other relevant regulations to ensure social equity, environmental justice, non-discrimination and accessibility.

To ensure meaningful access to Limited English Proficient (LEP) persons, SANDAG certifies compliance with the U.S. Department of Transportation (USDOT) “Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons.” The policy guidance includes a “Safe Harbor” provision where the USDOT considers the written translation of vital documents in languages other than English (for eligible LEP language groups consisting of 5 percent or more of the population) to be strong evidence of compliance with the recipient’s obligations under Title VI. Based on the Census 2000 data, Spanish is the only language in the San Diego Region that meets or exceeds the 5 percent LEP trigger. However, SANDAG will print materials (or provide translation services or bilingual representatives) in any other languages deemed appropriate by SANDAG.

While involvement from community-based organizations that have received environmental justice mini-grants will enhance outreach efforts, other proactive steps will be taken to ensure diverse audiences are given the opportunity to provide input into the development of the 2050 RTP and its Sustainable Communities Strategy. These audiences include, but are not limited to, minority groups, non-English speakers, lower income households, individuals with disabilities, the elderly, and transit riders.

To reach these audiences, organizations and media outlets representing these communities will be approached to provide 2050 RTP information, solicit participation and input, and provide a means for communicating back with members of these communities. Participation will be encouraged via presentations to these organizations, involvement in events sponsored by these organizations or targeted at these audiences, publishing articles in organizational newsletters, and publishing notices and articles in ethnic media outlets. SANDAG has identified a number of local organizations that work with or represent underserved populations in the project area. These activities also will be coordinated in collaboration with the community-based organizations that have received SANDAG environmental justice grants.

SANDAG will work with these groups to identify opportunities to communicate with or solicit input from their constituents to meet their transportation needs. A proposed list of stakeholders is included as Appendix C.

Public Stakeholder Categories

There are a number of groups — each with a unique perspective — that will be interested in the 2050 RTP development process. Outreach to these groups will be achieved by soliciting input through current channels at SANDAG, the Stakeholders Working Group, and other opt-in electronic outreach. The proposed list of stakeholders is included as Appendix C. These include organizations and individuals representing the following interests:

Accessibility Challenged
Affordable Housing Advocates
Business Organizations
Citizens
Commercial & Retail
Commercial Property Interests
Community Planning Groups
Community Services
Commuters
Employers/Businesses
Environmental Advocates
Environmental Groups
Freight Shippers, Providers of Freight Transportation Services
General Public
Health advocacy organizations
Home Builder Representatives
Homeowner Associations
Industry Peers & Associations
Labor
Landowner
Military
Neighborhood and Community Groups
Neighborhoods/Residential
Professional Planning Organizations
Private Providers of Transportation
Representatives of Public Transportation Employees
Representatives of Users of Pedestrian Walkways And Bicycle Transportation Facilities,
Representatives of The Disabled, And Other Interested Parties
Representatives of Users of Public Transportation
Sustainability-focused organizations
Local universities
Students; University Student Associations
Taxpayer Advocates
Tourism
Transit Riders
Transportation Advocates

Government to Government Consultation and Coordination

Native American Consultation

The SANDAG Public Participation Plan details Native American Consultation activities as coordinating with the SANDAG Borders Committee, the Interagency Technical Working Group on Tribal Transportation Issues (Working Group), the Southern California Tribal Chairman's Association, Reservation Transportation Authority, and other intertribal associations. SANDAG will coordinate with the Tribal Governments to provide input on the 2050 RTP to coordinate transportation and land use planning with tribal nations in

San Diego County. A Regional Tribal Summit is scheduled for April 9, 2010, where SANDAG and Tribal representatives will discuss regional issues, including the 2050 Regional Transportation Plan.

Coordination with Mexico

SANDAG will coordinate transportation planning activities with Mexico through the SANDAG Board and Transportation Committees as well as through the Borders Committee, the Committee on Binational Regional Opportunities (COBRO), and other efforts. SANDAG will engage these groups and conduct other outreach efforts to include joint U.S.-Mexico planning efforts in the 2050 Regional Transportation Plan.

Coordination with California Metropolitan Planning Organizations and Regional Transportation Planning Authorities

Collaborate with the Southern California Association of Governments (SCAG) and other Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Authorities (RTPAs) on the GHG target setting process and other SB 375 efforts.

3.0 PUBLIC INVOLVEMENT PLAN GOALS, OBJECTIVES AND STRATEGIES

Goals

- Raise awareness of the 2050 RTP as the region's updated blueprint for a transportation system that enhances our quality of life and meets our mobility needs for the future
- Stimulate dialogue about the transportation challenges facing the San Diego region
- Provide opportunities for the public to provide input into the 2050 RTP and the Sustainable Communities Strategy, required by state climate change legislation
- Develop and incorporate into the plan realistic solutions that address the diverse mobility needs of the region's residents, visitors, and business people
- Build public support for transportation improvements outlined in the 2050 RTP

Objectives

- Gain input from a broad range of individuals, organizations, agencies and local governments throughout the 2050 RTP development and decision-making process
- Provide timely and accessible public information about the proposed policies and plans contained in the 2050 RTP to a broad range of regional stakeholders
- Make public information accessible in a variety of formats and languages, use easy-to-understand language and concepts, and use a variety of media including innovative visualization techniques
- Hold public workshops and meetings that foster meaningful dialogue and result in effective and inclusive decision-making
- Consider public input at decision-making milestones for the 2050 RTP
- Meet or exceed local, state, and federal guidelines and requirements for public involvement in the RTP planning process

Strategies

The following strategies will be implemented to achieve the goals and objectives discussed above.

- Establish a clear project identity to convey information about the 2050 RTP, the SCS, and other RTP elements.
- Develop materials on the RTP and other components using easily understood language and terms.
- Develop a “marketing campaign” to build awareness and secure input from the public.
- Involve public stakeholders in the process on a regular basis to foster understanding and agreement on issues related to the development of the 2050 RTP.
- Use a variety of communication methods to reach audiences including presentations, one-on-one/small group meetings, public workshops, written materials, online, social media, and news media communication.
- Provide the public with up-to-date information about the 2050 RTP on a regular basis through presentations, the Web site and online communications, written materials and news updates.
- Provide information and notices on the 2050 RTP, public workshops, and other events to SANDAG Board and Committee members to share with their constituents and stakeholders.
- Document and address public comments received during the public involvement process.
- Provide information to the public about the 2050 RTP development process and promote opportunities for input and comments.
- Provide information to decision-makers regarding comments received throughout the public involvement process.
- Utilize traditional and new media to convey project information to a broad audience.
- Assess the effectiveness of the Public Involvement Plan at the conclusion of key phases (i.e., following workshops or release of draft documents) to evaluate how the strategies and tactics worked and what enhancements could be made for future phases.

4.0 Public Involvement Process

Implementing the strategies listed above will involve a number of coordinated tactics executed in conjunction with key 2050 RTP development milestones. These tactics will involve presentations at SANDAG Board, Policy Advisory Committee, and Stakeholder Working Group meetings, as well as with other SANDAG working groups including Cities/County Transportation Advisory Committee,

Regional Planning Technical Working Group, San Diego Region Conformity Working Group, Bicycle-Pedestrian Working Groups, and other appropriate internal and external committees. This process also will include written and online communications, and media relations. The public involvement process will follow key dates/milestones listed in Appendix A that have been identified by SANDAG and are included in the California Regional Transportation Plan Guidelines. Other tactics and methods are listed below.

Early Public Involvement

Early public involvement activities provide the opportunity to introduce the public to the 2050 RTP, its components, and its development process; gain initial feedback about how the public would like to be involved; and to prepare successful outreach strategies for the development of the 2050 RTP. Public involvement tactics during this period include:

- Prepare informational materials to help educate the public about the 2050 RTP
Informational materials to support the 2050 RTP include a project Web site (www.sandag.org/2050rtp), fact sheet, and multimedia presentation. These materials will provide information about the RTP and its components, the development process, and information and/or referrals about how to get involved in the process. These materials will be written in easy-to-understand terms with limited jargon. Materials will be updated as needed throughout the process. The Web site will provide an opportunity for residents to learn about the 2050 RTP online and the ability to register for future e-mail updates. It also will provide access to project materials and documents, including fact sheets, news releases, project documents, and outreach efforts.
- Secure input and feedback at Stakeholders Working Group
The Working Group provides a forum for the exchange of information throughout the development of the 2050 RTP. The SWG will be updated regularly on public involvement outreach and activities. One of its principal tasks is to advise SANDAG on the design and implementation of the Public Involvement Plan. The Working Group members are partners in the outreach process.

Public Involvement during 2050 RTP Development

A number of efforts will be implemented during this period to expand communication about the project:

- Promote input opportunities as they come before SANDAG Board, Policy Advisory Committees, Technical and Stakeholder Working Groups
The SANDAG Web site includes a calendar that lists dates and times for upcoming meetings. When meetings include opportunities for input into the process or decision-making, they will also be publicized in the following ways:
 - Inclusion in agenda highlights an input opportunity for the 2050 RTP

- Promotion through rEgion when meetings focus on input and decision opportunities
- Promotion of key milestones via opt-in e-mail notification
- Distribute information to local and regional media
To promote awareness among the media and foster accurate news coverage, press releases and agenda information will be distributed to local and regional media outlets. Reporters will be kept updated on the development and key milestones of the 2050 RTP. See Media List in Appendix B.
- Provide news updates for rEgion and other newsletters
Numerous organizations in the region publish newsletters to keep their constituencies informed about issues of interest. Regular news updates about the 2050 RTP will be provided for publication in these organizational newsletters. Examples of newsletters to target are rEgion (SANDAG's electronic newsletter) and publications of chambers of commerce, homeowners associations, community groups, and others.
- Conduct Public Workshops
SANDAG will conduct Public Workshops at key milestones during the development of the 2050 RTP to solicit input on the draft and final 2050 Regional Transportation Plan, the Urban Area Transit Strategy, the draft and final Environmental Impact Report, and other components. (See Appendix A)
- Implement Social Media and other Web-based communications
Use the new SANDAG Facebook page, and other social media and Web-based communications to build awareness about the 2050 RTP, promote outreach events, provide information, secure input, and facilitate dialogue..
- Speakers Bureau program
To keep the local community and larger regional interests informed about the project throughout the process, the 2050 RTP and other plan elements will be promoted through SANDAG Speakers Bureau. These presentations will serve to share information about the project and the planning and development process.
- Participate in community events
To reach a wider audience, project information will be provided and community input sought through participation in community events and festivals. These events may be sponsored by community groups, or could be targeted toward a specific audience, i.e., minority groups. A portable informational booth will be taken to various festivals, street fairs, etc., to share information about the project and to seek feedback from members of the public through comment cards, surveys and other means.

- Continue regular news updates
SANDAG will continue to provide news updates for rEgion and other relevant Web-based and mailed publications to report newsworthy information.

- Update Informational Materials

All project informational materials will be updated to reflect any updated or changed information that occurs during the preparation of the 2050 RTP. This will include updates to the project fact sheet, Frequently Asked Questions, Web site, multimedia presentation and any other materials that provide project information.

Community-Based Outreach

To help ensure diverse and direct input into the 2050 RTP and key related components from residents throughout the San Diego region, SANDAG is partnering with community-based organizations in critical communities of concern, providing resources to those community groups. The primary goal of the Community-Based Outreach Mini-Grant program is to engage and encourage diverse, inclusive, and active public participation from stakeholders in specific communities who traditionally may not have been involved in regional public policy planning processes (e.g., low income, seniors, minorities, persons with disabilities, and other identified populations). Through a competitive bid process, SANDAG awarded grant funding to eight community-based organizations to conduct this outreach in coordination with other agency public involvement activities being undertaken to help prepare the RTP, the update of the SANDAG Public Participation Plan, and other key regional initiatives.

In addition to the activities described above, each organization receiving a grant also appointed one representative to serve as a community-based network member of the new Regional Planning Stakeholders Working Group (SWG). The community-based organizations working on this outreach and involvement effort are:

Able-Disabled Advocacy
All Congregations Together
Casa Familiar
El Cajon Community Collaborative
Friends of Adult Day Health Care Centers
Linda Vista Collaborative
San Ysidro Business Association

5.0 Public Involvement Plan Assessment

To assess the effectiveness of the public involvement efforts, SANDAG will assess the effectiveness of the Public Involvement Plan at key milestones in the project development process. These reports will help SANDAG to evaluate public involvement strategies and tactics and make adjustments along the way, and will inform future public involvement outreach phases of the 2050 RTP.

These reports will include:

- A summary of all outreach efforts and input received
- A qualitative assessment of how effective the efforts to obtain input were, i.e., audiences reached, did audience provide required input needed for 2050 RTP and Sustainable Communities Strategy, and how will/is input incorporated into 2050 RTP development

- A quantitative assessment of the public involvement plan including the number meetings/presentations/events participated in, Web site hits, approximate number of people reached, number of comments received, and number of media contacts along with the resulting media coverage
- The Public Involvement Plan will be revised and strategies/tactics adjusted based on assessments at key milestones

Appendix A
2050 RTP Public Outreach Activities
Proposed Methods and Purpose

These presentations and workshops are in addition to regularly scheduled SANDAG Board and Policy Advisory Committee meetings. Activities in bold text satisfy SB 375 mandates.

Date	Outreach Method	Purpose
March 2010	Presentations and outreach to working groups, stakeholders, interested parties	Build awareness for initial steps to set GHG emission reduction targets
April 2010	Public Workshop providing overview and target-setting info (one at Board Policy and one at SWG)	SB 375 post-Regional Target Advisory Committee workshop
April and May 2010	Workshops to secure input and provide information on development of 2050 RTP, Urban Area Transit Strategy, Environmental Impact Report, and other elements.	Build awareness and secure input on initial RTP elements
July or September 2010	Presentations and outreach to working groups, stakeholders, interested parties	Build awareness and secure input on Sustainable Community Strategy development
October 2010	Draft SCS review at SANDAG Board meeting	SB 375 requires meeting with members of city council, board of supervisors joint SCS meeting.
March – early April 2011	Public workshops on draft RTP/SCS	SB 375 three public workshops on SCS requirement met, and two more for other SANDAG subregions. SANDAG to hold minimum of five subregional workshops.
March – early April 2011	Presentations and outreach to working groups, stakeholders, interested parties	Build awareness and secure input on continued development of RTP and SCS.
Late April 2011	Public hearings on draft RTP/SCS in at least two different areas of region	Follow up to workshops to further refine RTP/SCS and meet SB 375 requirements.
Ongoing 2009 -- 2011	Presentations and outreach to working groups, stakeholders, interested parties	SANDAG Speakers Bureau

Appendix B
2050 Regional Transportation Plan
Media List

San Diego County Media Outlets

Alpine Sun	KSDS FM
American Chinese Times	KSON FM
Asia	KURS AM
Asian Journal	KUSI TV
Beach & Bay Press	KUSS FM
BIA Builder Magazine	KWST AM/KMXX FM/KSEH FM
Biz San Diego	KXO AM/FM
Borrego Sun	KYXY FM
Business Action	La Jolla Light
Carlsbad Business Journal	La Jolla Village News
Carlsbad Sun	La Prensa San Diego
Carmel Valley Leader	La Sonrisa Latina
Carmel Valley News	Light Connection
Chinese News	Mira Mesa/Scripps Ranch Sentinel
Clairemont Community News	Mission Times Courier
Coast News	Mission Valley News and Views
Coastal Sun	Neighbors
Convisions	Norht County Magazine
Coronado Eagle & Journal	North County Times
Coronado Lifestyle	North County Voice
Coronado Magazine	North Park News
Corridor News	Oceanside Magazine
CTN County Television Network	Peninsula Beacon
Fox 5 News / KSWB	Philippine Mabuhay News
Daily Transcript, The	Philippines Today
Del Mar Times	Poway News Chieftain
Del Mar Village Voice	Presidio Sentinel
Diamond Gateway Signature	Ramona Home Journal
Diario San Diego	Ramona Sentinel
East County Californian	Rancho Bernardo News Journal
East County Gazette	Rancho Bernardo Sun
East County Herald News	Rancho Magazine
East County News	Rancho Santa Fe News
El Latino	Rancho Santa Fe Record
El Semanario Deportivo	Rancho Santa Fe Review
Encinitas First	Rental Owner
Enlace	S. D. California Examiner
Fact Magazine	San Diego Business Journal
Filipino Press	San Diego City Beat
Gay + Lesbian Times	San Diego Commerce
Good News, Etc.	San Diego Downtown News
Greater Golden Hill News	San Diego Family Magazine
Heartland News	San Diego Home/Garden & Lifestyles
Hi Sierran	San Diego Jewish Journal
Hispanos Unidos	San Diego Lawyer

Imperial Beach Eagle & Times	San Diego Magazine
Indian Voices	San Diego Metro Weekly
Informant	San Diego Metropolitan
Julian Journal	San Diego Metropolitan Uptown Examiner
Julian News	San Diego Monitor News
KBNT TV Channel 17	San Diego Newslines
KBZT FM	San Diego Reader
KCBQ AM	San Diego Seniors
KCEO AM	San Diego Union-Tribune
KCR AM	San Diego Voice & Viewpoint
KECR AM	San Diego's Learning Channel
KECY TV Channel 9	San Marcos / Vista News
KFMB AM	San Marcos Sun
KFMB FM	San Vicente Valley News
KFMB TV	Sentinel Magazine
KFSD AM	Solana Beach Sun
KGB FM	Star News
KGFN FM	Tieng Viet San Diego
KGTV Channel 10	Tierra Times
KHTS FM	Today's Local News
KICO AM	Tribal TANF newsletter
KIFM FM	Uptown-Marquee
KIOZ FM	Valley Roadrunner
KKSM AM	Views
KLNV FM	Village News
KLOV FM	Vista Sun
KLSD AM	Voice of San Diego
KMYI FM	We Chinese In America
KNSD TV (NBC 7/39)	We Chinese In America Weekend
KOGO AM	XDTV 13
Korea Times	XEPE AM
KOXM TV	XETV 6 The CW
KPBS FM	XHRM FM
KPBS TV - S.D.S.U.	XHTZ FM
KPRI FM	XLNC FM
KPRZ AM	XLTN FM
KQVO FM	XPRS AM
KROP AM / KSIQ FM	XPRS FM
KSCF FM	XSUR
KSDO AM - Hi Favor	XTRA FM
San Diego Living	

Orange and Riverside County Media Outlets

Los Angeles Times – zoned editions
Orange County Business Journal
Orange County Register
Riverside Press Enterprise
The Californian

**Appendix C
Initial Stakeholder List**

This list will be regularly updated. Contact 2050rtp@sandag.org with any stakeholder additions.

AARP San Diego	California Sustainability Alliance
Able-Disabled Advocacy	California Trucking Association
Access Achiever	CALPIRG
Access to Independence of San Diego	Cal-Prop Investments & Management
Adams Avenue Business Association	Caltrans
AIA San Diego, Urban Design Committee	Campaign for Affordable Housing
Air Pollution Control District	Capital Growth Properties Inc.
Air Resources Board	Cardiff-By-The-Sea Chamber of Commerce
All Congregations Together	Carlsbad Chamber of Commerce
Alliance for Habitat Conservation	Carmel Mountain Ranch Community Committee
Alpha Project	Carmel Valley Community Planning Board
Alpine and Mountain Empire Chamber of Commerce	Carmel Valley NOW!
Alta Planning	Casa Familiar
Alzheimers and Aging Research Center	Cassidy Turley BRE Commercial
American Association of Planners	Catalyst Network
American Institute of Architects	CB Richard Ellis Inc.
American Lung Association of San Diego	CDC Commercial Real Estate
Apartment Consultants Inc.	Center for Supportive Housing
Asian Business Association of San Diego	Center on Policy Initiatives
Asset Management Group	Centre City Advisory Committee
Association of Environmental Professionals	Centre City Development Corporation
Automobile Club of Southern California	Century 21 Horizon
Azalea Park Neighborhood Association	Cherokee Point Neighborhood Association
Bankers Hill/Park West Community Association	Chicano Federation
Barratt American	Chula Vista Chamber of Commerce
Barrio Logan College Institue	Chula Vista Community Collaborative
Barrio Logan Project Area Committee	Chula Vista Growth Management Oversight Committee
Bayside Community Center	Citizens Coordinate for Century 3
Bayview CDC	City Heights Business Association
BIA San Diego	City Heights Community Development Corporation
Biocom	City Heights PAC
Black Mountain Ranch Community Planning Group	City of San Diego Disabled Services Advisory Council
Bonita Business and Professional Association	City/County Reinvestment Task Force
Bonsall Chamber of Commerce	CityMark Development
Bonsall Community Sponsor Group	Clairemont Town Council
Borrego Springs Chamber of Commerce	Coalition of Neighborhood Councils
BRIDGE Housing Corporation - Southern California	College Area Community Planning Board
Bronze Triangle CDC	Colliers International
Brookfield San Diego Holdings	Commercial Facilities Inc.
Building Owners and Managers Association	Community Associations Institute, San Diego Chapter
California Center for Sustainable Energy	Community Catalysts of California
California Coastal Coalition	Community HousingWorks
California Department of Housing and Community Development	COMPACT
California Department of Transportation	ConAm
California Native Plant Society San Diego (CNPSSD)	Corky McMillin
California Nevada Cement Association	Cornerstone Property Management
	Coronado Chamber of Commerce

Corporation for Supportive Housing
County of San Diego Department of Public Works
County of San Diego Health and Human Services Agency
Covey Commercial
CrossBorderBusiness
Cushman & Wakefield, Inc.
CW Clark
Deaf Community Services
Del Mar Chamber of Commerce
Del Mar Mesa Community Planning Board
Department of Homeland Security
Dimex Freight
Dole
Downtown San Diego Partnership
DR Horton
Eagle Aggregates
East County Action Network
East County Economic Development Corporation
Eastern Area Communities Planning Committee
ECP Commercial
El Cajon Business Improvement Association
El Cajon Community Collaborative
El Cajon Community Development Corporation
Elder Housing Complexes
Encanto Neighborhoods Community Planning Group
Encinitas Chamber of Commerce
Endangered Habitats League
Environmental Health Coalition
Environmental Protection Agency
Equinox Center
Escondido Chamber of Commerce
Environmental Science and Policy - UCSD
Evanco Realty Advisors Inc.
Fairmont Park Neighborhood Association
Fallbrook Chamber of Commerce
Family Health Centers of San Diego
Fedex
Federal Highway Administration
Filipino-American Chamber of Commerce of San Diego
Friends of Adult Day Health Care Centers
Friends of Rose Canyon
Friends of Tecolote Canyon
Friends of the San Diego River Mouth
Federal Transit Administration
Gaslamp Quarter Association
Gateway Property Management
Golden Hill Community Development Corporation
Golden Triangle Chamber of Commerce
Greater Clairemont Chamber of Commerce
Greater Clairemont Mesa Chamber of Commerce
Greater Golden Hill CDC

Greater Golden Hill Planning Committee
Greater San Diego Business Association Gay and Lesbian Chamber of Commerce
Green Campus Program - UCSD
Grossmont Cuyamaca Community College District
Hallmark Communities
Harborside
HNTB
Housing Development Partners of San Diego
I Love A Clean San Diego
IBI Group
ICLEI – Local Governments for Sustainability USA
International Energy Agency
Imperial Beach Chamber of Commerce
Imperial County
Industrial Environmental Association of San Diego
Inland Pacific Commercial Properties
International Rescue Committee, San Diego
International Union Of Operating Engineers Local 12
Investment Property Management Group Inc.
Irving Hughes
It's How We Live
J. Whalen and Associates
Jacobs Family Foundation
JHD Planning
Jones Lang LaSalle
Julian Chamber of Commerce
Justice Overcoming Boundaries
Juvenile Diabetes Association of San Diego
Kearny Mesa Planning Group
Kensington-Talmadge Business Association
Ken-Tal Planning Committee
KM Realty Inc.
La Jolla Community Planning Association
La Jolla Golden Triangle Rotary Club
La Jolla Shores Association
La Jolla Town Council
La Jolla Traffic and Transportation Board
La Jolla Village Community Council
La Maestra Community Health Centers
La Mesa Chamber of Commerce
Laborers International Union
Lakeside Chamber of Commerce
Local Agency Formation Commission
League of Conservation Voters, San Diego
League of Women Voters
Ledford Enterprises, Inc.
Lee and Associates Inc.
Lemon Grove Chamber of Commerce
Linda Vista Collaborative
Linda Vista Community Planning Committee
Little Italy Association

Little Italy Residents Association
MAAC Project
Meissner Jacquet Investment Management Services
Melroy Property Management
Metropolitan Transit System
Mid-City Community Action Network
Mid-City Rotary Club
Midway Community Planning Advisory Committee (North)
Mira Mesa Chamber of Commerce
Miramar Ranch North Planning Committee
Mission Beach Town Council
Mission Hills Town Council
Mission Valley Unified Planning Organization
Move San Diego
NAIOP Commercial Real Estate Development Association - San Diego
National City Chamber of Commerce
National University System Institute for Policy Research
Navajo Community Planners, Inc.
NCTD
Neighborhood House Association
North Bay Redevelopment PAC
North County Transit District
North Park Community Association
North Park Main Street
North Park Planning Committee
Ocean Beach CDC
Ocean Beach Town Council
Oceanside Chamber of Commerce
Oceanside Planning Commission
Old Town Community Planning Committee
Old Town San Diego Chamber of Commerce
Otay Mesa Chamber of Commerce
Otay Mesa Nestor Community Planning Group
Otay Mesa Planning Group
Pacific Beach Community Planning Committee
Pacific Beach Town Council
Pacific Coast Commercial
Peninsula Chamber of Commerce
Peninsula Community Planning Board
Penn State University
Point Loma Association
Port of San Diego
Poway Chamber of Commerce
Prescott Companies
Professional HOA Consultants, Inc.
Psomas Engineering
Radelow Gittins Real Property Management Inc.
Rail America
Ramona Chamber of Commerce
Rancho Bernardo Planning Community

Rancho San Diego – Jamul Chamber of Commerce
Rancho Santa Fe Association
Rapid Transfer Xpress
RBF Consulting, Inc.
Regional Task Force on the Homeless
Sabre Springs Planning Group
San Diego American Planning Association
San Diego and Imperial Counties Labor Council, AFL-CIO
San Diego Apartment Association
San Diego Archaeological Society
San Diego Association of Realtors
San Diego Audubon Society
San Diego Bicycle Coalition
San Diego Business Improvement District Council
San Diego Canyonlands
San Diego Capital Collaborative
San Diego City College Associated Students
San Diego Coastal Chamber of Commerce
San Diego Coastkeeper
San Diego Community Housing Corporation
San Diego Convention & Visitors Bureau
San Diego Convention Center Corporation
San Diego Council of Design Professionals
San Diego County Aging and Independence Advisory Council
San Diego County Archaeological Society
San Diego County Bicycle Coalition
San Diego County Farm Bureau
San Diego County Hispanic Chamber of Commerce
San Diego County Regional Airport Authority
San Diego County Taxpayers Association
San Diego County Water Authority
San Diego Countywide Alliance of Tenants
San Diego Downtown Partnership
San Diego East County Chamber of Commerce
San Diego Fair Housing Council
San Diego Foundation
San Diego Habitat for Humanity
San Diego Housing Commission
San Diego Housing Federation
San Diego Interfaith Housing Foundation
San Diego Jewish Chamber of Commerce
San Diego Local Initiatives Support Corporation
San Diego North Chamber of Commerce
San Diego North Convention and Visitors Bureau
San Diego North Economic Development Council
San Diego Organizing Project
San Diego Redevelopment Agency
San Diego Regional Center
San Diego Regional Chamber of Commerce
San Diego Regional Economic Development

Corporation
San Diego Regional Sustainability Partnership
San Diego River Coalition
San Diego River Conservancy
San Diego River Park Foundation
San Diego Senior Games Association
San Diego Sierra Club
San Diego State University Center for Regional Sustainability
San Diego Unified Port District
San Diego Urban Economic Corporation
San Diego Urban League
San Diego Workforce Partnership
San Diego World Trade Center
San Diego Youth and Community Services
San Dieguito River Park
San Marcos Chamber of Commerce
San Ysidro Business Association
San Ysidro Chamber of Commerce
San Ysidro Community Planning Group
Santee Chamber of Commerce
Scripps Health
Scripps Miramar Ranch Planning Group
SDSU Associated Students
SDSU City Planning Department
Sempra Utilities
Senior Community Centers
Serra Mesa Planning Group
Shea Homes
Sherman Heights Community Center
Skyline-Paradise Hills Planning Committee
Social Services Transportation Advisory Council
Save Our Forest and Ranchlands
Solana Beach Chamber of Commerce
Solar Turbines
South Bay Community Services
South County Economic Development Council
Southeastern San Diego Planning Group
Southern California Housing Development Corporation
Southern California Tribal Chairmen's Association
Spectrum Management
Spring Valley Chamber of Commerce
Spring Valley Youth and Family Coalition
St. Vincent de Paul
State Farm Insurance
Student Sustainability Collective - UCSD
Sunrise Property Management

Surfrider Foundation
Sustainable SDSU
Teamsters Union
Teralta West Neighborhood Alliance
The Accretive Group of Companies
The CSA Edge
The Nature Conservancy, San Diego Office
The Olson Co.
Tierrasanta Community Council
Torrey Hills Community Planning Board
Torrey Pines Community Planning Board
Torrey Pines Property Management Inc.
Transcore
Transit Alliance for a Better North County (TABNC)
Transportation Corridor Agency
Trilar Management Group
U.S. Green Building Council
UCSD Associated Students
UCSD Sustainability Solutions Institute
UCSD Systemwide Sustainability
UCSD Urban Studies and Planning Department
UCSD, Transportation Services
ULI San Diego/Tijuana Chapter
Union of Pan Asian Communities
University City Community Association
University City Community Planning Group
University City Planning Group
University Heights Community Association
Uptown Planners
Urban League
URS Corporation
US Dept. of Defense
USD Sustainability Program
Valley Center Chamber of Commerce
Valley Center Community Planning Group
Veteran Affairs San Diego Healthcare System
Vista Chamber of Commerce
Voit Companies
Wakeland Housing & Development Corp.
Walk San Diego
Watco Companies
Winzler and Kelly
Women in Transportation Seminar
Worldtrans

San Diego Association of Governments
SAN DIEGO CONFORMITY WORKING GROUP

August 4, 2010

AGENDA ITEM NO.: **5**

Action Requested: DISCUSSION

DRAFT PROPOSED APPROACH FOR 2050 REGIONAL
TRANSPORTATION PLAN AIR QUALITY CONFORMITY ANALYSIS

File Number 3100600

Introduction

SANDAG is currently developing the 2050 Regional Transportation Plan (RTP), which is anticipated to be adopted in summer 2011. While the horizon year of this RTP is 2050, both the current version of EMFAC (EMFAC 2007) and EMFAC 2010, which is under development by the California Air Resources Board (CARB), only contain emissions factors to 2040. Since no other emissions model is approved for use in conformity determinations by metropolitan planning organizations (MPO), SANDAG is exploring options under the Transportation Conformity Rule to conduct the air quality conformity determination for its 2050 RTP.

Discussion

8-Hour Ozone Standard: Background

On April 15, 2004, the U.S. Environmental Protection Agency (EPA) designated the San Diego air basin as nonattainment for the 1997 8-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 8-Hour Ozone Standard was set as June 15, 2009. However, in response to a court decision, on January 16, 2009, U.S. EPA proposed that, among other areas of the country, the San Diego basic nonattainment area will 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 was never taken.

In cooperation with the San Diego Air Pollution Control District and SANDAG, the California Air Resources Board (ARB) developed an 8-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.

Regulatory option for shortening conformity timeframe: No Adequate or Approved Maintenance Plan

Based on the information provided above, the San Diego air basin does not have an adequate or approved Maintenance Plan for the 1997 8-Hour Ozone Standard. According to 40 CFR 93.106 (d), for areas that do not have an adequate or approved maintenance plan, the MPO may elect to shorten the timeframe of the RTP conformity determination, after consultation with state and local air quality agencies, solicitation of public comments, and consideration of such comments (40 CFR 93.106(d)(2)). The conformity determination must be accompanied by a regional emissions analysis (for informational purposes only) for the last year of the transportation plan (40 CFR 93.106(d)(2)(ii)).

The shortened timeframe must extend at least to the latest of the following years (40 CFR 93.106(d)(2)(i)):

- (A) the tenth year of the transportation plan (for SANDAG, 2021)
- (B) The latest year of the adequate emissions budget (for SANDAG, 2008)
- (C) The year after completion of a regionally significant project if the project is included in the Transportation Improvement Program (TIP) or the project requires approval before the subsequent conformity determination (for SANDAG, there will be regionally significant projects up to and beyond 2040; the next RTP conformity determination is anticipated in 2015)

Given the availability of EMFAC 2007 and the future EMFAC 2010 emissions factors to 2040 only, SANDAG only will be able to determine conformity of the 2050 RTP to 2040 as the latest conformity year. A regional emissions analysis for the 8-Hour Ozone Standard will be conducted for regionally significant projects included in the 2050 RTP between 2041 and 2050 for informational purposes.

Carbon Monoxide: Background

In June 1998, the U.S. EPA approved California's Maintenance Plan for Carbon Monoxide (CO) and redesignated the San Diego air basin as a federal attainment/maintenance area for the CO standard. On November 8, 2004, the ARB submitted to the U.S. EPA the 2004 revision to the California State Implementation Plan (SIP) for CO, which covers the second ten-year maintenance period to 2018. Effective January 30, 2006, the U.S. EPA has approved this maintenance plan as a SIP revision.

Regulatory option for shortening conformity timeframe: Adequate or Approved Maintenance Plan

Because the San Diego Air Basin has an approved Maintenance Plan, 40 CFR 93.106 (d)(3) allows an MPO to elect to shorten the timeframe of the conformity determination to extend through the last year of such maintenance plan, after consultation with state and local air agencies, solicitation of public comments, and consideration of such comments (40 CFR 106(d)(3)).

For the San Diego air basin, the last year of the CO Maintenance Plan is 2018. U.S. EPA Region 9 staff has consulted with its Office of Transportation and Air Quality and has confirmed that the timeframe could extend beyond the last year of the Maintenance Plan, to 2040 for the 2050 RTP conformity.

Similarly to the approach proposed for the analysis of the 8-Hour Ozone Standard, given the availability of EMFAC 2007 and the future EMFAC 2010 emissions factors to 2040 only, SANDAG only will be able to determine conformity of the 2050 RTP to 2040 as the latest conformity year. A regional emissions analysis will be conducted for regionally significant projects included in the 2050 RTP between 2041 and 2050 for informational purposes.

Draft Proposed Methodology for Conducting the Air Quality Conformity Determination for the 2050 RTP

SANDAG staff will conduct the Air Quality Conformity Analysis for the 2050 RTP for the years 2011-2040, with the analysis years of 2016, 2020, 2030, and 2040. SANDAG will prepare a regional emissions analysis (for information purposes only) for 2050. To perform this analysis SANDAG will use the 2050 travel data from the SANDAG transportation model as input into EMFAC 2007 for the last year of the EMFAC 2007 model (2040). As per comments from CARB staff, SANDAG staff may evaluate the travel demand output data and make adjustments to the percentage of VMT assigned to the vehicle classes in the EMFAC model.¹

Next Steps

- The CWG will have additional discussion regarding the proposed approach at the September 1, 2010, CWG meeting. Written comments on this draft approach should be submitted to SANDAG no later than August 20, 2010, for incorporation in the September 1, 2010, CWG agenda.
- The SANDAG Transportation Committee will be asked to release the draft approach for the 2050 RTP conformity analysis on September 17, 2010, for a 30-day comment period.
- SANDAG staff anticipates conducting a public hearing to solicit public comments on shortening of the conformity timeline and proposed methodology for the regional emissions analysis for 2041 to -2050 at the October 15, 2010, Transportation Committee meeting.

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

¹ This methodology also would be applied using the EMFAC 2010 model once available.