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MEETING NOTICE AND AGENDA

SAN DIEGO REGION CONFORMITY WORKING GROUP

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

Wednesday, September 5, 2012

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
 Rachel.Kennedy@sandag.org

AGENDA HIGHLIGHTS

- **DRAFT 2012 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AND AIR QUALITY CONFORMITY ANALYSIS UPDATE**
- **2050 REGIONAL PLAN: DRAFT WORK PROGRAM, SCHEDULE, AND PUBLIC INVOLVEMENT PLAN**
- **DRAFT SAN DIEGO REGION 1997 EIGHT-HOUR OZONE STANDARD MAINTENANCE PLAN**

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SAN DIEGO REGION CONFORMITY WORKING GROUP

Wednesday, September 5, 2012

ITEM #	RECOMMENDATION
1. INTRODUCTIONS	
+2. SUMMARY OF JUNE 6, 2012, MEETING	INFORMATION
<p>The summary of the June 6, 2012, San Diego Region Conformity Working Group (CWG) meeting is attached. The CWG is asked to review the meeting summary.</p>	
3. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS	INFORMATION
<p>Members of the public shall have the opportunity to address the CWG on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a "Request to Speak" form and giving it to the working group coordinator prior to speaking. Public speakers should notify the CWG coordinator if they have a handout for distribution to CWG members. Public speakers are limited to three minutes or less per person. Working group or committee members also may provide information and announcements under this agenda item.</p>	
4. DRAFT 2012 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AND AIR QUALITY CONFORMITY ANALYSIS UPDATE	INFORMATION
<p>On July 27, 2012, the Board of Directors released the draft 2012 Regional Transportation Improvement Plan (RTIP) and its draft conformity analysis for public comment and scheduled a public hearing for the September 7, 2012, Transportation Committee meeting. The SANDAG Board of Directors will be asked to approve the 2012 RTIP at their September 28, 2012, meeting.</p>	
+5. SANDAG AGENCYWIDE PUBLIC PARTICIPATION PLAN	DISCUSSION
<p>By federal law, SANDAG is required to prepare and maintain an agencywide public participation plan (PPP) that serves as an umbrella document for all planning efforts conducted by the agency. The current PPP was adopted in 2009. One of the first steps in updating the plan is soliciting input and ideas from stakeholders for how they would like to be involved in SANDAG planning efforts. The CWG will be asked to provide ideas for public involvement for the PPP. This information will be used to develop a more specific public involvement plan (PIP) for the 2050 Regional Plan (Item 6).</p>	

- +6. **2050 REGIONAL PLAN: DRAFT WORK PROGRAM, SCHEDULE, AND PUBLIC INVOLVEMENT PLAN** **DISCUSSION**
 - +A. In May 2012, the SANDAG Board of Directors approved merging the Regional Comprehensive Plan (RCP) update with the next Regional Transportation Plan/Sustainable Communities Strategy. Based on the Board of Directors action, staff has prepared a draft work program and schedule for the combined Regional Plan scheduled for adoption in July 2015. The CWG will be asked to discuss and provide input on the draft work program.
 - +B. In conjunction with the development of the Work Program and Schedule discussed in item 6a, SANDAG also needs to develop a Public Involvement Plan (PIP) specifically tailored to the 2050 Regional Plan. The CWG will be asked to provide ideas for public involvement for the 2050 Regional Plan.

- 7. **DRAFT SAN DIEGO REGION 1997 EIGHT-HOUR OZONE STANDARD MAINTENANCE PLAN** **DISCUSSION**

San Diego Air Pollution Control District staff will review the Draft San Diego Region 1997 Eight-Hour Ozone Standard Maintenance Plan with the CWG and provide information about an upcoming public workshop. The Draft Maintenance Plan will be provided to the CWG in advance of the meeting via e-mail.

- +8. **PROPOSED REVISIONS TO NATIONAL AMBIENT AIR QUALITY STANDARDS FOR PARTICLE POLLUTION** **INFORMATION**

On June 14, 2012, the U.S. Environmental Protection Agency (EPA) proposed to strengthen the National Ambient Air Quality Standards (NAAQS) for particle pollution. Staff from U.S. EPA will provide the CWG with a summary of the proposed revisions.

- 9. **EMFAC 2011 DEVELOPMENT** **INFORMATION**

California Air Resources Board staff will provide the CWG with an update on the completion of EMFAC 2011. U.S. EPA staff will be asked to provide an update on the approval process of EMFAC 2011 for use in conformity determinations.

- 10. **OTHER BUSINESS** **INFORMATION**

- 11. **ADJOURNMENT AND NEXT MEETING** **INFORMATION**

The next meeting of the CWG is scheduled for Wednesday, October 3, 2012, from 10:30 a.m. to 12 noon at SANDAG.

+ next to an item indicates an attachment

San Diego Association of Governments
SAN DIEGO REGION CONFORMITY WORKING GROUP

September 5, 2012

AGENDA ITEM NO.: **2**

Action Requested: INFORMATION

SUMMARY OF JUNE 6, 2012, MEETING

File Number 3100600

Item #1: Introductions

Self-introductions were made. See attached attendance list.

Item #2: Summary of May 2, 2012, Meeting

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

Item #3: Public Comments/Communications/Member Comments

No public comments were made.

Item #4: 2012 Regional Transportation Improvement Program Draft Air Quality Conformity Analysis

Ms. Kennedy stated that there were two parts to this item. Part A is the EMFAC 2007 Adjustment Factor Documentation and includes a report on page 10 of the agenda package.

At the direction of the California Air Resources Board (CARB), SANDAG has utilized adjustment factors for reactive organic gases (ROG) and nitrogen oxides (NO_x) emission outputs from EMFAC 2007. The adjustment factors account for regulations adopted through 2006 and minor technical improvements not yet included in the California Emissions Forecasting System inventories at the time of EMFAC 2007 development. In past air quality conformity documents, SANDAG has included a table documenting the adjustment factors for the pollutants, by conformity year. At the request of the U.S. Environmental Protection Agency (EPA), SANDAG has obtained additional documentation regarding the individual emission control programs, which are included in Attachments 1 and 2.

Ms. Kennedy stated that Dennis Wade of CARB provided this information. Tables 1 and 2 on page 11 of the staff report list the specific programs that are included in the adjustment factors, as well as the adjustments that were provided for each of the programs during the three different analysis years. Attachment 2 of the report show excerpts from the 2007 State Strategy and Emissions Inventory Output Tables.

Ms. Kennedy stated that the U.S. EPA confirmed that the information provided to them was sufficient for documentation purposes.

Item 4B, the 2012 Regional Transportation Implementation Program Draft Air Quality Conformity Analysis, begins on page 26 of the agenda packet.

The federal Clean Air Act (CAA), which was last amended in 1990, requires the U.S. EPA to set National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and the environment. California has adopted state air quality standards that are more stringent than the NAAQS. Areas with levels that exceed the standard for specified pollutants are designated as non-attainment areas.

SANDAG and the U.S. Department of Transportation (DOT) must make a determination that the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) conform to the State Implementation Plan (SIP) for air quality. Conformity to the SIP means that transportation activities will not create new air quality violations, worsen existing violations, or delay the attainment of the NAAQS.

On October 28, 2011, the SANDAG Board of Directors made a finding of conformity of the 2050 San Diego Regional Transportation Plan: Our Region, Our Future (2050 RTP) and the 2010 RTIP Amendment No. 13 and adopted the plan. The U.S. DOT, in consultation with the U.S. EPA, made its conformity determination on December 2, 2011.

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 1997 Eight-Hour Ozone Standard became applicable for conformity.

On April 15, 2004, the U.S. 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. The air basin initially was classified as a basic non-attainment area under Subpart 1 of the CAA, and the attainment date for the 1997 Eight-Hour Ozone Standard was set as June 15, 2009. However, on April 27, 2012, in response to a court decision, the U.S. EPA ruled that the San Diego basic non-attainment area be reclassified as a Subpart 2 moderate non-attainment area, with an attainment deadline of June 15, 2010. This reclassification will be effective 30 days after publication in the Federal Register. The air quality data for 2009, 2010, and 2011 demonstrates that the San Diego air basin is currently attaining the 1997 ozone standard. The San Diego County Air Pollution Control District (APCD) is currently working on a Maintenance Plan, with a request for re-designation to attainment.

Several areas that are tribal lands in eastern San Diego County were excluded from the non-attainment designation, as shown in Figure C.1.

In cooperation with the San Diego APCD and SANDAG, the CARB developed an Eight-Hour Ozone Attainment Plan for the 1997 standard, 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.

On May 21, 2012, the U.S. EPA designated the San Diego air basin as a non-attainment area for the new 2008 Eight-Hour Ozone Standard and classified it as a marginal area. The U.S. EPA rule also provides for the revocation of the 1997 Eight-Hour Ozone NAAQS for transportation conformity purposes to become effective on July 20, 2013.

The San Diego region also has been designated by the U.S. EPA as a federal maintenance area for the Carbon Monoxide (CO) standard. On November 8, 2004, the CARB 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 2012 RTIP is consistent with the 2050 San Diego Regional Transportation Plan: Our Region, Our Future (RTP). As a financially constrained plan, the 2012 RTIP only contains major transportation projects listed in the Revenue Constrained 2050 RTP that are being implemented in the five-year 2012 RTIP period. When the full document for the 2012 RTIP is released, Chapter 4 will include a detailed discussion on fiscal constraint. Conformity of the 2050 RTP expires on December 2, 2015. SANDAG is re-determining conformity for the 2050 RTP, as well for consistency purposes.

Growth Forecasts

Ms. Kennedy stated that the growth forecast section of the document was discussed in detail at the March CWG meeting. 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 adopted by the SANDAG Board on October 28, 2011. The 2050 Regional Growth Forecast was utilized in the development of the 2050 RTP, which also was adopted in October 2011. The 2050 Regional Growth Forecast is based largely upon the adopted general plans and community plans and policies of the 18 cities and the County of San Diego.

Transportation Modeling

Page 30 of the agenda packet discusses transportation modeling procedures, which the CWG discussed in detail at the March 2012 meeting.

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. 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 traveled (VMT).

Highway Networks

The regional highway networks in the 2012 RTIP and 2050 RTP include all roads classified by local jurisdictions in their general plan circulation elements. These roads include freeways, expressways, and the Regional Arterial System (RAS). The RAS consists of all conventional state highways, prime arterials, and selected major streets. In addition, some local streets are included in the networks for connectivity between zones.

All regionally significant projects are included in the quantitative emissions analysis. These include all state highways, all proposed national highway system routes, all regionally significant arterials, and all "other principal arterials" functionally classified by the Federal Highway Administration.

SANDAG maintains a master highway network from which a specific year network, between the years 2008 (the 2050 Regional Growth Forecast base year) and 2050, can be built. Four networks were built and verified (2018, 2020, 2030, and 2040) for air quality conformity analyses of the 2012 RTIP and 2050 RTP. A network also was built and verified for the year 2050 for an air quality analysis for informational purposes. A list of the major highway and near-term regional arterial projects included in the conformity analysis, along with information on phasing for their implementation, is included in Tables C.7 and C.9. Locally funded, regionally significant projects also have been included in the air quality conformity analysis.

Transit Networks

SANDAG also maintains transit network datasets for existing and proposed transit systems. Most transit routes run over the same streets, freeways, high-occupancy vehicle lanes, and ramps used in the highway networks. As a result, the only additional facilities that are added to the transportation coverage for transit modeling purposes are:

- Trolley and commuter rail lines
- Streets used by buses that are not part of local general plan circulation elements

Near-term transit route changes are drawn from the Coordinated Plan, which was produced in cooperation with the region's transit agencies. Longer-range improvements are proposed as a part of the RTP development and other transit corridor studies. In addition to federal and state-funded projects, locally funded transit projects that are regionally significant have been included in the air quality conformity analysis of the 2012 RTIP and 2050 RTP. SANDAG created scenarios for 2018, 2020, 2030, 2040, and 2050 (for informational purposes). A list of major regional transit projects included in the analysis and their implementation phasing are provided in Table C.8.

Trip Generation

A trip generation analysis is the first step in the transportation modeling process. Average weekday trip ends, by all forms of transportation and starting and ending in each zone, are estimated for ten trip types. The ten trip types are listed on page 33 of the agenda packet. The model computes

person trips, which account for all forms of transportation including automobiles, trucks, taxicabs, motorcycles, public transit, bicycling, and walking.

The 2050 Regional Growth Forecast was used to produce trip generation forecasts for the years 2018, 2020, 2030, 2040, and 2050. Trip generation rates were established by utilizing data from traffic generator studies, as well as expanding rates from the 1995 San Diego Region Travel Behavior Study, the 2006 San Diego Household Travel Study, and the 2001 Caltrans Statewide Travel Survey.

Motor Vehicle Emissions Modeling

Emissions Model

In November 2006, CARB released 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 EMFAC 2007 model supports calculation of emissions for the Burden mode. The Burden mode is used for calculating regional emission inventories. In this mode, the model reports total emissions as tons per day for each pollutant, by vehicle class, and the total vehicle fleet. The Burden mode uses emission factors that have been corrected for ambient conditions and speeds combined with vehicle activity to calculate emissions in tons per day. Vehicle activity includes the number of vehicles, daily VMT, and the number of daily trips. The air quality analysis of the 2012 RTIP and 2050 RTP was conducted using the EMFAC 2007 Burden mode. Projections of daily regional emissions were prepared for ROG, NO_x, and CO.

Regional Emissions Forecasts

Regional transportation forecasts were initiated in April 2012. Output from the TransCAD model was then reformatted and adjusted to be useful for emissions modeling.

Eight-Hour Ozone Standard

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. Beginning in March 2012, SANDAG prepared countywide forecasts of average weekday ROG and NO_x emissions for 2018, 2020, 2030, 2040, and 2050 (for informational purposes), using the EMFAC 2007 model. ROG and NO_x emissions are based upon the summer season.

The analysis years were selected to comply with 40 CFR Sections 93.106(a)(1) and 93.118(a) of the Transportation Conformity Rule and the approved methodology for conducting the air quality conformity analyses for the 2012 RTIP and 2050 RTP, which shortened the conformity horizon to 2040 and requires an informational analysis of the plan horizon year (2050). According to these sections of the Conformity Rule, the first horizon year (2018) 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, or in the case of the 2012 RTIP and 2050 RTP, the last year of the conformity determination (2040), and the horizon years may be no more than ten years apart (2020 and 2030).

CO Standard

CO regional emissions were projected for 2018, 2020, 2030, 2040, and 2050 (for informational purposes) for the conformity determination of the 2012 RTIP and 2050 RTP conformity redetermination. CO emissions are based upon the winter season.

Emissions Modeling Results

Page 39 of the agenda packet contains the results of the emissions modeling. Table C.3 shows that the projected ROG and NOx emissions from the 2012 RTIP and 2050 RTP are below the ROG and NOx budgets.

Adjustment factors for ROG and NOx were provided by CARB to account for regulations adopted through 2006 and minor technical improvements not yet included in the California Emissions Forecasting System inventories at the time of EMFAC 2007 development. Table C.4 includes the adjustment factors by category and analysis year which are subtracted from the EMFAC 2007 outputs for tons per day.

Table C.5 shows that the projected CO emissions are below the 2003 CO budgets.

Exempt Projects

Page 41 describes the 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 others (such as planning studies). Table C.6 illustrates the exempt projects considered in the 2012 RTIP and 2050 Revenue Constrained RTP and the 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 (TCMs) that must be implemented in San Diego, which the SIP refers to as transportation tactics. They include ridesharing, transit 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.

Interagency Consultation Process and Public Input

The consultation process followed to prepare the Air Quality Conformity Analysis for the 2012 RTIP and 2050 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 Metropolitan Planning Agency for San Diego County), the APCD, Caltrans, CARB, U.S. DOT, and U.S. EPA.

Consultation is a three-tier process that:

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

SANDAG consulted with the CWG on the development of the Air Quality Conformity Analysis of the 2012 RTIP and 2050 RTP at several meetings.

On January 4, 2012, SANDAG staff presented the schedule for the preparation of the 2012 RTIP and its air quality conformity analysis.

On March 7, 2012, SANDAG staff presented information about the criteria and procedures to be followed for its conformity analysis. Staff confirmed that a redetermination of conformity would be done for the 2050 RTP, in conjunction with the 2012 RTIP for consistency purposes. Staff presented information on the 2050 Regional Growth Forecast, Travel Demand Model, Transportation Control Measures, the Revenue Constrained financial assumptions, latest emissions model and emissions budgets, and public involvement and outreach. Staff also confirmed that the conformity timeline would be shortened to the year 2040, and an informational analysis will be conducted for projects in the 2041-2050 timeframe.

On April 25, 2012, SANDAG staff distributed the draft list of capacity-increasing and non-capacity-increasing projects to be included in the 2012 RTIP for interagency consultation. The project lists were discussed at the May 2, 2012, CWG meeting.

There were no comments by the CWG, but after further review of the project list, SANDAG staff noted that the project San Marcos (SM 49), had been incorrectly included in the capacity increasing list of projects was moved to the non-capacity-increasing list of projects. SM 49 is a pedestrian bridge project with no vehicular traffic. The project description for Cal 78C, a capacity-increasing project, has been modified to call out two auxiliary lane projects and provide a more detailed description of the project.

On May 31, 2012, SANDAG released the draft air quality conformity analysis of the 2012 RTIP and 2050 RTP to the San Diego Region CWG for a 30-day review and comment period. Ms. Kennedy requested that any comments or questions be submitted by June 29, 2012, so that they may be included in the Draft 2012 RTIP that will be presented to the *TransNet* Independent Taxpayer Oversight Committee on July 11, 2012.

On July 20, 2012, the SANDAG Transportation Committee will be asked to recommend to the Board of Directors, the release of the Draft 2012 RTIP and its conformity determination and the 2050 RTP conformity redetermination for a 30-day public review period.

On July 27, 2012, the Board of Directors will be asked to release the Draft 2012 RTIP and its conformity determination and the 2050 RTP conformity redetermination for public comment and set a public hearing for the September 7, 2012, Transportation Committee meeting to discuss the Draft 2012 RTIP and its conformity determination and the 2050 RTP conformity redetermination.

On September 7, 2012, the Transportation Committee is anticipated to hold a public hearing and will be asked to recommend the Final 2012 RTIP and its air quality conformity determination to the SANDAG Board of Directors for approval along with the 2050 RTP redetermination.

On September 28, 2012, the SANDAG Board of Directors will be asked to adopt the Final 2012 RTIP and its conformity determination and the 2050 RTP conformity redetermination.

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

Item #5: Update on Rule Makings for the Eight-Hour Ozone National Ambient Air Quality Standard

Ms. Kennedy referred to page 60 of the agenda packet and stated that the U.S. EPA has taken recent actions relating to the ozone NAAQS, which affect transportation air quality conformity in San Diego.

As of April 30, 2012, the U.S. EPA has taken three actions relating to the Eight-Hour Ozone NAAQS, which affect transportation air quality conformity in San Diego.

The first is the classification under Subpart 2 of the CAA for the 1997 Eight-Hour Ozone NAAQS. On April 15, 2004, the U.S. EPA designated the San Diego air basin as a basic non-attainment area and classified it under Subpart 1 of the CAA. However, in response to a court decision, the U.S. EPA ruled on April 27, 2012, that the San Diego air basin be classified under Subpart 2 of the CAA for the 1997 Eight-Hour Ozone Standard; and submitted the rule for publication in the Federal Register.

The U.S. EPA action establishes attainment deadlines and triggers submittal requirements based on an area's classification. For San Diego, the rule establishes an attainment deadline of June 15, 2010. The air quality data for 2009, 2010, and 2011 demonstrates that the San Diego air basin is currently attaining the 1997 Eight-Hour Ozone Standard. The APCD is currently working on a Maintenance Plan, with a request for re-designation to attainment. The Maintenance Plan also will establish new emissions budgets for use in conformity.

On May 21, 2012, the U.S. EPA published a final rule in the Federal Register that provides for the revocation of the 1997 Ozone NAAQS for transportation conformity purposes. It is anticipated that the San Diego Region Maintenance Plan will be submitted and approved prior to the revocation, which will occur in July 2013.

On May 21, 2012, the U.S. EPA published a rule in the Federal Register establishing initial air quality designations for the 2008 ozone NAAQS. Concurrently, a final rule was published that established the approach for setting attainment deadlines according to the various classification categories. The San Diego region received a non-attainment designation and was classified as a marginal area with

an attainment date of December 31, 2015. As a marginal non-attainment area, the region will not be required to submit an attainment demonstration and will be required to comply with less stringent mandatory air quality planning and control requirements than those in higher classifications (moderate, serious, severe, or extreme).

Carl Selnick, APCD, stated that he did not have any specific questions or updates relating to the Maintenance Plan, but is anticipating receiving the emissions data from CARB in late June 2012.

Item #6: EMFAC 2011 DEVELOPMENT

Ms. Kennedy asked Jason Crow, CARB, if he had any updates on EMFAC 2011. Mr. Crow stated that the next version of EMFAC is anticipated to have a 2050 horizon year. CARB has provided all of the information and materials that the U.S. EPA had requested for the current EMFAC approval.

Elisa Arias, SANDAG, asked when the next version of EMFAC would become available and approved by the U.S. EPA in order to determine if it could be used for the next San Diego region RTP. Mr. Crow stated that it is typically a five-year process, but this one will become available a little sooner; the draft version may be sent to the U. S. EPA in 2013 or 2014. He will get back to the CWG with more information to confirm the timetable.

Ms. Kennedy asked Mr. Crow if he had any indication from the U.S. EPA what their turnaround might be for approving EMFAC 2011 for use in conformity determinations. Mr. Crow stated that he has not received any indication from them yet, but that he does know they are trying to meet the December 31, 2012, deadline for approval.

Item #7: OTHER BUSINESS

No comments were made.

Item #8: ADJOURNMENT AND NEXT MEETING

Ms. Kennedy stated that the next scheduled meeting is August 1, 2012, at SANDAG. The agenda package for the next meeting will be sent out prior to the meeting.

San Diego Region Conformity Working Group

Meeting Attendance

June 6, 2012

Name	Agency
Jose Marquez (phone)	Caltrans Dist. 11
Jason Crow (phone)	CARB
Wade Hobbs (phone)	FHWA
Joseph Vaughn (phone)	FHWA
Elisa Arias	SANDAG
Andrea Hoff	SANDAG
Rachel Kennedy	SANDAG
Michelle Merino	SANDAG
Carl Selnick (phone)	SDAPCD
Carla Walecka (phone)	TCA

San Diego Association of Governments
SAN DIEGO REGION CONFORMITY WORKING GROUP

September 5, 2012

AGENDA ITEM NO.: **5**

Action Requested: DISCUSSION

SANDAG AGENCYWIDE PUBLIC PARTICIPATION PLAN

File Number 3100600

Introduction

The SANDAG Public Participation Plan (PPP) establishes a process for communicating with and obtaining input from the public concerning agency programs, projects, and program funding. The strategies and tactics outlined in the plan guide the agency's public outreach and involvement efforts for highway projects; transit fare changes and construction; smart growth, environmental, and planning efforts; growth forecasts; the regional plan; Regional Transportation Improvement Program; tribal consultation; and other initiatives.

The PPP and related PPP Board Policy No. 25 were established in accordance with the Federal Highway Administration (FHWA) for metropolitan transportation planning (23 CFR 450.136) requirements, address Title VI of the Civil Rights Act and related nondiscrimination requirements, and reflect the principles of social equity and environmental justice.

The most recent PPP was approved by the SANDAG Board of Directors at its December 18, 2009, meeting. An update of the PPP is needed in order to evaluate the methods currently in place and make changes as necessary. Public input is critical in this process. Feedback received will be incorporated into a draft PPP update, which will be presented to the SANDAG Board of Directors for approval this fall. Board Policy No. 25 Public Participation/Involvement Policy also may be updated.

Discussion

SANDAG is requesting input on existing and potential new participation and outreach strategies. In addition to traditional communities, SANDAG is interested in engaging the various communities of concern¹ throughout the region.

Next Steps

During the months of August, September, and October 2012, staff will solicit input on ideas for consideration in the PPP update through the SANDAG institutional structure, such as working

¹ Through the 2050 Regional Transportation Plan process, SANDAG worked with members of the Regional Planning Stakeholder Working Group, as well as members of the public interested in social equity and environmental justice issues. The process resulted in the identification of four types of "Communities of Concern": low-income community of concern, minority community of concern, low mobility community of concern, and low community engagement community of concern.

groups, policy advisory committees, and the SANDAG Board of Directors. In addition, in an effort to reach out to other interested parties, a workshop is planned in mid-October to solicit ideas from the general public and other stakeholders, such as local professional organizations, economic groups, environmental groups, health-related organizations, social equity groups, special interest groups, and other interested parties. Finally, SANDAG regularly works with various community-based organizations and will engage them to obtain ideas on how to effectively involve low-income, minority, and other communities of concern in the regional planning process. Feedback from all groups will be incorporated into an updated PPP, which will be presented to the SANDAG Board of Directors for approval this fall.

The SANDAG Public Participation Plan and Board Policy No. 25 can be found online at www.sandag.org/index.asp?subclassid=115&fuseaction=home.subclasshome and www.sandag.org/organization/about/pubs/policy_025.pdf.

The Working Group is asked to take the PPP survey: www.surveymonkey.com/s/TLZJFXB.

Key Staff Contact: Paula Zamudio, (619) 595-5610, Paula.Zamudio@sandag.org

San Diego Association of Governments
SAN DIEGO REGION CONFORMITY WORKING GROUP

September 5, 2012

AGENDA ITEM NO.: **6A**

Action Requested: DISCUSSION

2050 REGIONAL PLAN: DRAFT WORK PROGRAM AND SCHEDULE

File Number 3100000/3100400

Introduction

The adoption of the 2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in October 2011 represented a major milestone for the San Diego region in planning for its transportation future – and in connecting that future to major land use changes that have been put in place by the jurisdictions since the adoption of the Regional Comprehensive Plan (RCP) in 2004. In recognition of this, in May 2012, the SANDAG Board of Directors approved merging the RCP update with the next RTP/SCS. Combining these two major planning efforts gives the San Diego region an opportunity to take comprehensive action to achieve its vision of the future.

Based on the Board's action, staff has prepared a draft work program and schedule for the combined 2050 Regional Plan scheduled for adoption in July 2015. The draft work program will be presented to the Borders Committee, as well as to the various working groups and community-based organizations. Feedback from all groups will be incorporated into a revised work program, which will be presented to the SANDAG Board this fall.

Recommendation

The CWG is asked to discuss and provide input on the draft work program.

Discussion

2050 Regional Plan Work Program: Key Inputs and Components

The RCP and current 2050 RTP/SCS were adopted in 2004 and 2011, respectively. Federal law requires that SANDAG prepare a long-range transportation plan and make an air quality conformity determination every four years. SANDAG staff has developed a detailed work program and schedule for the 2050 Regional Plan that incorporates a variety of planning efforts. In accordance with state and federal guidelines, the 2050 Regional Plan is scheduled for adoption by the Board of Directors in July 2015. The draft 2050 Regional Plan Work Program and Schedule are included as Attachments 1 and 2, respectively. A number of key inputs and components that will shape the development of a 2050 Regional Plan are highlighted below.

2050 Regional Growth Forecast (Series 13) and Model Enhancements

Work is already underway to produce the 2050 Regional Growth Forecast update, which will be used in the preparation of the 2050 Regional Plan. The expected completion of the draft Series 13 Regional Growth Forecast is June 2013.

A number of model enhancements are underway to support regional planning activities. A new activity-based model (ABM) is under development and is expected to be completed by early 2013. New components will be included in the ABM to better assess the benefits of active transportation, and transportation demand and system management strategies. A new commercial vehicle model also will be incorporated in the ABM. Finally, a new land use model also has been developed and will be integrated into the ABM in Fiscal Year 2013.

Prior Commitments

The 2050 RTP/SCS included several implementation actions and commitments. Work is already underway to complete these commitments and outcomes from these efforts will be included in the development of the 2050 Regional Plan. These include:

- Alternative Land Use and Transportation Scenarios that could further reduce greenhouse gas (GHG) emissions, including potential parking strategies
- Regional Transit-Oriented Development (TOD) Strategy, including Comprehensive Update to Smart Growth Concept Map
- Regional Complete Streets Policy
- Safe Routes to Transit Strategy
- Active Transportation Early Action Program (EAP)
- Bicycle Plan EAP

Policy Area/Technical Updates

The growing connection between land use and transportation in our region and throughout the state and the nation have brought to the forefront several traditional and emerging planning themes. Policy discussions and strategies will be evaluated as part of the development of the 2050 Regional Plan, as well as updating the necessary technical data in several areas including:

- Public Health
- Land Use, Regional Growth, and Urban Form
- Healthy Environment
- Infrastructure/Public Facilities
- Housing
- Social Equity and Environmental Justice
- Economic Strategies
- Binational, Tribal, Interregional, and Military

Other Key 2050 Regional Plan Tasks

The results of related work efforts such as the high-speed rail planning and corridor or subregional studies will be considered in the 2050 Regional Plan development. Other major tasks include updates to the project evaluation criteria and plan performance measures, economic analysis, social equity and environmental justice analysis, updated revenue projections, revised cost estimates for projects and services, evaluation of transportation and land use scenarios leading to the selection by the SANDAG Board of Directors of a preferred scenario and its phasing through 2050.

Regional Plan Public Involvement Plan

SANDAG regularly involves the public in regional planning efforts. A public involvement plan (PIP) is being prepared to help develop the 2050 Regional Plan (Item #6B). Additional plans to be developed include a tribal consultation plan and a process to engage low-income and minority populations through community-based organizations. Additionally, there will be a series of public workshops, use of social media, visualizations, and other means for involving the public and receiving input on the work products and draft 2050 Regional Plan. The Board of Directors will be asked to adopt the PIP in late 2012.

2050 Regional Plan Environmental Impact Report

The Environmental Impact Report (EIR) for the 2050 Regional Plan requires analysis beyond what has been included in previous RTP EIRs. A programmatic EIR would collectively cover the topics of the entire 2050 Regional Plan. It is expected that the Notice of Preparation for the EIR would be released in late 2012.

2050 Regional Plan Proposed Roles and Responsibilities

A number of policy committees will provide oversight and policy direction during the development of the 2050 Regional Plan. Several working groups also will provide input throughout the preparation of the plan, including the region's public works directors and planning directors, who are represented in the Cities/County Transportation Advisory Committee (CTAC) and Regional Planning Technical Working Group (TWG), respectively. The CWG will be consulted on the development of the air quality conformity analysis. Additionally, staff will make sure that key elements of the 2050 Regional Plan development are brought to the Tribal Transportation Working Group to allow for substantive feedback and input. Finally, the *TransNet* Independent Taxpayer Oversight Committee's responsibilities include participating in the ongoing refinement of SANDAG's transportation system performance measurement process and the evaluation criteria for transportation projects. Attachment 3 outlines the proposed roles and responsibilities of the working groups and policy committees related to the development of the 2050 Regional Plan.

Next Steps

In order to implement the proposed work plan, SANDAG will benefit from substantial work that is already underway. A discussion on revised goals and policy objectives for the 2050 Regional Plan will be brought to a future Board of Directors Policy meeting.

Attachments: 1. 2050 Regional Plan Draft Work Program
2. 2050 Regional Plan Schedule
3. Proposed Roles and Responsibilities for Working Groups and Policy Committees

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

2050 REGIONAL PLAN DRAFT WORK PROGRAM

1. *Develop Regional Plan Work Program*
 - Review work program with core working groups, Policy Advisory Committees, and Board of Directors

2. *Establish Regional Plan Vision, Goals, and Policy Objectives*
 - Review existing Regional Transportation Plan (RTP) and Regional Comprehensive Plan (RCP) documents
 - Monitor and incorporate new transportation act/bill provisions and other legislation, including Senate Bill (SB) 375 (as needed)
 - Monitor and incorporate updated California Transportation Commission RTP Guidelines (as needed)
 - Monitor and incorporate new federal transportation bill (Moving Ahead for Progress in the 21st Century or MAP-21) implementation guidelines (as needed)

3. *Public Outreach and Involvement*
 - Establish education and marketing plan for the 2050 Regional Plan
 - Set up 2050 Regional Plan Project Web site and maintain throughout its development and adoption
 - Issue request for proposals and contract with community-based organizations to engage low-income and minority populations in the planning process
 - Develop Public Involvement Plan (PIP) and Tribal Consultation Plan that meets federal transportation bill requirements and SB 375
 - Schedule events and develop outreach products
 - Conduct subregional workshops (3) on Draft 2050 Regional Plan
 - Conduct public hearings (2) on Draft 2050 Regional Plan
 - Analyze ongoing feedback and respond to comments received online, phone, e-mail, etc.

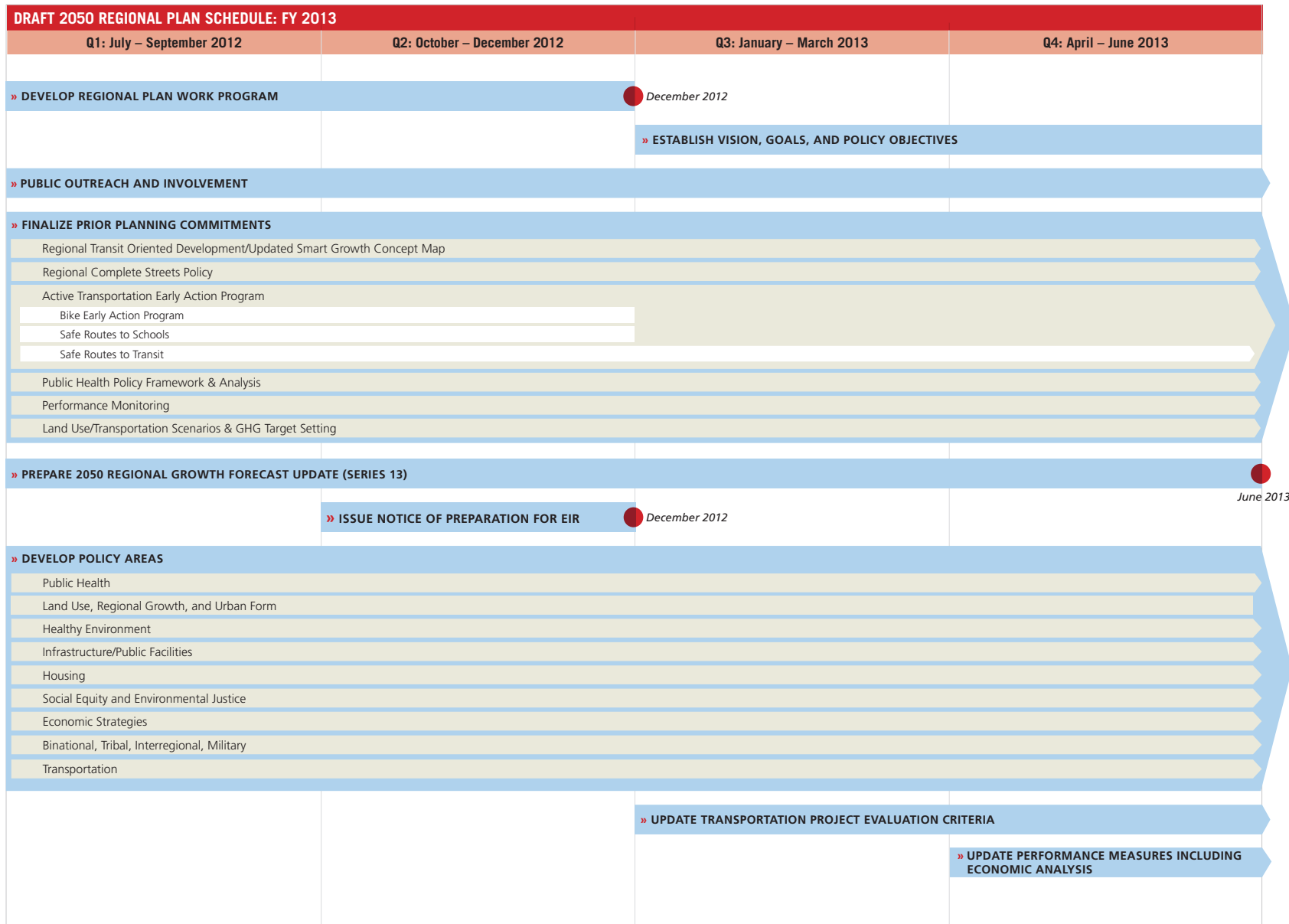
4. *Finalize Prior Planning Commitments*
 - Regional Transit-Oriented Development Strategy/Updated Smart Growth Concept Map
 - Regional Complete Streets Policy
 - Active Transportation Early Action Program (EAP)
 - Bike EAP
 - Safe Routes to School
 - Safe Routes to Transit

- Public Health Policy Framework and Analysis
 - Performance Monitoring
 - Alternative Land Use and Transportation Scenarios and Greenhouse Gas (GHG) Emissions Target Setting
 - Create and test alternative land use and transportation scenarios to further reduce GHG emissions after 2035 beyond the reductions achieved in the 2050 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)
 - Conduct public workshops including visualizations for select alternative land use and transportation scenarios
 - Use the scenarios to assist with the next target setting process with the California Air Resources Board (CARB)
5. *Prepare 2050 Regional Growth Forecast Update (Series 13)*
- Collect land use inputs including general plan, zoning, and permitted projects (i.e., “site spec”)
 - Develop regionwide growth projections (population, housing, jobs, and other economic and demographic variables)
 - Generate new subregional Growth Forecast (population, housing, jobs, land use)
 - Review results with local jurisdictions and other land use authorities
 - Finalize 2050 Regional Growth Forecast Update
6. *Develop Regional Plan Policy Areas*
- Public Health
 - Land Use, Regional Growth, and Urban Form
 - Healthy Environment including habitat, energy, climate change, climate adaptation, etc.
 - Infrastructure/Public Facilities, including water supply, wastewater, storm water, solid waste, and access to educational facilities
 - Housing
 - Social Equity and Environmental Justice
 - Economic Strategies
 - Binational, Tribal, Interregional, and Military
 - Transportation
7. *Incorporate Recommendations from Regional/Corridor/Subregional Studies into Development of Transportation Networks*
- Studies include the Feasibility Assessment of Trucks on Managed Lanes, Regional Transit-Oriented Development Strategies, Active Transportation EAP, Bike EAP, Safe Routes to Transit, Safe Routes to School Strategic Plan, State Route 78 Corridor Study,

San Ysidro Intermodal Transit Center Strategy, Transit Plan Advanced Planning, Transportation Demand Management studies/strategies, Transportation Systems Management studies/strategies, etc. (as needed)

8. *Develop Sustainable Communities Strategy and Alternative Planning Strategy (if needed)*
 - Conduct workshop for SB 375 Implementation/GHG Regional Targets/SCS development
 - Information meeting(s) with elected officials to obtain input on SCS
 - Develop draft SCS
 - Generate alternative(s) land use/transportation scenario for an Alternative Planning Strategy (APS) (if needed)
 - Develop draft APS if the SCS does not meet the regional GHG targets (if needed)
9. *Update Revenue and Cost Projections for Projects and Services*
 - Develop or revise cost estimates for all unconstrained highway and transit projects, including operations and maintenance, transportation demand management and system management projects and programs, goods movement projects, regional rail grade separation projects, and active transportation projects and programs based on requirements from federal transportation bill
 - Incorporate revised cost estimates for local streets and roads projects provided by the local jurisdictions
 - Develop initial revenue projections for the various local, state, and federal revenue sources for the financial scenarios
 - Refine and finalize initial revenue projections and cost estimates for the Revenue Constrained scenario
10. *Update Regional Arterial System (as needed)*
11. *Update Airport Multimodal and Rail Planning*
 - Incorporate recommendations from the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency Corridorwide Strategic Implementation Plan
 - Incorporate recommendations from the California High-Speed Rail Program Revised 2012 Business Plan
12. *Update Transportation Project Evaluation Criteria*
 - Re-evaluate and update criteria with a focus on Regional Plan goals and policy objectives
13. *Update Performance Measures for Regional Plan*
 - Re-evaluate and update performance measures to be consistent with 2050 Regional Plan goals and policy objectives, including Environmental Justice/Social Equity, Economic, and Environmental indicators

14. *Develop Unconstrained Multimodal Transportation Scenario*
 - Refine multimodal (transit, high-occupancy vehicle, Managed Lanes, highway, active transportation) network in conjunction with SCS/APS
15. *Apply Evaluation Criteria to Assist In Project Selection for Financial Scenarios*
16. *Develop and Analyze Financial Scenarios and Select Preferred Revenue Constrained Scenario for 2050 Regional Plan*
 - Perform travel forecasts and evaluate overall performance, including economic analyses
 - Develop Draft Preferred Scenario for review, including phasing
17. *Perform Air Quality Forecasts*
 - Discuss conformity criteria and procedures with CWG
 - Monitor and address new U.S. Environmental Protection Agency (EPA), Federal Transit Administration (FTA), and Federal Highway Administration (FHWA) requirements for Air Quality (AQ) analysis (as needed)
 - Prepare draft AQ conformity determination for Draft 2050 Regional Plan for review
 - Prepare final AQ determination
18. *Produce Draft 2050 Regional Plan*
19. *Prepare Draft Environmental Impact Report*
 - Prepare and circulate Notice of Preparation for Environmental Impact Report (EIR)
 - Create EIR Alternatives
 - Produce Draft EIR
20. *Release Draft 2050 Regional Plan and Draft EIR for Public Comment*
21. *Address Public Comments and Prepare Draft Final 2050 Regional Plan*
22. *Address Public Comments and Prepare Final EIR*
23. *Adopt Final Regional Plan and Certify Final EIR*
24. *AC Conformity Determination by U.S. Department of Transportation*
25. *CARB Determination on the Adopted SCS*



LEGEND: » Major Task Sub-Task Sub-Task Component ● Milestone

DRAFT 2050 REGIONAL PLAN SCHEDULE: FY 2014

Q1: July – September 2013

Q2: October – December 2013

Q3: January – March 2014

Q4: April – June 2014

» PUBLIC OUTREACH AND INVOLVEMENT

» FINALIZE PRIOR PLANNING COMMITMENTS

Regional Transit Oriented Development/Updated Smart Growth Concept Map

Regional Complete Streets Policy

Active Transportation Early Action Program

Safe Routes to Transit

Public Health Policy Framework & Analysis

Performance Monitoring

Land Use/Transportation Scenarios & GHG Target Setting

● February 2014

» DEVELOP POLICY AREAS

Public Health

Healthy Environment

Infrastructure/Public Facilities

Housing

Social Equity and Environmental Justice

Economic Strategies

Binational, Tribal, Interregional, Military

Transportation

» UPDATE TRANSPORTATION PROJECT EVALUATION CRITERIA

● September 2013

» UPDATE PERFORMANCE MEASURES INCLUDING ECONOMIC ANALYSIS

● December 2013

» DEFINE UNCONSTRAINED MULTIMODAL TRANSPORTATION NETWORK

● December 2013

» UPDATE TRANSPORTATION COST ESTIMATES

● March 2014

» DEVELOP TRANSPORTATION REVENUE PROJECTIONS

● March 2014

» APPLY PROJECT EVALUATION CRITERIA AND DEVELOP SCENARIOS

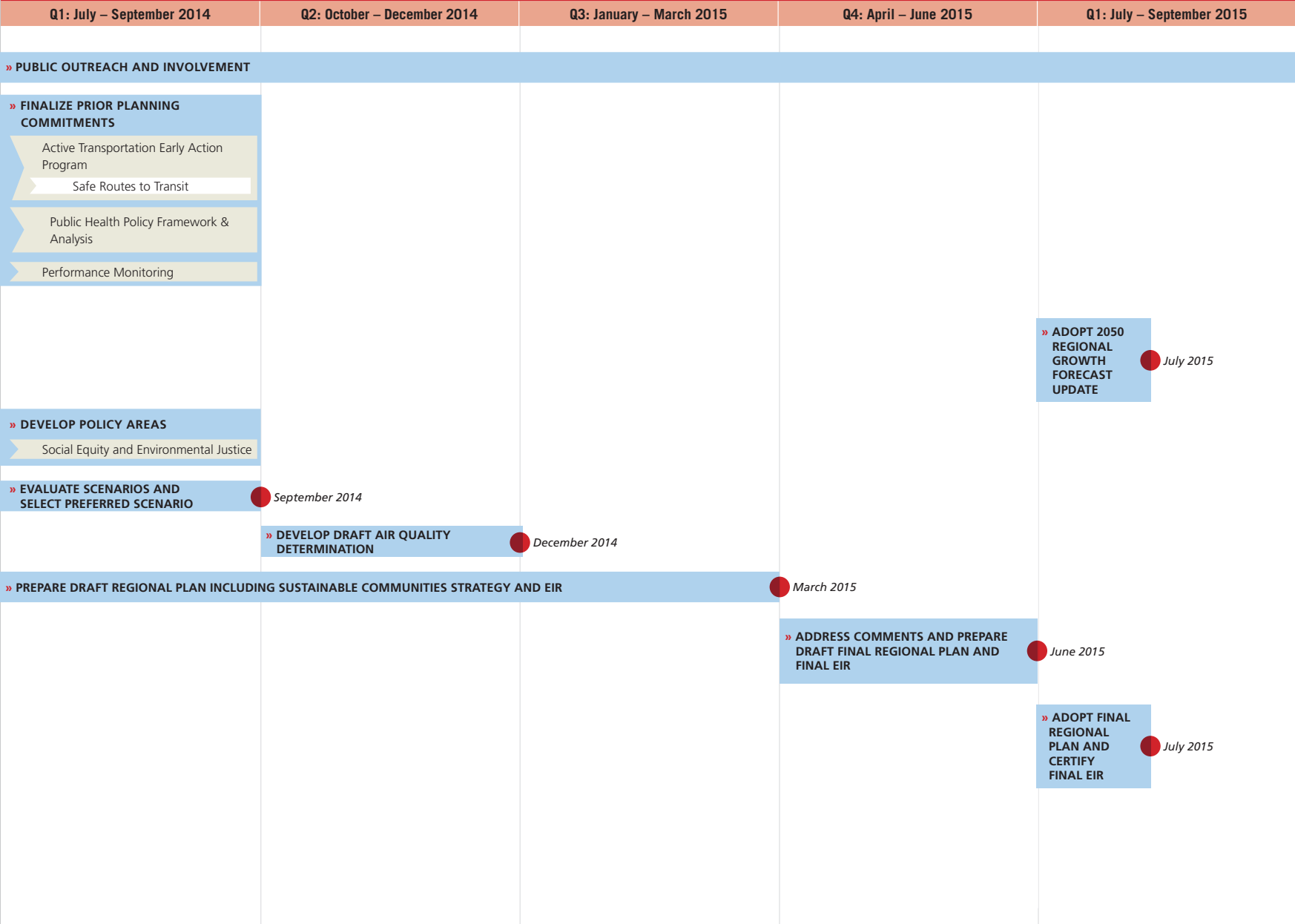
● June 2014

» EVALUATE SCENARIOS AND SELECT PREFERRED SCENARIO

» PREPARE DRAFT REGIONAL PLAN INCLUDING SUSTAINABLE COMMUNITIES STRATEGY AND EIR

LEGEND: » Major Task Sub-Task Sub-Task Component ● Milestone

DRAFT 2050 REGIONAL PLAN SCHEDULE: FY 2015 AND 2016



LEGEND: » Major Task Sub-Task Sub-Task Component ● Milestone

DRAFT 2050 REGIONAL PLAN

ROLES AND RESPONSIBILITIES	SANDAG WORKING GROUPS*								POLICY ADVISORY COMMITTEES			BOD
	CTAC	TWG	CWG	BPWG	TRIBAL TWG	RHWG	ITOC	PHSG	BC	RPC	TC	
MAJOR TASKS												
Regional Plan (RP) Work Program	•	•	•	•	•	•	•	•	•	•	•	•
Public Outreach, Education, and Involvement	•	•	•	•	•	•	•	•	•	•	•	•
Vision, Goals, and Policy Objectives	•	•										•
Prior Commitments												
<i>Regional TOD Strategy/Update SGCM</i>	•	•		•		•		•		•	•	•
<i>Regional Complete Streets Policy</i>	•	•		•				•		•	•	•
<i>Active Transportation Early Action Program</i>	•	•		•			•	•			•	•
Bike Plan Early Action Program	•	•		•			•				•	•
Safe Routes to School	•	•		•			•	•		•	•	•
Safe Routes to Transit	•	•		•			•	•			•	•
<i>Public Health Policy Framework & Analysis</i>	•	•						•		•		•
<i>Performance Monitoring</i>	•	•					•			•	•	•
<i>Land Use/Transportation Scenarios & GHG Target Setting</i>	•	•				•				•	•	•
2050 Regional Growth Forecast		•	•		•	•				•		•
Project Evaluation Criteria	•	•		•	•		•	•			•	•
Economic Impact Analysis	•	•		•	•	•		•	•	•	•	•
Performance Measures	•	•		•	•		•	•			•	•
Policy Areas												
<i>Public Health</i>	•	•			•			•		•	•	•
<i>Land Use, Regional Growth, and Urban Form</i>		•			•	•				•		•
<i>Healthy Environment (habitat, energy, etc.)</i>		•			•					•		•
<i>Infrastructure/Public Facilities</i>	•	•		•						•		•
<i>Housing</i>		•				•				•		•
<i>Social Equity and Environmental Justice</i>	•	•			•	•		•		•	•	•
<i>Economic Strategies</i>	•	•		•	•	•		•	•	•	•	•
<i>Binational/Interregional/Tribal/Military</i>	•	•			•				•	•	•	•
Initial RP Network Scenarios	•	•		•	•		•		•	•	•	•
Final RP Network Scenarios	•	•	•	•	•		•			•	•	•
Draft 2050 RP, Environmental Impact Report (EIR), and Air Quality (AQ) Conformity	•	•	•	•	•	•	•	•	•	•	•	•
Proposed Changes for the Draft Final 2050 RP	•	•	•	•	•	•				•	•	•
Adopt Final 2050 RTP/EIR/AQ Conformity												•

COMMITTEES AND WORKING GROUPS		
Board of Directors (BOD)	Working Groups	Specific tasks will be presented to these groups as needed:
Policy Advisory Committees	Bicycle/Pedestrian Working Group (BPWG)	Committee on Binational Regional Opportunities (COBRO)
Borders Committee (BC)	Cities/County Transportation Advisory Committee (CTAC)	Environmental Mitigation Program Working Group (EMP)
Regional Planning Committee (RPC)	Public Health Stakeholders Group (PHSG)	Freight Stakeholders Working Group
Transportation Committee (TC)	Regional Planning Technical Working Group (TWG)	Military Stakeholder Working Group
TransNet Independent Taxpayer Oversight Committee (ITOC)	Regional Housing Working Group (RHWG)	Regional Energy Working Group
	San Diego Region Conformity Working Group (CWG)	San Diego Regional Traffic Engineers Council (SANTEC)
	Tribal Transportation Technical Working Group (Tribal TWG)	Social Services Transportation Advisory Council (SSTAC)
		Quality of Life Stakeholder Working Group
		Community Based Organizations

* Working Groups will provide input that will be used in the staff recommendation to the Policy Advisory Committees and the Board of Directors

San Diego Association of Governments
SAN DIEGO REGION CONFORMITY WORKING GROUP

September 5, 2012

AGENDA ITEM NO.: **6B**

Action Requested: DISCUSSION

2050 REGIONAL PLAN: PUBLIC INVOLVEMENT PLAN

File Number 3100000/3100400

Introduction

In conjunction with the development of the Work Program and Schedule, SANDAG will be developing a Public Involvement Plan (PIP) tailored to the 2050 Regional Plan. The PIP will set forth the goals and techniques to engage the public throughout the planning and decision-making process. Building upon the agencywide Public Participation Plan (PPP) currently under development, SANDAG is soliciting input on the 2050 Regional Plan PIP from SANDAG working groups, Policy Advisory Committees, community-based organizations and interested stakeholders.

The Regional Planning and Transportation Committees are asked to provide input on the 2050 Regional Plan PIP, including goals for the plan and techniques to engage the public throughout the planning and decision-making process. Feedback from all groups will be incorporated into a draft PIP which will be presented to the SANDAG Board of Directors this fall.

Discussion

Building upon the SANDAG Agencywide Public Participation Plan and the 2050 Regional Transportation Plan Public Involvement Plan

The SANDAG agencywide PPP, discussed in Item 5, provides the foundation for the development of specific public outreach plans for particular plans and programs. It sets forth how SANDAG will commit to an open process that provides opportunities for input throughout the decision-making process.

The PIP for the 2050 Regional Transportation Plan (RTP) was adopted in April 2010, and was grounded in policies contained in the SANDAG PPP adopted in 2009 (Attachment 1). The PIP included an overview of the major topic areas anticipated to be addressed by the RTP, including the Sustainable Communities Strategy (SCS), the new regional growth forecast, and the Urban Area Transit Strategy; provided a framework for issues related to environmental justice and Limited English Proficient (LEP) persons; identified public stakeholder categories; and outlined government-to-government consultation and coordination activities, specifically as related to Native American consultations, coordination with Mexico, and coordination with California Metropolitan Planning Organizations and Regional Transportation Planning Authorities. Within this context, the 2050 RTP PIP was the region's first PIP to create opportunities for stakeholders to provide input on the development of the SCS, and contained the following goals:

1. 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
2. Stimulate dialogue about the transportation challenges facing the San Diego region
3. Provide opportunities for the public to provide input into the 2050 RTP and the Sustainable Communities Strategy, required by state climate change legislation
4. Develop and incorporate into the plan realistic solutions that address the diverse mobility needs of the region's residents, visitors, and business people
5. Build public support for transportation improvements outlined in the 2050 RTP

The 2050 RTP PIP process consisted of three main outreach and involvement strategies at different phases of the process:

1. **Early Public Involvement:** This phase consisted of providing the opportunity to introduce the public to the plan, its components, and its development process; gaining initial feedback about how the public would like to be involved; and preparing successful outreach strategies for the development of the plan.
2. **Public Involvement during the Plan Development:** The purpose of public involvement during this phase was to expand communication about the project through activities such as public workshops, newsletters and e-mails, local and regional media, social media, presentations, informational materials, and other efforts.
3. **Community-Based Outreach:** This phase, which happened concurrently with Step 2, consisted of partnering with community-based organizations in "communities of concern" and providing resources to these community groups. The primary goals of the Community-Based Outreach Mini-Grant Program were 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). The specific techniques used to engage the public are included in the attached 2050 RTP PIP.

In May 2012, the SANDAG Board approved merging the Regional Comprehensive Plan (RCP) update with the next RTP/SCS. Item 6A includes a draft work program and schedule for the combined 2050 Regional Plan, which is scheduled for adoption in July 2015. Taking into consideration the input on the draft work program provided as part of Item 6A and the kind of outreach mechanisms contained in the 2050 RTP PIP, ideas for public involvement for the new 2050 Regional Plan effort are being solicited.

Next Steps

During the months of September and October 2012, staff will solicit input on ideas for consideration in the 2050 Regional Plan PIP through SANDAG's institutional structure, such as through the working groups, policy advisory committees, and the SANDAG Board. In addition, in an effort to reach out to other interested parties, a workshop is planned in mid-October to solicit ideas from the general public and other stakeholders, such as local professional organizations, economic groups, environmental groups, health-related groups, social equity groups, special interest groups, and other interested parties. Finally, SANDAG has been working with various Community-Based Organizations that participated in the 2050 RTP/SCS on effective ways to involve low income and

minority communities in the regional planning process. Feedback from all groups will be incorporated into a draft 2050 Regional Plan PIP, which will be presented to the SANDAG Board of Directors this fall.

Attachment: 1. 2050 Regional Transportation Plan Public Involvement Plan (April 2010)

Key Staff Contact: Carolina Gregor, (619) 699-1989, Carolina.Gregor@sandag.org

2050 Regional Transportation Plan Public Involvement Plan



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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 Newslite
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

2050 RTP Public Involvement Plan

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

2050 RTP Public Involvement Plan

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

The National Ambient Air Quality Standards

OVERVIEW OF EPA'S PROPOSAL TO REVISE THE AIR QUALITY STANDARDS FOR PARTICLE POLLUTION (PARTICULATE MATTER)

- On June 14, 2012, the U.S. Environmental Protection Agency (EPA) proposed to strengthen the National Ambient Air Quality Standards (NAAQS) for fine particle pollution, also known as fine particulate matter (PM_{2.5}). The agency also proposed to retain the existing standards for coarse particle pollution (PM₁₀).
- An extensive body of scientific evidence shows that exposure to particle pollution causes premature death and is linked to a [variety of significant health problems](#), such as increased hospital admissions and emergency department visits for cardiovascular and respiratory problems, including non-fatal heart attacks. PM also is linked to the development of chronic respiratory disease.
- People most at risk from fine and coarse particle pollution exposure include people with heart or lung disease (including asthma), older adults, children, and people of lower socioeconomic status. Research indicates that pregnant women, newborns, and people with certain health conditions, such as obesity or diabetes, also may be more susceptible to PM-related effects.
- Particle pollution also causes haze in cities and some of our nation's most treasured national parks.
- Fine particles come from a variety of sources, including vehicles, smokestacks and fires. They also form when gases emitted by power plants, industrial processes, and gasoline and diesel engines react in the atmosphere. Sources of coarse particles include road dust that is kicked up by traffic, some agricultural operations, construction and demolition operations, industrial processes and biomass burning. Emission reductions from EPA rules already on the books will help states meet the proposed revised standards by making significant strides toward reducing fine particle pollution. These include clean diesel rules for vehicles, rules to reduce pollution from power plants and rules to reduce pollution from stationary diesel engines.
- For fine particles, today's proposal would:
 - **Strengthen the annual health standard** for fine particles by setting the standard at a level within the range of 12 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) to 13 $\mu\text{g}/\text{m}^3$. The current annual standard, 15 $\mu\text{g}/\text{m}^3$, has been in place since 1997.
 - **Retain the existing 24-hour fine particle standard**, at 35 $\mu\text{g}/\text{m}^3$. EPA set the 24-hour standard in 2006.

- **Set a separate fine particle standard to improve visibility**, primarily in urban areas. EPA is proposing two options for this 24-hour standard, at 30 deciviews or 28 deciviews. (A deciview is a yardstick for measuring visibility.)
- **Retain the existing secondary standards** for PM_{2.5} and PM₁₀ to provide protection against other effects, such as ecological effects, effects on materials, and climate impacts.
- EPA's proposed changes to the fine particle standards are consistent with advice from its independent science advisors, the Clean Air Scientific Advisory Committee (CASAC).
- **For coarse particles, today's proposal would retain the existing 24-hour standard.** This standard, with a level of 150 µg/m³, has been in place since 1987.
- EPA examined thousands of studies as part of this review of the standards, including hundreds of new studies published since EPA completed the last review of the standards in 2006. The new evidence includes more than 300 new epidemiological studies, many of which report adverse health effects even in areas that meet the current PM_{2.5} standards. EPA also considered analyses by agency experts, along with input CASAC, which provided comments at several points throughout the review process..
- As part of EPA's commitment to a transparent, open government, the agency will seek and encourage broad public input in setting this standard that provides critical health protection to millions of Americans.
- The Clean Air Act requires EPA to review the particle pollution standards every five years. The proposed revisions, which are a result of that review, also respond to a court remand of a portion of the existing PM_{2.5} standards, which were issued in 2006.

[More details about the proposed standards](#)

- The proposal also addresses several issues related to the proposed standards. Among them:
 - To ensure a smooth transition to the new standards., EPA is proposing to grandfather [preconstruction permitting](#) applications that have made substantial progress through the review process at the time the final standards are issued;
 - The agency is proposing [updates and improvements to the nation's PM_{2.5} monitoring network](#) that include relocating a small number of monitors to measure fine particles near heavily traveled roads. EPA's proposal does not require additional monitors.
 - In addition, the proposal would [update the Air Quality Index \(AQI\)](#) for particle pollution.

- EPA anticipates making attainment/nonattainment designations by December 2014, with those designations likely becoming effective in early 2015.
- States would have until 2020 (five years after designations are effective) to meet the proposed health standards. Most states are familiar with this process and can build off work they are already doing to reduce pollution to help them meet the standards.
- A state may request a possible extension to 2025, depending on the severity of an area's fine particle pollution problems and the availability of pollution controls.
- The Clean Air Act does not specify a date for states to meet secondary PM_{2.5} standards; EPA and states determine that date through the implementation planning process. The same controls that will be installed to meet the primary, health-based standards will also help areas meet the secondary standards. In 2020, we expect virtually all counties will meet the secondary standards without state/local reductions.
- By law, EPA cannot consider costs in setting or revising national ambient air quality standards. However, to inform the public, EPA analyzes the benefits and costs of implementing the standards as required by Executive Orders 12866 and 13563 and guidance from the White House Office of Management and Budget.
- EPA will issue a regulatory impact analysis that estimates the potential benefits and costs of meeting a revised annual health standard in the year 2020. The proposed standards are expected to yield significant health benefits, valued at \$2.3 billion to \$5.9 billion annually for a proposed standard of 12 µg/m³ and \$88 million to \$220 million annually for a proposed standard of 13 µg/m³ – a return of \$30 to \$86 for every dollar invested in pollution control. Estimated costs of implementing the proposal are \$69 million for a proposed standard of 12 µg/m³ and \$2.9 million for a proposed standard of 13 µg/m³.
- EPA will take comment on the proposed rules for nine weeks (63 days) after the proposal is published in the Federal Register. The Agency will hold two public hearings, in Philadelphia and Sacramento, Calif. Details will be announced in a separate notice.
- EPA will issue final standards by Dec. 14 2012.

FOR MORE INFORMATION

- To read the proposed standards and additional summaries, visit <http://www.epa.gov/airquality/particlepollution/actions.html>