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MEETING NOTICE AND AGENDA

SAN DIEGO CONFORMITY WORKING GROUP

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

Wednesday, February 6, 2013

10:30 a.m. to 12:00 noon

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

Staff Contact: Rachel Kennedy
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 Rachel.Kennedy@sandag.org

AGENDA HIGHLIGHTS

- REGIONAL PLAN: DRAFT PUBLIC INVOLVEMENT PLAN
- 2008 OZONE STANDARD CONFORMITY ANALYSIS INTERAGENCY CONSULTATION PROCEDURES
- SAN DIEGO REGION 1997 EIGHT-HOUR OZONE STANDARD REDESIGNATION REQUEST AND MAINTENANCE PLAN UPDATE

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 San Diego County
 Water Authority
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SAN DIEGO CONFORMITY WORKING GROUP (CWG)

Wednesday, February 6, 2013

ITEM #	RECOMMENDATION
1. INTRODUCTIONS	
+2. SUMMARY OF DECEMBER 5, 2012, MEETING	INFORMATION
<p>The summary of the December 5, 2012, Conformity Working Group (CWG) meeting is attached. The CWG is asked to review the meeting summary.</p>	
3. PUBLIC COMMENTS/COMMUNICATIONS	
<p>Members of the public will have the opportunity to address the CWG during this time.</p>	
4. REGIONAL PLAN: DRAFT PUBLIC INVOLVEMENT PLAN	INFORMATION
<p>The draft Public Involvement Plan (PIP) was released for public review and comment on January 7, 2013, for a 30-day review period, and is available at www.sandag.org/regionalplan. Developed with input from stakeholders and the public as well as SANDAG Working Groups, Policy Advisory Committees, and the Board of Directors, the draft PIP outlines an innovative and energetic approach for engaging the community in the process of developing the Regional Plan. Comments should be e-mailed to David.Hicks@sandag.org by February 7, 2013.</p>	
+5. 2008 OZONE STANDARD CONFORMITY ANALYSIS INTERAGENCY CONSULTATION PROCEDURES	DISCUSSION
<p>The U.S. Environmental Protection Agency (EPA) designated the San Diego region as a marginal, nonattainment area for the 2008 ozone National Ambient Air Quality Standards, effective July 20, 2012. The San Diego region is required to demonstrate transportation conformity to the new standard by July 20, 2013. The CWG will discuss conformity criteria and procedures to redetermine conformity of the 2050 Regional Transportation Plan and the 2012 Regional Transportation Improvement Plan. SANDAG staff will present information on the following items:</p>	
<ul style="list-style-type: none">+A. Revenue-Constrained Program AssumptionsB. Regional Growth ForecastC. Travel Demand ModelD. Latest Emissions Model, Emissions BudgetsE. Transportation Control Measures+F. Public Participation/Plan Policy	

+6. REVISIONS TO NATIONAL AMBIENT AIR QUALITY STANDARDS FOR PARTICULATE MATTER **INFORMATION**

On December 14, 2012, the U.S. EPA strengthened the annual health National Ambient Air Quality Standards for fine particles (PM 2.5) to 12.0 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) and retained the 24-hour fine particle standard of 35 $\mu\text{g}/\text{m}^3$. The agency also retained the existing standards for coarse particle pollution (PM10). The U.S. EPA anticipates making initial attainment/nonattainment designations by December 2014, with those designations likely becoming effective in early 2015. U.S. EPA staff will provide information about the final rule.

7. SAN DIEGO REGION 1997 EIGHT-HOUR OZONE STANDARD REDESIGNATION REQUEST AND MAINTENANCE PLAN UPDATE **DISCUSSION**

At a public meeting held on December 6-7, 2012, the California Air Resources Board approved the San Diego Region 1997 Eight-Hour Ozone Standard Redesignation Request and Maintenance Plan Update for submittal to the U.S. EPA as a State Implementation Plan revision. On December 20, 2012, the U.S. EPA initiated its adequacy review of the plan and posted the document for a 30-day public review period that closes on January 22, 2013. U.S. EPA staff will provide an update on the approval process.

8. EMFAC 2011 AND DEVELOPMENT OF THE NEXT VERSION OF EMFAC **INFORMATION**

U.S. EPA staff will provide an update on the approval process of EMFAC 2011 for use in conformity determinations. California Air Resources Board staff will update the CWG on the development of the next version of the EMFAC model.

9. OTHER BUSINESS **INFORMATION**

10. ADJOURNMENT AND NEXT MEETING

The next meeting of the San Diego Region CWG is scheduled for March 6, 2013, 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

February 6, 2013

AGENDA ITEM NO.: **2**

Action Requested: INFORMATION

SUMMARY OF DECEMBER 5, 2012, MEETING

File Number 3100600

ITEM #1: INTRODUCTIONS

Self-introductions were made. See attached attendance list.

ITEM #2: SUMMARY OF SEPTEMBER 5, 2012, MEETING

Rachel Kennedy, SANDAG, asked the Conformity Working Group (CWG) to review the meeting summary. Carl Selnick, APCD, requested that a correction be made to item number eight on page eight, paragraph two, first sentence: "compliance with" should be changed to read "promulgation of."

ITEM #3: PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

No public comments were made.

ITEM #4: DRAFT PUBLIC PARTICIPATION PLAN UPDATE

Paula Zamudio, SANDAG, gave an update on the Public Participation Plan (PPP) and provided information regarding the results of a public survey that was conducted. The draft update of the PPP was accepted for distribution for public comment by the SANDAG Board of Directors on October 26, 2012, and is now open for a 45-day public comment and review period that closes December 10, 2012. Once all comments have been submitted, they will be incorporated into the final draft. Ms. Zamudio stated that the survey conducted showed e-mail and electronic communications as the preferred method of contacting community members. So far, there have been over 1,500 public responses, mostly coming from the survey.

Mike Brady, Caltrans, commented that he was unable to find reference to the mandate to conduct consultation for air quality conformity in the PPP. He also suggested that the PPP should refer to the sections of the federal laws and regulations rather than the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), because SAFETEA-LU does not exist anymore.

Ms. Kennedy summarized the Conformity State Implementation Plan (SIP) guidelines and the implications for the PPP. The PPP would partially satisfy the public outreach components for the Conformity SIP and could be used in conjunction with other specific items that the Conformity SIP references.

ITEM #5: 2008 OZONE STANDARD CONFORMITY ANALYSIS INTERAGENCY CONSULTATION PROCEDURES

Ms. Kennedy stated that the U.S. Environmental Protection Agency (EPA) designated the San Diego region as a marginal, non-attainment area for the 2008 Ozone National Ambient Air Quality Standard, effective July 20, 2012. The San Diego region is required to demonstrate transportation conformity to the new standard by July 20, 2013. SANDAG will be conducting a conformity determination of the 2012 Regional Transportation Improvement Program (RTIP) and redetermination of conformity of the 2050 Regional Transportation Plan (RTP) as part of this requirement.

The CWG then discussed conformity criteria and procedures to redetermine conformity of the 2050 RTP and the 2012 RTIP, including the following items:

A. Schedule:

The proposed schedule for the conformity analysis is referenced on page 108 of the agenda. Ms. Kennedy stated that interagency consultation would occur during the February 6, 2013, CWG meeting. It is anticipated that a draft air quality conformity document will be released to the CWG February 18, 2013, for a 30-day review period, which will close on March 19, 2013. The document will be discussed at the March 6, 2013, CWG meeting and be presented to the TransNet Independent Taxpayer Oversight Committee on March 13, 2013. On April 5, 2013, the Transportation Committee will be asked to release the document for a 30-day comment period that will end on May 6, 2013. On May 17, 2013, the Transportation Committee will be asked to recommend approval of the amendment and air quality conformity analysis to the Board of Directors. On May 24, 2013, the Board will be asked to approve the amendment and conformity determination.

B. Budget Analysis:

If EMFAC 2011 is approved for use in conformity determinations prior to the beginning of the modeling process, then EMFAC 2011 will be used. In the event that the approval of EMFAC 2011 has not occurred prior to the start of the modeling process, the conformity analysis will be performed with both EMFAC 2007 and EMFAC 2011 and both sets of emissions data will be included in the draft document. The emissions data from the version of EMFAC applicable at the time of approval will be used in the final document.

SANDAG will use the eight-hour ozone budgets, which were found adequate for transportation conformity purposes by the U.S. EPA, effective June 9, 2008, or the budgets from the San Diego Region 1997 Eight-Hour Ozone Standard Request for Redesignation and Maintenance Plan. This decision is dependent upon when the EPA takes action on the budgets included in the Maintenance Plan. If the current budgets are used, it is anticipated that analysis will be conducted for 2015 (the year expected to attain the standard), 2018 for CO only (the year stated in the CO Maintenance Plan), 2025, 2035, 2040, and 2050 (for informational purposes). If the budgets from the Maintenance Plan are used, all of the same years would be analyzed; however an additional analysis would be conducted for 2020.

The Maintenance Plan establishes budgets for the years 2020 and 2025. The current Eight-Hour Ozone budget would have to be used for the 2015 analysis. The EPA and CWG concurred with this approach.

Mr. Selnick asked how the 2040 analysis would be conducted using EMFAC 2011. Ms. Kennedy stated that the same methodology would be used that was used with the 2050 RTP. Travel data from 2040 would be input into the last year of the EMFAC model, which would be 2035. Based on conversations with the EPA, it was determined that conformity could still extend through 2040. It is anticipated that the emissions from 2040 may be higher than 2035 because the EMFAC tool does not account for the fleet turnover and technology improvements that would be seen in 2040.

Elisa Arias, SANDAG, stated that because the SANDAG Board shortened the conformity timeframe to 2040 for the 2050 RTP, keeping the 2040 conformity analysis is appropriate. It would be helpful if the next version of EMFAC extends beyond 2035.

C. Conformity Timeframe:

Ms. Kennedy stated that it is anticipated that the conformity determination will be conducted from 2012-2040 and that years 2041 to 2050 should be conducted for informational purposes consistent with the methodology employed in the 2050 RTP and the 2012 RTIP.

D. Conformity Analysis Boundary:

Ms. Kennedy stated that the 2008 standard designations differ from the previous 1997 standard designations. The new designation includes some of the tribal lands that had previously been deemed as attainment areas. Also, the Pechanga tribe has purchased some land in the County of San Diego. An analysis will be performed to determine the acreage of the aforementioned tribal lands. Mr. Selnick stated that the budgets have not been adjusted to account for the tribal areas.

John Kelly, EPA, stated that based on experience working on a similar project in Arizona, typically boundaries are different for each tribe, with some attainment boundaries going through tribal boundaries and some not. Attainment boundaries must be set around the tribal boundaries with a separate designation from the tribes. The EPA does not have the authority to determine tribal boundaries.

Ms. Arias stated that the goal is to understand the size of the San Diego attainment boundaries and determine the implications for the required air quality conformity analysis.

Mr. Kelly stated that the boundary for San Diego County should be used, but that perhaps a footnote should be added to explain that under previous attainment boundary areas, certain tribal areas were excluded.

Ms. Arias stated that if EPA is in agreement with this approach, then it is an acceptable approach for use by SANDAG.

ITEM #6: DRAFT SAN DIEGO REGION 1997 EIGHT-HOUR OZONE STANDARD REDESIGNATION REQUEST AND MAINTENANCE PLAN

Mr. Selnick stated that the Air Pollution Control District Board adopted the Maintenance Plan on consent on December 5, 2012. It will go to the California Air Resources Board (CARB) on December 6, 2012, and then it will be submitted to the EPA.

Ms. Kennedy asked about the timing of the EPA's approval. Mr. Selnick stated that he did not know and would defer to Mr. Kelly to discuss further. Mr. Selnick stated that as far as he knows, the EPA is intending to approve the Maintenance Plan before the standard is rescinded. CARB has submitted its request for parallel processing of the Maintenance Plan to the EPA.

Ms. Arias asked when CARB sent the parallel processing request to the EPA. Mr. Selnick stated he did not know the date of the request.

Ms. Kennedy asked Mr. Kelly about the timing for the parallel processing request for the Maintenance Plan. Mr. Kelly stated that he would have to find out and get back to the CWG at a later time. Mr. Selnick asked about the overall process for parallel processing of the Maintenance Plan, including the schedule for the Maintenance Plan, budget approval, and redesignation.

Mr. Kelly stated that the implementation rule for the 2008 ozone standard is still a draft proposal. Mr. Kelly stated that he will send an update to the CWG once he has more information.

ITEM #7: EMFAC 2011 DEVELOPMENT

Ms. Kennedy stated that in a phone call conducted with the EPA in late November, EPA staff estimated that EMFAC 2011 might be approved for use in conformity determinations in February 2013.

Jason Crow, CARB, stated that the EPA time frame for approval is likely to be in the first quarter of 2013. He received notice from the EPA Office of Transportation and Air Quality that several issues related to EMFAC 2011 have been resolved. According to the letter from the Federal Highway Administration on page 106 of the agenda package, the actual date of approval is not set and EMFAC 2007 may be used in conformity until EMFAC 2011 is approved.

Mr. Selnick asked if there is any new information about EMFAC 2013 developments, and if the 2013 EMFAC will be extended out to 2050. Mr. Crow stated that there have been no new developments, but as new information becomes available he will let the CWG know. EMFAC 2013 may be extended out to 2050.

Ms. Arias asked how CARB will involve stakeholders and the public in the development of the new EMFAC software prior to release of the draft. Mr. Crow stated that CARB is in the process of developing an approach for public involvement and that once more information becomes available he will provide it to the CWG.

Mr. Selnick requested more information about public involvement processes relating to the SANDAG development of the new Activity Based Model (ABM) under development and said there may be opportunity for similar outreach practices to be used by Air Resource Board (ARB). Ms. Arias

stated that there have been several workshops about the development of the ABM and stated that she would make sure the CWG is added to the distribution list.

Mr. Brady stated that the CALINE model CO tool available on the ARB Web site has been updated to allow for 64 bit computing.

Ms. Kennedy stated that she would send information about the SANDAG modeling workshops and Board presentations to the CWG.

ITEM #8: OTHER BUSINESS

No other business.

ITEM #9: ADJOURNMENT AND NEXT MEETING

Ms. Kennedy stated that the next scheduled meeting is February 6, 2013, from 10:30 a.m. to 12 noon 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

December 5, 2012

Name	Agency
Jason Crow (phone)	CARB
Mike Brady (phone)	Caltrans
Jose Marquez (phone)	Caltrans
John Kelly (phone)	EPA
Joseph Vaughn (phone)	FHWA
Andrea Hoff	SANDAG
Rachel Kennedy	SANDAG
Michelle Merino	SANDAG
Evan Wasserman	SANDAG
Elisa Arias	SANDAG
Paula Zamudio	SANDAG
Carl Selnick (phone)	SDAPCD
Carla Walecka (phone)	TCA

San Diego Association of Governments
SAN DIEGO REGION CONFORMITY WORKING GROUP

February 6, 2013

AGENDA ITEM NO.: **5A**

Action Requested: DISCUSSION

2008 OZONE STANDARD CONFORMITY ANALYSIS
INTERAGENCY CONSULTATION PROCEDURES:
REVENUE-CONSTRAINED PROGRAM ASSUMPTIONS

File Number 1500300

FINANCIAL CAPACITY

As a nonattainment area, the SANDAG Regional Transportation Improvement Program (RTIP) is required to be a revenue-constrained document with programmed projects based upon committed funding for the first two fiscal years of the RTIP period and reasonably available for the remaining years of the RTIP. Funding assumptions are generally based upon: (1) authorized or appropriated levels of federal and state funding from current legislation; (2) reasonable projections of future federal and state funding assuming a continuation of current funding levels; (3) the most current revenue forecasts for TransNet, the local transportation sales tax program; and (4) the planning and programming documents of the local transportation providers.

INFLATION ASSUMPTIONS

The projects to be programmed in the 2012 RTIP, covering the period FY 2012/2013 through FY 2016/2017, are expressed in future dollars. That is, they have been escalated based upon anticipated inflation and other factors to the expected year of obligation or expenditure. For the State Transportation Improvement Program (STIP) and State Highway Operations, Protection Program (SHOPP), the revenues and program are based on the 2012 Fund Estimate (FE) adopted by the California Transportation Commission (CTC) on August 10, 2011. Based on the Department of Finance Budget Letter, the FE assumes a 2 percent annual escalation for state operations expenditures covering the period FY 2012/2013 through FY 2016/2017.

For the major transportation projects funded with the County Transportation sales tax, TransNet, the SANDAG rate takes into account recent trends in overall economy and continued low-bid environment for construction projects. The rate used for FY 2012/2013 starts at 4.5 percent and gradually increases over the next five fiscal years. This rate also is consistent with the current update to the long-range plan as well as the Plan of Finance.

PROGRAM REVENUES

RTIP revenue sources have been grouped into different categories and are described below:

Federal Revenues

On July 6, 2012, the President signed the Moving Ahead for Progress in the 21st Century (MAP 21/H.R. 4348) legislation, the federal surface transportation authorization bill that replaces

the previous Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation. The measure, which went into effect October 2, 2012, would extend the federal highway, transit, and surface transportation funds through September 30, 2014. MAP-21 restructures some continuing federal highway and transit programs, eliminates some programs, and adds new programs. Below are federal funds available for programming in the 2012 RTIP:

- **Border Infrastructure Program:** For San Diego, the state legislation identified funding for the State Route 905, State Route 11 and the San Ysidro Main Line projects. With the passage of MAP-21, there is no continued funding.
- **Congestion Mitigation Air Quality/Regional Surface Transportation Program:** Both of these formula programs are estimated and apportioned by Caltrans for the San Diego region. By SANDAG Board Policy, 90 percent of these programs are allocated to the TransNet Early Action Program, which seeks to advance regionally significant projects in order to provide increased mobility in the region.
- **Demonstration/High-Priority Projects:** SAFETEA-LU included several projects under the High-Priority Project Authorization Program. Under MAP-21, this has been discontinued.
- **Federal Railroad Administration:** The Federal Railroad Administration (FRA) revenues include two types of fund sources. The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) focuses on intercity passenger rail with improvements on service, operations, and facilities and funds were awarded through a competitive call for projects process. FRA–American Recovery and Reinvestment Act (ARRA) provides revenues for high-speed rail corridors and intercity passenger rail services. Under the FRA–PRIIA Program, the region received \$50 million; \$25 million to implement Positive Train Control and \$25 million to fund five projects through final environmental clearance. An additional \$11.8 million under the FRA–ARRA Program was awarded to construct two projects. This program would improve service and performance along the Los Angeles-San Diego-San Luis Obispo Corridor.
- **Federal Transit Administration Urbanized Area Formula (Section 5307):** The Federal Transit Administration (FTA) Section 5307 is a formula-based program. Section 5307 authorizes federal assistance for capital, planning, job access and reverse commute (JARC) projects, and, in some cases, operating assistance for public transportation in urbanized areas. Section 5316 JARC was eliminated under MAP-21, but the projects are now eligible under this program.
- **FTA Fixed Guideway (Section 5309 FG) and Discretionary (Section 5309) Program:** Under MAP-21, these funds are now part of FTA formula Section 5337 Program, as shown below.
- **FTA Formula (Section 5310) Capital Program:** This program was expanded to include former Section 5317 New Freedom Program. Funds are apportioned 60 percent to designated recipients and 40 percent to the state. The state-administered portions are allocated each year by the CTC. The Recipients are nonprofit organizations serving the elderly and the disabled community. Additionally, this program requires at least 55 percent of the funds be used for capital purposes.
- **FTA Formula (Section 5311) Program:** Section 5311 is administered by Caltrans and provides formula funding to states to support transit services in the non-urbanized areas of the region.

Caltrans provides the estimates of revenues for the formula program and announces the award under the discretionary program on an annual basis. Prior FTA Section 5316 JARC funding is now eligible under the Section 5311 program as a result of the passage of MAP-21.

- **FTA Formula (Section 5337) State of Good Repair/High Intensity Motorbus Program:** This new program replaces and enhances the former 5309 Fixed Guideway Modernization Program. The program is comprised of two separate formula programs: high-intensity fixed guideway and high-intensity motorbus.
- **FTA Formula (Section 5339) Bus and Bus Facilities Program:** This is a new program that formularizes the 5309 Bus and Bus Discretionary Program. This fund source can fund the replacement, rehabilitation, and purchasing of bus rolling stock and related equipment as well as construct bus-related facilities.
- **Highway Bridge Program/Highway Safety Improvement Program/National Highway Performance Program:** These programs are administered by Caltrans at the statewide level. All funding is provided by Caltrans and programmed as a lump sum. Included in the National Highway Performance Program are previous National Highway System and Interstate Maintenance fund programs and the Highway Safety Improvement Program fund program now includes High Risk Rural Roads funds under MAP-21.
- **Transportation Alternatives:** This fund source, formally known as Transportation Enhancement (TE) under SAFETEA-LU, incorporates eligibilities from the TE, Recreational Trails, and Safe Routes to Schools programs. MAP-21 eliminated previous eligible activities such as scenic easements, historic preservation, and operation of historic facilities. The SANDAG Board determines the projects to be funded under this program. One of the major initiatives under the recently adopted 2050 Regional Transportation Plan is the Active Transportation Program, one of the components that would help the region meet its sustainable strategy. A major element of Active Transportation is the implementation of the Regional Bikeway Program. The Transportation Alternatives funds are expected to help fund a number of regionally-significant bike projects.
- **Transportation, Community and Systems Preservation:** Researches relationships between transportation, community preservation, and the environment; funds projects to address transportation efficiency and community system preservation. Projects are programmed upon award. This fund source has been discontinued under MAP-21.

State Revenues

The state highway projects programmed are based on the 2012 STIP, adopted March 2012.

- **Freeway Service Patrol:** Funds are provided through the state legislature. The Freeway Service Patrol (FSP) Program costs and revenue estimates have been developed jointly by SANDAG, Caltrans, and the California Highway Patrol based upon the most current statewide FSP Act funding levels.
- **Proposition 1A:** The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A on November 4, 2008, authorizes the CTC, upon appropriation by the Legislature, to allocate funds for capital improvement to intercity rail,

commuter rail, and urban rail systems and are being used by the North County Transit District to implement Positive Train Control in the San Diego region.

- **Proposition 1B:** The CTC is the responsible agency for administering the transportation component of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006. The CTC has approved or allocated funding for various programs, including STIP/SHOPP Augmentation, Public Transportation Modernization, Improvement and Service Enhancement, Congestion Mobility Improvement Account, State-Local Partnership Program, and the Trade Corridors Improvement Fund. The funding received under these programs is included in the RTIP.
- **STIP and SHOPP:** The CTC programs the STIP and SHOPP on a statewide basis. The San Diego projects will be programmed in the RTIP upon approval of the 2012 STIP.
- **Traffic Congestion Relief Program:** In FY 2001, the Governor of California initiated a new funding program (Traffic Congestion Relief Program [TCRP]) in an effort to relieve congestion statewide. The TCRP was created as a result of a budget surplus; however, with the subsequent and continuing budget deficit, TCRP allocations have been on hold. The CTC adopted priority list of TCRP-funded projects as Tier 1 and Tier 2. Regardless of timing of the allocation, the 2012 RTIP reflects the schedule as shown in the TCRP schedule.

Local Revenues

- **TransNet Local Transportation Sales Tax Program:** TransNet revenues are estimated based upon taxable retail sales forecasts derived from the SANDAG short-term forecasting model.

The TransNet Ordinance specifies several sub-programs that augment the major transportation projects in the region, including Major Corridors; Bicycle/Pedestrian, and Transit programs; and an innovative program for early mitigation for projects – Environmental Mitigation Program – the first in the state to purchase right-of-way early in order to reduce the cost of projects in the future, while preserving the ecology of the region.

- **Local Agency Funding:** The local agency revenues programmed are based on reasonably expected revenues as submitted by local agencies. Included are city and county local gas tax subventions, developer fees, local public funds, Proposition 42 funds, and developer funds administered by local agencies.
- **Local Privatization/Toll Revenues:** Currently the State Route 241 Foothill Corridor toll road is the only source of local privatization/toll revenue funding.
- **State Transit Assistance:** The State Transit Assistance (STA) budget provides funding for allocation to local transit agencies to fund a portion of the operations and capital costs associated with local mass transportation programs. Pursuant to ABx8-6 (March 2010), STA allocations are based on sales tax generated from consumption of diesel fuel. The State Controller's office is responsible for providing the estimates in January of each year.
- **Transportation Development Act:** Although this is a state program, the Transit Development Act (TDA) is administered locally. Funds are based on a one-quarter percent state sales tax, with revenues made available primarily for transit operating and capital purposes. The San Diego

County Auditor's office estimates the apportionment for the upcoming fiscal year. SANDAG prepares forecasts of TDA based on a forecast of sales tax revenues estimated for San Diego County using the SANDAG short-term forecasting model, which takes into consideration numerous variables, including population growth, jobs, inflation, and real income growth.

Other Transportation Program Revenues

- **Other Funds:** These funds include contributions from various state funding sources, local agency contributions, private sector funding, advertising income, investment earnings, passenger fare revenue, and other miscellaneous income. Revenues from these sources are generally consistent with established historical trends or are based upon funding commitments from local agencies.
- **Financing:** One project funded through federally funded Grant Anticipation Revenue Vehicle continues in the RTIP - the Interstate 15 Managed Lanes. The intent of the program is to provide a financing mechanism to accelerate the funding and construction of critical transportation projects in order to provide the congestion relief benefits to the public significantly sooner than under traditional financial techniques. Based on the same concept of advancing projects, the SANDAG Board is scheduled to issue its third long-term debt backed by TransNet in order to complete major transportation projects early.

Key Staff Contact: Michelle Merino, (619) 595-5608, Michelle.Merino@sandag.org



BOARD POLICY NO. **025**

PUBLIC PARTICIPATION/PLAN POLICY

Purpose

This policy establishes a process for obtaining input from and providing information to the public concerning agency programs, projects, and program funding in order to ensure the public is informed and has the opportunity to provide SANDAG with input so plans can reflect the public's desire. SANDAG will review and update this plan every three years. Various federal and state laws and regulations require that an agency such as SANDAG conduct and establish a Public Participation Plan to ensure that the public is involved and that community concerns are addressed. For example, planning of mass transit capital projects, development of short range service policies and plans, and fare policy and structure changes to public transportation require public participation. The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) also have public information components that require an agency such as SANDAG to conduct public participation programs to ensure that the public is involved and that community concerns are addressed. A significant component of the SANDAG mission is a strong commitment to public participation and involvement to include all residents and stakeholders in the regional planning process.

The public participation policy is consistent with the requirements of Public Utility Code Section 132360.1 established with the passage of Assembly Bill 361 which reads as follows:

(c) The agency shall engage in a public collaborative planning process; recommendations from that process shall be made available and considered for integration into the plan. A procedure to carry out this process including a method of addressing and responding to recommendations from the public shall be adopted.

Social Equity and Environmental Justice

Ensuring the meaningful involvement of low income, minority, disabled, senior, and other traditionally underrepresented communities is a key component of SANDAG public participation activities. SANDAG policies, procedures, and programs are consistent with federal and state environmental justice laws, regulations, and requirements, Title VI, related nondiscrimination requirements, and reflect the principles of social equity and environmental justice. Social equity means ensuring that all people are treated fairly and are given equal opportunity to participate in the planning and decision-making process, with an emphasis on ensuring that traditionally disadvantaged groups are not left behind. Environmental justice means ensuring that plans, policies, and actions do not disproportionately affect low income and minority communities.

Scope

The policy addresses public participation policies and public information efforts in the following areas:

- A. Overall Public Participation Plan
- B. Short Range Program – Regional Transportation Improvement Program
- C. Development Planning
- D. Design and Construction
- E. Fare Changes
- F. Short Range Transit Planning
- G. Native American Consultation

A. Overall Public Participation Plan -- *Unless otherwise noted or required, the Public Participation Plan provides SANDAG general policies for public participation for major planning initiatives such as the Regional Transportation Plan, Regional Comprehensive Plan, Regional Short Range Transit Plan, and other planning and programming projects, including any tailored public involvement plans associated with them.*

1. The SANDAG Public Participation Plan is designed to inform and involve the region's residents in the decision-making process on issues such as growth, transportation, environmental management, housing, open space, air quality, energy, fiscal management, economic development, and public safety.
2. The Public Participation Plan seeks to involve all citizens, including but not limited to low income households, limited English proficient individuals, Hispanic, African American, Asian, Native American, senior, and other communities, persons with disabilities, as well as community and civic organizations, public agencies, business groups and associations, environmental organizations, and other stakeholders.
3. SANDAG Board meetings provide the public forum and decision point for significant regional issues. SANDAG Directors usually hold one or two Board meetings each month: a Board Policy Meeting the second Friday of each month and a Board Business Meeting the fourth Friday of each month. Meetings held at the SANDAG office are accessible by public transit. During these meetings, Directors adopt plans, allocate transportation funds, approve transit construction plans, approve transit fare changes, and establish policies and develop programs that are used by local governments as well as other public and private organizations.
4. The SANDAG Public Participation/Involvement Program shall comply with the Americans with Disabilities Act (ADA). SANDAG shall hold public meetings in buildings, rooms, or locations that are accessible to persons with disabilities. SANDAG shall provide public meeting information in alternate formats and shall provide special accommodations at public meetings with three business days notice.

5. The SANDAG Public Participation/Involvement Program Plan is carried out as an integrated work element of the agency's Overall Work Program and Budget and as part of other programming, development, and implementation processes such as the Regional Transportation Plan, the Regional Comprehensive Plan, Regional Short Range Transit Plan, Regional Transportation Improvement Program, Environmental Impact Reports, transit capital project development, project construction, transit fare changes, corridor studies, and other projects.
6. SANDAG shall proactively seek and promote public participation in SANDAG workshops and public hearings, as well as participation and attendance at committees, working groups, and task forces. SANDAG shall follow local, state, and federal guidelines for posting public meeting and hearing notices. Depending upon the specific project, SANDAG shall endeavor to hold meetings at times that can attract as many participants as possible, including evenings and weekends and at locations in communities throughout the region. SANDAG shall endeavor to hold these meetings in locations that are accessible by public transit.
7. SANDAG shall inform the public in a timely manner about regional issues, actions, and pending decisions through a number of efforts. As needed or required, SANDAG shall post public notices in newspapers of general circulation for publication of legal notices. Other publication and distribution efforts can include mail distribution to residents, agencies, and city/county governments, the SANDAG website, email lists, and rEgion – the SANDAG monthly electronic newsletter. As needed, SANDAG also shall distribute press releases and media alerts to local, regional, and Mexico border area print and broadcast media.
8. SANDAG shall regularly inform local print and broadcast media about SANDAG decisions, events, research, and other issues. SANDAG shall regularly distribute press releases to County News Service, Daily Transcript, East County Californian, El Latino, La Prensa, Los Angeles Times, North County Times, San Diego Business Journal, San Diego Metropolitan, San Diego Union-Tribune, San Diego Voice & Viewpoint, The Star News, and numerous community newspapers. SANDAG shall also distribute information to local and Mexico radio and television stations.
9. SANDAG shall use its website to provide the public with useful and timely information including meeting schedules and agendas; plans and environmental documents; reports and other publications; demographic profiles and data downloads; and interactive database and mapping applications.
10. As appropriate and as required by local, state, and federal guidelines, SANDAG shall translate into Spanish, and other languages, publications, announcements, and web content. In addition, numerous staff members are bilingual Spanish-English speakers and participate in public outreach and conduct presentations in Spanish. Translators shall be hired as outlined in the SANDAG Language Assistance Plan and as required by local, state, and federal guidelines to provide services in Spanish and other languages as appropriate.

11. SANDAG conducts periodic public opinion surveys as part of the outreach and citizen participation component of the SANDAG work program. These surveys shall be designed to include the San Diego region's residents in the regional planning process and to keep SANDAG officials aware of issues that are of concern to the people who live here.
12. SANDAG will endeavor to respond to general comments received by phone, fax, letter, or email within five (5) business days of receipt. Comments shall be routed to the SANDAG staff person who is responsible for that issue. Comments may be responded to in writing (email or letter) or may be resolved with the initial phone call. Some comments may need to be resolved by another agency or jurisdiction so the customer is referred to the appropriate entity. When a comment is submitted as part of a public review process (e.g., a plan or environmental report) the comment and response is logged into a database. Comments, concerns, and responses received as part of a public review process shall be included in the final plan or report.

B. Short Range Program – Regional Transportation Improvement Program (RTIP) – *document updated every two years outlining major transportation projects to be implemented during a five-year period.*

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

C. Development Planning – *Planning, environmental, preliminary engineering activities on major capital projects.*

1. SANDAG shall follow current federal and state regulations regarding public involvement processes and procedures. SANDAG shall develop public involvement programs tailored to meet specific project needs which address the unique challenges presented by each project. Programs shall be developed using the joint Federal Highway Administration and Federal Transit Administration (FHWA/FTA) guidelines titled “Public Involvement Techniques for Transportation Decision-Making.”
2. The public involvement program shall set objectives, identify people to be reached, develop public involvement strategy, and define specific outreach techniques.
3. The public involvement program shall be developed so that critical community concerns and technical issues are identified in the study. The issues need to address the engineering, environmental, economic, and financial analyses that respond effectively to community needs and preferences and satisfy local, state, and federal environmental clearance requirements.
4. To facilitate community participation, lists of individuals, agencies, and organizations shall be developed for distribution of agency materials. These lists will include persons who have indicated an interest in transportation planning projects during previous public information efforts and/or focused on the specific project. Project information would be distributed to the persons on this list in conjunction with public meetings and workshops, to solicit comments and recommendations.
5. Environmental documents shall be prepared in accordance with California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as appropriate, and in coordination and consultation with various federal, state, and local agencies, and with elected officials, community leaders, organizations, and other individuals from the neighborhoods and communities potentially affected by the proposed action. Coordination and public involvement shall be achieved through a variety of means, such as formal public hearings and meetings, circulation of draft documents, mailings, focus group meetings, workshops, and individual/group contacts.
6. Formal scoping meetings, public hearings, and/or other meetings during the comment period and environmental document certification shall be held in accordance with the requisite environmental document. As required, meetings shall be announced in the Federal Register, local publications, and on the SANDAG website. Persons and organizations on the project mailing list also will be notified. SANDAG shall endeavor to hold public meetings in locations accessible by public transit.
7. SANDAG shall prepare and distribute appropriate notices and communications to comply with CEQA and NEPA requirements.

8. A public information program shall be developed to inform the community of factors related to the project. The information program may include briefings for the news media, informational meetings, presentations to include community and professional associations and educational institutions, business groups and associations, environmental organizations, and other public forums.
9. A project working group may be organized to review and comment on the project to build understanding and identify support for feasible alternatives. This group may consist of various elected officials/staff, community and neighborhood organizations, business organizations, property owners, and other stakeholders and interested parties. This group would be formed to provide comment and guidance regarding technical issues, review study alternatives and evaluation results, and provide community input regarding the alternatives. This iterative process would allow for identified issues and concerns to receive follow-up responses. Meeting summaries of project working group activities shall be produced. Meeting notices, agendas, and/or other information shall be posted to the SANDAG website.
10. Other public input opportunities include SANDAG Board of Directors meetings and meetings of SANDAG policy committees: Executive, Transportation, Regional Planning, Borders, and Public Safety. Other opportunities for public participation are at working group meetings, general public meetings, and presentations to planning and community groups.

D. Design and Construction – *Design and construction of capital projects.*

1. For all capital improvement projects with significant community impacts, SANDAG shall provide opportunities for members of the public to provide input and express concerns. SANDAG also shall implement a program designed to inform the public of progress, as well as safety and community impacts in the event of construction.
2. SANDAG shall hold publicly noticed meetings at key stages of project development and implementation in the area(s) being impacted. The location of the meetings shall depend upon the geographic location of the project. Meetings concerning projects exclusively within the North County Transit District (NCTD) service area shall be held in North County locations, and if appropriate, at SANDAG offices. Meetings concerning projects exclusively within the Metropolitan Transit System (MTS) service area shall be held in MTS service areas affected, and if appropriate, at SANDAG offices. Meetings concerning all other projects shall be held at SANDAG offices or other locations specified in SANDAG agendas. SANDAG, MTS, and NCTD offices are accessible by public transit. SANDAG shall endeavor to hold off-site public meetings at locations accessible by public transit.
3. SANDAG shall solicit input from the representatives of interest groups of the local population, such as community groups, planning groups, business groups and associations, business improvement districts, environmental organizations, neighborhood associations, limited English proficient populations, and senior and disabled riders. These stakeholders will be consulted during the design and construction of capital projects.

4. SANDAG shall work to advise the public regarding actual and perceived disruption during construction of capital projects by distributing informational, educational, and public information materials, and by using other traditional community relations tools.
5. SANDAG shall endeavor to meet citizen concerns as they arise and attempt to resolve those concerns.
6. For all projects requiring environmental review under CEQA and NEPA, such as major capital improvement projects, SANDAG shall provide opportunities for members of the public to provide input and comply with all related legal requirements.
 - 6.1 SANDAG shall solicit input from the representatives of interest groups of the local population, such as community groups, planning groups, business groups and associations, and neighborhood associations.
 - 6.2 SANDAG shall incorporate public input into project planning and development where practical and feasible.
 - 6.3 SANDAG shall hold a public hearing to seek public comment whenever required under CEQA and/or NEPA.
 - 6.3.1 Published notifications for such hearings shall be published in newspapers of general circulation for publication of legal notices. Notices also may be published in regional, community, or Spanish-language newspapers to reach the affected area.
 - 6.3.2 Any item subject to a public hearing will be listed and described in the Board's published agenda, which shall be posted at least 72 hours in advance of the meeting at the Board's meeting place and on the SANDAG website.
 - 6.3.3 Public hearings shall be conducted by SANDAG at the published date, time, and place. The public hearing will allow for interested parties to be heard. The Board also will consider any written comments that were forwarded to the Board prior to the hearing.

E. Fare Changes

1. SANDAG has adopted Board Policy No. 029 to provide policy guidance for fare changes. This section of this policy is designed to inform and involve public transit riders, stakeholders, and the general public about proposed changes in transit fares. It is not intended to apply to transit route changes within the purview of the transit operators.
 - 1.1 Consistent with Board Policy No. 004, SANDAG staff shall hold one or more public meetings to provide the public an opportunity to comment on proposed fare changes. A minimum of two public meetings shall be held

prior to the first reading of any proposed fare change that affects services operating in both the MTS and NCTD service areas. At least one public meeting shall be held in the MTS service area, and at least one public meeting shall be held in the NCTD service area. If one or more public meetings are conducted by a public meeting officer pursuant to Board Policy No. 004, at least one of the public meetings shall be held with a starting time no earlier than 6:00 p.m. A public meeting for proposed fare changes that do not affect the entire region may be held exclusively within the general geographic area that is being affected by the fare change. Such public meeting shall be held at a time convenient for users and potential users of the affected service. Public meetings at which formal public testimony will be taken shall be held at locations that are accessible by users of public transit. An official transcriber or other means of recording all public input received shall be utilized at all public hearings, meetings, workshops or open-houses at which formal public testimony is taken. A record of the input received shall be provided to the Transportation Committee or Board of Directors at the time of the first and second readings of amendments to the fare ordinance for the purpose of adjusting fare prices.

- 1.2 Public comments on proposed fare changes also shall be accepted at the SANDAG Board or Transportation Committee meeting before any final action is taken.
- 1.3 *Take One*, Rider Alerts, or other public notices in both English and Spanish will be posted on all affected public transit vehicles within the affected area at least 15 calendar days prior to the public hearing and will include a description of the proposed fare change, the date, time, intent and location of the public meeting, and the deadline for written, email and phone comments from the public. The notices will be posted to the SANDAG and Transit Agency website(s).
- 1.4 Print notice of public meetings at which formal public testimony will be taken will be provided at least 15 calendar days prior to the public meeting date in newspapers of general circulation in the affected area(s), including appropriate minority and community publications. Public notices will be printed in Spanish in Spanish-language newspapers. Such public meeting notices will include a description of proposed fare changes, the date, time, intent, and location of the public meeting(s), and the deadline for written, email, and phone comments from the public.
- 1.5 An open phone line will be made available to take public comments at least 15 calendar days prior to adoption of fare changes.
- 1.6 A Transportation Committee and/or Board report (as appropriate) will be completed and available for public review at least 72 hours prior to the public meeting at which the fare changes are proposed for adoption and posted to the SANDAG website(s).

2. After a fare change is approved by SANDAG:
 - 2.1. The public will be notified via news release(s)
 - 2.2. *Take One*, Rider Alerts, or other public notices in both English and Spanish will be posted on all affected transit vehicles at least 15 calendar days prior to changes going into effect and posted to the SANDAG and Transit Agency website(s).
3. SANDAG shall follow federal Title VI and environmental justice requirements when implementing transit fare changes.
 - 3.1. Residential, employment, and transportation patterns of low-income, limited English speaking, and minority populations shall be identified so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed. SANDAG shall endeavor to involve the affected communities in evaluating the benefits and burdens of transportation investments.
 - 3.2. SANDAG shall evaluate and - where necessary - improve the public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

F. Short Range Transit Planning

1. Public information and involvement programs for the Regional Short Range Transit Plan and the Coordinated Human Resources and Public Transit Transportation Plan shall be the responsibility of SANDAG.
2. Public information and involvement programs for transit service changes will fall under adopted policies of MTS and NCTD.

G. Native American Consultation

1. SANDAG shall establish and adhere to government-to-government relationships when interacting with Tribal Governments, acknowledging these tribes as unique and separate governments within the United States.
2. SANDAG shall recognize and respect important California Native American rights, sites, traditions, and practices.
3. SANDAG engages in "consultation" with Tribal Governments prior to making decisions, taking actions, or implementing programs that may impact their communities.
4. To facilitate effective consultation with Tribal Governments, SANDAG has established a Tribal Government Liaison. The Liaison shall serve as an initial contact for Tribal Governments and communicates with tribal governments regarding SANDAG activities.

- 4.1. "Consultation" is the active, affirmative process of: (1) identifying and seeking input from appropriate American Indian government bodies, community groups, and individuals; and (2) considering their interests as a necessary and integral part of the decision-making process.

Adopted March 2005
Amended January 2006
Amended December 2007
Amended December 2008
Amended January 2010
Amended November 2012

SANDAG PUBLIC PARTICIPATION PLAN

REVISED DECEMBER 2012

The Plan is available for download at:

WWW.SANDAG.ORG/PPP

The SANDAG Public Participation Plan, which was approved by the SANDAG Board of Directors on December 18, 2009, and updated on December 21, 2012, 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 Transportation Plan; Regional Transportation Improvement Program; Tribal Consultation; and other initiatives. SANDAG public outreach efforts also are guided by the Public Participation Board Policy No. 25.

The National Ambient Air Quality Standards

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

- On Dec. 14, 2012, the U.S. Environmental Protection Agency (EPA) took important steps to protect the health of Americans from fine particle pollution by strengthening the annual health National Ambient Air Quality Standard (NAAQS) for fine particles to 12.0 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) and retaining the 24-hour fine particle standard of $35 \mu\text{g}/\text{m}^3$. The agency also retained the existing standards for coarse particle pollution (PM_{10}).
- An extensive body of scientific evidence shows that long- and short-term exposures to fine particle pollution, also known as fine particulate matter ($\text{PM}_{2.5}$), can cause premature death and harmful effects on the cardiovascular system, including increased hospital admissions and emergency department visits for heart attacks and strokes. Scientific evidence also links PM to harmful respiratory effects, including asthma attacks.
- People most at risk from 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 are 2.5 micrometers in diameter and smaller. They can be emitted directly 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 inhalable coarse particles, which have diameters between 2.5 and 10 micrometers, 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 and states rules already on the books will help 99 percent of counties with monitors meet the revised $\text{PM}_{2.5}$ standards without additional emission reductions. These rules include clean diesel rules for vehicles and fuels, and rules to reduce pollution from power plants, locomotives, marine vessels and power plants, among others.
- EPA estimates that meeting the annual primary fine particle standard of $12.0 \mu\text{g}/\text{m}^3$ will provide health benefits worth an estimated \$4 billion to \$9.1 billion per year in 2020 -- a return of \$12 to \$171 for every dollar invested in pollution reduction. Estimated annual costs of implementing the standard are \$53 million to \$350 million.

- For fine particles, EPA is:
 - **Strengthening the annual health standard** (primary standard) for PM_{2.5} by setting the standard at 12.0 µg/m³. The existing annual standard, 15.0 µg/m³, was set in 1997.
 - **Retaining the existing 24-hour health standard** (primary standard) for PM_{2.5}, at 35 µg/m³. EPA issued the 24-hour standard in 2006.
 - **Retaining the existing secondary standards** for PM_{2.5} to address PM-related effects such as visibility impairment, ecological effects, damage to materials and climate impacts. This includes an annual standard of 15.0 µg/m³ and a 24-hour standard of 35 µg/m³. The agency is relying on the existing secondary 24-hour PM_{2.5} standard to protect against visibility impairment, and is not finalizing the separate standard to protect visibility the EPA proposed in June 2012.
 - EPA had proposed to set a separate secondary 24-hour standard to provide protection against PM-related visibility effects; however, after considering public comment on the proposal and further analyzing recent air quality monitoring data, the agency has concluded that the current secondary 24-hour PM_{2.5} standard of 35µg/m³ will provide visibility protection that is equal to, or greater than, 30 deciviews, the target level of protection the agency is setting today. (A deciview is a yardstick for measuring visibility.)
- **For coarse particles, EPA is retaining the existing 24-hour PM₁₀ standards for health and environmental effects (primary and secondary standards).** These standards, set at a level of 150 µg/m³, have 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 advice from the Clean Air Scientific Advisory Committee and public comments.
- As part of EPA's commitment to a transparent, open government, the agency sought and received broad public input in setting this standard that provides critical health protection to tens of millions of Americans. EPA held two public hearings on the proposed standards, and received more than 230,000 written comments.
- The Clean Air Act requires EPA to review the particle pollution standards every five years. The revisions, which are a result of that review, also respond to a court remand of portions of the agency's 2006 decision on the PM_{2.5} standards.

More details about today's action:

- Today's rule also addresses several issues related to implementation of the revised standards. Among them:
 - To ensure a smooth transition to the revised standards, EPA will grandfather pending preconstruction permitting applications if either:
 - The permitting agency has deemed the application complete. This must occur by Dec. 14, 2012.
 - The public notice for a draft permit or preliminary determination has been published prior to the date the revised PM standards become effective (60 days after publication in the Federal Register).
 - The agency is making 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 in areas with populations of 1 million or more. These relocations will be phased in over two years (2015-2017) and will not require additional monitors.
 - In addition, EPA is updating the Air Quality Index (AQI) for PM_{2.5} to be consistent with the final health standards.
- EPA anticipates making initial 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 revised annual PM_{2.5} health standard. 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.
- 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.

FOR MORE INFORMATION

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