SAN DIEGO CONFORMITY WORKING GROUP
The San Diego Conformity Working Group may take action on any item appearing on this agenda.

Wednesday, October 13, 2004
10:00 a.m. to 11:30 a.m.
SANDAG, Conference Room C
401 B Street, Suite 800
San Diego, CA 92101-4231

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

Please contact Sookyung Kim (ski@sandag.org) prior to the meeting if you wish to participate by conference call.

SANDAG offices are accessible by public transit. Phone 1-800-COMMUTE or see www.sdcommute.com for route information.
<table>
<thead>
<tr>
<th>ITEM #</th>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Introductions</td>
</tr>
<tr>
<td>+2.</td>
<td>Summary of September 22, 2004 Meeting</td>
</tr>
<tr>
<td>3.</td>
<td>Public Comments/Communications</td>
</tr>
<tr>
<td>+4.</td>
<td>2004 Regional Transportation Improvement Program (RTIP)</td>
</tr>
<tr>
<td></td>
<td>On October 4, 2004, the U.S. Department of Transportation (DOT) issued its conformity finding of the San Diego region 2004 RTIP. U.S. DOT also redetermined conformity of the 2030 Revenue Constrained Regional Transportation Plan to the regional emissions budgets of the 1-Hour Ozone Maintenance Plan.</td>
</tr>
<tr>
<td>+5.</td>
<td>Request for Amendment of the 2030 Regional Transportation Plan for Foothill Transportation Corridor South Project: Schedule and Conformity Criteria and Procedures for Air Quality Analysis</td>
</tr>
<tr>
<td></td>
<td>The Transportation Corridor Agencies has requested that SANDAG amend the 2030 Regional Transportation Plan (RTP) to include the Foothill Transportation Corridor South (FTCS) project as an eight-lane toll facility and to ensure that the project is consistent with the Southern California Association of Governments’ 2004 RTP. SANDAG’s present 2030 RTIP shows the FTCS project as a six-lane toll facility. Staff will present the schedule for this amendment and will review criteria and procedures to be followed to redetermine conformity of the 2030 Revenue Constrained RTP, including the FTCS project amendment.</td>
</tr>
<tr>
<td>6.</td>
<td>Other Business</td>
</tr>
</tbody>
</table>

+next to agenda item indicates an attachment

The next meeting of the San Diego Region Conformity Working Group is scheduled on Wednesday, December 15, 2004, from 10:00 a.m. to 11:30 a.m. at SANDAG.
October 13, 2004

TO: San Diego Region Conformity Working Group
FROM: SANDAG Staff
SUBJECT: Summary of September 22, 2004 Meeting
ACTION: INFORMATION

Item #1: Introductions
Self-introductions were made. See attached attendance list.

Item #2: Summary of August 18, 2004 Meeting
There were no comments or corrections.

Item #3: Public Comments/Communications
There were none.

Item #4: 2004 Regional Transportation Improvement Program (RTIP) Amendment No. 1
Ms. Elisa Arias, SANDAG, reported that the draft report for the 2004 RTIP Amendment No. 1 was released on August 30, 2004, for a 30-day public review and comment period. No comments have been received to date. Ms. Sookyung Kim, SANDAG, reviewed the financial sections of the amendment indicating that the 2004 RTIP including Amendment No. 1 is fiscally constrained. Ms. Arias reviewed the conformity sections of the draft report including Table 3-1, which lists Transportation Control Measure (TCM) projects. Ms. Arias explained that SANDAG used the applicable emission budgets for Carbon Monoxide (CO), Reactive Organic Gases (ROG) and Nitrogen Oxides (NOx). Ms. Arias asked ARB on the status of the submittal to the U.S. Environmental Protection Agency (EPA) of the updated CO Maintenance Plan. Mr. Doug Ito, ARB, stated that the submittal package is under internal review and it would be sent to EPA shortly.

Mr. Steve Luxenberg, FHWA, commented that the report should clarify on page 25 that the discussion on conformity to the 8-hour ozone standard is for information purposes only and that the 8-hour ozone analysis is not part of the Amendment No. 1 analysis. Ms. Arias agreed to clarify. Mr. Ito indicated that the CO budget shown as 1,194.87 tons/day should be rounded to 1,195 tons/day. Ms. Arias agreed to revise the figure in the final report.

Discussion ensued regarding TCMs. Mr. Luxenberg commented that if a region has already implemented the TCMs identified in the SIP, then Table 3-2 may not be necessary. Although he appreciates SANDAG continuing the programs, it is not clear how timely implementation would be determined. Ms. Arias stated that it was her understanding that the applicable TCMs from the 1982 State Implementation Plan (SIP) had to be reported even if fully implemented. Ms. Karina O’Connor,
U.S. EPA, stated that how the TCMs and their implementation are discussed in the approved SIP might shed more light. It was agreed that Table 3-2 would be included in the conformity report and that the discussion would be continued at a future meeting after reviewing the 1982 SIP and previous reports in the Regional Transportation Plan related to TCM implementation.

Item #5: Consultation of Exempt Project: Inspection Facility at the Tecate Port of Entry (POE)

Ms. Arias reviewed the project proposed to be classified as exempt from regional emissions analysis. The 2004 RTIP includes a project to construct a Commercial Vehicle Enforcement Facility (CVEF) at the Tecate POE and related intersection modifications at State Route 188 and Thing Road, which is exempt from regional emissions analysis under the Truck Size and Weight Inspection Station category.

Ms. Arias explained that Caltrans has requested the inclusion of a related component of the project also as exempt from regional emissions analysis. Ms. Sandy Johnson, Caltrans, stated that the related project entails the construction of an 800-meter connector road between the U.S. and Mexican POEs. A map showing the future road was included as an attachment to the agenda.

Discussion ensued on the location of the connector road related to the CVEF. Mr. Wade Hobbs, FHWA, clarified that the connector road is internal to the two inspection facilities. Mr. Mike Brady, Caltrans, stated that if the connector road is not related to the public road network (internal to the two POEs), then it would be exempt for purposes of conformity. Based on the discussion, the CWG agreed that the connector road is also exempt from regional emissions analysis.

Item #6: Transportation Conformity Rule Amendments: Initial 8-Hour Ozone Conformity Determinations

Ms. Arias noted that at the August 18, 2004 meeting, the CWG discussed options for interim regional emission tests for determining conformity of the 2004 RTIP and 2030 Revenue Constrained RTP to the 8-hour ozone standard by June 15, 2005. Although the CWG reached consensus on the approach, SANDAG sought additional concurrence from ARB (who was not present at that meeting). Mr. Ito appreciated SANDAG consulting with ARB and, after internal discussion, ARB concurred with the approach as described under item #7 of the August meeting notes. In brief, SANDAG (1) would use the existing approved budget for the entire 1-hour ozone nonattainment area for which 1-hour ozone budgets are available (2010 and 2014) and for the remaining analysis years (2020 and 2030); and (2) would conduct the no-greater-than-2002 emissions test for the attainment year 2009.

Item #7: Other Business

Ms. Arias suggested that the CWG meet in October that had been tentatively cancelled be scheduled on October 13 to avoid conflicts with various air quality training sessions. The CWG agreed to meet on that date.

Ms. O’Connor announced that the next statewide CWG meeting had been changed to October 28th (instead of October 21st) and would be held at the ARB office. Mr. Brady asked for items to be included in the agenda. Ms. Arias suggested that the statewide group could discuss changes to project level conformity procedures as a result of the July 1, 2004 Conformity Rule amendments, particularly for Carbon Monoxide hot spot analyses.
San Diego Region Conformity Working Group  
Meeting Attendance  
September 22, 2004

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carl Selnick</td>
<td>San Diego Air Pollution Control District</td>
</tr>
<tr>
<td>Steve Luxenberg/Wade Hobbs (phone)</td>
<td>U.S. Federal Highway Administration</td>
</tr>
<tr>
<td>Mike Brady (phone)</td>
<td>Caltrans Headquarters</td>
</tr>
<tr>
<td>Sandy Johnson</td>
<td>Caltrans District 11</td>
</tr>
<tr>
<td>Carla Walecka (phone)</td>
<td>Transportation Corridor Agencies</td>
</tr>
<tr>
<td>Karina O’Connor (phone)</td>
<td>U.S. Environmental Protection Agency</td>
</tr>
<tr>
<td>Doug Ito (phone)</td>
<td>California Air Resources Board</td>
</tr>
<tr>
<td>Elisa Arias</td>
<td>SANDAG</td>
</tr>
<tr>
<td>Sookyung Kim</td>
<td>SANDAG</td>
</tr>
<tr>
<td>Rick Brady</td>
<td>Member of public (SDSU student)</td>
</tr>
</tbody>
</table>
Mr. Gary Gallegos, Executive Director
San Diego Association of Governments
Wells Fargo Plaza
401 B Street, Suite 800
San Diego, CA  92101

Dear Mr. Gallegos:

SUBJECT: Conformity Determination for SANDAG’s 2004 Regional Transportation Improvement Program

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the conformity determination for the San Diego Association of Governments’ (SANDAG) 2004 Regional Transportation Improvement Program (RTIP). A joint FTA/FHWA air quality conformity determination for the RTIP is required by the Environmental Protection Agency’s (EPA) Transportation Conformity Rule, 40 CFR Parts 51 and 93, and the FHWA/FTA Metropolitan Planning Rule, 23 CFR 450.

The SANDAG adopted the 2004 RTIP and made the corresponding conformity determination on July 23, 2004. The conformity analysis submitted to FHWA/FTA by SANDAG indicates that all air quality conformity requirements have been met. Based on our review, we find that the 2004 RTIP conforms to the applicable state implementation plan in accordance with the provisions of 40 CFR Parts 51 and 93. In accordance with the July 15, 2004, Memorandum of Understanding (MOU) between the Federal Highway Administration, California Division and the Federal Transit Administration, Region IX, the FTA has concurred with this conformity determination. Additionally, this approval was made after consultation with the EPA, Region 9 office, pursuant to the Transportation Conformity Rule.

In accordance with the above MOU, the FHWA’s single signature constitutes FHWA and FTA’s joint air quality conformity determination for SANDAG’s 2004 RTIP. If you have any questions pertaining to this conformity finding, please contact Steve Luxenberg, FHWA, at (916) 498-5066.

Sincerely,

/s/ K. Sue Kiser

For
Gene K. Fong
Division Administrator
October 13, 2004

TO: San Diego Region Conformity Working Group

FROM: SANDAG Staff

SUBJECT: Request for Amendment of the 2030 Regional Transportation Plan for Foothill Transportation Corridor South Project: Schedule and Conformity Criteria and Procedures for Air Quality Analysis

ACTION: DISCUSSION

Introduction

The Transportation Corridor Agencies (TCA) is proposing to construct the Foothill Transportation Corridor South (FTCS) as a limited access public toll road from Interstate 5 in San Diego County to the existing State Route (SR) 241 in Orange County. The majority of the 16-mile facility is located within the Southern California Association of Governments (SCAG) region and the segment of the road within the San Diego region will have an approximate length of five miles. Attachment 1 illustrates potential alignments within the San Diego region.

TCA has requested that SANDAG amend the 2030 Regional Transportation Plan (RTP) to include the FTCS project as an eight-lane toll facility and to ensure that the project is consistent with SCAG’s 2004 RTP. The project description, schedule, cost, and funding availability are described in Attachments 2 and 3. SANDAG’s adopted 2030 RTP includes the FTCS project (referred to as SR 241) as a six-lane facility (four freeway toll lanes and two High Occupancy Vehicle (HOV) lanes).

Proposed RTP Amendment Schedule

The proposed schedule for amending the 2030 RTP, including its conformity redetermination is shown below. Please note that conformity of the 2004 Regional Transportation Improvement Program (RTIP) will be redetermined simultaneously to ensure consistency between the long-range plan and the improvement program.

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>October 13, 2004</td>
<td>Consultation with the San Diego Region CWG on conformity criteria and</td>
</tr>
<tr>
<td></td>
<td>procedures for redetermining conformity of the 2030 Revenue Constrained</td>
</tr>
<tr>
<td></td>
<td>RTP/2004 RTIP amendments</td>
</tr>
<tr>
<td>October 29, 2004</td>
<td>Issue draft air quality conformity analysis for 30-day period for public</td>
</tr>
<tr>
<td></td>
<td>review and written comments</td>
</tr>
<tr>
<td>November 17, 2004</td>
<td>CWG reviews draft conformity analysis</td>
</tr>
<tr>
<td>November 29, 2004</td>
<td>End of comment period for draft air quality analysis</td>
</tr>
<tr>
<td>December 10, 2004</td>
<td>Transportation Committee is requested to accept 2030 RTP/2004 RTIP</td>
</tr>
<tr>
<td></td>
<td>amendments for distribution and 30-day public comment period</td>
</tr>
<tr>
<td>January 21, 2005</td>
<td>Transportation Committee holds Public Hearing and is requested to</td>
</tr>
<tr>
<td></td>
<td>recommend approval of the 2030 RTP/2004 RTIP amendments to Board of</td>
</tr>
<tr>
<td></td>
<td>Directors</td>
</tr>
</tbody>
</table>
January 28, 2005

Board of Directors is asked to make a conformity redetermination and adopt 2030 RTP/2004 RTIP amendments

Conformity Criteria and Procedures

Staff will consult with the CWG on criteria and procedures to be followed to redetermine conformity of the 2030 Revenue Constrained RTP and 2004 RTIP amendments, including revenue assumptions, use of latest planning assumptions, transportation control measures, emissions model and budgets as well as consultation and public involvement.
South Orange County Transportation Infrastructure Improvement Project (SOCTIIP)
Kim Kawada  
Manager of Transportation Planning  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101

Dear Kim:

Foothill Transportation Corridor South (FTCS - State Route 241) is the final link in the 56-mile public toll road system owned by Caltrans and constructed and operated by the Transportation Corridor Agencies. A map of this network, including the 5-mile segment within San Diego County, is attached to this letter. The San Diego County portion of the eight lane FTCS facility has been included in SANDAG's Regional Transportation Plan and accompanying Regional Transportation Improvement Program since 1996. However, we have recently learned that the 2003 RTP modeling reflected only six of the total eight lanes.

We request that SANDAG amend the 2003 RTP as expeditiously as possible to correct the FTCS project listing and modeling parameters to reflect all eight lanes of the facility. Attachment A to this letter contains an updated project description, phasing, and costs summary to serve as the basis for this amendment.

Funds to construct FTCS are reasonably available per federal requirements. FTCS will be constructed with private funds; the Transportation Corridor Agency will issue construction bonds secured by user fees (tolls). The connected Eastern Transportation Corridor and Foothill Transportation Corridor North have both been completed successfully with this funding mechanism.

The attached project details are consistent with the project description, schedule, costs, and financing mechanism for the portion of FTCS located in the neighboring SCAG region. On June 7, 2004, FHWA issued a positive conformity finding and approved SCAG's 2004 RTP, which includes two-thirds of the FTCS facility.

I look forward to coordinating with you to complete this amendment. Please contact me at 949/754-3480 or at cleary@sijhtca.com with any questions you may have about the attached materials.

Sincerely,

Macie Cleary-Milan  
Deputy Director  
Environmental Planning
Attachment A

Project Description

Foothill Transportation Corridor South (FTC-S) is a limited access public toll road from I-5 in San Diego County to S.R. 241 in Orange County (16.15 miles).

The San Diego County segment (5.47 miles from I-5 to County line) is composed of eight general purpose lanes. Modifications to I-5 would be required to accommodate the FTC-S connection.

Phase I consists of 2 mixed flow lanes in each direction, to open to traffic in 2007. Phase II consists of 2 additional mixed flow lanes in each direction by the end of 2015.

Phasing

<table>
<thead>
<tr>
<th>Open To Traffic</th>
<th>Phase I</th>
<th>December, 2007</th>
<th>Phase II</th>
<th>December, 2015</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Cost Type</th>
<th>Total</th>
<th>SANDAG Portion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineering</td>
<td>6,000,000</td>
<td>2,160,000</td>
</tr>
<tr>
<td>Right of Way</td>
<td>50,000,000</td>
<td>50,000,000</td>
</tr>
<tr>
<td>Construction</td>
<td>588,000,000</td>
<td>205,200,000</td>
</tr>
<tr>
<td>Total</td>
<td>644,000,000</td>
<td>257,360,000</td>
</tr>
</tbody>
</table>
September 21, 2004

Heather Werdick  
Transportation Planning  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101

Subject: Budget Allocation for SR-241, Foothill Transportation Corridor South (FTCS)

Dear Heather:

Thank you for your efforts to quickly process an amendment to SANDAG’s 2003 Regional Transportation Plan to correct the omission of two lanes of the SR-241 toll project. TCA has previously submitted a detailed budget allocation for the 2003-2010 timeframe, with funds programmed through the 07/08 fiscal year.

In response to your request for funding details for the 2010-2020 period, TCA’s 2004 Capital Improvement Program (CIP) allocates $150 million for the SANDAG portion of the toll road, as adopted by the Foothill/Eastern Transportation Board of Directors on May 13, 2004 for completion of the ultimate project. At this time, the post-2010 budget is not available by fiscal year.

Attachment A to this letter contains a summary of funding assumptions that should be used for the RTP amendment. Please contact Carla Walecka at 323/342-9373 with any questions you may have about this information.

As noted in our original request for an RTP amendment, dated June 14, 2004, funds to construct the FTCS are reasonably available per federal requirements. FTCS will be constructed with private funds; the Foothill-Eastern Transportation Corridor Agency will issue construction bonds secured by user fees (tolls).

Further, the attached project details are consistent with the project description, schedule, budget and financing mechanism for the balance of SR-241 included in SCAG’s conforming 2004 RTP.

At this juncture, I would appreciate your confirmation of the RTP amendment process and schedule. As you know, TCA initiated the process in June, 2004 with Kim Kawada, then Manager of Transportation Planning, with the intent of resolving this error in the RTP as expeditiously as possible as a minor amendment. We are looking to SANDAG to complete the revision in the December 2004/January 2005 timeframe. Please let me know how TCA can assist in meeting this deadline or expediting the process further.

Sincerely,

Macie Cleary-Milan  
Deputy Director  
Environmental Planning

Attachment A
## Attachment A

### SR -241 Budget Allocation

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>$257,360,000</td>
</tr>
<tr>
<td>Prior</td>
<td>$2,160,000</td>
</tr>
<tr>
<td>04/05</td>
<td>$50,000,000</td>
</tr>
<tr>
<td>05/06</td>
<td>$68,400,000</td>
</tr>
<tr>
<td>06/07</td>
<td>$68,400,000</td>
</tr>
<tr>
<td>07/08</td>
<td>$68,400,000</td>
</tr>
<tr>
<td>2011-2020</td>
<td>$150,000,000</td>
</tr>
</tbody>
</table>

### Proposed Cost Summary

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prior</td>
<td>2,160,000</td>
</tr>
<tr>
<td>2003-2010</td>
<td>257,360,000</td>
</tr>
<tr>
<td>2011-2020</td>
<td>150,000,000</td>
</tr>
<tr>
<td>Total</td>
<td>407,360,000</td>
</tr>
</tbody>
</table>