



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

MEETING NOTICE AND AGENDA

SAN DIEGO CONFORMITY WORKING GROUP

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

MEMBER AGENCIES

Cities of
 Carlsbad
 Chula Vista
 Coronado
 Del Mar
 El Cajon
 Encinitas
 Escondido
 Imperial Beach
 La Mesa
 Lemon Grove
 National City
 Oceanside
 Poway
 San Diego
 San Marcos
 Santee
 Solana Beach
 Vista
 and
 County of San Diego

ADVISORY MEMBERS

Imperial County
 California Department
 of Transportation
 Metropolitan
 Transit System
 North San Diego County
 Transit Development Board
 United States
 Department of Defense
 San Diego
 Unified Port District
 San Diego County
 Water Authority
 Mexico

Wednesday, September 1, 2010

10:30 a.m. to 12 noon

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

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

AGENDA HIGHLIGHTS

- **2050 REGIONAL TRANSPORTATION PLAN (RTP):
CONFORMITY CRITERIA AND PROCEDURES**
- **2050 RTP: DRAFT PROPOSED CONFORMITY ANALYSIS
METHODOLOGY**

Please contact Rachel Kennedy 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.*

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting.

To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.

SAN DIEGO CONFORMITY WORKING GROUP (CWG)

Wednesday, September 1, 2010

ITEM #	RECOMMENDATION
1. INTRODUCTIONS	
+2. MEETING SUMMARY OF AUGUST 4, 2010	INFORMATION
<p>The summary of the August 4, 2010, 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 Working Group during this time.</p>	
4. DRAFT 2010 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)	INFORMATION
<p>The SANDAG Board of Directors released the Draft 2010 RTIP and its conformity analysis for a 30-day public review period on July 23, 2010, and scheduled a public hearing for the September 3, 2010, Transportation Committee meeting. The Final 2010 RTIP and its conformity analysis are scheduled to be presented to the SANDAG Board for adoption on September 24, 2010.</p>	
+5. 2050 REGIONAL TRANSPORTATION PLAN (RTP): CONFORMITY CRITERIA AND PROCEDURES	DISCUSSION
<p>The CWG will discuss the conformity criteria and procedures to be followed to determine conformity of the 2050 RTP. SANDAG staff will make brief presentations on the following topics:</p>	
<ul style="list-style-type: none">a. Draft 2050 RTP Air Quality Conformity Schedule (updated)b. 2050 Growth Forecastc. 2050 RTP Travel Demand Model	

+6. 2050 RTP: DRAFT PROPOSED CONFORMITY ANALYSIS METHODOLOGY REVIEW AND COMMENT

Due to the 2040 horizon of EMFAC, SANDAG staff is proposing to shorten the timeframe of the conformity determination for the 2050 RTP (2011-2040). At the August 4, 2010, CWG meeting staff presented the provisions of the Transportation Conformity Rule related to the timeframe of conformity determinations and their applicability to the San Diego region, as well as the draft proposed methodology for the regional emissions analysis for the Plan years 2041-2050. The CWG was requested to submit any additional comments in writing no later than August 20, 2010. The CWG will discuss any comments received.

At its September 17, 2010, meeting the Transportation Committee will be asked to accept for review and distribution the draft proposed methodology for conducting the air quality conformity determination for the 2050 RTP for a 30-day comment period, and schedule a public hearing to solicit public comments on shortening the conformity timeline and proposed methodology for the regional emissions analysis for the October 15, 2010, Transportation Committee meeting.

7. EMFAC 2010 DEVELOPMENT DISCUSSION

California Air Resources Board (ARB) staff will provide the CWG with an update on the development of the next generation of EMFAC software and the timeline for SANDAG to submit updated travel activity data for inclusion in the draft EMFAC 2010 model.

8. EIGHT-HOUR OZONE STANDARD RE-CLASSIFICATION UPDATE DISCUSSION

Staff from U.S. EPA and the San Diego Air Pollution Control District will provide an update on the proposed rule to Implement the 1997 8-Hour Ozone Standard.

9. OTHER BUSINESS INFORMATION

10. UPCOMING MEETINGS INFORMATION

The next meeting of the San Diego Region CWG is scheduled for Wednesday, October 6, 2010, from 10:30 a.m. to 12 noon at SANDAG.

+ next to an item indicates an attachment

San Diego Association of Governments
SAN DIEGO CONFORMITY WORKING GROUP

September 1, 2010

AGENDA ITEM NO.: **2**

Action Requested: INFORMATION

MEETING SUMMARY OF AUGUST 4, 2010

File Number 3100600

Item #1: Introductions

Self-introductions were made. See attached attendance list.

Item #2: Meeting Summary of April 7, 2010

Rachel Kennedy, SANDAG, asked the CWG to review the meeting summary. No corrections were made.

Item #3: Public Comments/Communications

No public comments were made.

Item #4: 2050 Regional Transportation Plan (RTP): Conformity Criteria and Procedures

Ms. Kennedy introduced SANDAG staff members that covered different items as they related to the 2050 RTP, which SANDAG is currently developing, and it is anticipated to be adopted in July 2011.

Elisa Arias, SANDAG, covered items (a) 2050 RTP Process and Timeline, and (b) 2050 Regional Transportation Plan Schedule.

a. 2050 RTP Process and Timeline

Ms. Arias commented that SANDAG started the 2050 RTP Process in fall 2009, with the SANDAG Board of Directors' (Board) approval of the goals and objectives for the RTP. The 2050 Regional Growth Forecast has also been developed. After these two initial components, SANDAG developed tools to assist in the evaluation process of transportation networks during the summer/fall timeframe. Project evaluation criteria were created to rank highway, transit, connectors, bicycle, goods movement, and grade rail separation projects. SANDAG has developed a financially unconstrained transportation network, which includes all modes of transportation. The transportation project evaluation criteria will help to prioritize projects for inclusion in revenue constrained scenarios, which will be evaluated with the Board-approved plan performance measures.

In July 2010, the SANDAG Board accepted the Unconstrained Network to be used in the development of the 2050 RTP, as well as the plan performance measures that will be utilized to assess the performance of different revenue constrained networks. The 2050 RTP air quality

conformity analysis will be conducted on the Board-selected revenue constrained network, which will also be used for the Sustainable Communities Strategy. The preferred revenue constrained network will also be analyzed in the 2050 RTP Environmental Impact Statement.

Wade Hobbs, FHWA, asked if it was possible to have access to the performance measures documents. Ms. Arias mentioned that SANDAG could send the group a link to the performance measures as approved by the Board in July. Ms. Arias also mentioned that there were six goals and different policy objectives for which SANDAG is trying to have different metric indicators to help compare the performance of the networks for the different policy objectives and goals. This would serve as a tool for the decision-makers to select a preferred scenario.

A member from the public, Betty Chafetz, asked if air quality and health would be part of the meeting's discussion. Ms. Arias explained that the purpose of the CWG was to deal with transportation conformity, which is a federal requirement. SANDAG, as a metropolitan planning organization for the San Diego region, has to demonstrate that the plans and programs that are put together for transportation meet the required standards. The San Diego region is non-attainment for ozone, and is a maintenance area for carbon monoxide. The purpose of the group is to make sure that the RTP does not further violate the standards, and also to make sure that the RTP meets certain emissions budgets that are given to the region. The RTP has to be below these budgets so the region can secure the funding to implement the transportation projects. Ms. Chafetz asked if airport emissions were included. Ms. Arias explained that airport emissions are not part of the RTP, but rather they are part of a bigger plan, the State Implementation Plan, which is prepared by the San Diego County Air Pollution Control District (APCD). Ms. Arias offered to talk with Ms. Chafetz after the meeting to provide a bigger picture since there are other agencies that do additional planning, such as the California Air Resources Board (CARB) at the state level and the U.S. Environmental Protection Agency at the federal level.

b. 2050 Regional Transportation Plan Schedule

Ms. Arias pointed out that SANDAG is the first large MPO that is developing a transportation plan that must comply with both Senate Bill 375 (SB 375) and federal requirements. As part of this Senate Bill, CARB is establishing greenhouse gas (GHG) emission reduction targets for the years 2020 and 2035 for cars and light-duty trucks. CARB staff released draft targets in June 2010 and final targets are expected to be adopted by the CARB Board by September 30 of this year. Draft final targets will be released on August 9, 2010. SANDAG has been working closely with CARB the other MPOs in the state to exchange information and create different scenarios for each MPO to ascertain what can be accomplished in terms of GHG emissions reductions by 2020 and 2035.

Ms. Arias also mentioned that SANDAG has to prepare a new element for the RTP, which is the Sustainable Communities Strategy (SCS), which has four building blocks. First, a Transportation System, in terms of highway, transit, and roads; second, Transportation Demand Management Strategies, such as carpools, vanpool, and telecommuting; third, Transportation System Management Strategies, such as congestion pricing, freeway service patrol, and ramp metering; and fourth, Land Use Development Patterns, which will utilize the 2050 Regional Growth Forecast. Ms. Arias mentioned that SANDAG is cautiously optimistic that its SCS will meet CARB's targets. In the event that the targets are not met, MPOs must prepare an alternative strategy. SANDAG is not currently planning to develop an alternative strategy.

The 2050 RTP marks the first time that SANDAG has included economic prosperity as an RTP goal and will be conducting a more comprehensive economic analysis. SANDAG is in the final stages of finalizing the procurement for a consultant who will develop economic performance measures. SANDAG will also conduct an intense environmental justice analysis of the alternatives in addition to travel, mobility, reliability, safety, and environmental performance measures.

SANDAG plans to present the Revenue Constrained network to the Board for action in November 2010. SANDAG will be conducting an air quality conformity analysis in consultation with the CWG. Also, SANDAG will start to draft the Environmental Impact Report (EIR) that will include the projects from the preferred network scenario, which in this case will be one of the revenue constrained networks. This will also be included within the conformity analysis that will be part of the Draft RTP, which SANDAG expects to release in the February/March timeframe of next year. The draft RTP is expected to be released in February/March 2011 and the Plan is scheduled to be presented to the Board for adoption in summer 2011.

Karina O'Connor, EPA, inquired about the land use scenarios that will be looked at. Ms. Arias commented that SANDAG is starting with the 2050 Growth Forecast and that the EIR will probably have alternatives that consider different land use scenarios. Ms. Arias added that the 2050 Growth forecast is fairly aggressive compared to previous forecasts as a number of jurisdictions have updated general plans from previous forecasts. The 2050 Forecast includes more compact development and intensification of land uses in the urban core. SANDAG is hopeful that with the progress that the jurisdictions have made throughout the years, in terms of their land use distribution, will assist in meeting the goals of the SCS.

c. Draft 2050 RTP Air Quality Conformity Schedule

Ms. Kennedy mentioned that the initial consultation has started. In summer 2009, SANDAG made a presentation on the 2050 Growth Forecast Update and the Public Involvement Plan to the CWG. An update on the Growth Forecast will be given at a future meeting. Staff will provide presentation on the transportation control measures, pollutant budgets, and the Public Involvement Plan at today's meeting. At the next CWG meetings, a number of interagency consultation items will be covered such as public outreach, a presentation on the travel demand model, emissions model, revenue constrained financial assumptions, the draft revenue constrained projects, and the draft list of exempt projects. The Methodology for Air Quality Conformity (AQC) Analysis from 2041-2050 will be discussed as agenda item #5.

Ms. Kennedy pointed out that SANDAG is anticipating providing the CWG with a draft Air Quality Analysis for review in December 2010. SANDAG is scheduled to release the AQC Analysis for public review in the January 2011. SANDAG is planning to release its proposed methodology for AQC analysis for 2041-2050 for a 30 day public comment in September 2010. A public hearing on that proposed methodology will be conducted at a Transportation Committee meeting in October 2010. The adoption of the final RTP, EIR, and AQC is anticipated in July 2011.

Ms. Arias asked Ms. O'Connor if SANDAG was to do a concurrent consultation on the provisions for shortening the timeframe to 2040, and how to do the analysis for informational purposes to 2050. Ms. O'Connor commented SANDAG should have a consultation on both, and that the consultation on shortening the methodology should happen before conducting the analysis. Denis Wade, ARB, agreed.

d. SANDAG Public Involvement Plan

Anne Steinberger commented that the 2050 RTP Public Involvement Plan is a component of the agency-wide Public Participation Plan (PPP). Ms. Steinberger explained that the PPP covers how SANDAG will approach public outreach for any of its projects. A very extensive outreach process was conducted a year ago, which included a survey about how the public wanted to get involved and provide input to SANDAG. A stakeholders' working group has been established, with 25+ members representing agencies, organizations, and individuals from throughout the region who were involved in developing the PPP, which was approved in December 2009. A more specific public involvement plan was developed to guide the process for the RTP.

Presently, SANDAG has established a comprehensive stakeholder database, pulling together all the databases from SANDAG staff as well as other groups and committees that the agency works with. E-mail updates are sent when information is presented to SANDAG's Board or Committee meetings so the public knows when decisions are being made or when inputs are being taken on various elements of the RTP. There is also a newsletter that goes out with information on the progress and development of the RTP.

Additionally, a series of public meetings was conducted during spring 2010, and SANDAG is developing interactive materials that will be released to the public in fall 2010 to take input from the public on priorities for the region. A telephone survey was conducted with True North Research Organization in June to get the public's opinion. The results were received in July and will be presented to SANDAG's Board in September. Also, there is strong presence on the Web, including social networks like Facebook. SANDAG also coordinates with other groups to participate at their meetings to have their groups engaged in the RTP process.

Other resources for the public are a dedicated e-mail contact and a dedicated toll-free number for questions or information requests. SANDAG's Board members are also involved in this effort by sharing information with their constituencies. SANDAG also coordinates with its Tribal Transportation Working Group to make presentations and have information available through this group as well.

Mr. Hobbs confirmed that the Federal Transit Administration is included on the stakeholder list. Mike Brady, Caltrans, also suggested that Federal Railroad Administration be included on the list.

e. Pollutant Budgets

Ms. Kennedy mentioned that the San Diego region is currently non-attainment for the federal 8-Hour Ozone Standard and it is a maintenance area for the federal CO standard. In cooperation with the APCD and SANDAG, the CARB developed an 8-Hour Ozone attainment plan, which was submitted to the U.S. EPA on June 15, 2007. The budgets in the *Eight-Hour Ozone Attainment Plan for San Diego County* were found adequate for transportation conformity purposes by the U.S. EPA, effective June 9, 2008. These budgets will be used for the 8-Hour Ozone analysis for ROG and NOx.

In June 1998, the U.S. EPA approved California's Maintenance Plan for Carbon Monoxide (CO) and redesignated the San Diego air basin as a federal attainment/maintenance area for the CO standard. On November 8, 2004, the ARB submitted to the U.S. EPA the 2004 revision to the California State Implementation Plan (SIP) for CO, which covers the second 10-year maintenance

period to 2018. Effective January 30, 2006, the U.S. EPA has approved this maintenance plan as a SIP revision. The budget included in this revision will be used in the conformity analysis for CO.

f. Transportation Control Measures

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

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

A question was raised on TCMs for CO, and also on what the potential is for other TCMs in terms of ozone and other emissions per SB 375. Ms. Arias mentioned that there are no TCMs for ozone. Carl Selnick, APCD, mentioned that there will not be any other air quality plans before the present RTP is adopted.

Item #5: Draft Proposed Analysis for 2050 Regional Transportation Plan Air Quality Conformity Analysis

Due to the 2040 horizon of EMFAC, SANDAG's staff is proposing to shorten the timeframe of the conformity determination of the 2050 RTP to the years 2011-2040. SANDAG is currently developing the 2050 RTP, which is anticipated to be adopted in summer 2011. While the horizon year of this RTP is 2050, both the current version of EMFAC (EMFAC 2007) and EMFAC 2010, which is under development by CARB, only contain emissions factors to 2040. Since no other emissions model is approved for use in conformity determinations by MPOs, SANDAG is exploring options under the Transportation Conformity Rule to conduct the air quality conformity determination for its 2050 RTP.

Ms. Kennedy mentioned that while the San Diego region is in non-attainment for the 8-Hour ozone standard, there are adequate budgets in place.

Regarding the regulatory option for shortening the conformity timeframe for the no adequate maintenance plan, Ms. Kennedy pointed out that the San Diego air basin does not have an adequate or approved Maintenance Plan for the 1997 8-Hour Ozone Standard. According to 40 CFR 93.106(d), for areas that do not have an adequate or approved maintenance plan, the MPO may elect to shorten the timeframe of the RTP conformity determination after consultation with state and local air quality agencies, solicitation of public comments, and consideration of such comments (40 CFR 93.106(d)(2)). The conformity determination must be accompanied by a regional emissions analysis (for informational purposes only) for the last year of the transportation plan (40 CFR 93.106(d)(2)(ii)). Ms. Kennedy added that the present meeting was an initial consultation with state and local air quality agencies.

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

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

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

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

In regards to the draft proposed methodology for conducting the AQC determination for the 2050 RTP, Ms. Kennedy mentioned that SANDAG staff will conduct the Air Quality Conformity Analysis for the 2050 RTP for the years 2011-2040, with the analysis years of 2016, 2020, 2030, and 2040. SANDAG will prepare a regional emissions analysis (for information purposes only) for 2050. To perform this analysis SANDAG will use the 2050 travel data from the SANDAG transportation model as input into EMFAC 2007 for the last year of the EMFAC 2007 model (2040). As per comments from CARB staff, SANDAG staff may evaluate the travel demand output data and make adjustments to the percentage of VMT assigned to the vehicle classes in the EMFAC model. In the case that EMFAC 2010 is available for use in this RTP, the same methodology would be used but applied to the EMFAC 2010 model.

For next steps:

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

Mr. Selnick asked if there was any discussion between SANDAG and ARB regarding the 2040-2050 methodology. Ms. Arias commented that SANDAG staff has proposed to use a trend line between 2030-2040 and apply it to 2041-2050; however, a trend analysis cannot be used. SANDAG will have

to use the last year in the emissions factors available in the EMFAC output file. Ms. O'Connor confirmed this and added that EMFAC is the only approved emissions model. Mr. Wade also commented that SANDAG and CARB have discussed this issue several times and that the document presented as part of the agenda reflects these discussions very accurately.

Ms. Shafitz asked what kind of vehicles are included in the emissions model. Ms. Kennedy commented that SANDAG is only responsible for making an analysis of the transportation network, which includes cars and light-duty trucks, heavy-duty trucks, motorcycles, and buses. SANDAG does not include stationary sources, airports, and ships.

Ms. Arias invited the group to call or e-mail SANDAG staff shall any questions arise after the meeting in the interest of having the concurrence of the group before any information regarding this issue goes out to SANDAG's Transportation Committee or the public. It was requested that CWG members submit any additional comments in writing by August 20, 2010, for incorporation in the September CWG agenda.

Item #6: EMFAC 2010 Development

Ms. Wade mentioned that there were no specific updates.

Ms. Arias asked for updates as to when SANDAG would be required to submit the new travel activity data since the new forecast is available. Mr. Wade reported that he had no specific date.

Mr. Selnick asked if there was a timeframe for the availability of EMFAC 2010. Mr. Wade stated that the draft EMFAC 2010 would be released by December 2010. Submission of the model to EPA will occur after that. There is no specific date for the final version to be released.

Item #7: 8-Hour Ozone Standard Re-classification Update

John Kelley, EPA, mentioned that the re-classification of the San Diego area as serious is not expected to be final until the end of the calendar year. Mr. Selnick asked about the effective date for the re-classification. Mr. Kelley commented that the effective date may not be until January 2011. EPA has flexibility over the effective date. Mr. Kelly also confirmed that the SIP due date will be based on the effective date.

Item #8: Other Business

Ms. Kennedy mentioned that SANDAG's draft 2010 Regional Transportation Improvement Program including the AOC analysis is out for a 30-day public comment period. An e-mail was sent out to the CWG regarding the release of the document. A public hearing will be held on September 3. Ms. Kennedy asked that any e-mails with comments or questions be directed to Sookyung Kim, project manager for the RTIP, or Michelle Marino.

Item #9: Upcoming Meetings

Ms. Kennedy stated that the next meeting of the CWG is scheduled for Wednesday, September 1, 2010, from 10:30 a.m. to 12:00 noon. Meeting materials will be sent to the group in advance.

San Diego Region Conformity Working Group

Meeting Attendance August 4, 2010

Name	Agency
Denis Wade (phone)	ARB
Mike Brady (phone)	Caltrans
Eileen Gallow (phone)	Caltrans
Jose Marquez (phone)	Caltrans
Wade Hobbs (phone)	FHWA
Betty Shafitz	Public
Elisa Arias	SANDAG
Rachel Kennedy	SANDAG
Michelle Merino	SANDAG
Anne Steinberger	SANDAG
Domingo Vigil	SANDAG
Carl Selnick	SDAPCD
Carla Walecka (phone)	TCA
John Kelley (phone)	U.S.EPA
Karina O'Connor (phone)	U.S.EPA



Our Region. Our Future.
2050 Growth Forecast

September 2010

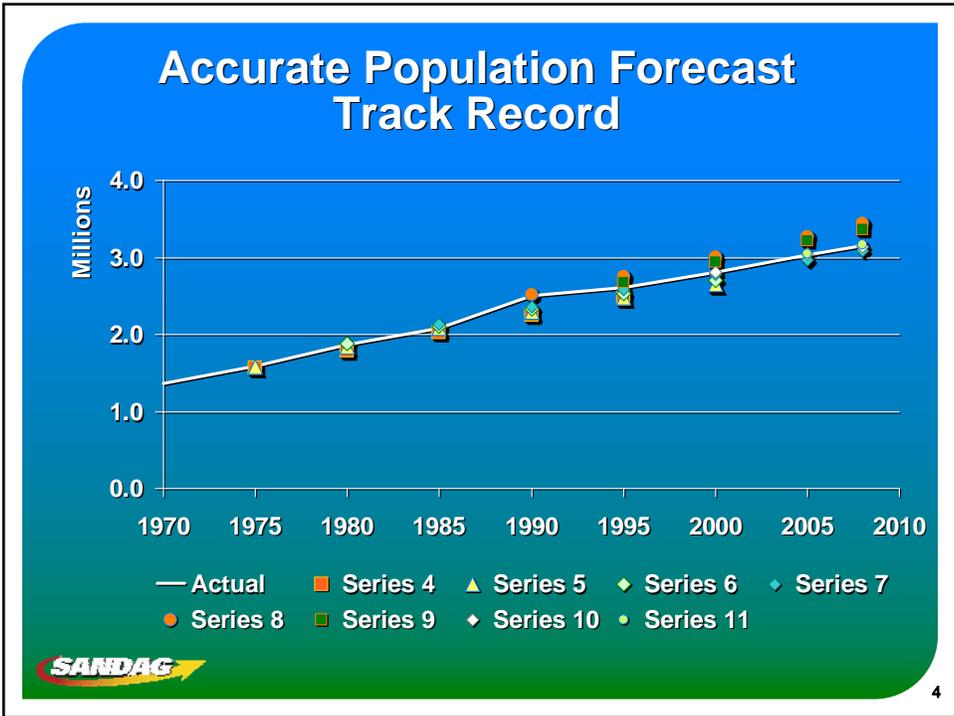
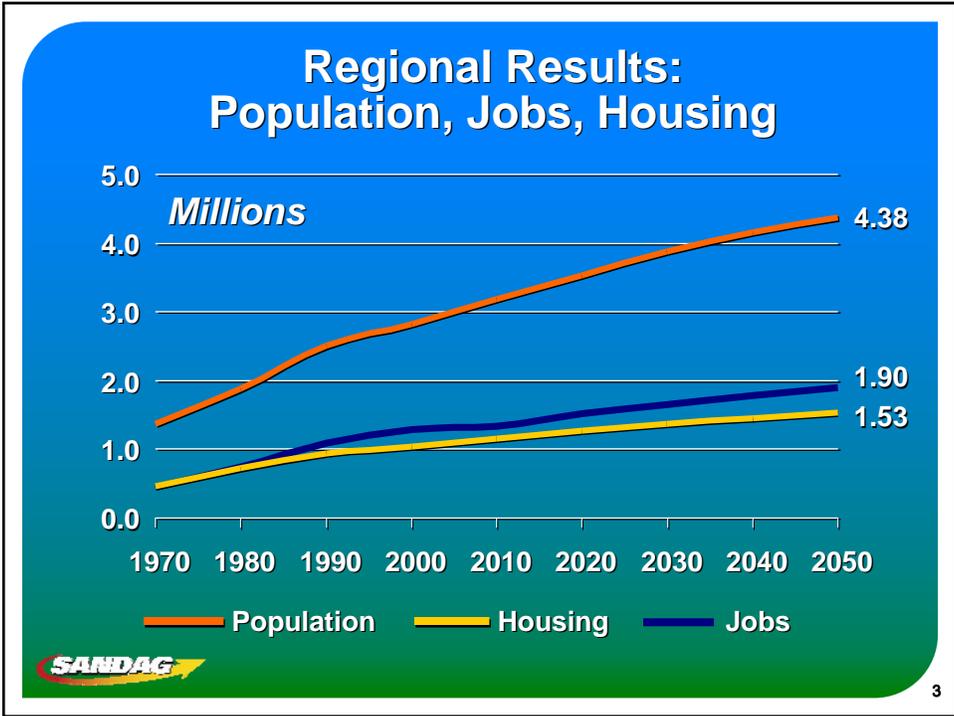
1

Overview

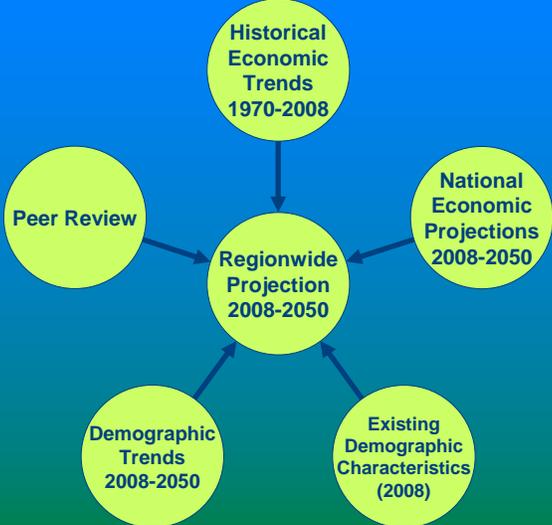
- Purpose of the 2050 Forecast
- Results
- Next steps



2



Regional Projections



Subregional Forecast Starts With Local Land Use Inputs

LAND USE CATEGORIES	
RESIDENTIAL	
	Spaced Rural Residential
	General Single Family or SF Detached
	Single Family Attached
	Mobile Homes
	Multiple Family
COMMERCIAL AND INDUSTRIAL	
	Commercial, Office, Mixed Use
	Heavy and Light Industry
	Extractive Industry
PUBLIC FACILITIES AND UTILITIES	
	Transportation, Communications, Utilities
	Education and Institutions
	Public/Semi-Public
	Military
PARKS AND RECREATION	
	Recreation
	Open Space Parks
AGRICULTURE	
	Agriculture
OTHER	
	Mixed Use, Specific Plan Areas
	Indian Reservations
OTHER SYMBOLS	
	Plan Category Boundaries
	Parcels



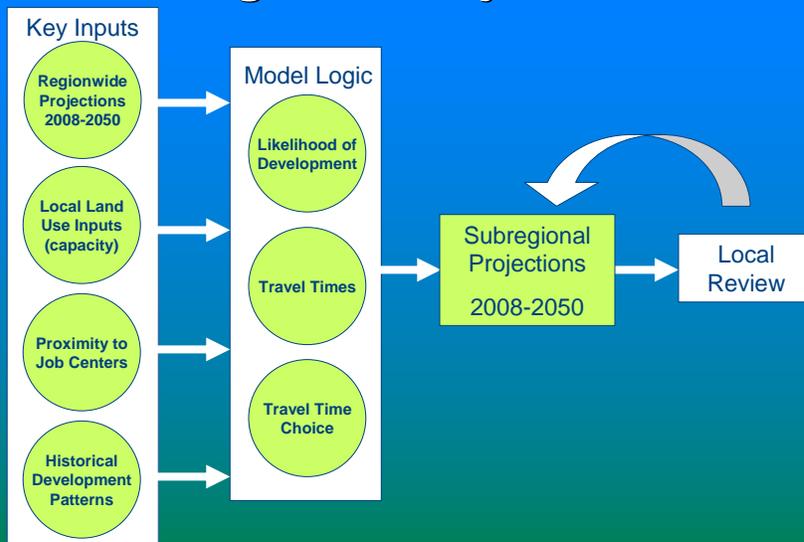
Locally-Proposed 2050 Land Use Alternatives

- Both the land use alternative and phasing determined by local jurisdictions

SANDAG

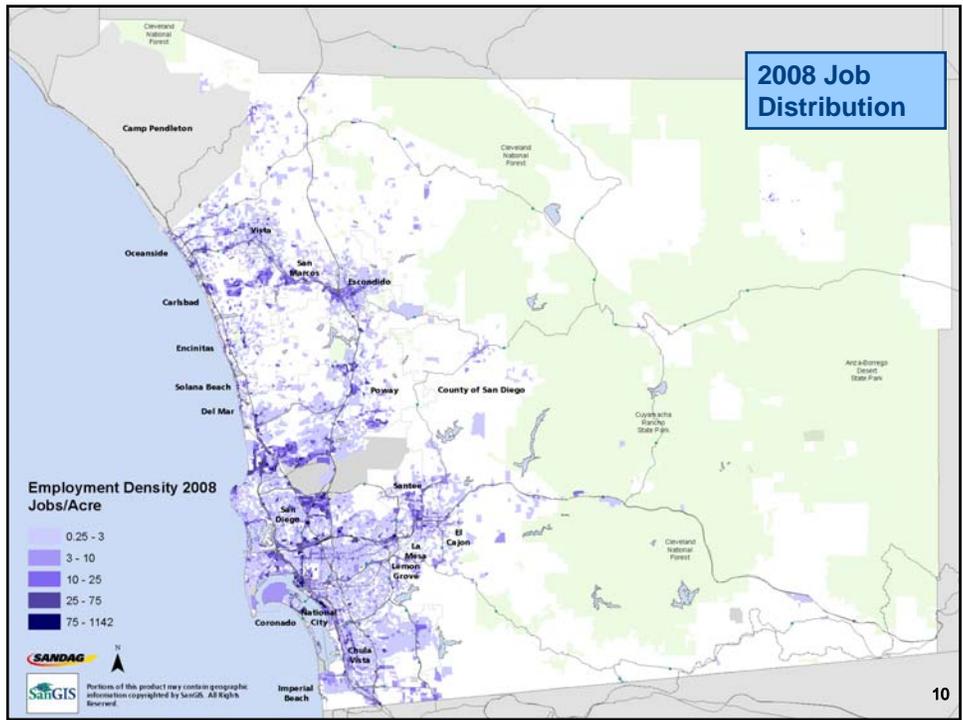
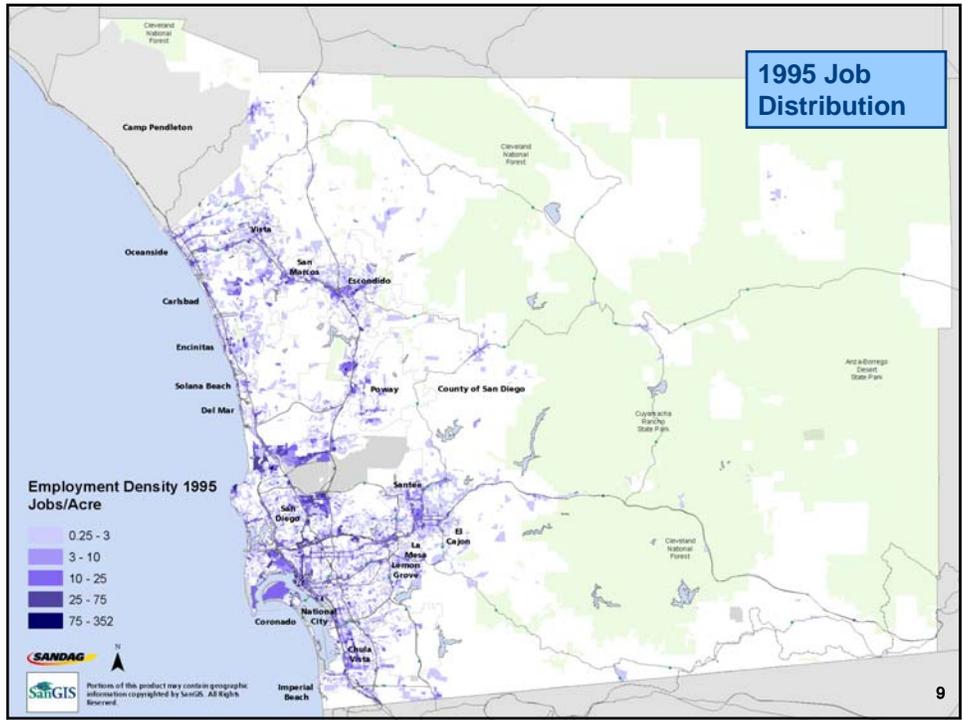
7

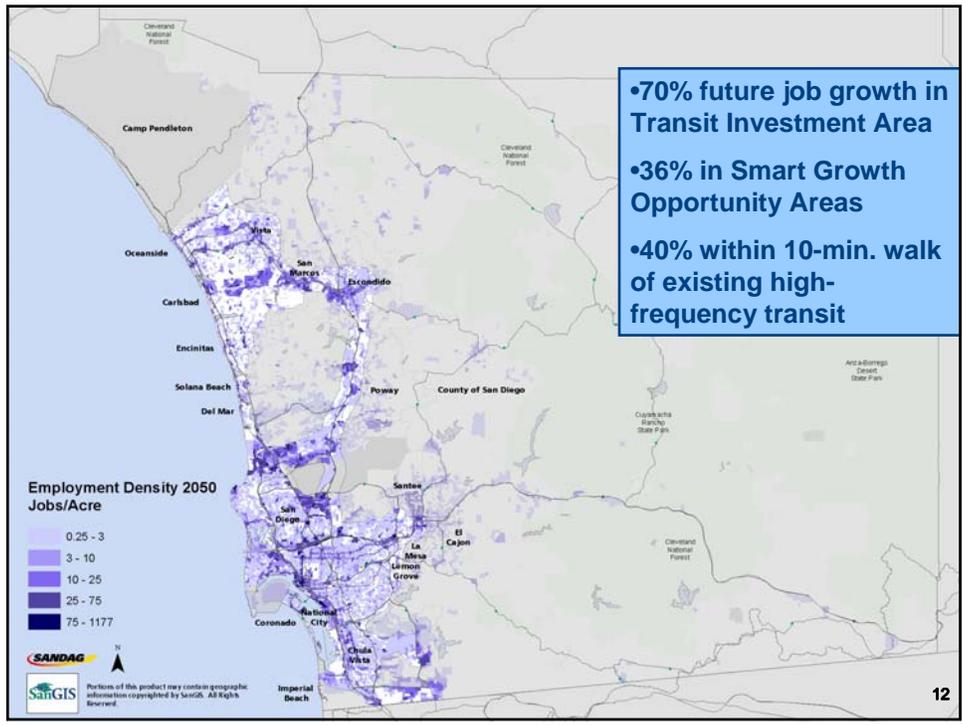
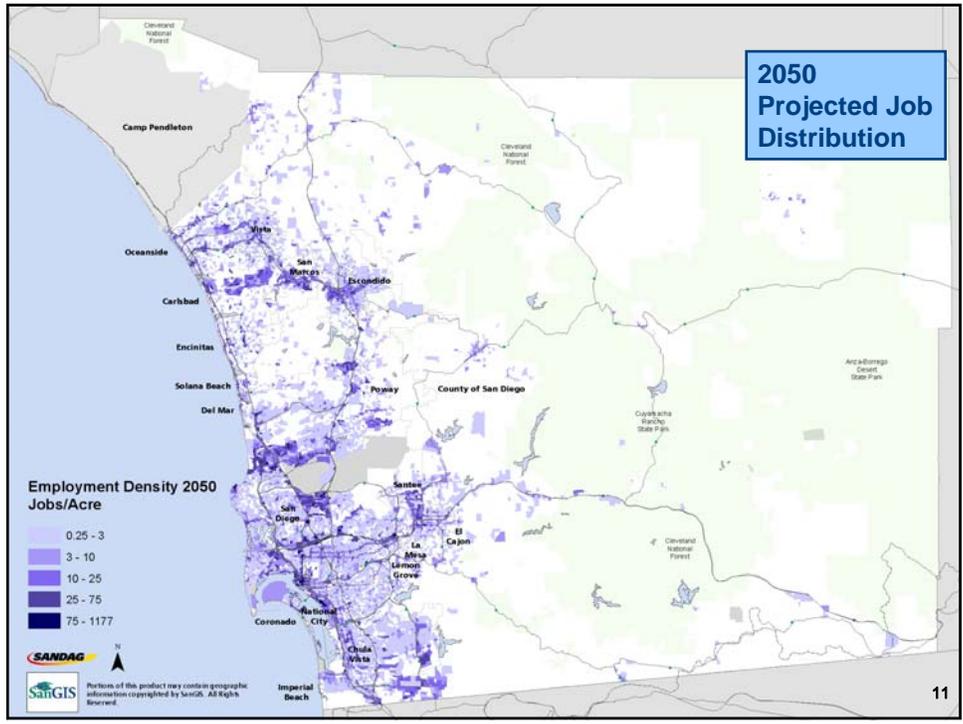
Subregional Projections

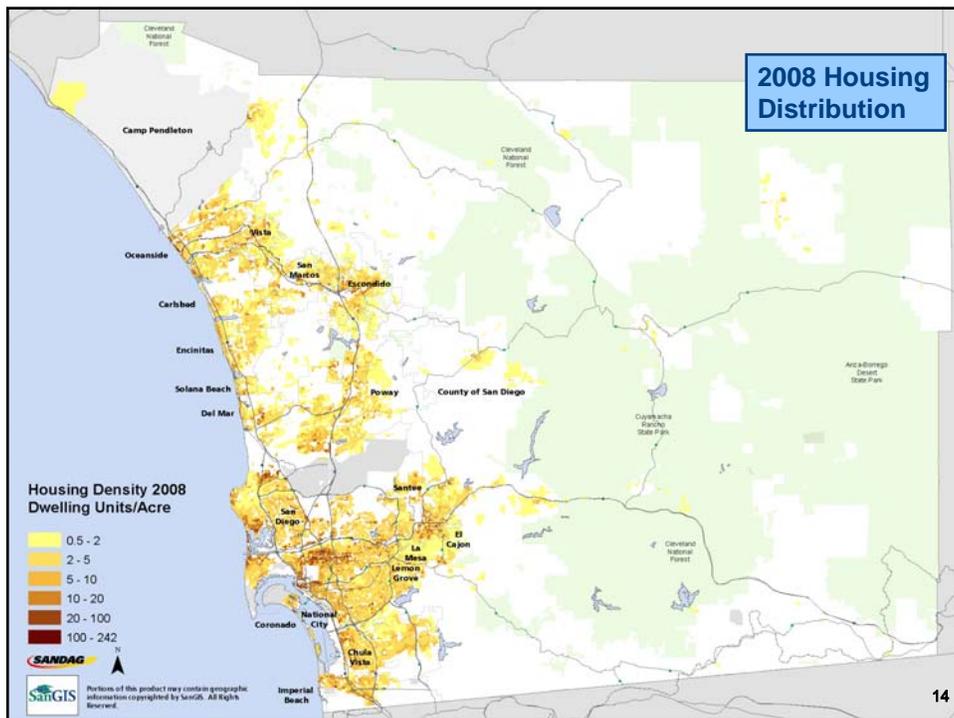
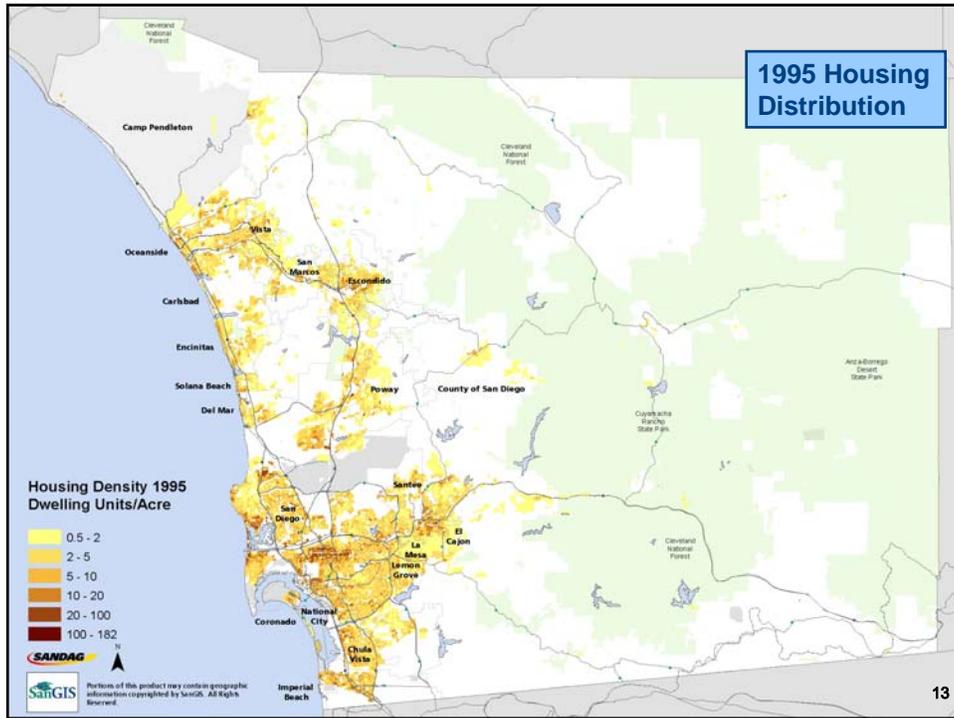


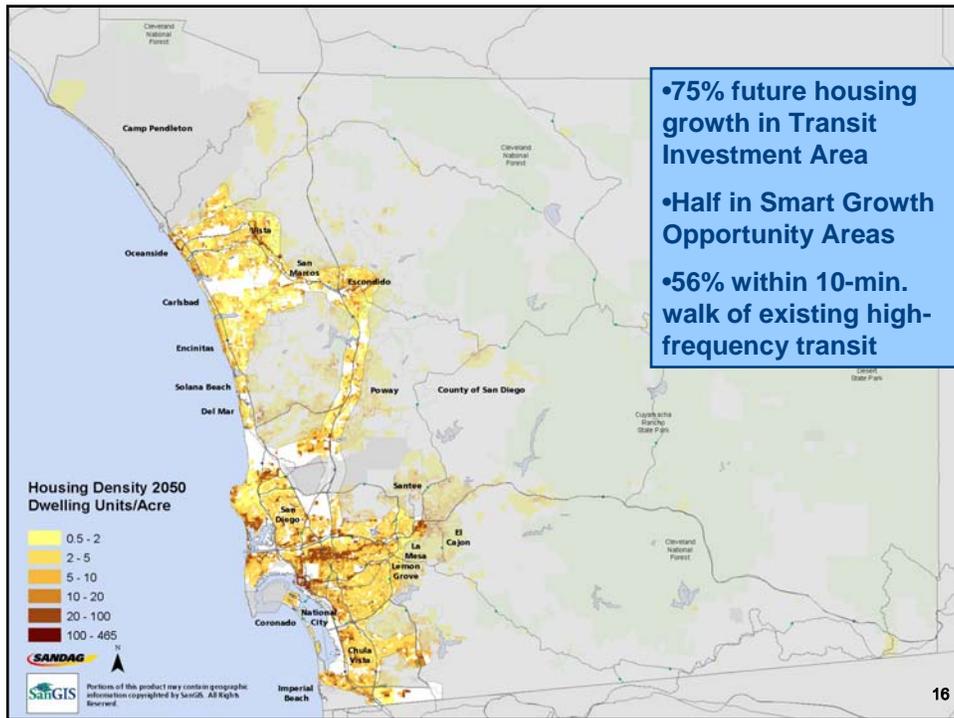
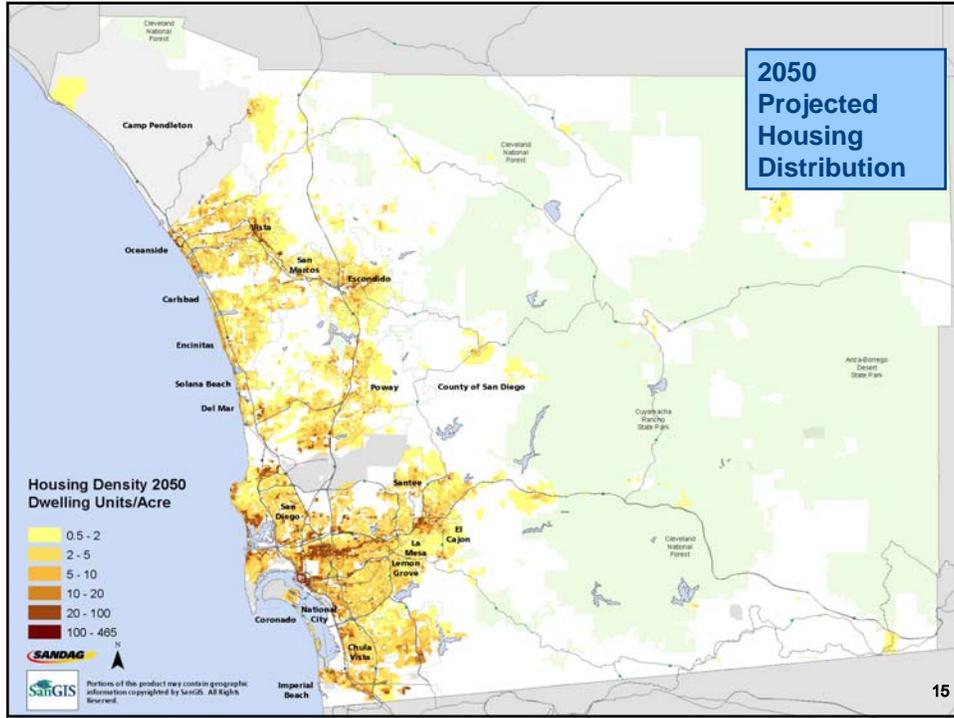
SANDAG

8









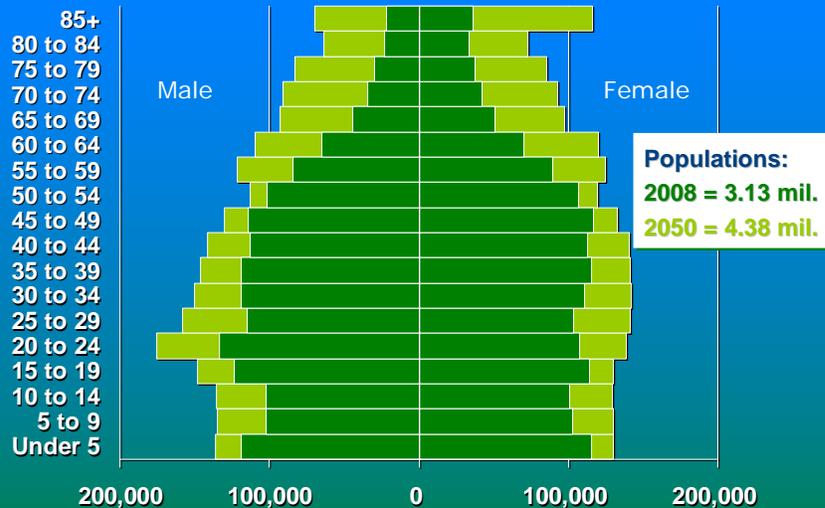
Interregional Commute

- Interregional Commute Model projects future commuting patterns
- Sufficient housing capacity in the forecast. Projections of interregional commute are by resident choice.
- 2050 projection: 15,000 more households with commuters into the San Diego region



17

Age Structure: 2008 and 2050



18

Summary

- Extensive work with local jurisdictions and partner agencies
- Adjustments to regional projections to reflect newest data and market conditions
- Most growth in Transit Investment Area
- Some interregional commuting, by resident choice
- Aging population



19



Our Region. Our Future.

2050 Growth Forecast

February 26, 2010

20

San Diego Association of Governments
SAN DIEGO CONFORMITY WORKING GROUP

September 1, 2010

AGENDA ITEM NO.: **6**

Action Requested: REVIEW AND COMMENT

2050 RTP: DRAFT PROPOSED CONFORMITY
ANALYSIS METHODOLOGY

File Number 3100600

Introduction

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

At the August 4, 2010, Conformity Working Group (CWG) meeting, SANDAG staff presented provisions from the Conformity Rule that allow for the shortening of the conformity timeframe as well as the draft proposed methodology for the regional emissions analysis for the years 2041-2050. CWG members were asked to submit any additional comments in writing by August 20, 2010. No comments were received.

Discussion

8-Hour Ozone Standard: Background

On April 15, 2004, the U.S. Environmental Protection Agency (EPA) designated the San Diego air basin as nonattainment for the 1997 8-Hour Ozone Standard. This designation took effect on June 15, 2004. Several areas that are tribal lands in eastern San Diego County were excluded from the nonattainment designation.

The air basin was initially classified as a basic nonattainment area under Subpart 1 of the Clean Air Act and the maximum statutory attainment date for the 8-Hour Ozone Standard was set as June 15, 2009. However, in response to a court decision, on January 16, 2009, U.S. EPA proposed that, among other areas of the country, the San Diego basic nonattainment area will be reclassified as a Subpart 2 moderate nonattainment area, with a maximum statutory attainment date of June 15, 2010. Final EPA action on this proposed reclassification was never taken.

In cooperation with the San Diego Air Pollution Control District and SANDAG, the California Air Resources Board (ARB) developed an 8-Hour Ozone Attainment Plan, which was submitted to the U.S. EPA on June 15, 2007. The budgets in the *Eight-Hour Ozone Attainment Plan for San Diego County* were found adequate for transportation conformity purposes by the U.S. EPA, effective June 9, 2008.

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

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

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

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

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

Carbon Monoxide: Background

In June 1998, the U.S. EPA approved California's Maintenance Plan for Carbon Monoxide (CO) and redesignated the San Diego air basin as a federal attainment/maintenance area for the CO standard. On November 8, 2004, the ARB submitted to the U.S. EPA the 2004 revision to the California State Implementation Plan (SIP) for CO, which covers the second 10-year maintenance period to 2018. Effective January 30, 2006, the U.S. EPA has approved this maintenance plan as a SIP revision.

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

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

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

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

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

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

Next Steps

The SANDAG Transportation Committee will be asked to accept for review and distribution the draft methodology for the 2050 RTP conformity analysis on September 17, 2010, for a 30-day public comment period, and to schedule a public hearing to solicit public comments on shortening of the conformity timeline and the proposed methodology for the regional emissions analysis at the October 15, 2010, Transportation Committee meeting.

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

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