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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.

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 California Department
 of Transportation
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 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, August 6, 2014

10:30 a.m. to 12 noon

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

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

AGENDA HIGHLIGHTS

- **SAN DIEGO FORWARD: THE REGIONAL PLAN: REVISED SCHEDULE AND INTERAGENCY CONSULTATION**
- **2014 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM UPDATE**

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SAN DIEGO CONFORMITY WORKING GROUP

Wednesday, August 6, 2014

ITEM NO.		RECOMMENDATION
1.	INTRODUCTIONS	
+2.	JUNE 4, 2014, MEETING MINUTES The summary of the June 4, 2014, San Diego Conformity Working Group (CWG) meeting is attached. The CWG is asked to review the meeting minutes.	INFORMATION
3.	PUBLIC COMMENTS/COMMUNICATIONS Members of the public will have the opportunity to address the Working Group during this time.	
4.	SAN DIEGO FORWARD: THE REGIONAL PLAN: REVISED SCHEDULE AND INTERAGENCY CONSULTATION SANDAG is currently working on the development of San Diego Forward: The Regional Plan. Staff will provide updates on the following items: +A. San Diego Forward: The Regional Plan: Revised Schedule +B. 2050 Regional Growth Forecast C. 2050 Revenue Forecast D. Latest Emissions Model and Emission Budgets	DISCUSSION
5.	2014 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM UPDATE On July 25, 2014, the SANDAG Board of Directors approved the distribution of the draft 2014 Regional Transportation Improvement Program (RTIP) and its Regional Emissions Analysis and Modeling Procedures for a 30-day review and comment period and set a public hearing for the September 5, 2014, Transportation Committee meeting. The draft 2014 RTIP is available at www.sandag.org/2014rtip . The Board of Directors will be asked to approve the 2014 RTIP and its conformity analysis at its September 26, 2014, meeting.	INFORMATION
6.	DEVELOPMENT OF NEXT VERSION OF EMFAC California Air Resources Board staff will update the CWG on the development of the next version of the EMFAC model.	INFORMATION
7.	OTHER BUSINESS	INFORMATION
8.	ADJOURNMENT AND NEXT MEETING The next meeting of the CWG is scheduled for September 3, 2014, 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

August 6, 2014

AGENDA ITEM NO.: **2**

Action Requested: INFORMATION

JUNE 4, 2014, MEETING MINUTES

File Number 3100600

1. INTRODUCTION

Self-introductions were made. See attached attendance list.

2. MEETING MINUTES OF APRIL 2, 2014 (INFORMATION)

Rachel Kennedy, SANDAG, asked the Conformity Working Group (CWG) to review the meeting minutes.

3. PUBLIC COMMENTS/COMMUNICATIONS

No comments were made.

4. 2014 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: DRAFT REGIONAL EMISSIONS ANALYSIS AND MODELING PROCEDURES (DISCUSSION)

Ms. Kennedy gave an overview of the 2014 Regional Transportation Improvement Program (RTIP) schedule. It was also noted that for the non-attainment designation, tribal areas that were previously excluded are now included as part of the San Diego region non-attainment designation.

The 2050 Regional Growth Forecast

Ms. Kennedy briefly explained the 2050 Regional Growth Forecast. The 2050 Regional Growth Forecast is based largely upon the adopted general plans and community plans and policies of the 18 cities and, in some cases, includes draft plans which are nearing completion.

In reference to Table A-6.1, Ilene Gallo of Caltrans District 11, asked if there were inclusions for military employment. Ms. Kennedy stated that she will discuss this question with the demographer and reply to Ms. Gallo once information is available.

Transportation Modeling

Ms. Kennedy noted that SANDAG is moving toward using an activity-based model (ABM) that will be used for San Diego Forward: the Regional Plan conformity, but is not being utilized for this analysis. The four-step transportation modeling process which includes trip generation, trip distribution, mode choice, and assignment to forecast travel activity in the San Diego region was

used for the 2050 Regional Transportation Plan and its Sustainable Communities Strategy (2050 RTP/SCS), 2012 RTIP, and the draft 2014 RTIP.

It also was noted that the estimates of regional transportation-related emissions analysis meet the requirements established in the Transportation Conformity Rule, Sections 93.122(b) and 93.122(c). Five networks were built and verified (2015, 2025, 2035, and 2040) for air quality conformity analyses of the draft 2014 RTIP and 2050 RTP. A network also was built and verified for the year 2050 for an air quality analysis for informational purposes. Reactive organic gases (ROG) and nitrogen oxides (NOx) data were interpolated for 2020 and CO data was interpolated for 2018.

Paul Swearingen, Caltrans District 11, asked if CO data projected for 2018 pertains to the Maintenance Plan. Ms. Kennedy replied that the budget for the last year of the Maintenance Plan is 2018 and data was interpolated to show consistency for that year.

Motor Vehicle Emissions Modeling

In September 2011, the California Air Resources Board (CARB) released EMFAC 2011 and the U.S. EPA approved this emissions model for use in conformity determinations on March 6, 2013. Using EMFAC 2011-SG, projections of daily regional emissions were prepared for ROG, NOx, and CO. Regional transportation forecasts were initiated in April 2014.

Eight-Hour Ozone Standard

Ms. Kennedy explained that effective April 4, 2013, the U.S. Environmental Protection Agency (EPA) found the Eight-Hour Ozone budgets included in the Redesignation Request and Maintenance Plan for the 1997 National Ozone Standard for San Diego County adequate for transportation conformity purposes. Beginning in April 2014, SANDAG prepared countywide forecasts for average weekday ROG and NOx emissions for 2015, 2020 (interpolated), 2025, 2035, 2040, and 2050 (for informational purposes), using the EMFAC 2011 model. ROG and NOx emissions are based on the summer season.

The analysis years were selected to comply with 40 CFR 93.106(a)(1) and 93.118(a) of the Transportation Conformity Rule and the approved methodology for conducting the air quality conformity analyses for the draft 2014 RTIP and 2050 RTP, which shortened the conformity horizon year (2050). According to these sections of the Conformity Rule, the first horizon year (2015) must be within ten years from the base year used to validate the regional transportation model (2008), the last horizon year must be the last year of the transportation plan's forecast period, or in the case of the draft 2014 RTIP and 2050 RTP, the last year of the conformity determination (2040), and the horizon years may be no more than ten years apart (2025 and 2035). ROG and NOx data for the year 2020 were interpolated and included to demonstrate conformity to the budgets included in the Maintenance Plan. ROG and NOx emissions are based on the summer season.

CO regional emissions were projected for 2015, 2018 (interpolated), modeled for 2025, 2035, 2040, and 2050 for informational purposes. CO emissions are based upon the winter season.

EMFAC 2011 Adjustment Factors were provided by CARB. The tons listed are subtracted from the EMFAC 2011 output of tons per day for ROG and NOx. Ms. Kennedy noted that the EMFAC 2011 table (Table A-6.3) shows ROG, NOx, and CO data below budget for all years.

Exempt Projects

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

Ms. Kennedy directed the group to Table A-6.5 which illustrates the exempt projects considered in the draft 2014 RTIP and 2050 Revenue Constrained RTP. This table shows short-term exempt projects. Additional unidentified projects could be funded with revenues expected to be available from the continuation of existing state and federal programs.

Implementation of Transportation Control Measures

Ms. Kennedy stated that there are four federally-approved Transportation Control Measures (TCM) that must be implemented in San Diego, which the State Implementation Plan (SIP) refers to as transportation tactics. They include ridesharing, transit improvements, and bicycle facilities and programs. 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. RTIP and RTP projects fall into these categories.

Interagency Consultation Process and Public Input

Ms. Kennedy explained that the consultation process followed to prepare the Air Quality Conformity Analysis for the draft 2014 RTIP and 2050 RTP complies with the San Diego Transportation Conformity Procedures adopted in July 1998. In turn, these procedures comply with federal requirements under 40 CFR 93. Interagency consultation involves SANDAG as the Metropolitan Planning Organization (MPO) for San Diego County, the Air Pollution Control District (APCD), Caltrans, CARB, U.S. Department of Transportation (DOT), and the U.S. EPA.

Consultation is a three-tier process that:

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

The tables on pages 30-34 outline various projects listed in the 2050 RTP and some of the projects are being programmed through the 2014 RTIP.

5. DEVELOPMENT OF NEXT VERSION OF EMFAC (DISCUSSION)

Cari Anderson, CARB, updated the CWG on the development of the next version of the EMFAC model and stated that there may be an October workshop to discuss a beta version of the model

and that the anticipated release date would be at the end of 2014. There will be a more comprehensive update and schedule at the next statewide CWG meeting in September.

Ms. Gallo asked if the San Diego region is impacted by the backlog of the EPA State Implementation Plan (SIP) approvals. Ms. Anderson responded by stating that every area in California has a list of SIPs and rules that are included in the backlog and CARB is still working with the EPA to develop a 4-year work plan (discussed at the last CWG meeting). Ms. Anderson further noted that the SIPs are being handled in three "piles" throughout the state air quality plans; rules/district rules adopted as part of air quality plans; and transportation Conformity SIPs. The work plan will look to also address anything pending at the EPA that is not by definition in the backlog, as well as any documents that will be submitted to the EPA over the next 4 years.

6. IMPLEMENTATION OF THE 2008 NATIONAL AMBIENT AIR QUALITY STANDARDS FOR OZONE: STATE (DISCUSSION)

John Kelly, EPA, provided an update for a proposed rule that would address a range of implementation requirements for the 2008 National Ambient Air Quality Standards for ground-level ozone. Mr. Kelly stated that the rule will be published no sooner than fall 2014 and possibly later. The current plan is to have the rule effective date or publication date as the date of revocation.

Ms. Anderson provided clarification for when MPO activity data is going to be requested and how it is going to be incorporated in the SIP. One of the initial requirements is for a base year inventory to get submitted to EPA which is scheduled for the board agenda in June. That inventory will be based on an initial version of EMFAC 2014 and will include default vehicle miles traveled data. When the model goes through the beta testing and then is officially released and goes through the EPA approval process, there will be a request for all of the MPO's to submit their latest activity data based on the 2015 Federal Transportation Improvement Program and that data will be incorporated into both the planning and modeling inventory. This data will be used in the 2008 Ozone SIP development process that is currently scheduled for 2015 for submittal in mid-2016.

Ms. Kennedy asked Ms. Anderson which activity data CARB would want from SANDAG. Ms. Anderson replied that CARB and SANDAG would have to stay in contact while SANDAG is developing the Regional Plan to determine which is the appropriate data to submit.

7. OTHER BUSINESS (INFORMATION)

No other business items were mentioned.

8. ADJOURNMENT AND NEXT MEETING

The next meeting of the CWG is scheduled for Wednesday, July 2, 2014, from 10:30 a.m. to 12 noon at SANDAG.

San Diego Region Conformity Working Group

Meeting Attendance

June 4, 2014

Name	Agency
Cari Anderson (phone)	CARB
Rodney Tavitas (phone)	Caltrans
Paul Swearingen (phone)	Caltrans District 11
Ilene Gallo (phone)	Caltrans District 11
John Kelly (phone)	EPA
Michael Morris (phone)	FHWA
Carl Selnick (phone)	SDAPCD
Elisa Arias	SANDAG
Rachel Kennedy	SANDAG
Michelle Smith	SANDAG
Scott Strelecki	SANDAG
Carla Walecka (phone)	TCA

San Diego Forward: The Regional Plan: Revised Schedule

- **August and September 2014:** San Diego Forward: The Regional Plan Revised Schedule
- **August/September 2014:** SANDAG Board - Evaluate Revenue Constrained Transportation Scenarios and Select Preferred Scenario
- **October 2014:** Draft Air Quality Conformity Analysis for Conformity Working Group (CWG) review
- **November 2014:** Refine Draft Air Quality Conformity Determination (preceded by CWG review period)
- **March 2015:** Prepare and Release Draft Regional Plan including the Sustainable Communities Strategy, Draft Environmental Impact Report, and Draft Air Quality Determination for public comment
- **June/July 2015:** Address Comments and Prepare Draft Final Regional Plan & Final Environmental Impact Report
- **July 2015:** Adopt Final 2050 Regional Growth Forecast
- **July 2015:** Adopt Final Regional Plan & Air Quality Conformity Determination & Certify Final Environmental Impact Report
- **July 2015:** Submit Air Quality Conformity Determination for FHWA Review
- **September 2015:** Air Quality Conformity Determination

2050 REGIONAL GROWTH FORECAST

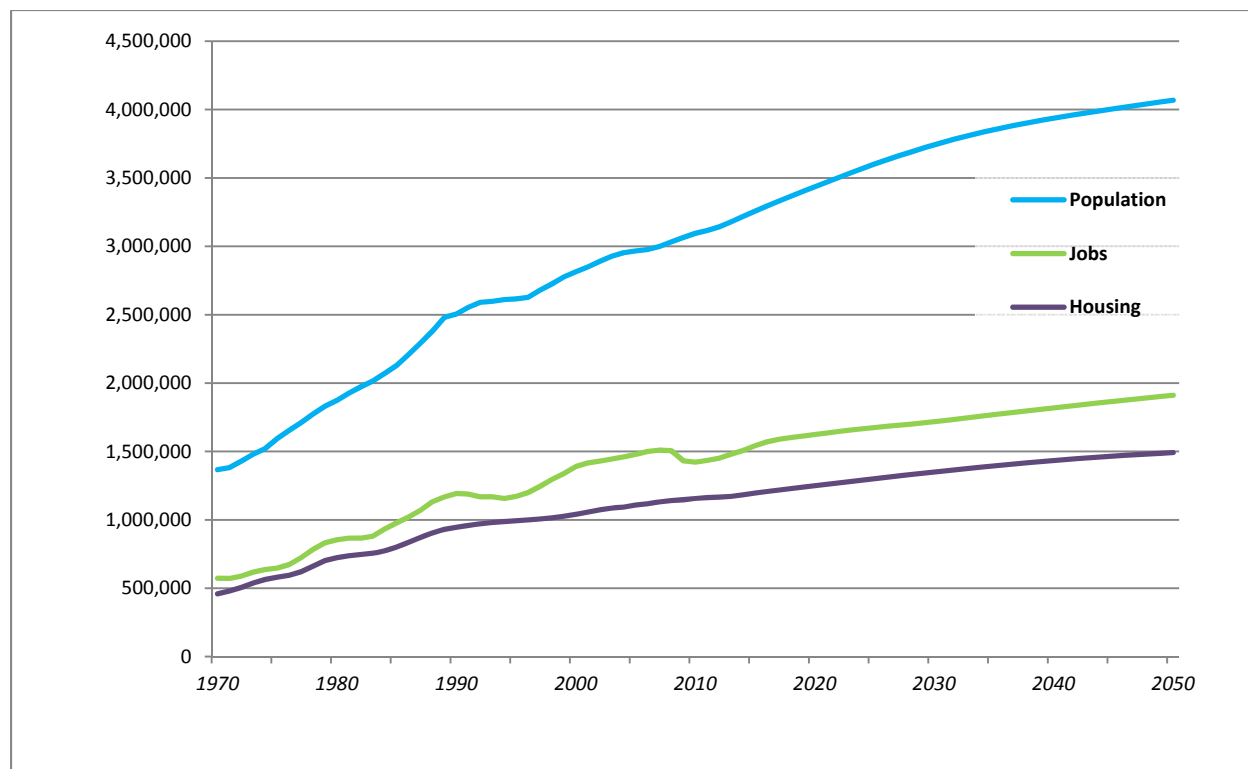
Series 13 Regional Growth Forecast for the San Diego Region

Growth Forecasts

Every three to five years, SANDAG produces a long-range forecast of population, housing, and employment growth for the San Diego region. The most recent forecast is the Series 13 Regional Growth Forecast (accepted for planning purposes by the SANDAG Board on October 25, 2013), and will support the development of San Diego Forward: The Regional Plan.

The forecast process relies upon three integrated forecasting models. The first one, the Demographic and Economic Forecasting Model (DEFM), provides a detailed econometric and demographic forecast for the entire region. The second one, the Production, Exchange, Consumption, Allocation Model (PECAS), considers land economics and the potential for redevelopment in determining subregional allocation of employment and housing. While the third, the Urban Development Model (UDM), allocates the results of the first two to subregional areas based upon the current plans and policies of the jurisdictions.

FIGURE A-6.2
San Diego Regional Population, Jobs, and Housing Forecast



Source: Series 13 Regional Growth Forecast, SANDAG, October 2013

TABLE A-6.1
San Diego Regional Population and Employment Forecast

Series 13 Regional Growth Forecast

Year	Population	Employment
2012	3,143,429	1,450,913
2020	3,435,713	1,624,124
2035	3,853,698	1,769,938
2050	4,068,759	1,911,405

Source: Series 13 Regional Growth Forecast, SANDAG, October 2013

The Series 13 Growth Forecast is based largely upon the adopted general plans and community plans and policies of the 18 cities and County. Because many of the local general plans have horizon years of 2030 – twenty years before the 2050 Growth Forecast horizon year, the later part of the forecast was developed in collaboration with each of the local jurisdictions through an iterative process that allowed each city to provide their projections for land uses in those later years.