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Meeting Notice and Agenda

San Diego Region Conformity Working Group

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

Tuesday, January 7, 2020

9 to 10 a.m.

SANDAG, Board Room
 401 B Street, Suite 700
 San Diego, CA 92101

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

Agenda Highlights

- **2020 Regional Transportation Improvement Program Development Schedule**
- **Ozone State Implementation Plan Development**

If you would like to participate via conference call, please call (888) 204-5987. The conference call passcode is 6838699#.

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The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transit; and provides information on a broad range of topics pertinent to the region's quality of life.

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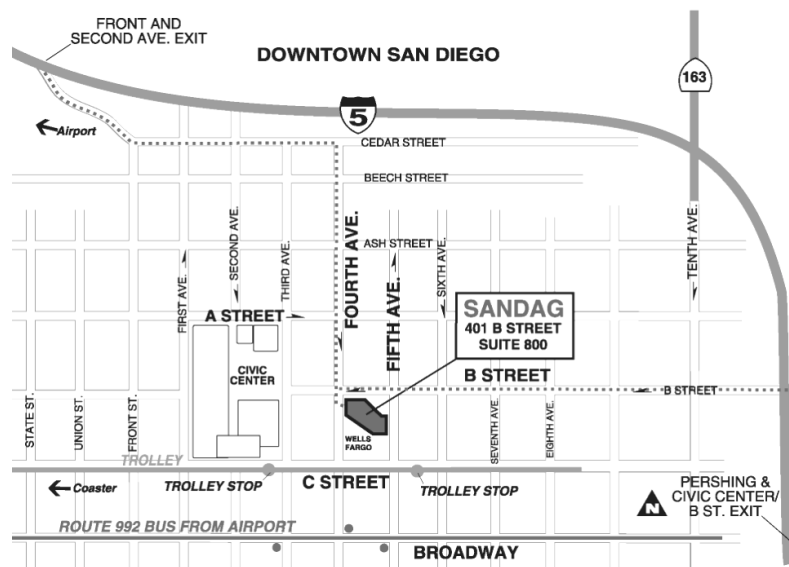
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San Diego Region Conformity Working Group

Tuesday, January 7, 2020

Item No.		Action
1.	Welcome and Introductions	
+2.	Meeting Minutes The San Diego Region Conformity Working Group (CWG) is asked to review the minutes from its November 6, 2019, meeting.	Information
3.	Public Comments/Communications/Member Comments Members of the public shall have the opportunity to address the CWG on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a Request to Comment form and giving it to the meeting coordinator prior to speaking. Public speakers should notify the meeting coordinator if they have a handout for distribution to CWG members. Public speakers are limited to three minutes or less per person. CWG members also may provide information and announcements under this agenda item.	
Reports		
+4.	San Diego Forward: The 2019 Federal Regional Transportation Plan <i>Rachel Kennedy, SANDAG</i> On October 25, 2019, the Board of Directors adopted San Diego Forward: The 2019 Federal Regional Transportation Plan (RTP) and its air quality conformity determination. On November 15, 2019, the U.S. Department of Transportation Federal Highway Administration and the Federal Transit Administration, in consultation with the U.S. Environmental Protection Agency (U.S. EPA), approved the 2019 Federal RTP and accompanying 2019 Federal Transportation Improvement Plan Amendment No. 8.	Information
+5.	Ozone State Implementation Plan Development <i>Nick Cormier, San Diego County Air Pollution Control District</i> San Diego County is designated as a non-attainment area for the federal 2008 and 2015 ozone standards, requiring the development of a revised State Implementation Plan (SIP). The San Diego County Air Pollution Control District and California Air Resources Board (CARB) are tasked with preparing a revised SIP demonstrating attainment of both standards by mandated Clean Air Act deadlines. CARB must submit the revised SIP to U.S. EPA in 2020. An update on the SIP development process will be presented.	Discussion
6.	Safer Affordable Fuel-Efficient Vehicles Rule Part One <i>CWG Members</i> On November 26, 2019, the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One became effective. The CWG will discuss impacts to transportation conformity determinations.	Discussion

- | | |
|--|---------------------------|
| <p>+7. EMFAC Off-Model Adjustment Factors to Account for the Safer Affordable Fuel-Efficient Vehicles Rule Part One
 <i>Satya Sardar, California Air Resources Board</i></p> <p>On November 20, 2019, CARB released documentation on the application of adjustment factors to the outputs of EMFAC2014 and EMFAC2017 to account for the impact of the SAFE Vehicles Rule Part One: One National Program. CARB staff will provide an overview of the adjustment factors development process and application.</p> | <p>Discussion</p> |
| <p>+8. 2020 Regional Transportation Improvement Program Development Schedule
 <i>Sue Alpert, SANDAG</i></p> <p>In January 2020, SANDAG began development of the 2020 Regional Transportation Improvement Program. Staff will provide an overview of the schedule and air quality conformity consultation.</p> | <p>Discussion</p> |
| <p>9. Upcoming Meetings</p> <p>The next CWG meeting is scheduled for Wednesday, February 5, 2020, at 10:30 a.m.</p> | <p>Information</p> |
| <p>10. Adjournment</p> | |

+ next to an item indicates an attachment



San Diego Region Conformity Working Group

Item: **2**

January 7, 2020

Action: **Information**

November 6, 2019, Meeting Minutes

Rachel Kennedy, Senior Regional Planner, called the meeting of the San Diego Region Conformity Working Group (CWG) to order at 10:33 a.m.

1. Welcome and Introductions

Self-introductions were made. An attendance list is included.

2. Meeting Minutes (Information)

Ms. Kennedy asked the CWG to review the minutes from its October 2, 2019, meeting. No comments or corrections were made.

3. Public Comments/Communications/Member Comments

No public comments were made.

Reports

4. San Diego Forward: The 2019 Federal Regional Transportation Plan (Discussion)

Ms. Kennedy provided an update on the adoption and approval process for San Diego Forward: The 2019 Federal Regional Transportation Plan (2019 Federal RTP). On October 25, 2019, the SANDAG Board of Directors adopted the 2019 Federal RTP and its air quality conformity determination. The 2019 Federal RTP and its air quality conformity determination was submitted to U.S. Department of Transportation requesting a conformity determination in consultation with U.S. Environmental Protection Agency (U.S. EPA).

5. California Assembly Bill 423 (Information)

Nick Cormier, San Diego Air Pollution Control District (APCD), provided an overview of California Assembly Bill 423, signed by Governor Newsom on October 11, 2019. This bill modifies APCD's governing board structure, programs, and processes. By March 2021, APCD's Board of Directors will consist of 11 members (currently the Board is comprised of the five County Supervisors). The new Board will include two County Supervisors, a City of San Diego representative, a city Council Representative from each of the five county supervisorial districts, and three members of the public. Additional changes will be made to the APCD grant programs, complaint process, website, other improvements to transparency, and the addition of a process audit by California Air Resources Board (CARB).

6. EMFAC202X Update (Information)

Nesamani Kalandiyur, CARB, provided a summary of the major proposed changes to the next version of the EMFAC model, called EMFAC202X. CARB kicked off the development of EMFAC202X with an October 2, 2019, public workshop. A key feature of the next EMFAC model is a web-based interface with all EMFAC features. A downloadable version also will be available. CARB will be adding new modules for advanced vehicle technologies to include plug-in hybrids vehicles, high power start emission, and energy consumption from plug-in vehicles. The new version will be updated to reflect all new regulations adopted before 2021. EMFAC202X also will include the latest available data, including 2019 Vehicle Miles Travelled data. The alpha version is expected to be released during the summer of 2020, followed by the beta version in the fall of

2020. Official release is expected in early 2021 and the model will then be submitted to U.S. EPA for approval for use in conformity determinations.

7. Safer Affordable Fuel-Efficient Vehicles Act (Discussion)

Ms. Kennedy provided an overview of part one of the final Safer Affordable Fuel-Efficient Vehicles Rule. The rule is being developed in two parts; the first part has been finalized and was published in the Federal Register on September 27, 2019. There are no updates on the development of the second part of the rule. Caltrans has been coordinating questions from Metropolitan Planning Organizations and affected state agencies. The Federal Highway Administration does not have any additional guidance or direction on this rule at this time.

8. Upcoming Meetings (Information)

The next CWG meeting is scheduled for Wednesday, December 4, 2019, at 10:30 a.m. The January 2020 meeting falls on New Year's Day and will be scheduled for a different date.

9. Adjournment

Ms. Kennedy adjourned the meeting at 11:02 a.m.

Confirmed Attendance at SANDAG San Diego Region Conformity Meeting

November 6, 2019

Jurisdiction	Name	Attended	Comments
Air Resources Board	Nesamani Kalandiyur	Yes	
Caltrans	Alexus Arellano	Yes	
	Marilee Mortenson	Yes	
	Lucas Sanchez	Yes	
	Rodney Tavitias	Yes	
Caltrans District 11	Tak Ogiso	Yes	
Federal Highways Administration	Michael Morris	Yes	
	Joseph Vaughn	Yes	
U.S. EPA			
San Diego County Air Pollution Control District	Nick Cormier	Yes	
SANDAG Staff			
	Sue Alpert	Yes	
	Elisa Arias	Yes	
	Rachel Kennedy	Yes	
	Richard Radcliff	Yes	
	Sam Sanford	Yes	



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

November 15, 2019

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (Fax)

In Reply Refer To:
HDA-CA

Mr. Bruce de Terra, Division Chief
Transportation Programming Federal Resources Office, M.S. 82
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Mr. Hasan Ikhata, Executive Director
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

**SUBJECT: SANDAG 2019 FTIP/FSTIP AMENDMENT NO. 8 APPROVAL AND
CONFORMITY DETERMINATION FOR 2019 RTP AND 2019 FTIP
THROUGH AMENDMENT NO. 8**

Dear Messrs. de Terra and Ikhata:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our reviews of Amendment No. 8 to the San Diego Association of Governments' (SANDAG) 2019 Federal Transportation Improvement Program (FTIP); and, conformity analysis for SANDAG's 2019 Federal Regional Transportation Plan (RTP) and 2019 FTIP through Amendment No. 8 submitted by your letters dated October 28, 2019 and October 25, 2019, respectfully. As detailed in your letter's enclosure this amendment requests to add 15 new individual and one grouped project listings to SANDAG's FTIP, and to modify 11 individual and three grouped project listings with removal of one individual project listing previously approved for inclusion in SANDAG's portion of the California Federal Statewide Transportation Improvement Program (FSTIP).

On October 25, 2019 SANDAG adopted *San Diego Forward: The 2019 Federal RTP* via Resolution No. 2020-12 and associated 2019 FTIP Amendment No. 8 via Resolution No. 2020-03. A FHWA/FTA air quality conformity determination is required pursuant the Environmental Protection Agency's (EPA) *Transportation Conformity Rule*, 40 Code of Regulations (CFR) Parts 51 and 93, and the United States Department of Transportation's *Metropolitan Planning Rule*, 23 CFR Part 450. The conformity analysis given by SANDAG indicates all air quality conformity requirements have been met and, based on our review, we determined its 2019 Federal RTP and 2019 FTIP through Amendment No. 8 conform to the applicable state

implementation plan in accordance with the provisions of 40 CFR Parts 51 and 93. SANDAG's new conformity determination for the 2019 Federal RTP is consistent to align with its 2019 FTIP through Amendment No. 8 and has been coordinated with Region 9 of the EPA in accordance with the procedures outlined in the *National Memorandum of Understanding (MOU) between the Department of Transportation (DOT) and EPA on Transportation Conformity*, dated April 25, 2000.

Pursuant to the February 14, 2018 *Memorandum of Agreement (MOA) between the FHWA – California Division and FTA – Region 9*, and based on our review of information submitted with the State's proposed 2018/19 – 2021/22 FSTIP, which includes revenues, proposed project funding information to demonstrate financial constraint, and statewide and metropolitan planning process documentation, we accept this FSTIP modification proposed for the SANDAG region in accordance with 23 CFR Part 450 and 49 CFR Part 613 (see the Final Rule on Statewide and Metropolitan Transportation Planning published in the May 27, 2016 Federal Register). We have determined SANDAG's amended portion of the FSTIP, to include its FTIP Amendment No. 8, is financially constrained as required by the Federal surface transportation programs authorizing legislation and statewide planning, metropolitan planning, and programming regulations. SANDAG's portion of the FSTIP was developed through a continuing, cooperative, and comprehensive transportation planning process in accordance with the metropolitan transportation planning provisions of 23 United States Code (U.S.C.) § 134 and 49 U.S.C. Chapter 53 as amended by Public Law 114-94 (the Fixing America's Surface Transportation (FAST) Act).

Our FSTIP amendment approval is being given with understanding that an eligibility determination of individual projects for funding must be met, and the applicant must ensure satisfaction of all administrative and statutory requirements. If you have questions or would request additional information pertaining to our conformity finding and FSTIP amendment approval, contact Michael Morris of the FHWA California Division's Cal-South Office at (213) 894-4014 or michael.morris@dot.gov; or Darin Allan of the FTA's Region 9 Office at (415) 734-9470 or darin.allan@dot.gov.

Sincerely,

/s/ Ray Tellis

Ray Tellis
Regional Administrator
FTA Region 9



Tashia J. Clemons
Director, Planning and Environment
FHWA California Division

SIP Development (2020 Plan) – Tentative Schedule (subject to change)
CWG Meeting – January 2020
 As of 12/12/2019

Task	Target Date
<i>CARB to ask SANDAG for FSTIP or latest activity data</i>	<i>End of 2018</i>
<i>SANDAG/APCD to get "2017" FSTIP to CARB</i>	<i>January 2, 2019</i>
<i>CARB EMFAC runs completed</i>	<i>February 1, 2019</i>
<i>CARB New emission inventory with forecast completed</i>	<i>March 29, 2019</i>
<i>APCD – Revised DRAFT Transportation Conformity Budgets to SANDAG (APCD to run numbers by SANDAG, CARB, and EPA for concurrence)</i>	<i>May 30, 2019</i>
<i>CARB Gridding Completed (4-6 weeks to complete)</i>	<i>November 30, 2019</i>
<i>SANDAG – TCM Sections 5.2 (RAQS) & 3.2.3 (SIP) due to APCD</i>	<i>November 20, 2019</i>
CARB – Deliverables to SD: Reasonable Further Progress, Weight of Evidence, etc.	December 31, 2019
CARB – Modeling/Attainment Demo Completed	December 31, 2019
CARB – Draft Transportation Conformity Budgets to APCD (Nick – run numbers by SANDAG , CARB , and EPA for concurrence)	December 31, 2019
APCD –Presents <i>draft</i> motor vehicle emission budgets at CWG Meeting (contingent on CARB availability)	January 7, 2020
APCD – Sends SIP drafts sent to CARB/EPA for preliminary review/comment	January 21, 2020
APCD – Presents SIP information to SANDAG Interagency Technical Working Group for Tribal Issues	January 22, 2020
APCD – Sends Workshop notices and emails to public (~21-day public review period)	January 31, 2020
APCD – Notifies SANDAG/CWG of document availability	January 31, 2020
APCD – Presents SIP at SANDAG/CWG group and discuss <i>final</i> conformity budgets	February 5, 2020
APCD – Public Workshop (County Operations Center – 9am-11am)	February 12, 2020
APCD – Public Workshop (El Cajon, 2pm-4pm)	February 13, 2020
APCD – Public Workshop (Escondido, 9am-11am)	February 14, 2020
Draft Plan Public Comments Due	February 21, 2020
APCD – Advisory Council Meeting	March 11, 2020
APCD – Clerk sends public notice for Board meeting (30 day review period)	May 25, 2020
APCD – Sends final SIP docs to CARB , courtesy copy to EPA	May 25, 2020
APCD – Board Meeting to adopt SIP	June 24, 2020
CARB – Staff Report Released (~24 day publication)	July 1, 2020
CARB – Board Meeting	July 24-25, 2020
CARB – Submits plan documents to EPA	No later than August 3, 2020
APCD – Stationary Source RACT rules not required for attainment purposes submitted to EPA (through CARB)	No later than March 23, 2021

EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicle Rule Part One

November 20, 2019

Summary

Staff at the California Air Resources Board's (CARB) have estimated the vehicle tailpipe and evaporative emissions impacts from the "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program" adopted by the U.S. Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA). The SAFE Vehicle Rule Part One impacts some of the underlying assumptions in the EMFAC2014 and EMFAC2017 models. This document provides the off-model adjustment factors that can be used to adjust emissions output from EMFAC model (only EMFAC2014 and EMFAC2017) to account for the impacts of this rule.

What is the SAFE Vehicle Rule Part One?

On September 27, 2019, the United States Environmental Protection Agency (U.S. EPA) and the National Highway Traffic Safety Administration (NHTSA) published the "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program." (84 Fed. Reg. 51,310 (Sept. 27, 2019.)) The Part One Rule revokes California's authority to set its own greenhouse gas emissions standards and set zero-emission vehicle mandates in California. California expects Part Two of these regulations to be adopted later in the Fall of 2019. We will not know the full impacts of these rules until Part Two is released.

How Does the SAFE Vehicle Rule Impact Criteria Emissions?

As CARB has previously stated¹, both the GHG emission standards and the ZEV sales standards reduce criteria pollutants. As a result of the loss of the ZEV sales requirements, there may be fewer ZEVs sold and thus additional gasoline-fueled vehicles sold in future years. This would increase criteria pollutant emissions in multiple ways. A ZEV inherently has zero evaporative emissions of hydrocarbons in the form of gasoline vapors, which escape from the tank and fuel lines during operation and while parked. A gasoline-fueled vehicle with evaporative emissions is assumed to take the place of each ZEV that will not be sold. This leads to an overall increase in hydrocarbon emissions. Additionally, tailpipe emissions of NO_x, hydrocarbons, carbon monoxide, and particulate matter also increase as a result of each additional gasoline-fueled vehicle. This increase occurs for several reasons despite the presence of a criteria pollutant "fleet average" standard² that CARB has in place for hydrocarbons

¹ <https://ww2.arb.ca.gov/carbs-comments-safe-proposal>

² The Low Emission Vehicle III program requires manufacturers to average emissions from all vehicles in their fleet to meet the standard. In theory, the elimination of some ZEVs (which are counted in such an

and NOx. First, the fleet average does not apply to particulate matter and carbon monoxide, meaning each incremental gasoline-fueled vehicle generates additional tailpipe emissions of both pollutants. Second, because the fleet average is based on a single test cycle and does not fully capture all operating conditions, additional tailpipe emissions of all criteria pollutants occur for every incremental gasoline-fueled vehicle. Third and most significantly, both tailpipe and evaporative criteria pollutant emissions substantially increase over time due to deterioration of the emission controls on gasoline-fueled vehicles. ZEVs have no such deterioration. Thus, even with the fleet-average standard offsetting a portion of the tailpipe emissions by starting some gasoline-fueled vehicles at lower emission levels early in their life, this slight difference is overwhelmed by the increase in emissions from deterioration over the life of the vehicle.

More stringent ZEV and GHG standards are critical to reach attainment of air quality standards and meet climate needs. If standards cannot become more stringent, these mandates will be very difficult to meet. ZEV technologies, in particular, are needed in both light-duty and heavy-duty fleets to help commercialize this technology. As a result, the long-term threat to air quality is substantial as cleaner technologies, especially ZEVs, do not penetrate the fleet at the scale necessary and emissions are not reduced as needed.

What is EMFAC?

Emission FACTors (EMFAC) is California's federally-approved on-road mobile source emission inventory model that reflects California-specific driving and environmental conditions, fleet mix, and most importantly the impact of California's unique mobile source regulations such as the Low-Emission Vehicle (LEV) program including the LEV II and LEV III standards, California inspection and maintenance programs, and its in-use diesel fleet rules. The EMFAC model supports CARB's regulatory and air quality planning efforts and fulfills the federal Clean Air Act and the Federal Highway Administration's transportation planning requirements. The U.S. EPA has approved both EMFAC2014 and EMFAC2017 for use in state implementation plan (SIP) and transportation conformity analyses. For more information on EMFAC, please visit: <https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/msei-modeling-tools>.

How Did CARB Analyze the SAFE Vehicle Rule Part One's impact on vehicle emissions?

CARB estimated the change in vehicle emissions of the California light-duty vehicle fleet using its Emission FACTor (EMFAC) model. Both EMFAC2014 and EMFAC2017 default models, with an "annual average" setting, were run to estimate statewide vehicle emissions by calendar year, vehicle category, fuel type, and model year

average as zero emissions) would cause some of the remaining or increased number of gasoline-fueled vehicles to need to be certified to lower (cleaner) levels in order to still meet the same fleet average.

projected to occur under the existing Federal and CARB GHG standards and CARB ZEV requirements that were in place at the time of the analysis. These default results were then adjusted in a post-processing step to reflect the proposed SAFE Vehicle Rule³. As a result of freezing new ZEV sales at model year 2020 levels, the projected fleet for 2021 and beyond was modified to reflect a lower number of future ZEVs and a corresponding greater number of future gasoline internal combustion engine vehicles (and thus, a higher portion of vehicle miles traveled (VMT) by gasoline vehicles). The increased number of gasoline vehicles were put into appropriate criteria pollutant certification categories under CARB's Low Emission Vehicle (LEV) III criteria pollutant standards to maintain compliance with the required fleet average.

How is EMFAC impacted by the SAFE Vehicle Rule Part One?

Generally, after the SAFE Vehicle Rule Part One becomes effective on November 26, 2019, EMFAC2014 and EMFAC2017 will not accurately estimate future transportation emissions until they are updated with new assumptions reflecting the SAFE Vehicle Rule Part One in off-model adjustment factors provided by CARB.

What are Off-Model Adjustment Factors and how should they be applied?

CARB has prepared off-model adjustment factors for both the EMFAC2014 and EMFAC2017 models to account for the impact of the SAFE Vehicle Rule Part One. These adjustments provided in the form of multipliers can be applied to emissions outputs from EMFAC model to account for the impact of this rule. The adjustment factors are provided in Table 1 for EMFAC2014 and Table 2 for EMFAC2017 (Note these factors do not include upstream emissions associated with fuel demand, as EMFAC only estimates tailpipe and evaporative emissions).

³ More details can be found in CARB's letter submitted to US EPA and NHTSA on November 6, 2019 available at: <https://www.regulations.gov/document?D=NHTSA-2018-0067-12447>

Table 1. Off-Model Adjustment Factors for Gasoline Light Duty Vehicle⁴ Emissions in EMFAC2014

Adjustment Factors for EMFAC2014 Gasoline Light Duty Vehicles					
Year	NOx Exhaust	TOG Evaporative	TOG Exhaust	PM Exhaust	CO Exhaust
2021	1.0001	1.0001	1.0001	1.0012	1.0004
2022	1.0002	1.0004	1.0001	1.0034	1.0013
2023	1.0005	1.0008	1.0003	1.0066	1.0026
2024	1.0010	1.0014	1.0005	1.0105	1.0041
2025	1.0016	1.0021	1.0009	1.0149	1.0058
2026	1.0022	1.0030	1.0012	1.0183	1.0076
2027	1.0029	1.0039	1.0016	1.0208	1.0095
2028	1.0036	1.0050	1.0020	1.0224	1.0116
2029	1.0044	1.0063	1.0025	1.0241	1.0139
2030	1.0052	1.0078	1.0030	1.0260	1.0162
2031	1.0061	1.0095	1.0036	1.0279	1.0186
2032	1.0071	1.0114	1.0042	1.0299	1.0210
2033	1.0081	1.0134	1.0050	1.0320	1.0235
2034	1.0091	1.0156	1.0059	1.0341	1.0260
2035	1.0103	1.0179	1.0070	1.0362	1.0285
2036	1.0114	1.0202	1.0082	1.0382	1.0309
2037	1.0125	1.0224	1.0096	1.0400	1.0332
2038	1.0137	1.0247	1.0111	1.0418	1.0353
2039	1.0148	1.0269	1.0126	1.0435	1.0372
2040	1.0158	1.0290	1.0141	1.0449	1.0389
2041	1.0167	1.0309	1.0154	1.0461	1.0404
2042	1.0176	1.0326	1.0168	1.0471	1.0418
2043	1.0183	1.0340	1.0180	1.0480	1.0429
2044	1.0190	1.0352	1.0190	1.0487	1.0439
2045	1.0195	1.0364	1.0199	1.0494	1.0448
2046	1.0200	1.0373	1.0206	1.0499	1.0454
2047	1.0204	1.0384	1.0213	1.0504	1.0461
2048	1.0208	1.0393	1.0218	1.0508	1.0467
2049	1.0209	1.0400	1.0221	1.0510	1.0470
2050	1.0210	1.0406	1.0224	1.0512	1.0472

⁴ LDA, LDT1, LDT2 and MDV vehicle categories in EMFAC

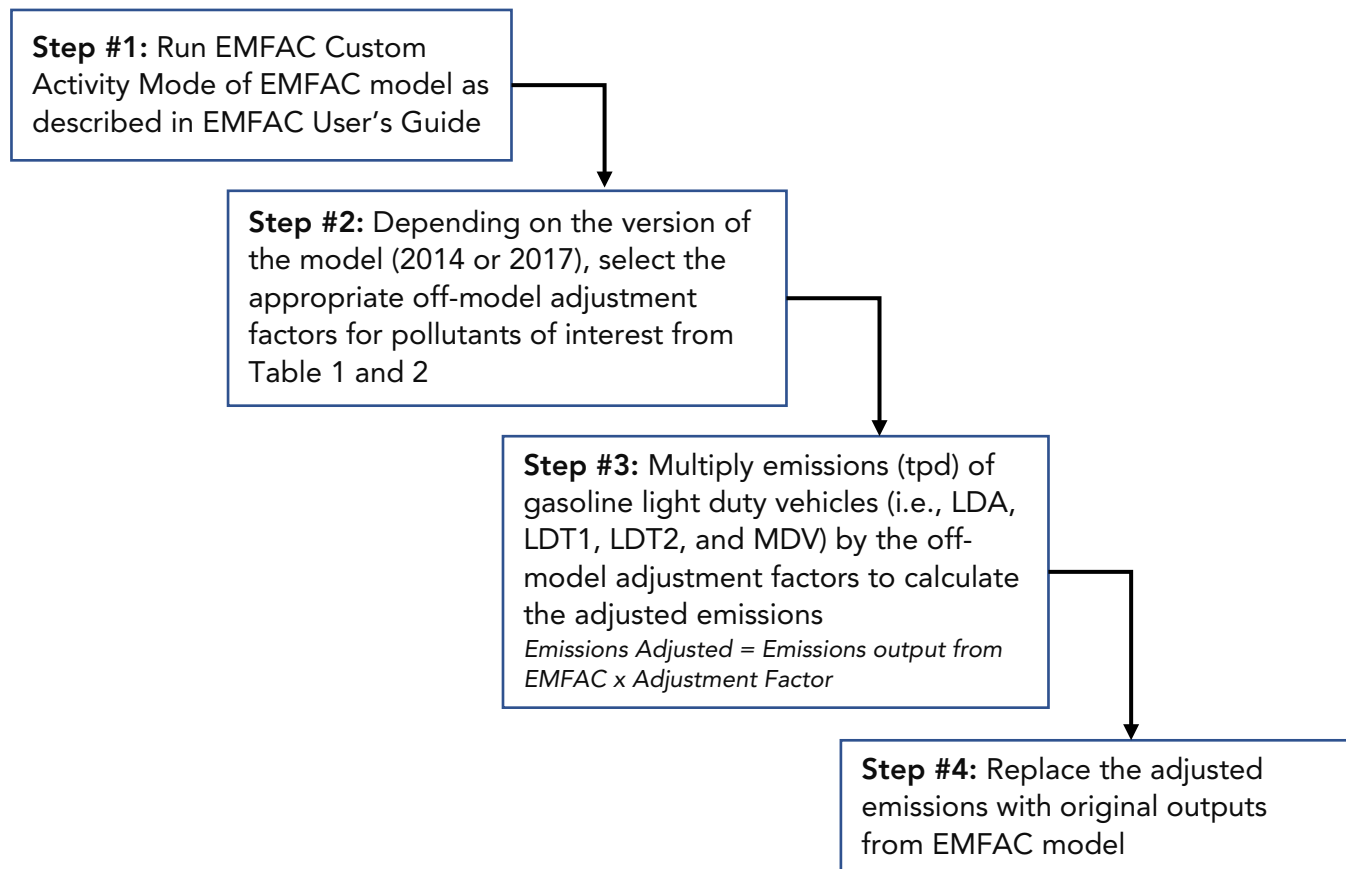
Table 2. Off-Model Adjustment Factors for Gasoline Light Duty Vehicle Emissions in EMFAC2017

Adjustment Factors for EMFAC2017 Gasoline Light Duty Vehicles					
Year	NOx Exhaust	TOG Evaporative	TOG Exhaust	PM Exhaust	CO Exhaust
2021	1.0002	1.0001	1.0002	1.0009	1.0005
2022	1.0004	1.0003	1.0004	1.0018	1.0014
2023	1.0007	1.0006	1.0007	1.0032	1.0027
2024	1.0012	1.0010	1.0011	1.0051	1.0044
2025	1.0018	1.0016	1.0016	1.0074	1.0065
2026	1.0023	1.0022	1.0020	1.0091	1.0083
2027	1.0028	1.0028	1.0024	1.0105	1.0102
2028	1.0034	1.0035	1.0028	1.0117	1.0120
2029	1.0040	1.0042	1.0032	1.0129	1.0138
2030	1.0047	1.0051	1.0037	1.0142	1.0156
2031	1.0054	1.0061	1.0042	1.0155	1.0173
2032	1.0061	1.0072	1.0047	1.0169	1.0189
2033	1.0068	1.0083	1.0052	1.0182	1.0204
2034	1.0075	1.0095	1.0058	1.0196	1.0218
2035	1.0081	1.0108	1.0063	1.0210	1.0232
2036	1.0088	1.0121	1.0069	1.0223	1.0244
2037	1.0094	1.0134	1.0074	1.0236	1.0255
2038	1.0099	1.0148	1.0079	1.0248	1.0265
2039	1.0104	1.0161	1.0085	1.0259	1.0274
2040	1.0109	1.0174	1.0090	1.0270	1.0281
2041	1.0113	1.0186	1.0095	1.0279	1.0288
2042	1.0116	1.0198	1.0099	1.0286	1.0294
2043	1.0119	1.0207	1.0103	1.0293	1.0299
2044	1.0122	1.0216	1.0106	1.0299	1.0303
2045	1.0124	1.0225	1.0109	1.0303	1.0306
2046	1.0125	1.0233	1.0111	1.0308	1.0309
2047	1.0127	1.0240	1.0113	1.0311	1.0311
2048	1.0128	1.0246	1.0115	1.0314	1.0313
2049	1.0128	1.0252	1.0116	1.0316	1.0315
2050	1.0129	1.0257	1.0117	1.0318	1.0316

The off-model adjustment factors need to be applied only to emissions from gasoline light duty vehicles (LDA, LDT1, LDT2 and MDV). Please note that the adjustment factors are by calendar year and includes all model years.

For example, the Custom Activity Mode of EMFAC2014 and 2017 is designed to perform emissions assessments for determining conformity with the state implementation plan. These types of assessments are most often done by various transportation planning agencies and air districts throughout California which require the user to create custom activity data files containing vehicle miles travelled (VMT) and/or speed profile data. This customized activity data will then be used for scaling the default vehicle emissions produced by EMFAC model. The off-model adjustment factors provided in this document can be applied to gasoline light duty vehicle emissions outputs of the EMFAC Custom Activity Mode, as illustrated in Figure 1.

Figure 1. Process to apply EMFAC Off-Model Adjustment Factors



Contact

For questions regarding the EMFAC off-model adjustment factors, please contact us at: EMFAC@arb.ca.gov

Draft Schedule for 2020 RTIP Development CONFORMITY WORKING GROUP

Due Dates	Activities
1/7/2020	Draft 2020 RTIP Schedule Presented to CWG
1/8/2020	Memo to all jurisdictions regarding schedules/procedures for the 2020 RTIP process
3/4/2020	Consultation with San Diego Conformity Working Group (CWG) on conformity criteria and procedures including: revenue-constrained program assumptions, latest planning assumptions, transportation control measures, emissions model, emissions budgets, exempt projects, consultation and public involvement.
3/13/2020	All projects proposed for 2020 RTIP due in ProjectTrak including new/updates to capacity increasing projects.
3/27/2020	Issue 2020 Project List to CWG for interagency consultation (NCI and CI)
4/1/2020	Discuss 2020 RTIP Project List at CWG meeting
4/10/2020	Close of CWG project list interagency consultation (NCI and CI)
4/24/2020	Complete coding of 2020 RTIP Capacity Increasing (CI) projects/review project submittals
5/8/2020	Complete model runs of 2020 RTIP Capacity Increasing (CI) projects
5/22/2020	Issue 2020 RTIP Draft Conformity Analysis for 30-day CWG review and comment
6/3/2020	Discuss 2020 RTIP Conformity Analysis at CWG meeting
6/21/2020	30-day CWG comment period for 2020 RTIP draft Conformity Analysis ends
7/8/2020	Independent Taxpayer Oversight Committee (ITOC) reviews draft 2020 RTIP
7/24/2020	Board requested to release the draft 2020 RTIP including its air quality conformity determination for a 30-day public comment period; and set September 4, 2020 TC meeting to hold public hearing
7/24/2020	SANDAG submits draft 2020 RTIP to state for review and comment
8/24/2020	30-day comment period ends for draft 2020 RTIP including the Draft Conformity Analysis
9/4/2020	Transportation Committee holds public hearing to review the draft 2020 RTIP including its air quality conformity determination and recommends Final 2020 RTIP to the SANDAG Board for approval
9/25/2020	SANDAG Board asked to adopt the Final 2020 RTIP including its air quality conformity
9/28/2020	Deadline to submit Final 2020 RTIP to state
	FSTIP submittal to Federal Highway Administration (FHWA)/Federal Transit Administration (FTA)
12/14/2020	Federal approval for FSTIP