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.

Wednesday, January 6, 2016

10:30 a.m. to 12 noon

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

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

AGENDA HIGHLIGHTS

• 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT SCHEDULE

• 2008 EIGHT-HOUR OZONE STANDARD STATE IMPLEMENTATION PLAN DEVELOPMENT

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

SANDAG offices are accessible by public transit. Phone 511 or see www.511sd.com for route information. Secure bicycle parking is available in the building garage off Fourth Avenue.

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.
Welcome to SANDAG. Members of the public may speak to the Working Group on any item at the time the Working Group is considering the item. Please complete a Speaker's Slip, and then present the slip to the Clerk of the Working Group. Members of the public may address the Working Group on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person unless otherwise directed by the Chair. The Working Group may take action on any item appearing on the agenda.

Public comments regarding the agenda can be sent to SANDAG via comment@sandag.org. Please include the agenda item, your name, and your organization. Email comments should be received no later than 12 noon, two working days prior to the meeting. Any handouts, presentations, or other materials from the public intended for distribution at the meeting should be received by the Clerk of the Working Group no later than 12 noon, two working days prior to the meeting.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at www.sandag.org/meetings. Additionally, interested persons can sign up for e-notifications via our e-distribution list at either the SANDAG website or by sending an email request to webmaster@sandag.org.

SANDAG operates its programs without regard to race, color, and national origin in compliance with Title VI of the Civil Rights Act. SANDAG has developed procedures for investigating and tracking Title VI complaints and the procedures for filing a complaint are available to the public upon request. Questions concerning SANDAG nondiscrimination obligations or complaint procedures should be directed to SANDAG General Counsel, John Kirk, at (619) 699-1997 or john.kirk@sandag.org. Any person who believes himself or herself or any specific class of persons to be subjected to discrimination prohibited by Title VI also may file a written complaint with the Federal Transit Administration.

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.

SANDAG agenda materials can be made available in alternative languages. To make a request call (619) 699-1900 at least 72 hours in advance of the meeting.

Los materiales de la agenda de SANDAG están disponibles en otros idiomas. Para hacer una solicitud, llame al (619) 699-1900 al menos 72 horas antes de la reunión.

如有需要，我们可以把SANDAG议程材料翻译成其他语言。

请在会议前至少 72 小时打电话 (619) 699-1900 提出请求。

SANDAG offices are accessible by public transit. Phone 511 or see 511sd.com for route information.

Bicycle parking is available in the parking garage of the SANDAG offices.
SAN DIEGO REGION CONFORMITY WORKING GROUP  
Wednesday, January 6, 2016

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. INTRODUCTIONS</td>
<td></td>
</tr>
<tr>
<td>+2. APPROVAL OF MEETING MINUTES</td>
<td>INFORMATION</td>
</tr>
<tr>
<td>The minutes of the September 2, 2015, San Diego Conformity Working Group (CWG) meeting are attached. The CWG is asked to review the meeting minutes.</td>
<td></td>
</tr>
<tr>
<td>3. PUBLIC COMMENTS/COMMUNICATIONS</td>
<td>DISCUSSION</td>
</tr>
<tr>
<td>Members of the public will have the opportunity to address the CWG during this time.</td>
<td></td>
</tr>
</tbody>
</table>

**REPORTS**

<table>
<thead>
<tr>
<th>+4. SAN DIEGO FORWARD: THE REGIONAL PLAN AND 2014 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS 7 AND 8 CONFORMITY DETERMINATION</th>
<th>INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>On December 2, 2015, U.S. Department of Transportation found San Diego Forward: The Regional Plan and the 2014 Regional Transportation Improvement Program through Amendment No. 8 to conform to the applicable State Implementation Plans (SIP) in accordance with the Provisions of 40 CRF Parts 51 and 93.</td>
<td></td>
</tr>
<tr>
<td>+5. 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT SCHEDULE</td>
<td>DISCUSSION</td>
</tr>
<tr>
<td>In January 2016, SANDAG will begin development of the 2016 Regional Transportation Improvement Program. SANDAG staff will provide an overview of the schedule and air quality conformity criteria and procedures.</td>
<td></td>
</tr>
<tr>
<td>+6. EMFAC2014 APPROVAL</td>
<td>DISCUSSION</td>
</tr>
</tbody>
</table>
**2008 EIGHT-HOUR OZONE STANDARD STATE IMPLEMENTATION PLAN DEVELOPMENT**

On August 19, 2015, the U.S. EPA proposed taking action for 11 designated Marginal nonattainment areas, including San Diego, to reclassify the regions to moderate. San Diego did not attain the 2008 Ozone NAAQS by the attainment date of July 20, 2015. San Diego County Air Pollution Control District (APCD) will now be required to submit a SIP to U.S. EPA no later than January 1, 2017, pending final rulemaking by U.S. EPA. APCD staff will provide the CWG with an overview of the draft schedule for development of the SIP. U.S. EPA staff will provide a status update on the final rulemaking.

**ADJOURNMENT AND NEXT MEETING**

The next meeting of the CWG is scheduled for February 3, 2016, from 10:30 a.m. to 12 noon at SANDAG.

**OTHER BUSINESS**

+ next to an agenda item indicates an attachment
The meeting of the San Diego Region Conformity Working Group (CWG) was called to order by Rachel Kennedy, SANDAG, at 10:35 a.m.

1. INTRODUCTIONS

Self-introductions were made. See attached attendance list.

2. MAY 6, 2015, MEETING MINUTES (INFORMATION)

Ms. Kennedy asked the CWG to review the meeting minutes. No comments or corrections were made.

3. PUBLIC COMMENTS/COMMUNICATIONS

No public comments were made.

REPORTS

4. DRAFT FINAL SAN DIEGO FORWARD: THE REGIONAL PLAN AND 2014 REGIONAL TRANSPORTATION IMPROVEMENT AMENDMENT NO. 7 REGIONAL EMISSIONS ANALYSIS AND MODELING PROCEDURES (DISCUSSION)

The draft final San Diego Forward: The Regional Plan and 2014 Regional Transportation Improvement Program (RTIP) Amendment No. 7 Regional Emissions Analysis and Modeling Procedures were distributed to the CWG and the general public on August 19, 2015, for a 30-day review and comment period. The public comment period will close on September 17, 2015. The documents were also made available on the Public Notices page on the SANDAG website. The CWG was asked to review and provide comments on this draft report.

Ms. Kennedy noted the network changes to the draft final San Diego Forward: The Regional Plan. The modifications to the network include: two new stations at H Street and 24th Street that will have Rapid service between San Ysidro and Downtown San Diego and Kearny Mesa, the extension of Rapid Route 905, which was included in the Draft Plan analysis and will extend the service to Imperial Beach and connect with the Iris Trolley station, and the addition of a new station in the vicinity of 28th Street on State Route 9 that connects with three Rapid routes (Rapid routes 225, 90, and 235). There were also changes to the local streets network model to include access routes to the McClellan-Palomar and Gillespie Field airports, which were identified in the Airport Multimodal Accessibility Plan.
Ms. Kennedy also noted the updates from local jurisdictions and partner agencies regarding open to traffic dates for local arterial projects. The majority of the updated open to traffic dates did not cross conformity analysis years; however, there were four arterial projects where the updated dates affected the conformity analysis years. The four arterial projects are: ESC06 (Escondido), LG13 (Lemon Grove), SD102A (City of San Diego), and SD190 (City of San Diego). Furthermore, there was an addition of one new capacity increasing arterial project, which is CNTY88 (San Diego County). All of the updated projects are listed in the attached document within the agenda package. The changes were also incorporated in the modeling.

Ms. Kennedy reminded the CWG that a new version of EMFAC2014 was released by the California Air Resources Board (ARB) on May 15, 2015. This new version, EMFAC2014 v1.0.7, was used by SANDAG staff along with EMFAC2011 for the conformity analysis. Whichever EMFAC model is approved for use in conformity determinations at the time of approval of San Diego Forward: The Regional Plan (Regional Plan) will be the model that SANDAG will use. Until the approval, both sets of results of EMFAC2011 and EMFAC2014 v1.0.7 are included in the conformity analysis for review.

Ms. Kennedy stated that the San Diego area is a non-attainment area for the federal eight-hour ozone standard and a maintenance area for federal carbon monoxide standard. Initially, the air basin was classified as a basic non-attainment area under Subpart 1 of the Clean Air Act (CAA), and the attainment date for the 1997 Eight-Hour Ozone Standard was set as June 15, 2009. In cooperation with SANDAG, the San Diego Air Pollution Control District (APCD) developed an Eight-Hour Ozone Attainment Plan for the 1997 standard, which was submitted to the U.S. Environmental Protection Agency (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.


On December 6, 2012, the ARB approved the Redesignation Request and Maintenance Plan as a State Implementation Plan revision. On May 21, 2012, the U.S. EPA designated the San Diego air basin as a non-attainment area for the new 2008 Eight-Hour Ozone Standard and classified it as a marginal area with an attainment date of December 31, 2015. This designation became effective on July 20, 2012. SANDAG determined conformity to the new standard on May 24, 2013.

The San Diego region also has been designated by the U.S. EPA as a federal maintenance area for the Carbon Monoxide (CO) standard.

Transportation Conformity: Modeling Procedures

Ms. Kennedy directed the CWG to page 14 of the agenda package to discuss the transportation conformity modeling procedures. SANDAG has developed the Revenue Constrained Scenario for the Regional Plan, which serves as the basis for the required air quality conformity analysis. Conformity of the 2014 RTIP Amendment No. 7 has been determined simultaneously for consistency purposes. The Regional Plan provides information on revenue assumptions and the Revenue Constrained
Scenario (Chapter 3). In addition, this conformity determination fulfills the requirement of Senate Bill 375, which requires a Sustainable Communities Strategy that allows for compliance with Section 176 of the federal CAA. (California Government Code, Section 65080(b)(2)(B)(viii)).

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, 2050 Regional Growth Forecast, which was utilized in the development of the Regional Plan and the conformity determination.

The Series 13, 2050 Regional Growth Forecast is based largely upon the adopted general plans and community plans and policies of the 18 cities and the County. Because many of the local general plans have horizon years of 2030 – 20 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. Federal Regional Transportation Plan guidelines require that the Regional Plan cover a forecast period of a minimum of 20 years. The planning assumptions were less than five years old at the time the conformity analysis began.

Ms. Kennedy guided the group to page 16 of the agenda package. SANDAG uses a calibrated and validated activity-based model (ABM) to support the development of the Regional Plan. ABMs are becoming the standard travel demand modeling technology used by large Metropolitan Planning Organizations (MPOs). ABM outputs are used as inputs for regional emissions forecasts. The estimates of regional transportation-related emissions analyses conducted for the Regional Plan and 2014 RTIP Amendment No. 7 meet the requirements established in the Transportation Conformity Rule (40 CFR 93.122(b) and 93.122(c)). The regionally significant projects and when they are expected to be open to traffic in each analysis year are documented in Tables B.15 through B.17.

Ms. Kennedy noted that additional information regarding active transportation modeling is included in the Transportation Modeling section of Appendix B. The new section discusses active transportation modeling and how it is incorporated in the Draft Plan. Ms. Kennedy also noted that pages 17 and 18 of Appendix B discuss how the network includes existing and planned bicycle projects.

**Motor Vehicle Emissions Modeling**

Ms. Kennedy directed the group to page 32 of the agenda package to review the motor vehicle emissions modeling. Ms. Kennedy reiterated that SANDAG staff provided results for both EMFAC2011 and EMFAC2014 and used the updated version of EMFAC2014, EMFAC2014 v1.0.7. The analysis years that were included in the conformity analysis were selected to comply with 40 CFR 93.106(a)(1) and 93.118(a) of the Transportation Conformity Rule. The first horizon year (2015) must be within ten years from the base year used to validate the regional transportation model (2012), the last horizon year must be the last year of the transportation plan’s forecast period (2050), and the horizon years may be no more than ten years apart (2025, 2035, and 2040).

Effective April 4, 2013, the U.S. 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 October 2014, SANDAG prepared countywide forecasts of average weekday ROG and Nitrous-Oxide emissions for 2015,
2020 (interpolated), 2025, 2035, 2040, and 2050. ROG and NOx emissions are based upon the
summer season. ROG and NOx data for 2020 are included to demonstrate conformity to the budgets
included in the Maintenance Plan. Ms. Kennedy noted that this information is shown in the tables
starting on page 34 of the agenda package.

For the CO Standard, CO regional emissions were projected for 2015, 2018 (interpolated), 2025,
2035, 2040, and 2050. CO emissions are based upon the winter season. CO data for 2018 is included
to demonstrate conformity to the budget included in the Maintenance Plan.

Ms. Kennedy directed the CWG to pages 34 through 37, which show the emissions results tables. For
the data produced with EMFAC2011, the adjustment factors provided by ARB were applied as
directed. All emission projections created with both versions of EMFAC show that the San Diego
region is below the budgets set for ozone and CO.

Ms. Kennedy guided the group to page 37 of the agenda package to review the exempt projects.
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). Table B.14 illustrates the exempt projects considered in the Regional Plan and
2014 RTIP Amendment No. 7. 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.

Ms. Kennedy directed the CWG to page 39 to discuss the implementation of Transportation Control
Measures (TCMs). There are four federally-approved Transportation Control Measures that must be
implemented in San Diego, which the SIP refers to as transportation tactics. They include
ridesharing, transit 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.

Ms. Kennedy directed the group to page 40 of the agenda package to review the interagency
consultation process. The consultation process followed to prepare the Air Quality Conformity Analysis
for the Regional Plan and 2014 RTIP Amendment No. 7 complies with the San Diego Transportation
Conformity Procedures adopted in July 1998. In turn, these procedures comply with federal
requirements under 40 CFR 93.106(a)(1). Interagency consultation involves SANDAG (as the MPO for
San Diego County), the APCD, Caltrans, ARB, U.S. Department of Transportation, and U.S. EPA.

Consultation is a three-tier process that:

- Formulates and reviews drafts through a conformity working group
- Provides local agencies and the public with opportunities for input through existing
  regional advisory committees and workshops
- 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.
Pages 40 and 41 list milestones where the CWG, the public, SANDAG committees, or the SANDAG Board of Directors participated in the development or consulted on the different elements of the conformity analysis.

Ms. Kennedy noted a correction to the list of milestones on page 41 of the agenda package. The second bullet from the bottom of the page regarding a public hearing on September 11, 2015, is incorrect. The public hearings occurred on June 12, 2015, and June 18, 2015. The bullet with the incorrect information will be deleted in the final draft. More information will be added to confirm that the emission analyses were conducted with EMFAC2011 and the newest version of EMFAC2014.

SANDAG staff is anticipating going to the SANDAG Board of Directors at its October 9, 2015, meeting to seek approval of the Plan and its air quality conformity findings.

Ms. Kennedy reminded the CWG that the 30-day review and public comment period for the conformity document and 2014 RTIP Amendment No. 7 document will close on September 17, 2015.

5. UPDATE ON EMFAC2014 (INFORMATION)

On December 30, 2014, the ARB released EMFAC2014 for public use. On May 15, 2015, ARB released an updated version, EMFAC2014 v1.0.7. ARB and the U.S. EPA Database staff provided an update on the timeline for approval of the model for use in conformity determinations.

Heather King, ARB, noted that ARB and U.S. EPA staff held a meeting to walk through and highlight the changes that were made to EMFAC2014.

John Kelly, U.S. EPA, stated that he would contact Karina O’Connor, U.S. EPA, for more information regarding the approval timeline for the EMFAC2014 model.

Elisa Arias, SANDAG, stated that SANDAG staff is working to finalize the documents in preparation for final adoption of the Regional Plan and its air quality conformity findings in October. If SANDAG staff had a good estimate of when U.S. EPA will approve the model, then the tables listing the EMFAC2011 or EMFAC2014 data could be removed from the final documents that will be presented to the SANDAG Board of Directors and in the final draft of the Regional Plan.

Mr. Kelly affirmed that he would contact Ms. O’Connor to find out more information.

6. PROPOSAL TO UPDATE THE AIR QUALITY STANDARDS FOR GROUND-LEVEL OZONE (DISCUSSION)

On November 25, 2014, the U.S. EPA proposed to strengthen the National Ambient Air Quality Standards (NAAQS) for ground-level ozone. On December 17, 2014, a proposed rule was published in the Federal Register for public review and comment. U.S. EPA staff provided an update on the proposed rule.

Mr. Kelly informed the CWG that the final rule was sent to the Office of Management and Budget (OMB) for interagency review. The OMB usually takes 60, 90, or more days to review a large national rulemaking like the one proposed; however, the OMB agreed to review the proposed rule within 30 days. The U.S. EPA is on track to meet the court deadline to issue a final rule on the NAAQS by October 1, 2015.
7. OTHER BUSINESS (INFORMATION)

Ms. Kennedy discussed the proposed rule for the *Determinations of Attainment by the Attainment Date, Extensions of the Attainment Date, and Reclassification of Several Areas Classified as Marginal for the 2008 Ozone National Ambient Air Quality Standards* that was published on August 27, 2015. This would reclassify San Diego to a moderate area with an attainment date of July 20, 2018, and a SIP submittal deadline of January 1, 2017. Ms. Kennedy asked Nick Cormier, APCD, and Mr. Kelly, U.S. EPA, if they could provide additional information regarding the proposed rule.

Mr. Cormier affirmed the SIP submittal deadline of January 1, 2017. South Coast Air Quality Management District (SCAQMD) is currently modeling all of the Southern California regions. The modeling results will determine whether or not the San Diego region can meet the moderate attainment deadline by July 20, 2018. Tentative modeling results from SCAQMD are expected at the end of October or early November of this year. APCD is working on a few rules that they are hoping can be adopted before the January 1, 2017, deadline. There are several requirements that the San Diego region will have to complete since it is a moderate area, for example, the Reasonable Available Control Technology (RACT) demonstration will need to be included in the submission to U.S. EPA. APCD is also reviewing its rules to make sure that the rules meet the RACT requirement. APCD is waiting on the modeling results from SCAQMD.

Mr. Kelly added that there is uncertainty as to whether San Diego can meet the moderate attainment deadline because the trend for San Diego’s ozone design values has recently trended upwards. Currently, there is no need to plan for a bump up to a serious area but there could be a possibility in the late 2018 timeframe where that option would be contemplated. July 20, 2018, would be the maximum attainment date that the act allows and in the second half of 2018, EPA would have to make a decision about whether the San Diego area meets or does not meet the standard by the attainment date. The U.S. EPA is looking at this act nationally by reviewing all the marginal areas and determining which areas made the attainment deadline and which areas did not. For the areas that did not make the attainment deadline, if the last year of data (2014) was clean enough and if the fourth-high value was not above the standard, then those areas would receive a one-year extension. Historically, San Luis Obispo has been the only area to qualify for extension in Region 9. Areas that do not qualify for the one-year extension would be bumped up to a serious area, which could include San Diego. U.S. EPA intends to finalize the action toward the end of the year or early next year, depending on the comments provided. The action will not affect the SIP submittal date, which allows agencies to start planning for SIP submittal.

Ms. Arias asked Mr. Cormier if he could share a schedule for the SIP development. Mr. Cormier replied he would create a schedule and share it with the CWG.

Mr. Kelly added that he is also interested in the SIP development schedule. Additionally, Mr. Kelly suggested that Mr. Cormier contact Stanley Tong, U.S. EPA, to elicit advice on developing a strong SIP.

Mr. Cormier replied that APCD is in contact with Mr. Tong and will be seeking his advice on documents as it becomes available.
8. UPCOMING MEETINGS

The next meeting of the CWG is scheduled for October 7, 2015, from 10:30 a.m. to 12 noon at SANDAG.

9. ADJOURNMENT

Ms. Kennedy adjourned the meeting at 11:25 a.m.
San Diego Region Conformity Working Group  
Meeting Attendance  
September 2, 2015

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heather King</td>
<td>ARB</td>
</tr>
<tr>
<td>Rodney Tavitas (phone)</td>
<td>Caltrans</td>
</tr>
<tr>
<td>Azar Habibafshar (phone)</td>
<td>Caltrans District 11</td>
</tr>
<tr>
<td>Diane Vermeulen (phone)</td>
<td>Caltrans District 11</td>
</tr>
<tr>
<td>John Kelly (phone)</td>
<td>EPA</td>
</tr>
<tr>
<td>Michael Morris (phone)</td>
<td>FHWA</td>
</tr>
<tr>
<td>Nick Cormier</td>
<td>SDAPCD</td>
</tr>
<tr>
<td>Elisa Arias</td>
<td>SANDAG</td>
</tr>
<tr>
<td>Rachel Kennedy</td>
<td>SANDAG</td>
</tr>
<tr>
<td>Mimi Morisaki</td>
<td>SANDAG</td>
</tr>
<tr>
<td>Scott Strelecki</td>
<td>SANDAG</td>
</tr>
<tr>
<td>Dawn Vettese</td>
<td>SANDAG</td>
</tr>
</tbody>
</table>
Mr. Gary Gallegos  
Executive Director 
San Diego Association of Governments 
401 B Street, Suite 800 
San Diego, CA  92101 

SUBJECT:  Conformity Determination for San Diego Forward: The Regional Plan including SCS 

Dear Mr. Gallegos: 

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our reviews of the conformity determination for the San Diego Association of Governments’ (SANDAG) 2015 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) – San Diego Forward: The Regional Plan including SCS. A FTA/FHWA air quality conformity determination is required for the new RTP/SCS pursuant to 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 Final Rule on Statewide and Metropolitan Planning, 23 CFR Part 450. 

On October 9, 2015 SANDAG adopted the 2015 RTP/SCS via Resolution No. 2016-06. The conformity analysis given by SANDAG indicates all air quality conformity requirements have been met. Based on our review, and after consultation with the EPA Region 9 office, we find that SANDAG’s 2015 RTP/SCS conforms to the applicable State Implementation Plan (SIP) in accordance with the provisions of 40 CFR Parts 51 and 93. This conformity determination will remain in effect for four (4) years from the date of this letter and replaces the previous determination made on December 2, 2011. 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. 

In accordance with the above MOU, the FHWA’s single signature constitutes FHWA and FTA’s joint air quality conformity determination for SANDAG’s 2015 RTP/SCS. If you have questions pertaining to this conformity finding, please contact Michael Morris of the FHWA California Division’s Cal-South office at (213) 894-4014, or by email at michael.morris@dot.gov. 

Sincerely, 

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

SUBJECT: SANDAG 2015 FTIP through Amendment No. 8 and Conformity Determination

Dear Mr. de Terra:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our reviews of the conformity determination for the San Diego Association of Governments’ (SANDAG) 2015 Federal Transportation Improvement Program (FTIP) through Amendment No. 8. FTA/FHWA reviewed SANDAG’s 2015 FTIP Amendments No. 7 and 8, received by your letters dated November 2 and November 4, 2015, respectively. Amendment No. 7 requests to modify thirty-one (31) individual and one (1) grouped project listings with removal of one (1) individual project listing while Amendment No. 8 requests to modify seventeen (17) individual and seven (7) grouped project listings with removal of one (1) individual project listing previously approved for California Federal Statewide Transportation Improvement Program (FSTIP) inclusion. Amendment No. 8 requests to add one (1) new individual and one (1) grouped project listings to SANDAG’s FTIP.

A FTA/FHWA air quality conformity determination is required pursuant to the Environmental Protection Agency’s (EPA) Transportation Conformity Rule, 40 CFR Parts 51 and 93, and the United States Department of Transportation’s Final Rule on Statewide and Metropolitan Planning, 23 CFR Part 450. SANDAG’s new conformity determination for the 2015 FTIP through Amendment No. 8 was completed to ensure consistency with SANDAG’s new 2015 RTP/SCS.

On October 16, 2015 SANDAG adopted the associated Consistency Amendments No. 7 and 8 to the 2015 FTIP via Resolution No. 2016-07 and 2016-08 respectively. The conformity analysis given by SANDAG indicates all air quality conformity requirements have been met. Based on our review, and after consultation with the EPA Region 9 office, we find that SANDAG’s 2015 FTIP through Amendment No. 8 conforms to the applicable State Implementation Plan (SIP) 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 and approval.

In accordance with the MOU cited above the FHWA’s single signature constitutes FHWA and FTA’s joint air quality conformity determination for SANDAG’s 2015 FTIP through Amendment No. 8.
If you have questions pertaining to this conformity finding, please contact Michael Morris of the FHWA California Division's Cal-South office at (213) 894-4014, or by email at michael.morris@dot.gov.

Sincerely,

[Signature]

For: Vincent P. Mammano
Division Administrator
### Draft Schedule for the 2016 RTIP Update with Air Quality Conformity Analysis

<table>
<thead>
<tr>
<th>Dates</th>
<th>Activities</th>
</tr>
</thead>
</table>
| 8-Jan  | Memo to all jurisdictions regarding schedules/procedures for the 2016 RTIP process including:  
|        | • Any new or updates to capacity increasing projects  
|        | • Requests for long term borrowing? |
| 3-Feb  | 2016 RTIP Workshop at SANDAG |
| March  | CTC adopts statewide 2016 STIP |
| 2-Mar  | 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. |
| 18-Mar | All projects proposed for 2016 RTIP due in ProjectTrak including new/updates to Capacity Increasing projects. |
| 28-Mar | Issue 2016 Project List to CWG for interagency consultation Non-Capacity Increasing (NCI) and Capacity Increasing (CI) |
| 6-Apr  | Discuss 2016 RTIP Project List at CWG meeting |
| 11-Apr | Close of CWG project list interagency consultation (NCI and CI) |
| 22-Apr | Complete coding of 2016 RTIP Capacity Increasing (CI) projects/review project submittals |
| 6-May  | Complete model runs of 2016 RTIP Capacity Increasing (CI) projects |
| 13-May | Issue 2016 RTIP draft Air Quality Conformity Analysis for 30-day CWG review and comment |
| 1-Jul  | Discuss 2016 RTIP draft Air Quality Conformity Analysis at CWG meeting |
| 13-Jun | 30-day CWG comment period for 2016 RTIP draft Air Quality Conformity Analysis ends |
| 17-Jun | Incorporate CWG comments for 2016 RTIP into revised draft Air Quality Conformity Analysis |
| 15-Jul | Transportation Committee recommends the release of draft 2016 RTIP including its draft Air Quality Conformity determination for public comment |
| 22-Jul | Board requested to release the draft 2016 RTIP including its draft Air Quality Conformity determination for a 30-day public comment period; and set September 2, 2016 TC meeting to hold public hearing |
|        | SANDAG submits draft 2016 RTIP to state for review and comment |
| 22-Aug | 30-day comment period ends for draft 2016 RTIP including the draft Air Quality Conformity Analysis |
| 2-Sep  | Transportation Committee holds public hearing to review the draft 2016 RTIP including its Air Quality Conformity determination and recommends Final 2016 RTIP to the SANDAG Board for approval. |
| 23-Sep | SANDAG Board asked to adopt the Final 2016 RTIP including its Air Quality Conformity |
| 30-Sep | Deadline to submit Final 2016 RTIP to state |
| 10-Oct | Start of state FSTIP Public Participation process |
| 31-Oct | Close of state Public Participation process |
| 16-Nov | FSTIP submittal to Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) |
| 16-Dec | Federal approval for FSTIP |
Additional Information

In order to receive notification of the issuance of the EA and to keep track of all formal issuances and submittals in specific dockets, the Commission offers a free service called eSubscription. Go to www.ferc.gov/docs-filing/esubscription.asp.

Dated: December 8, 2015.
Nathaniel J. Davis, Sr.,
Deputy Secretary.

DEPARTMENT OF ENERGY
Federal Energy Regulatory Commission

[Docket No. EL16–13–000]

Emera Maine; Notice of Institution of Section 206 Proceeding and Refund Effective Date


The refund effective date in Docket No. EL16–13–000, established pursuant to section 206(b) of the FPA, will be the date after December 14, 2017. EMFAC2014 must be used as described in this Notice for all new regional emissions analyses and carbon monoxide (CO) and particulate matter (PM10 and PM2.5) hot-spot analyses for transportation conformity purposes that are started on or after December 14, 2017.

FOR FURTHER INFORMATION CONTACT: Karina O’Connor, oconnor.karina@epa.gov, (775) 434–8176, Air Planning Office (AIR–2), Air Division, U.S. EPA, Region 9, 75 Hawthorne Street, San Francisco, California 94105–3901.

SUPPLEMENTARY INFORMATION: Copies of the official version of the EMFAC2014 model, including technical support documents, are available on the California Air Resources Board (CARB) Web site: http://www.arb.ca.gov/msei/categories.htm#onroad_motor_vehicles. Throughout this document, “we,” “us” and “our” refer to EPA.

I. Background

A. What is the EMFAC model?

The EMFAC model is a computer model that can estimate emission rates for on-road mobile sources (“motor vehicles”) for calendar years from 2000 to 2050 operating in California. Pollutant emissions for hydrocarbons (HC), CO, nitrogen oxides (NOx), PM10, PM2.5, lead, carbon dioxide (CO2), and sulfur oxides are output from the model. Emissions are calculated for fifty-one different vehicle classes composed of passenger cars, various types of trucks and buses, motorcycles, and motor homes.

EMFAC is used to calculate current and future inventories of motor vehicle emissions at the state, air district, air basin, county, or project level. EMFAC contains default vehicle activity data, and the option of modifying that data, so it can be used to estimate a motor vehicle emissions inventory in tons/day for a specific year, month, or season, and as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel and speeds. Thus the model can be used to make decisions about air pollution policies and programs at the local or state level.

Inventories based on EMFAC are also used to meet the federal CAA’s SIP and transportation conformity requirements. Transportation conformity is required under CAA section 176(c) to ensure that federally supported transportation plans, transportation improvement programs (TIPs), and highway and transit projects are consistent with (“conform to”) the purpose of the SIP. Conformity to a SIP means that a transportation activity will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards (NAAQS) or interim milestones. The EPA’s transportation conformity regulations (40 CFR parts 51.390 and 93) describe how federally funded and approved highway and transit projects meet these statutory requirements. EMFAC is used state-wide in all regional emissions analyses and CO, PM10, and PM2.5 hot-spot analyses for transportation conformity determinations in California.

B. What versions of EMFAC are currently in use in California?

Most SIPs in California were developed using EMFAC2011 (released by CARB in September 2011) or EMFAC2007 (released by CARB in October 2007). The EPA approved and announced the availability of EMFAC2011 on March 16, 2013 (78 FR 14533) and approved and announced the availability of EMFAC2007 on January 18, 2008 (73 FR 3464) for all nonattainment and maintenance areas in California.

EMFAC2011 was considered a major update to previous versions of EMFAC and most SIPs in California were updated with EMFAC2011 in the 2012–2014 timeframe. EMFAC2011 included a new model structure, new data and methodologies regarding calculation of motor vehicle emissions, and revisions to implementation data for control measures.

ENVIRONMENTAL PROTECTION AGENCY


AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of availability.

SUMMARY: The Environmental Protection Agency (EPA) is approving and announcing the availability of the latest version of the California EMFAC (short for EMIssue FACt) model for use in state implementation plan (SIP) development and transportation conformity in California. EMFAC2014 is the latest update to the EMFAC model for use by California state and local governments to meet Clean Air Act (CAA) requirements. The new model, which is based on new and improved data, calculates air pollution emissions factors for passenger cars, trucks, motorcycles, motor homes and buses. Today’s notice also sets the date after which EMFAC2014, rather than EMFAC2011, must be used to satisfy the requirement that conformity determinations be based on the latest emissions model available. This requirement can be met by using the most current version of the motor vehicle emissions model approved by the EPA. Since the EMFAC model is used only in California, the EPA’s approval and the announcement of the availability of the model does not affect the applicability of the Motor Vehicle Emissions Simulator (MOVES) model for users in other states.

DATES: The EPA’s approval of the EMFAC2014 emissions model for SIP and conformity purposes is effective December 14, 2015. EMFAC2014 must be used as described in this Notice for all new regional emissions analyses and carbon monoxide (CO) and particulate matter (PM10 and PM2.5) hot-spot conformity analyses for transportation conformity purposes that are started on or after December 14, 2017.

FOR FURTHER INFORMATION CONTACT: Karina O’Connor, oconnor.karina@epa.gov, (775) 434–8176, Air Planning Office (AIR–2), Air Division, U.S. EPA, Region 9, 75 Hawthorne Street, San Francisco, California 94105–3901.

SUPPLEMENTARY INFORMATION: Copies of the official version of the EMFAC2014 model, including technical support documents, are available on the California Air Resources Board (CARB) Web site: http://www.arb.ca.gov/msei/categories.htm#onroad_motor_vehicles. Throughout this document, “we,” “us” and “our” refer to EPA.

I. Background

A. What is the EMFAC model?

The EMFAC model is a computer model that can estimate emission rates for on-road mobile sources (“motor vehicles”) for calendar years from 2000 to 2050 operating in California. Pollutant emissions for hydrocarbons (HC), CO, nitrogen oxides (NOx), PM10, PM2.5, lead, carbon dioxide (CO2), and sulfur oxides are output from the model. Emissions are calculated for fifty-one different vehicle classes composed of passenger cars, various types of trucks and buses, motorcycles, and motor homes.

EMFAC is used to calculate current and future inventories of motor vehicle emissions at the state, air district, air basin, county, or project level. EMFAC contains default vehicle activity data, and the option of modifying that data, so it can be used to estimate a motor vehicle emissions inventory in tons/day for a specific year, month, or season, and as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel and speeds. Thus the model can be used to make decisions about air pollution policies and programs at the local or state level.

Inventories based on EMFAC are also used to meet the federal CAA’s SIP and transportation conformity requirements. Transportation conformity is required under CAA section 176(c) to ensure that federally supported transportation plans, transportation improvement programs (TIPs), and highway and transit projects are consistent with (“conform to”) the purpose of the SIP. Conformity to a SIP means that a transportation activity will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards (NAAQS) or interim milestones. The EPA’s transportation conformity regulations (40 CFR parts 51.390 and 93) describe how federally funded and approved highway and transit projects meet these statutory requirements. EMFAC is used state-wide in all regional emissions analyses and CO, PM10, and PM2.5 hot-spot analyses for transportation conformity determinations in California.

B. What versions of EMFAC are currently in use in California?

Most SIPs in California were developed using EMFAC2011 (released by CARB in September 2011) or EMFAC2007 (released by CARB in October 2007). The EPA approved and announced the availability of EMFAC2011 on March 16, 2013 (78 FR 14533) and approved and announced the availability of EMFAC2007 on January 18, 2008 (73 FR 3464) for all nonattainment and maintenance areas in California.

EMFAC2011 was considered a major update to previous versions of EMFAC and most SIPs in California were updated with EMFAC2011 in the 2012–2014 timeframe. EMFAC2011 included a new model structure, new data and methodologies regarding calculation of motor vehicle emissions, and revisions to implementation data for control measures.
C. Why is the EPA announcing its approval of the EMFAC model?

CAA section 172(c)(3) and 40 CFR 51.114(a) require that SIP inventories be based on the most current, accurate, and applicable models available at the time the SIP is developed. CAA section 176(c)(1) and 40 CFR 93.111(a) require that the latest emissions estimates be used in conformity analyses. The EPA approves models that fulfill these requirements.

Under 40 CFR 93.111(a), the EPA must approve new versions of EMFAC for SIP purposes before they can be used in transportation conformity analyses. In a May 21, 2015 letter, CARB requested that the EPA approve EMFAC2014 for use in developing SIPs and in determining conformity in California. 1 EMFAC2014 is a significant change from previous EMFAC models with a new model user interface and is capable of calculating motor vehicle emissions for all California areas. EMFAC2014 is being approved as the latest emissions model for statewide use in SIP development and emissions analyses for conformity purposes. Since the EMFAC model is only used in California, the EPA’s statewide approval of the model does not affect the applicability of the MOVES emissions factor model for users in other states.

II. EPA Action

A. What version of EMFAC is the EPA approving?

In this notice, the EPA is approving and announcing that EMFAC2014 is available to use in statewide California SIP development and for regional emissions analyses and CO, PM10 and PM2.5 hot-spot analyses for transportation conformity. EMFAC2014 was developed by CARB and transmitted for approval to the EPA on May 21, 2015. The EMFAC2014 model has been rewritten using Python and MySQL software into a new structure that will facilitate future model updates, and allow CARB to incorporate updated regulations and emissions data into the model and provide for a more simplified user experience. The four major modules of EMFAC2011: EMFAC–LDV, EMFAC–HD, EMFAC–SG and EMFAC–PL have been integrated into EMFAC2014, under one interface. The model is now operated in either the Emissions Mode or the Emissions Rate Mode for regional emissions analyses to access emission databases and vehicle activity data for the appropriate geographic subarea. EMFAC2014 Project-Level Assessment (EMFAC2014–PL) is triggered when EMFAC2014 is run under the Emissions Rate Mode. Using EMFAC2014–PL, emissions rates are estimated based on user-specified, project-specific conditions. A handbook for using EMFAC2014 at the project level is available from CARB at: http://www.arb.ca.gov/msei/downloads/ emfac2014/emfac2014-vol2-pl-handbook-052015.pdf. EMFAC2014 allows users to run one model for SIP inventories, regional emissions analyses and project analyses.

B. What analyses can EMFAC2014 be used for?

The EPA is approving the model to estimate regional emissions of HC, CO, NOX, PM10, PM2.5, lead, and sulfur oxides. 2 However, EMFAC2014 will only be used in transportation conformity for pollutants and precursors that are transportation-related emissions, e.g., HC, CO, NOX, PM10 and PM2.5.

The EPA is also approving EMFAC2014 to estimate CO, PM10 and PM2.5 emissions for conformity hot-spot analyses involving individual transportation projects. A hot-spot analysis is defined in 40 CFR 93.101 as an estimation of likely future localized pollutant concentrations and a comparison of those concentrations to the relevant NAAQS. This analysis is conducted on a smaller scale than a nonattainment or maintenance area, e.g., for a congested roadway intersection.

The EPA also notes that this approval action does not impact what methodology is required for calculating re-entrained road dust for regional PM10 and PM2.5 SIPs and transportation conformity analyses. EMFAC2014’s PM10 and PM2.5 estimates do not include such emissions. When applicable, PM10 and PM2.5 nonattainment and maintenance areas are required to use the EPA’s AP–42 road dust method for calculating road dust emissions, unless a local method is approved in advance by the EPA. 3 In addition, EMFAC2014 does not estimate ammonia emissions. Air quality and transportation agencies should contact the EPA Regional Office if ammonia emissions estimates are needed for SIPs or regional conformity emissions analyses.

C. Why does the EPA consider EMFAC2014 to be a major update to EMFAC?

EMFAC2014 includes significant changes to its model interface, new data and methodologies regarding calculation of mobile source emissions and revisions to implementation data for control measures. EMFAC2014 includes updated data on car and truck activities, and emissions reductions associated with CARB’s Advanced Clean Cars regulations, 4 supporting new estimates of emissions from heavy-duty diesel trucks and buses. Motor vehicle fleet age, vehicle types and vehicle population have also been updated based on 2000–2012 California Department of Motor Vehicle (DMV) data. Each of these changes impact emission factors for each area in California. The new model interface for EMFAC2014 will allow users to update the default VMT data and speed profiles by vehicle class for different future scenarios. CARB’s Web site describes these and other model changes at: http://www.arb.ca.gov/msei/categories.htm#onroad_motor_vehicles.

D. How were stakeholders and the public involved in the EMFAC development process?

Since 2013, CARB has held a series of public workshops to discuss emissions inventory updates and EMFAC updates and to receive comments on the resulting changes in the emissions inventory and models. 5 CARB also conducted beta testing of interim versions of the model with air districts and Metropolitan Planning Organizations (MPOs). Stakeholders and other members of the public had the opportunity to request briefings with CARB staff and provide them with comments and suggestions to improve the model. The EPA included in those discussions and our suggestions were incorporated into the material AP–42 Method for Estimating Re-entrained Road Dust from Paved Roads (76 FR 6328). Also, for using AP–42 for unpaved roads, see the EPA’s August 2, 2007 memorandum, “Policy Guidance on the Use of the November 1, 2006, Update to AP–42 for Re-entrained Road Dust for SIP Development and Transportation Conformity.”


2The EPA notes that EMFAC2014 can be used for CO2 emissions analyses as well, but there are no SIP or transportation conformity requirements for greenhouse gases (GHGs). In addition, although SO2 is listed as a potential precursor for PM2.5 formation in 40 CFR 93.101(b)(2)(v), this precursor has not been considered significant for the on-road mobile sources covered by transportation conformity in California to date.

3 For further information, see the EPA’s February 4, 2011 Notice of Availability for the January 2011 model.
EPA and DOT (the Department of Transportation) will consider extending the grace period if the effects of the new emissions model are so significant that previous SIP demonstrations of what emission levels are consistent with attainment would be substantially affected. In such cases, States should have an opportunity to revise their SIPs before MPOs must use the model’s new emissions factors.

In consultation with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), the EPA considers “the degree of change in the model and the scope of re-planning likely to be necessary by MPOs in order to assure conformity” in establishing the length of the grace period (40 CFR 93.111(b)(2)).

Upon consideration of these factors, the EPA is establishing a two-year grace period before EMFAC2014 is required for the following conformity analyses:

- All new HC, NOX, PM10, PM2.5 and CO regional emissions analyses (e.g., supporting transportation plan and TIP conformity determinations); and
- All new CO, PM10 and PM2.5 hot-spot analyses supporting project-level conformity determinations.

The grace period begins on December 14, 2015 and ends on December 14, 2017. Areas have the option of using the new model prior to the end of the grace period.

As discussed earlier in the notice, EMFAC2014 incorporates significant changes to the model interface and procedures used to estimate both emissions for regional emissions analysis and hot-spot analyses for CO and PM. In addition to incorporating the new EMFAC2014 procedures, state and local agencies also need to consider how the model affects regional conformity analysis results and whether SIP and/or transportation plan/TIP changes are necessary to assure future conformity determinations. As stated earlier in the notice, the changes to EMFAC impact emission factors for each area in California. CARB has requested an 18-month grace period to allow them to update SIPs previously developed using EMFAC2007 or EMFAC2011 with the updated emissions from EMFAC2014 during 2016. Therefore, additional time is necessary for CARB to revise previously approved SIPs with EMFAC2014 and complete the SIP revision process, so that MPOs can incorporate revised SIP budgets into the transportation conformity process.

For application of EMFAC2014 at the project level, while EMFAC2014 was originally released by CARB in October of 2014, project sponsors developing future project-level analysis may need some time to familiarize themselves with this model.

Therefore, it is appropriate to set a two-year grace period to allow all areas in California to incorporate EMFAC2014 in conformity hot-spot analyses and apply the changes to the model structure and updated planning assumptions incorporated in EMFAC2014 in a timely manner. In the interim, new PM and CO hot-spot analyses that are started prior to the end of the EMFAC2014 grace period can be based on EMFAC2011 and the EPA’s existing PM hot-spot guidance. When the grace period ends on December 14, 2017, EMFAC2014 will become the only approved motor vehicle emissions model for all new regional and hot-spot transportation conformity analyses across California, as a means of meeting the requirement to use the latest emissions information in conformity analyses (40 CFR 93.111). In general, this means that all new HC, NOX, PM10, PM2.5, and CO regional conformity analyses and CO, PM10 and PM2.5 hot-spot analyses started after the end of the two-year grace period must be based on EMFAC2014, even if the SIP is based on an earlier version of the EMFAC model. The EPA is considering what project-level guidance is necessary for EMFAC2014 and will make information available on the EPA’s Web site: www.epa.gov/otaq/stateresources/transconf/projectlevel-hotspot.htm.

In addition, in most cases, if an area revises previously approved EMFAC2011-based SIP budgets using EMFAC2014, the revised EMFAC2014 budgets would be used for conformity purposes once the EPA approves the SIP revision. In general, the EPA will not make adequacy findings for these SIPs because submitted SIPs cannot be superseded approved budgets until they are approved. However, 40 CFR 93.118(e)(1) allows an approved budget to be replaced by an adequate budget if the EPA’s approval of the initial budgets specifies that the budgets being approved may be replaced in the future by new adequate budgets. This flexibility has been used in limited situations in the past, such as during the transition from EMFAC7F and EMFAC7G to EMFAC2002. See 67 FR 46618 (July 16, 2002); 67 FR 69139 (November 15, 2002); and 68 FR 15720 (April 1, 2003). In such cases, the EMFAC2004-based budgets would be used for conformity purposes once they have been found adequate. States should consult with the EPA as needed.

6 To subscribe to CARB’s listserv for Mobile Source Emission Inventory development, see “Join our MSEI listserv” at www.arb.ca.gov/msei/listserv.htm.

7 See Web page http://www3.epa.gov/otaq/stateresources/transconf/projectlevel-hotspot.htm#pm-hotspot for latest guidance documents and information.
to determine if this flexibility applies to their situation.

F. Can areas use EMFAC2011 during the grace period?

Yes, the conformity rule provides some flexibility for regional emissions analyses that are started before the end of the grace period. Analyses that begin before or during the grace period may continue to rely on EMFAC2011. The interagency consultation process should be used if it is unclear if an EMFAC2011-based analysis was begun before the end of the grace period. When the grace period ends, EMFAC2014 will become the EPA-approved motor vehicle emissions model for regional emissions analyses for transportation conformity in California.

CO, PM_{10} and PM_{2.5} hot-spot analyses for project-level conformity determinations can be based on EMFAC2011 if the analysis was begun before the end of the grace period, and if the final environmental document for the project is issued no more than three years after the issuance of the draft environmental document (see 40 CFR 93.111(c)). Therefore quantitative analysis already underway that were started before the end of the grace period using EMFAC2011 can be completed as long as 40 CFR 93.111(c) is satisfied. The interagency consultation process should be used if it is unclear whether an EMFAC2011-based analysis is covered by the circumstances described in the conformity rule.

G. Future Updates to EMFAC

On January 31, 2006, CARB submitted a letter to the EPA and to the California Division of the FHWA indicating the State’s intention to make future revisions to update EMFAC. These EMFAC updates would reflect, among other new information, updated vehicle fleet data every three years. In California, MPOs and Air Districts have not been able to update vehicle fleet data embedded into EMFAC. The EPA’s July 2004 final rule (69 FR 40004) states that new vehicle registration data must be used when it is available prior to the start of new conformity analyses and that states and MPOs are strongly encouraged to update the data at least every five years as described in EPA/USDOT December 2008 guidance. The next update to the planning assumptions in EMFAC is expected in 2017.

III. Summary of EPA Actions

As described in this notice, the EPA is approving and announcing the availability of EMFAC2014 as submitted by CARB on May 21, 2015 with the following limitations and conditions: (1) The approval is limited to California. (2) The approval is Statewide and applies to estimation of emissions of HC, CO, NOx, PM_{10}, PM_{2.5}, lead, and sulfur oxides. In addition, EMFAC2014 will be used in transportation conformity regional emissions analyses for pollutants and precursors that are applicable in a given nonattainment or maintenance area. The EPA is approving the emission factor elements of EMFAC2014, but not the associated default travel activity (e.g. Vehicle Miles Traveled). The EPA is also approving EMFAC2014’s Emission Rate Mode that allows the model to estimate project-level emissions for CO, PM_{10} and PM_{2.5} conformity hot-spot analyses. (3) A 24-month statewide transportation conformity grace period will be established beginning December 14, 2015 and ending December 14, 2017 for the transportation conformity uses described in (2) above. Dated: December 2, 2015.

Jared Blumenfeld, Regional Administrator, Region IX.

[FR Doc. 2015–31307 Filed 12–11–15; 8:45 am]

BILLING CODE 6560–50–P

---

For more information on qualitative PM hot-spot analyses, see the EPA and the FHWA’s joint “Guidance for The Use of Latest Planning Assumptions in Transportation Conformity Determinations” (EPA420–B–08–901, December 2008).
**SIP Development – Tentative Schedule (subject to change)**

As of December 12, 2015

<table>
<thead>
<tr>
<th>Task</th>
<th>Target Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary AQMD Modeling</td>
<td>January 31, 2016</td>
</tr>
<tr>
<td>Military Data/Transportation Conformity Budgets Due to APCD</td>
<td>March 31, 2016</td>
</tr>
<tr>
<td>Internal Draft ready for Supervisor review</td>
<td>April 15, 2016</td>
</tr>
<tr>
<td>Draft ready for Public Workshop</td>
<td>May 27, 2016</td>
</tr>
<tr>
<td>Public Workshop</td>
<td>June 2, 2016</td>
</tr>
<tr>
<td>Workshop Report completed</td>
<td>July 5, 2016</td>
</tr>
<tr>
<td>Draft ready for APCD Advisory Committee</td>
<td>July 13, 2016</td>
</tr>
<tr>
<td>Advisory Committee Meeting</td>
<td>July 15, 2016</td>
</tr>
<tr>
<td>Internal Docket Deadline for Board of Supervisor Approval</td>
<td>August 8, 2016</td>
</tr>
<tr>
<td>Board of Supervisor Approval</td>
<td>October 19, 2016</td>
</tr>
<tr>
<td>CARB Board Approval</td>
<td>December 15, 2016</td>
</tr>
<tr>
<td>CARB Submits to EPA</td>
<td>No later than December 31, 2016</td>
</tr>
</tbody>
</table>