

SANDAG

San Diego Region Conformity Working Group

Agenda

Wednesday, September 1, 2021

10:30 a.m.

****Teleconference Meeting****

MEETING ANNOUNCEMENT AMIDST COVID-19 PANDEMIC:

The San Diego Region Conformity Working Group meeting scheduled for Wednesday, September 1, 2021, will be conducted virtually in accordance with Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak, Executive Order N-29-20, and the Guidance for Gatherings issued by the California Department of Public Health. Working Group members will primarily participate in the meeting virtually, while practicing social distancing, from individual remote locations.

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Public Comments: Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at clerkoftheboard@sandag.org (please reference September 1 Conformity Working Group Meeting in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. on Tuesday, August 20 will be provided to members prior to the meeting.

If you desire to provide live verbal comment during the meeting, please join the Zoom meeting by computer or phone and use the "Raise Hand" function to request to provide public comment. On a computer, the "Raise Hand" feature is on the Zoom toolbar. By phone, enter *9 to "Raise Hand" and *6 to unmute. Requests to provide live public comment must be made at the beginning of the relevant item, and no later than the end of any staff presentation on the item. The Clerk will call on members of the public who have timely requested to provide comment by name for those joining via a computer and by the last three digits of for those joining via telephone. All comments received prior to the close of the meeting will be made part of the meeting record. Please note that any available chat feature on the Zoom meeting platform should be used by panelists and attendees solely for procedural or other "housekeeping" matters as comments provided via the chat feature will not be retained as part of the meeting record. All comments to be provided for the record must be made via email or orally per the instructions above.

SANDAG

Welcome to SANDAG. Members of the public may speak to the San Diego Region Conformity Working Group on any item at the time the Working Group is considering the item. Public speakers are limited to three minutes or less per person. The Working Group may only take action on any item appearing on the agenda.

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 sandag.org/meetings. Additionally, interested persons can sign up for email notifications at sandag.org/subscribe.

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请在会议前至少 72 小时打电话 (619) 699-1900 提出请求.

Vision Statement

Pursuing a brighter future for all.

Mission Statement

We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.

Our Commitment to Equity

We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.

We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. In 2021, SANDAG will develop an equity action plan that will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.

We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.

San Diego Association of Governments

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San Diego Region Conformity Working Group

Wednesday, September 1, 2021

Item No.		Action
1.	Welcome and Introductions	
+2.	Approval of Meeting Minutes The San Diego Region Conformity Working Group (CWG) is asked to review the minutes from its July 7, 2021, 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.	
Reports		
4.	Draft San Diego Forward: The 2021 Regional Plan <i>Sam Sanford, SANDAG</i> The Draft 2021 Regional Plan, including the Draft Air Quality Conformity analysis and the Sustainable Communities Strategy (SCS), was released for public comment on May 28, 2021. A revised air quality conformity analysis is anticipated to be released to the CWG for review and comment in late September 2021 after addressing public comments. Interagency consultation will be conducted on updates to non-attainment classification for the 2008 and 2015 ozone standards and the public involvement process of the draft 2021 Regional Plan.	Information
5.	2020 Ozone State Implementation Plan Update <i>Nick Cormier, San Diego County Air Pollution Control District</i> <i>John Kelly U.S. Environmental Protection Agency</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. The San Diego County Air Pollution Control District prepared the 2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County demonstrating attainment of both standards by mandated Clean Air Act deadlines. This item provides updates on the approval process and implementation of this plan.	Information
6.	EMFAC2021 Update <i>Nesamani Kalandiyur, California Air Resources Board</i> An update on the status of EMFAC2021 will be presented.	Information
+7.	2022 State Strategy for the State Implementation Plan <i>Stephanie Parent, California Air Resources Board</i> An overview of the 2022 State Strategy for the State Implementation Plan (SIP) and timeline developed by the California Air Resources Board (CARB) will be presented. The 2022 State Strategy SIP is focused on the 2015 8-hour ozone standard. CARB staff held a public webinar on July 27, 2021, reviewing the SIP process, the role of the 2022 State Strategy for the SIP, and a summary of the prior 2016 State Strategy.	Information

+8. Reconsideration of Safe Vehicles Rule Part One

Information

Sam Sanford, SANDAG

On August 5, 2021, the U.S. Department of Transportation’s National Highway Traffic Safety Administration (NHTSA) announced that it will propose robust new fuel economy standards. This follows the January 20, 2021, Executive Order for NHTSA to review the 2020 “The Safer Affordable Fuel-Efficient Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks” final rule. On April 28, 2021, the U.S. Environmental Protection Agency (EPA) published in the Federal Register a Notice of Opportunity for Public Hearing and Comment related to the U.S. EPA reconsidering the withdraw of a waiver of preemption for California's Advanced Clean Car program. The program includes a zero-emission vehicle mandate and greenhouse gas emission standards. An overview of these efforts will be presented.

9. Upcoming Meetings

Information

The next CWG meeting is scheduled for Wednesday October 6, 2021, at 10:30 a.m.

10. Adjournment

+ next to an item indicates an attachment

September 1, 2021

Action: **Information**

July 7, 2021, Meeting Minutes

Sam Sanford (SANDAG), called the meeting of the San Diego Conformity Working Group (CWG) to order at 10:34 a.m.

1. Welcome and Introductions

2. Meeting Minutes (Information)

Sam Sanford asked the CWG to review the minutes from its May 5, 2021, meeting. No comments or corrections were made.

3. Public Comments/Communications (Discussion)

Richard Radcliff (SANDAG) provided an announcement that amendment No. 3 of the 2021 RTIP was posted to the SANDAG website. The comment period ends Friday, July 9, 2021.

Reports

4. San Diego Forward: The 2021 Regional Plan (Discussion)

Sam Sanford provided an update on San Diego Forward: the 2021 Regional Plan. The draft plan is currently posted to SDForward.com and is open for public comment through August 6, 2021. Comments can be made through the website or via email, letter, or voicemail. All contact information for providing comments is on SDForward.com. After the close of the public comment period, SANDAG will begin final modeling for air quality conformity. The CWG will be provided an advance copy of the air quality conformity documentation prior to its November public release. The Regional Plan is expected to go the SANDAG Board of Directors in December and be accompanied by an amendment to the 2021 RTIP to keep the planning and programming documents in alignment.

5. 2020 Ozone State Implementation Plan Update (Information)

Nick Cormier (San Diego Air Pollution Control District [APCD]) and John Kelly (U.S. Environmental Protection Agency [U.S. EPA]) provided updates on the approval process for the 2020 State Implementation Plan (SIP). On June 2, 2021, the U.S. EPA published the final rule for the voluntary reclassification of the San Diego region to severe non-attainment for the 2008 and 2015 ozone standards.

On June 4, 2021, the U.S. EPA posted the on-road transportation conformity budgets for adequacy review and public comment. There were no comments on this review. Next steps will be to finalize the adequacy review and post to the federal register.

6. EMFAC 2021 Update

Nesamani Kalandiyur (California Air Resources Board [CARB]) provided an update on the development and approval process for EMFAC 2021. CARB and the U.S. EPA staff are conducting meetings to exchange information on the regulations and data included in the model.

7. Reconsideration of Safe Vehicles Rule Part One

Sam Sanford provided an overview of the reconsideration effort related to the Safe Vehicles Rule part one. The U.S. EPA posted a Notice of Opportunity for Public Hearing and Comment reconsidering to the federal register on April 28, 2021. The National Highway Safety Administration posted a similar reconsideration of this rule.

8. Upcoming Meetings

The next CWG meeting is scheduled for August 4, 2021, at 10:30 a.m.

9. Adjournment

Sam Sanford adjourned meeting at 10:58 a.m.

Confirmed Attendance at SANDAG San Diego Region Conformity Working Group Meeting

July 7, 2021

Jurisdiction	Name	Attended	Comments
California Air Resources Board	Nesamani Kalandiyur	Yes	
	Stephanie Parent	Yes	
	Kevin Hendrawan	Yes	
Caltrans	Abhijit Bagde	Yes	
	Ami Mojia	Yes	
	Erika Araiza	Yes	
	Lexie Arellano	Yes	
	Lucas Sanchez	Yes	
Caltrans District 11	Beth Landrum	Yes	
	Diane Vermeulen	Yes	
	Maurice Eaton	Yes	
Federal Highway Administration			
Federal Transit Administration	Rusty Whisman	Yes	
U.S. EPA	John Kelly	Yes	
San Diego County Air Pollution Control District	Nick Cormier	Yes	
Other Attendees			
SANDAG Staff			
	Richard Radcliff	Yes	
	Sam Sanford	Yes	
	Sue Alpert	Yes	

2022 State Strategy for the State Implementation Plan (2022 State SIP Strategy)

CATEGORIES

Topics Air Quality Plans

Programs California State Implementation Plans

Type Information

The federal Clean Air Act requires areas that exceed the health-based national ambient air quality standards to develop State Implementation Plans (SIP) that demonstrate how they will attain the standards by specified dates.

In 2015, the United States Environmental Protection Agency (U.S. EPA) strengthened the 8-hour ozone standard to 70 parts per billion (ppb). Nineteen areas in California were designated nonattainment in 2018. CARB will be considering regional SIPs for this standard in 2022. The 2022 State SIP Strategy will include measures and commitments to reduce emissions from State-regulated sources to support attainment of the 70 ppb standard in all nonattainment areas across California.

2022 State Strategy for the State Implementation Plan (2022 State SIP Strategy)

CARB is collaborating with local air districts on development of regional SIPs and soliciting stakeholder input on the development of the 2022 State SIP Strategy. This includes workshops and participation in local air district outreach efforts. CARB staff will finalize the 2022 State SIP Strategy and Environmental Analysis and present it to the Board for consideration in 2022.

- Public Workshop - July 27, 2021
 - Notice of Public Workshop (Español)
 - Presentation (Español)
 - [Webinar Recording](#)



United States Department of Transportation

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REPORT A SAFETY PROBLEM

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USDOT Proposes Improved Fuel Economy Standards for MY 2024-2026 Passenger Cars and Light Trucks

Proposal advances the President's commitment to tackle climate change and secure consumer savings

Share:    **August 5, 2021 | Washington, DC**

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced today that it will soon propose robust new fuel economy standards. The reconsideration of the fuel economy standards set in 2020 is in direct response to [President Biden's Executive Order 13990](#) and the Biden-Harris Administration's commitment to promote and protect public health and the environment.

"This proposal would save drivers hundreds of billions of dollars on gas, reduce pollution, and help counter the climate crisis we are seeing all around us," said U.S. Transportation Secretary Pete Buttigieg. "And by giving American car manufacturers a clear path forward, we will ensure that more of those clean vehicles, and jobs, are created right here."

The new standards would also ensure that consumers can benefit from increased fuel economy and save money on fuel, close to \$140 billion in fuel savings for new vehicles sold by 2030 and \$470 billion by midcentury. At the same time, the new standards would cut greenhouse gases from the atmosphere, reduce air pollution and reduce our dependence on oil. The new standards would increase fuel efficiency 8% annually for model years 2024-2026 and increase the estimated fleetwide average by 12 miles per gallon for model year 2026, relative to model year 2021.

NHTSA's proposal comes as the automobile industry is retooling future models in response to market demand for cleaner, more fuel-efficient vehicles. Nearly all auto manufacturers have announced new electric vehicle models, and five manufacturers have voluntarily agreed with California to achieve stricter greenhouse gas requirements.

More robust fuel economy standards will encourage the industry to continue improving the fuel economy of cars powered by internal combustion engines as the transportation sector transitions to electrification.

"Our proposal reduces climate pollution by approximately the same amount as if we took more than 5 million of today's vehicles off the road, while also saving Americans money at the pump," said NHTSA Acting Administrator Dr. Steven Cliff. "This is important for the climate and also for public health. This proposal will help low-income areas and communities of color that have been disproportionately impacted by these emissions, making it an issue of environmental justice as well."

The program is a key part of the administration's energy and climate security goals, which call for the increased domestic manufacturing and use of existing, advanced and emerging technologies to strengthen the auto industry and enhance job creation in the United States.

In the January 20, 2021, Executive Order, President Biden directed NHTSA to review the 2020 "The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks" final rule. The President further declared the Biden-Harris Administration's policy to improve public health and protect our

environment, to reduce greenhouse gas emissions, to bolster resilience to the impacts of climate change, and to prioritize both environmental justice and the creation of the well-paying union jobs necessary to deliver on these goals.

The proposal considers a range of regulatory alternatives and is significantly different from the conclusion that NHTSA reached in the 2020 final rule. Contrary to the 2020 final rule, and consistent with the President's direction in EO 13990, NHTSA's proposal would achieve a fleet average almost nine miles per gallon higher than the 2020 rule by 2026, and would slash greenhouse gases by 1.8 billion tons over the next three decades. NHTSA estimates that total benefits from the new proposed standards will exceed program costs by \$132 billion.

NHTSA will also begin work, under a new Presidential Executive Order issued today, to develop fuel economy standards for passenger cars and light duty trucks for model years 2027-2030. In addition, the agency will develop medium and heavy-duty fuel efficiency standards beginning as early as model year 2027.

The proposed rule, supporting technical documentation, and information on submitting comments are forthcoming and will be available at [NHTSA.gov/fuel-economy](https://www.nhtsa.gov/fuel-economy).

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NHTSA

NHTSA Media

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